



To: General Purpose Committee

Date: August 10, 2026

From: Wayne Craig
General Manager, Planning and Development

File: 01-0157-30-RGST1/2025-
Vol 01

Re: **Response to Metro Vancouver's Referral: Metro 2050 Type 3 Proposed Amendment – City of Vancouver (Molson Site)**

Staff Recommendation

That the report titled “Metro 2050 Type 3 Proposed Amendment – City of Vancouver (Molson Site)”, dated August 10, 2026 from the General Manager, Planning and Development, be submitted to the Metro Vancouver Regional District Board as part of Metro Vancouver’s consultation process.

Executive Summary

The Metro Vancouver Regional District (MVRD) Board has initiated a Type 3 amendment to the Metro 2050 Regional Growth Strategy in response to a request from the City of Vancouver for the property at 1550 Burrard Street and 1655 West 1st Avenue (the Molson site), a former brewery. The proposal was reviewed against Guiding Principles and Rezoning Guidelines prepared by the City of Vancouver as there is no active rezoning application. The proposed amendment would:

- re-designate the Molson site from Industrial to General Urban to accommodate a mixed-use neighbourhood; and,
- result in the loss of 7.7 acres of industrial land.

Staff conclude that the proposal has limited land use impacts to the City of Richmond. The proposal does involve the trade-off of regionally limited Industrial designated lands in exchange for a mix of residential and employment uses that meet other important regional needs. The potential precedent for converting industrial land to housing should be considered in the broader regional context. Impacts to Metro Vancouver's utility infrastructure are expected to be minimal or are unknown at this time. Staff recommend that this report be submitted to the MVRD Board as part of Metro Vancouver’s consultation process.

Staff Report

Origin

The Metro Vancouver Regional District (MVRD) Board has initiated a process to consider amending the Metro 2050 Regional Growth Strategy (RGS), in relation to a request from the City of Vancouver for the property located at 1550 Burrard Street and 1655 West 1st Avenue (the Molson site) to re-designate Industrial lands to General Urban to accommodate a mixed-use neighbourhood. In June 2026, Vancouver City Council passed a resolution requesting that the MVRD Board consider a Type 3 Amendment to Metro 2050 RGS and was referred to Metro Vancouver for consideration and approval, forming the basis of this proposed amendment.

At its July 2, 2026 regular meeting, the Board of Directors of the MVRD adopted the following resolution:

That the MVRD Board:

- a) initiate the Metro 2050 amendment process for the City of Vancouver's requested regional land use designation amendment from Industrial to General Urban for the site located at 1550 Burrard Street and 1655 West 1st Avenue;*
- b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1470, 2026";*
- c) notify affected local governments and post the application on the Metro Vancouver website to provide an opportunity for comment on the proposed amendment as per Section 6.4.2 of Metro 2050; and*
- d) direct staff to notify local First Nations via referral offices to provide an opportunity for comment on the proposed amendment*

The City of Vancouver's requested amendment to the Metro 2050 RGS involves re-designating the property at 1550 Burrard Street and 1655 West 1st Avenue from Industrial to General Urban to accommodate a mixed-use neighbourhood.

This report supports Council's Strategic Plan 2022-2026 Focus Area #1 Proactive in Stakeholder and Civic Engagement:

Proactive stakeholder and civic engagement to foster understanding and involvement and advance Richmond's interests.

This report supports Council's Strategic Plan 2022-2026 Focus Area #2 Strategic and Sustainable Community Growth:

Strategic and sustainable growth that supports long-term community needs and a well-planned and prosperous city.

Analysis

The proposed amendment is a Type 3 amendment to the Metro 2050 RGS since the subject site is already within the Urban Containment Boundary (UCB) and the Vancouver Sewerage Area. It requires that the amendment bylaw be passed by an affirmative 50% + 1 weighted vote of the MVRD Board.

Information about the Proposed Amendment at 1550 Burrard Street and 1655 West 1st Avenue (Molson Site)

The subject site, also known as the Molson site, is a single parcel that is 3.1 hectares (7.7 acres) in area, located at the southern foot of the Burrard Bridge. When the site was built in 1953 for the operation of the Molson Brewery, the False Creek area was surrounded by heavy industrial uses and was connected by the now decommissioned CP Railway. The site is not contiguous to any industrial lands in the area. In 2019, the 283,000 sq. ft brewery ceased operation and relocated to a larger facility in Chilliwack with direct access to Highway 1. Today, the surrounding area is made up of a mixed-use neighbourhood, with land uses that include residential, light industrial and employment, and parks.

Surrounding land uses include:

- South: General Urban and Employment designated area (an Armoury and Burrard Slopes Employment Area)
- East and North: General Urban, Squamish Reserve, and Señákw residential development
- West: General Urban (parks, commercial and residential uses)

The proposed amendment to the Metro 2050 RGS is to re-designate the existing Industrial land use designation to General Urban to accommodate a mixed-use neighbourhood. The subject site is already within the UCB. Although requests from member jurisdictions to Metro Vancouver typically occur in the context of an active rezoning application or the adoption of an area plan, the City of Vancouver has not proposed a specific site or concept plan for the subject site. Instead, the City has provided Guiding Principles and Rezoning Guidelines, which if implemented through Vancouver's rezoning and development approvals process, it would result in a development that would generally be consistent with Metro 2050.

Once a site is re-designated, future development only needs to be consistent with the new regional land use designation and may differ from the original plan reviewed by the MVRD Board. While this is a risk with any Metro 2050 amendment, detailed planning and consultation help minimize that risk. The staff report concludes that the proposed amendment follows the same approach as other RGS amendments that redesignate land before detailed development plans are finalized.

The Guiding Principles and Rezoning Guidelines speak to six principles ranging from Reconciliation, Land Use, Urban Design, Transportation and Connectivity, Public Benefits and Public Space, and Implementation and Delivery. They are consistent with existing City strategies, plans, and regulations.

Figure 1 - Location Map and Surrounding Context



Figure 2 – Existing Metro 2050 RGS

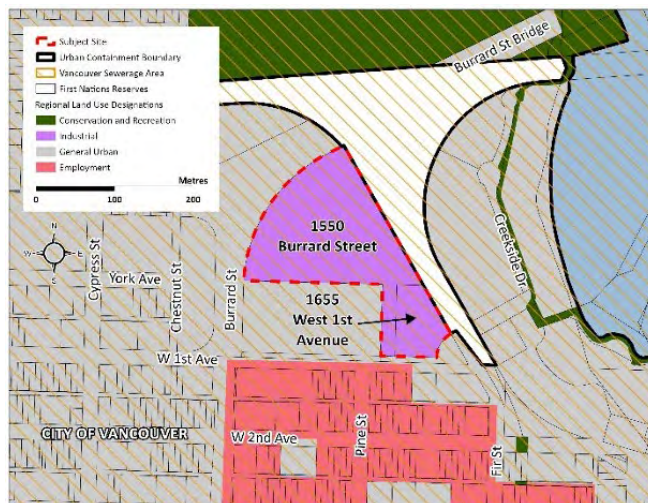


Figure 3 – Proposed Amendments to Metro 2050 RGS



Summary of the Metro 2050 RGS Amendment at 1550 Burrard Street and 1655 West 1st Avenue (Molson Site)

A summary of the regional land use assessment contained in Metro Vancouver's report is as follows:

- The proposal accommodates future growth within the UCB and a major Urban Centre in the region. Even though there is no specific dwelling unit or job space proposed, it is well

positioned to support regional dwelling and employment growth while advancing a complete community with a range of services and amenities.

- The proposal results in the loss of 7.7 acres of industrial land which is not consistent with Metro 2050 to protect the region's limited industrial land supply.
- While the former industrial site has no significant ecosystem on site, the proposal notes that future development would follow city policies around green building and sustainable measures.
- City of Vancouver's Guiding Principles support a mix of housing types, including strata, rental, affordable, and social housing, consistent with City housing policies. While the proposal does not specify the number of units, it indicates the site could accommodate thousands of new homes, supporting Metro 2050's housing objectives.
- The proposal supports Metro 2050's transportation objectives by concentrating growth in a well-served Frequent Transit Network, proximity to Downtown Vancouver and incorporating improvements for walking, cycling, transit access, and goods movement.

City of Richmond Comments on the Proposed Metro 2050 RGS Amendment

City staff have reviewed Metro Vancouver's staff report and conclude that it has limited land use impacts to the City of Richmond. However, as outlined in the Metro Vancouver staff report, it does involve the trade-off of regionally limited Industrial designated lands in exchange for a mix of residential and employment uses that meet other important regional needs. Consideration should be evaluated against the broader regional context that could set precedence for industrial land conversion to housing. It should also be noted that light industrial uses could be accommodated under the existing land use designation, if they are compatible with the site's proximity to high-density residential development. This approach would be consistent with the uses in the Burrard Slopes employment area, south of the site.

The proposed development is also expected to have minimal impact on Metro Vancouver's regional wastewater system during dry weather conditions. While wet weather conditions could increase the volume and duration of combined sewer overflows within the Vancouver Sewerage Area, further utility planning and modelling would be undertaken for capacity. Although wastewater would ultimately be treated at the Iona Wastewater Treatment Plant on Sea Island, there are no direct impacts to Richmond. The staff report is unable to comment on regional water supply impacts at this stage due to insufficient information.

Budgetary Implications

None

Conclusion

Metro Vancouver has provided information on a proposed amendment to the Metro 2050 Regional Growth Strategy (RGS) in relation to a request from the City of Vancouver for the area located at 1550 Burrard Street and 1655 West 1st Avenue (the Molson site) to amend the regional land use designation from Industrial to General Urban. The proposal would accommodate a mixed-use neighbourhood. As the City of Vancouver is not processing an active rezoning or amendment to the ODP, the proposed amendment was submitted along with Guiding Principles and Rezoning Guidelines to support Metro Vancouver staff review in the absence of a specific site plan.

Staff conclude that the proposal has limited land use impacts to the City of Richmond but it does involve the trade-off of regionally Industrial designated lands in exchange for a mix of residential and employment uses that meet other important regional needs. This site was once part of the industrial hub along False Creek but the surrounding area has changed over the past several decades and has changed to a mixed-use neighbourhood, with land uses that include residential, light industrial and employment, and parks. Consideration should be evaluated against the broader regional context that could set precedence for industrial land conversion to housing. Staff recommend that this report be submitted to the MVRD Board as part of Metro Vancouver's consultation process.

Respectfully submitted,

John Hopkins, Policy Planning

Report Contributors

This report was prepared by Emily Huang, Planner 2.

Endorsed by Serena Lusk, CAO

Att. 1: Metro Vancouver Staff Report



To: Regional Planning Committee

From: Mark Seinen, Senior Planner, Regional Planning and Housing Services

Date: June 19, 2026 Meeting Date: July 2, 2026

Subject: **Metro 2050 Type 3 Proposed Amendment – City of Vancouver (Molson Site)**

RECOMMENDATION

THAT the MVRD Board:

- a) initiate the *Metro 2050* amendment process for the City of Vancouver’s requested regional land use designation amendment from Industrial to General Urban for the site located at 1550 Burrard Street and 1655 West 1st Avenue;
 - b) give first, second, and third readings to “*Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1470, 2026*”;
 - c) notify affected local governments and post the application on the Metro Vancouver website to provide an opportunity for comment on the proposed amendment as per Section 6.4.2 of *Metro 2050*; and
 - d) direct staff to notify local First Nations via referral offices to provide an opportunity for comment on the proposed amendment.
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EXECUTIVE SUMMARY

The City of Vancouver is requesting a Type 3 amendment to *Metro 2050* for 1550 Burrard Street and 1655 West 1st Avenue (the Molson site). The proposed amendment would re-designate Industrial lands to General Urban to accommodate a mixed-use neighbourhood. The subject site is within the Urban Containment Boundary and Vancouver Sewerage Area and currently contains the former Molson brewery building that has not been operational since 2019. The site is adjacent to the significant new Señákw residential development and the federal Seaforth Armoury and Hoffmeister Building, and is surrounded by parks, residential and commercial uses, and employment areas.

Regional Planning analysis concludes that, on balance, the proposed amendment is supportable. The proposed amendment reflects the site’s unique context and strategic location within the Metropolitan Core, where a transition to mixed-use development can deliver significant benefits, including new housing supply, expanded employment opportunities, and a more complete, transit-oriented community. While the amendment involves the loss of regionally-designated Industrial lands, this trade-off is acceptable given the site’s limited suitability for continued industrial use and the potential to advance broader regional objectives related to housing, economic diversification, and sustainable urban growth.

The requested *Metro 2050* Type 3 amendment bylaw requires adoption through an affirmative 50% + 1 weighted vote of the MVRD Board.

PURPOSE

This report provides the Regional Planning Committee and the MVRD Board with the opportunity to consider the City of Vancouver’s request to amend *Metro 2050* for the Molson site.

BACKGROUND

On June 2, 2026, Vancouver City Council passed a resolution requesting that the MVRD Board consider a Type 3 Amendment to *Metro 2050* for the site located at 1550 Burrard Street and 1655 West 1st Avenue (“Molson Site”). On June 4, 2026, Metro Vancouver received the City of Vancouver’s request to consider the proposed amendment (**Attachment 1**).

SITE CONTEXT

The Molson Site is located at the southern foot of the Burrard Bridge. Vancouver’s application materials note that, at the time of construction in 1953, “False Creek was surrounded by heavy industrial uses and connected regionally via the now de-commissioned CP Railway.” Today, the area contains a number of land uses, including residential, light industrial and employment, and parks. Most immediately, the triangular-shaped Molson Site is adjacent to the federal Seaforth Armoury and Hoffmeister Building (to the south) and the Squamish Reserve (to the east and north). The latter is home to a significant residential development known as Señákw. Across Burrard Street are parks, commercial and residential uses, while the Burrard Slopes employment area is located across 1st Avenue to the south (i.e. vehicle sales and repair, light manufacturing, creative industries, showrooms, and offices).

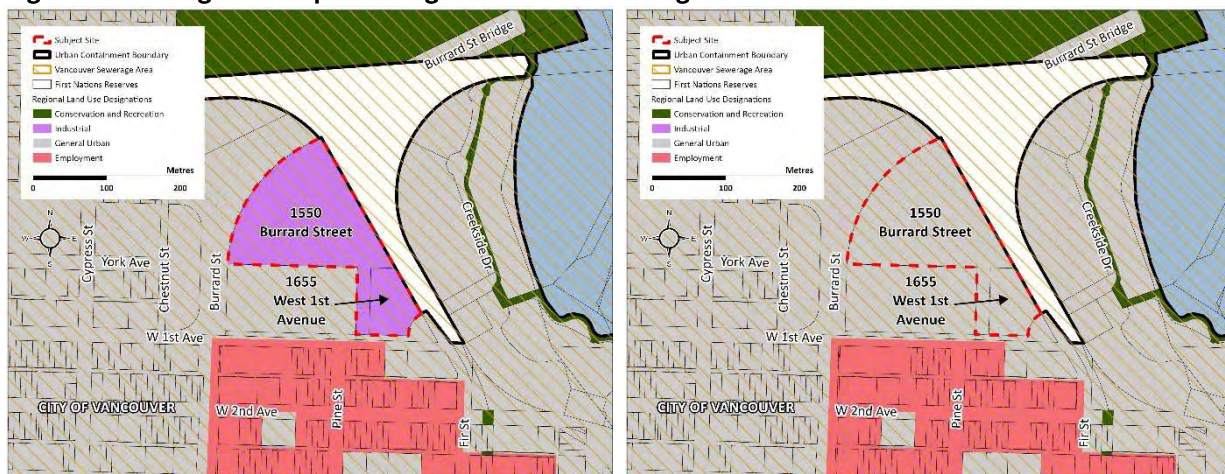
Figure 1. Sub-Regional Context



Figure 2. Site Context



Figure 3. Existing and Proposed Regional Land Use Designations – Industrial to General Urban



PROPOSED REGIONAL LAND USE DESIGNATION AMENDMENT

The City of Vancouver is proposing a *Metro 2050* amendment to re-designate the Molson Site from Industrial to General Urban to accommodate a mixed-use neighbourhood. Since the subject site is within the Urban Containment Boundary, this is a Type 3 amendment as per *Metro 2050* policy 6.3.4 (b). Type 3 amendments require an affirmative 50% + 1 weighted vote of the MVRD Board at each reading.

Metro 2050 Type 3 Proposed Amendment – City of Vancouver (Molson Site)

Regional Planning Committee Regular Meeting Date: July 2, 2026

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Table 1. Proposed Amendment

Address	1550 Burrard Street and 1655 West 1st Avenue
Site Size	3.1 hectares (7.7 acres)
Metro 2050 Regional Land Use Designation	Industrial (Current) General Urban (Proposed)
ODP Designation	Industrial and Employment (Current) Mixed-Use High-Rise 2 (Proposed)
Zoning	M-2 (Current) <i>No rezoning proposed</i>
Within the Urban Containment Boundary	Yes
In the Vancouver Sewerage Area	Yes
In an Urban Centre or FTDA	Yes

Guiding Principles and Rezoning Guidelines

Requests from member jurisdictions to amend *Metro 2050* typically occur in the context of an active rezoning or adoption of an area plan – both of which usually involve amendments to the overarching Official Community Plan (OCP) or Official Development Plan (ODP). In this instance, no site or concept plan has been provided. In the absence of this information, the City of Vancouver has provided Guiding Principles and Rezoning Guidelines for the Former Molson Brewery Site (“Guiding Principles”), which are included in **Attachment 1**. The Guiding Principles are summarized below:

Reconciliation: The Reconciliation principle emphasizes that redevelopment should be guided by ongoing collaboration with the Musqueam, Squamish, and Tsleil-Waututh Nations, respecting their rights, cultures, and self-determination. It recognizes the site’s location on unceded territories of cultural significance and calls for integrating Indigenous knowledge, presence, and cultural expression into the planning, design, and public realm.

Land Use: The Land Use principle emphasizes redevelopment of the site as a mixed-use neighbourhood that delivers significant new job space alongside a diverse range of housing options. It calls for a minimum 1:1 replacement of existing industrial floor space with employment uses that are compatible with nearby residential development, while encouraging additional job growth through a mix of light industrial, commercial, institutional, and service uses. In parallel, the principle supports the provision of a range of housing types, including market, rental, and affordable housing.

Urban Design: The Urban Design principle emphasizes development that is contextually responsive and integrated with the surrounding neighbourhood, with built form that transitions in scale, enhances the public realm, and reflects the area’s cultural significance. It supports high-quality design that contributes to a cohesive urban form within the Metro Core, while advancing regenerative, climate-responsive approaches that reduce emissions, enhance resilience, and incorporate nature-based systems.

Transportation and Connectivity: The Transportation and Connectivity principle emphasizes creating a highly accessible, transit-oriented, and car-lite community that prioritizes walking, cycling, rolling, and transit use. It supports integrating the site into the broader transportation network through improved active transportation connections, enhanced transit access, and coordinated planning with adjacent developments, while ensuring accessibility for people of all ages and abilities. The principle also highlights opportunities to collaborate with partners to strengthen transit service and connectivity, supporting reduced car dependency.

Public Benefits and Public Spaces: The Public Benefits and Public Spaces principle emphasizes creating a complete, livable, and inclusive community supported by a range of amenities, services, and infrastructure to meet the needs of a growing and diverse population. It highlights the importance of delivering well-designed public spaces as a central organizing element of the site, including parks, plazas, and gathering areas that are connected to the broader public realm.

Implementation and Delivery: The Implementation and Delivery principle emphasizes a coordinated and phased approach to redevelopment to ensure that job space, housing, infrastructure, and amenities are delivered in a timely manner to support growth. It highlights the role of the rezoning process in establishing a phasing and implementation plan to help ensure the timely delivery of agreed-upon public benefits.

The Guiding Principles are the basis of Metro Vancouver’s staff assessment of the proposed amendment. An overarching theme of the staff assessment is that the Guiding Principles, if effectuated through the rezoning process, would result in a development generally consistent with *Metro 2050*. However, given the Guiding Principles’ lack of policy or bylaw status, responsibility for incorporating and implementing the Guiding Principles in the development plan rests with the City of Vancouver through its rezoning and approval processes.

It is worth noting that, once a site is re-designated to a new Regional Land Use Designation, any development consistent with the new designation may theoretically occur, even if it diverges from the original site or area plan considered by the MVRD Board. This represents a risk for any *Metro 2050* amendment, although it can be mitigated to some extent if detailed planning and consultation has occurred. In this way, the proposal for the Molson Site is not significantly different from other area plan-based Regional Growth Strategy amendments that request changes to Regional Land Use Designations without detailed development plans.

REGIONAL PLANNING ANALYSIS

The City of Vancouver’s proposed *Metro 2050* amendment has been assessed in relation to the applicable *Metro 2050* goals and policies. The intent of the assessment is to identify any potential regional planning implications and the regional significance of the proposed land use changes with respect to *Metro 2050*, not to duplicate the municipal planning process.

Municipal Benefits

The redevelopment of the Molson site would provide the City and the region with long-term benefits and support the critical need for more housing (including rental and affordable options), as well as employment space and jobs. The City’s application highlights how the site is no longer suited to the current heavy industrial zoning given the changes to the surrounding area, including a lack of connectivity to trucking and rail routes. The City also highlights its diversity of industrial and mixed employment areas that each serve distinct needs, and how transitioning this site to mixed use would best fit the surrounding neighbourhoods and objectives for the area.

Alignment with Metro 2050

Goal 1: Create a Compact Urban Area

Goal 1 of *Metro 2050* includes strategies to concentrate urban development within the Urban Containment Boundary and to direct the majority of growth to Urban Centres and transit corridors.

The subject site is located within both the Urban Containment Boundary and the Vancouver Sewerage Area. It is also located within the Metropolitan Core, one of the major Urban Centres for the region.

Although the proposal does not detail a specific number of dwelling units or amount of job space, any residential or employment development within the Metropolitan Core advances the achievement of dwelling unit and employment growth targets set out in Table 2 of *Metro 2050*. Additionally, the proposal emphasizes the provision of a connected and complete community with a range of services and amenities in alignment with Strategy 1.3.

Goal 2: Support a Sustainable Economy

Goal 2 of *Metro 2050* includes strategies to promote land development patterns that support a diverse regional economy.

The proposal for employment uses in this location contributes to the aims of Strategy 2.1, to support employment opportunities close to where people live. The proposal highlights how the City of Vancouver would seek to secure a minimum 1:1 replacement of existing job space on the (283,000 sf) through a rezoning process, and strongly encourages net new job space, suggesting a range of options including light industrial, office, retail, and institutional. From a regional perspective, a focus on the reprovision of light industrial job space is recommended to help mitigate the impacts of loss of industrial land on the region's economy.

However, the proposed amendment would result in the loss of 7.7 acres of regionally-designated Industrial lands, which does not align with Strategy 2.2 that seeks to protect the region's limited supply of Industrial lands. As a large industrial site, the location presents a strong opportunity for industrial intensification, as encouraged by *Metro 2050* Policy 2.2.9(c)(iv). While heavy industrial uses may no longer be appropriate in view of the site's proximity to high-density residential uses, the development of intensified light industrial activities could be brought forward under the existing Industrial land use designation.

Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards

Goal 3 of *Metro 2050* includes strategies to protect, enhance, restore, and connect ecosystems while advancing land uses that reduce greenhouse gas emissions and improve resilience to climate change impacts.

As a former industrial site, there are no significant ecosystems on site. The proposal highlights City policies that would guide the future development around green building, zero emissions, and stormwater management that align with Goal 3.

Goal 4: Provide Diverse and Affordable Housing Choices

Goal 4 of *Metro 2050* includes strategies that encourage greater supply and diversity of housing to meet a variety of needs, expand rental housing supply, and meet the housing needs of lower income households.

The Guiding Principles state that “redevelopment of the site should deliver a variety of new housing opportunities which could include strata, purpose-built rental, affordable and social housing to support a diversity of household types, incomes, and backgrounds.” It further notes that the affordable housing requirements for the Molson Site will follow the City's requirements outlined in the *Rezoning Policy for Sustainable Large Developments* or applicable policies in place at the time of rezoning. The City's current policy requires a minimum of 30% total residential floor area for affordable housing including 20% social housing and 10% secured rental and below-market rental housing. While no specifics are provided around the amount of housing, the proposal notes the site could accommodate “thousands” of new homes, suggesting the proposed amendment could result in a significant amount of new housing,

including rental and affordable options, that would undoubtedly advance *Metro 2050* Goal 4, as well as the regional target to achieve 15% of newly completed housing near transit as affordable rental housing.

Goal 5: Support Sustainable Transportation Choices

Goal 5 of *Metro 2050* includes strategies to coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking, while supporting the safe and efficient movement of vehicles for goods and services.

The site is strategically located in proximity to Downtown Vancouver and served by the Frequent Transit Network. It is about 1.1 km walking distance from the South Granville SkyTrain Station, which is part of the Broadway Subway Project that is scheduled to open in 2027. It is well-served by sidewalks and bike lanes, including protected bikeways on both Burrard Street and 1st Avenue. The site is located along a designated municipal truck route (Burrard Street), which would facilitate goods movement to and from the site and support industrial or employment activities.

The Guiding Principles describe several improvements that ought to be included as part of the development. These include prioritizing accessibility, improving existing active transportation connections (including to rapid transit stations), minimizing general purpose vehicle parking, and coordinating with surrounding land uses. The Guiding Principles also note that transit improvements in the area are already planned as a result of the newly-adopted Burrard Peninsula Area Transport Plan and the neighbouring Seákw development, the latter of which is expected to deliver the proposed Burrard Bridge transit hub.

IMPLICATIONS FOR METRO VANCOUVER UTILITY SERVICES

Below is a summary of anticipated impacts on Metro Vancouver's utility services.

Liquid Waste Services (GVS&DD)

The proposed development will be serviced by the City of Vancouver's municipal sewer system, which will convey flows to the GVS&DD's 8th Avenue Interceptor and the Iona Wastewater Treatment Plant. During dry weather conditions, the additional flows are expected to have minimal impact on the regional sewers. However, depending on the scale and timing of development, wet weather conditions could increase both the volume and duration of combined sewer overflows within the Vancouver Sewerage Area.

As such, more detailed utility planning by both the City and GVS&DD will be required to ensure that regional systems can accommodate the additional growth. Once more detailed development information is available, it should be shared with GVS&DD staff for incorporation into the regional sewer model dataset. Metro Vancouver staff recommended that the City of Vancouver continue to reduce wet weather flows to the 8th Avenue Interceptor via its sewer separation initiatives.

Water Services (GVWD)

The proposed redevelopment would ultimately be supplied by GVWD's Capilano Mains 4 and 5 and the City of Vancouver's municipal distribution system. Without further details to estimate the projected water demand for the development, Metro Vancouver staff are unable to comment on the impact on GVWD's transmission system.

NEXT STEPS

The City of Vancouver's application notes that this amendment is being submitted to Metro Vancouver concurrently with a referral to a local Public Hearing (i.e. at the time of first reading). Typically, *Metro 2050* amendments are received following municipal third reading. However, Metro Vancouver can

receive applications at earlier stages of the municipal process, provided that no changes occur following subsequent municipal readings. In this instance, if the Vancouver Official Development Plan amendment is changed or refused by City Council at Public Hearing, the City intends to update or withdraw the *Metro 2050* amendment.

If the Type 3 amendment is initiated by the MVRD Board and the associated bylaw receives an affirmative 50% + 1 weighted vote at first, second, and third readings, it will then be referred to all affected local governments (including member jurisdictions, TransLink, and adjacent regional districts), and local First Nations. It will also be posted on the Metro Vancouver website for a minimum of 45 days to provide an opportunity for comment. All comments received will be summarized and included in a report advancing the bylaw to the MVRD Board for consideration of final adoption. If advanced by the Board it is intended that the amendment would be brought back for consideration at the September Board meeting. Given that the consultation period would occur over the summer months, the comment period will be extended to mid-September to provide greater opportunity for engagement with member jurisdictions and stakeholders.

An updated Regional Context Statement (RCS) that reflects the proposed regional land use designation change is required from the City of Vancouver to be considered prior to fourth reading of the amendment bylaw. It is expected that the City will submit the updated RCS to Metro Vancouver if the MVRD Board chooses to initiate the proposed amendment process for *Metro 2050* and gives first, second, and third readings to the amendment bylaw. This process is in alignment with *Metro 2050* and its associated implementation guidelines.

ALTERNATIVES

1. THAT the MVRD Board:
 - a) initiate the *Metro 2050* amendment process for the City of Vancouver's requested regional land use designation amendment from Industrial to General Urban for the site located at 1550 Burrard Street and 1655 West 1st Avenue;
 - b) give first, second, and third readings to "*Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1470, 2026*";
 - c) notify affected local governments and post the application on the Metro Vancouver website to provide an opportunity for comment on the proposed amendment as per Section 6.4.2 of *Metro 2050*; and
 - d) direct staff to notify local First Nations via referral offices to provide an opportunity for comment on the proposed amendment.
2. THAT the MVRD Board decline the proposed amendment for the site located at 1550 Burrard Street and 1655 West 1st Avenue and notify the City of Vancouver of the decision.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, there are no financial implications for Metro Vancouver. If the MVRD Board chooses Alternative 2, a dispute resolution process may take place as prescribed by the Local Government Act. The cost of a dispute resolution process is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of those associated costs.

OTHER IMPLICATIONS

An information report on the amendment application was provided to the Regional Planning Advisory Committee (RPAC) for discussion on June 19, 2026. Staff from the City of Vancouver and Metro Vancouver presented the proposed amendment and were available to answer questions from committee members.

Questions and comments from RPAC members addressed:

- How on- or off-site replacement of existing industrial capacity is considered as part of Metro Vancouver's assessment; and
- The City of Vancouver's approach to reconciliation.

As part of the standard Regional Growth Strategy amendment process under Metro 2050, the application will be circulated to First Nations referral offices for review and comment. Any feedback received from First Nations will be documented and reported back to the Board as part of the final consideration of the bylaw.

CONCLUSION

The City of Vancouver has requested a Type 3 amendment to *Metro 2050* to change the regional land use designation of the Molson site from Industrial to General Urban to accommodate a mixed-use neighbourhood. The subject site is within the Urban Containment Boundary and Vancouver Sewerage Area. Regional Planning analysis concludes that the proposed amendment is supportable, however, it does involve the trade-off of regionally limited Industrial designated lands in exchange for a mix of residential and employment uses that meet other important regional needs. Staff recommend Alternative 1, to initiate the amendment process.

ATTACHMENTS

1. Letter re City of Vancouver Regional Growth Strategy Amendment Application for the Former Molson Brewery Site (1550 Burrard Street and 1655 West 1st Avenue), dated June 3, 2026.
2. *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1470, 2026.*
3. Presentation re: Metro 2050 Type 3 Proposed Regional Land Use Amendment.

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