



Regular Council Meeting

Monday, December 19th, 2005

RES NO. ITEM

PLANNING COMMITTEE –
Councillor Harold Steves, Chair

R05/21-28 27. It was moved and seconded
*That the minutes of the Planning Committee meeting held on Tuesday,
December 6th, 2005, be received for information.*

CARRIED

28. APPLICATION FOR REZONING - MUSSON CATTELL MACKEY
PARTNERSHIP ARCHITECTS
(RZ 05-303728 - Report: Nov. 21/05, File No.: 12-8060-20-7995) (REDMS No. 1680387, 1688588,
1688578, 1716079)

R05/21-29 It was moved and seconded
(1) *That Bylaw No. 7995, for rezoning 3200 and 3600 Lysander Lane
and 3720 and 3780 Cessna Drive from "Airport District (AIR)" to
"Comprehensive Development District (CD/51)", be introduced and
given first reading;*
(2) *That Bylaw No. 7995 be referred to the next available Public Hearing
for which all advertising and notification requirements can be
fulfilled, following confirmation being received by staff from the
applicant that a Public Information Meeting has been scheduled with
the residents of Burkeville to take place prior to the application being
heard at Public Hearing; and*
(3) *That the applicant be requested to report to the Public Hearing the
results of the consultation with staff on how best to provide a
boardwalk/walkway on the portion of the site fronting the Fraser
River.*

CARRIED



City of Richmond

Report to Council

To: Richmond City Council
From: Councillor Harold Steves
Chair, Planning Committee
Re: **APPLICATION BY MUSSON CATTELL MACKEY PARTNERSHIP ARCHITECTS FOR REZONING OF 3200 AND 3600 LYSANDER LANE AND 3720 AND 3780 CESSNA DRIVE FROM "AIRPORT DISTRICT (AIR)" TO "COMPREHENSIVE DEVELOPMENT DISTRICT (CD/51)"**

To Council - Dec. 19, 2005
Date: December 8th, 2005
File: 12-8060-20-7995/2005-Vol 01

The Planning Committee, at its meeting held on Tuesday, December 6th, 2005, considered the attached report, and recommends as follows:

Committee Recommendation

That Bylaw No. 7995, for rezoning 3200 and 3600 Lysander Lane and 3720 and 3780 Cessna Drive from "Airport District (AIR)" to "Comprehensive Development District (CD/51)", be introduced and given first reading, subject to the applicant:

- (a) scheduling a Public Information Meeting with the residents of Burkeville prior to the January 16, 2006 Public Hearing; and
- (b) consulting with staff on how best to provide a boardwalk/walkway on the portion of the site fronting the Fraser River.

Harold Steves, Chair
Planning Committee

Attach.

VARIANCE

Please note that staff recommended the following:

That Bylaw No. 7995, for rezoning 3200 and 3600 Lysander Lane and 3720 and 3780 Cessna Drive from "Airport District (AIR)" to "Comprehensive Development District (CD/51)", be introduced and given first reading.



City of Richmond
Urban Development Division

Report to Committee

To: Planning Committee
From: Holger Burke, MCIP
Acting Director of Development
Re: **APPLICATION BY MUSSON CATTELL MACKEY PARTNERSHIP ARCHITECTS
FOR REZONING OF 3200 AND 3600 LYSANDER LANE AND 3720 AND 3780
CESSNA DRIVE FROM "AIRPORT DISTRICT (AIR)" TO "COMPREHENSIVE
DEVELOPMENT DISTRICT (CD/51)".**

*to Council - Dec. 19, 2005.
to Planning - Dec. 06, 2005
Date: November 21, 2005*

RZ 05-303728

File: 12-8060-20-7995

Staff Recommendation

That Bylaw No. 7995, for rezoning 3200 and 3600 Lysander Lane and 3720 and 3780 Cessna Drive from "Airport District (AIR)" to "Comprehensive Development District (CD/51)", be introduced and given first reading.

Holger Burke, MCIP
Acting Director of Development

HB:ef
Att. 6

FOR ORIGINATING DIVISION USE ONLY

CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

Musson Cattell Mackey Partnership Architects has applied to rezone 3200 and 3600 Lysander Lane and 3720 and 3780 Cessna Drive from "Airport District (AIR)" to "Comprehensive Development District (CD/51)" in order to permit a range of commercial uses consistent with the Official Community Plan land use designation of Commercial for this site (**Attachment 1**).

Proposal

The site is currently occupied by a five-storey office building of contemporary appearance, originally built for Canadian Airlines International in 1989 (RZ 88-060, DP 88-000295). The site is zoned Airport District (AIR). The site is privately held and it is not designated as Airport land use in the Official Community Plan (OCP), the designation of adjacent Federally owned lands on Sea Island under the control of the Vancouver International Airport Authority (VIAA). The site is designated for Commercial land use under the OCP.

Following the closure of Canadian Airlines International, there has been a consistently high vacancy rate in the building. Several airport related users currently lease space in the building, including Harmony Airlines, YVR Airport Services Ltd, Transport Canada, and Venturex Global Investment Corporation. The intent of the rezoning would be, initially, to permit the owner to lease office space to non-airport related tenants. The new zoning would also permit a range of additional uses consistent with the OCP land use designation, including restaurants and business training. A Development Permit Application and full review of all issues, including traffic, ESA impacts and dyke maintenance, would be required for any proposed new development on the site.

Findings of Fact

Please refer to the attached Development Application Data Sheet (**Attachment 2**) for a comparison of the proposed development data with the relevant bylaw requirements.

Surrounding Development

The subject site is on Sea Island and is located on the east side of Russ Baker Way and south of the Moray Channel Bridge. The existing development surrounding the site is described as follows:

- To the north, across Lysander Lane, is the Delta Hotel and Marina, on a site zoned Automobile-Oriented Commercial District (C6);
- To the east, the Middle Arm of the Fraser River;
- To the south, the site owned by BCIT, currently under development for the BCIT Aerospace and Technology Campus, zoned Airport District (AIR); and
- To the west, across Cessna Drive and Russ Baker Way, the Burkeville community, an established neighbourhood of predominantly single-family zoned lots (Single-Family Housing District, Subdivision Area E (R1/E).

Related Policies & Studies

Official Community Plan

The proposed zoning complies with the intent of the applicable sections of the Official Community Plan and is in compliance with the Commercial land use designation (**Attachment 3**). It is under this Commercial land use designation that the existing office building on the site

and the adjacent hotel, restaurant and marina have been developed. These land uses are compatible with Airport operations as shown on the VIAA 2015 Land Use Plan (**Attachment 4**).

A site sign was posted on the property on September 30, 2005. Staff have received no comments from the public with respect to this application. The Vancouver International Airport Authority has been notified in writing of the application and has expressed no concerns with the current proposal. Additionally, The Ministry of Transportation has been advised of this application, and their approval is required as a condition of rezoning.

Zoning

The proposed permitted land uses are consistent with other sites with OCP Commercial land use designation, as follows:

Land Use Designation	Airport	Commercial			
		Proposed Uses	C6	I3	CD/51
Permitted Land Uses (Proposed Uses shown SHADED)	Airport District AIR				
Airport, Heliport, Seaplane Port	Yes				
Airport Related Uses	Yes				
Retail Trade & Services, but excluding gas station		Yes	Yes		Yes
Office		Yes	Yes	Yes	Yes
Food Catering Establishment		Yes	Yes	Yes	Yes
Educational Institution		Yes	Yes	Site Specific	Yes
Animal Hospital or Clinic		Yes	Yes		Yes
Recreational Facility		Yes	Yes	Yes	Yes
Commercial Entertainment		Yes	Yes		Yes
Hotel	Yes	Yes	Yes		
Studio for artist, display, dance, radio, television or recording		Yes	Yes		Yes
Automobile Parking		Yes	Yes		Yes
Transportation			Yes		Yes
Light Industry		Yes	Yes	Yes	Yes
Public Library				Yes	
Caretaker Residential Accommodation				Yes	
Custom Workshops, Trades & Services, but excluding personal services		Yes		Yes	
Community Use		Yes	Yes	Yes	Yes
Radio and Television Transmission Facilities		Yes	Yes		Yes
Accessory Uses, Buildings & Structures	Yes	Yes	Yes	Yes	Yes

Based on the summary Table of Uses, above, staff conclude the following:

- Automobile-Oriented Commercial District (C6), the zoning on the adjacent hotel site to the north, is not supported as this could permit regional serving commercial which would potentially be in conflict with the Airport operations and the Burkeville community;
- Business Park Industrial District (I3) generally meets the list of proposed uses, with the exception of Automobile Parking as a principle use (which has been requested by the

applicant), Retail, and Educational Institution, also proposed by the applicant and which has been a permitted use on this site in the past (Nationwide Travel Training College Inc.); and

- Comprehensive Development District (CD/51) would provide for a list of proposed uses, including Retail, which would be compatible with the existing office building. This zone was created for the site at 4351 No. 3 Road (RZ 95-213), to the east of the site and across the Middle Arm. The intent of the zone is to provide the uses contained in Automobile-Oriented Commercial District (C6) at a greater density in order to encourage a more urban form of development in the City Centre. The zone would permit Automobile Parking as a principal use, and does not limit the floor area contained in parking structures.

Therefore, staff conclude that rezoning to Comprehensive Development District (CD/51) would provide for the requested Commercial uses at a density consistent with the existing Airport (AIR) zoning, would be consistent with the land use designation and would be appropriate for this site.

Regulations contained in Comprehensive Development District (CD/51) would not create non-conformities for existing site use as a result of the rezoning, as shown below:

	Airport District (AIR)	Existing	Automobile-Oriented Commercial District (C6)	Comprehensive Development District (CD/51)
Maximum FAR	1.0	0.37	Auto Parking: no max. limit Hotel: 1.5 Other: 0.50	Auto Parking: no max. limit Other: 0.85
Road Setbacks	6 m	36 m	6 m	From No. 3 Rd. and Browndale Road: 6 m
Side and Rear Yard Setbacks	Not applicable	145 m	Not applicable unless adjacent to a residential zone	7 m to west property line
Maximum Lot Coverage	50%	14%	50%	55%
Max Heights - Buildings	12 m	18 m	Hotels: 45 m Other: 12 m	20 m
Max Heights - Structures	20 m	N/A	20 m	22 m

Staff Comments

The applicant has agreed to the legal and development requirements associated with the application (**Attachment 5**). Architectural Drawings of the existing site development (Site plan and elevations) are enclosed for reference (**Attachment 6**). Separate from the rezoning process, the applicant is required to submit separate applications for Development Permit, Servicing

Agreement (street frontage improvements) and Building Permit, as required for future development.

At the time of the Development Permit application for additions or new uses on the site, staff recommend the following be considered in the review:

- An ESA designation runs along the foreshore and extends inland by approximately 30 metres from the high water mark. Along the south eastern corner of the property the ESA designation cuts through a corner of the existing building. Future construction, rezoning or subdivision may require a development permit at which time the ESA is to be considered;
- Any proposed increases in building height should be reviewed with Transport Canada to confirm compliance with the Airport Zoning Regulations;
- Frontage improvements may be required with future Development Permit applications; and
- A utility and services capacity analysis is required with any future development.

Analysis

The proposal is consistent with the objectives of the Official Community Plan and citywide objectives. In particular:

- The provision of land uses typical for a Commercially designated site, will normalize the permitted uses on the site with adjoining properties, and allow the building owners to lease the existing building to a wider range of businesses;
- With regard to the site's proposed zoning, Comprehensive Development District (CD/51) is a zone created specifically for Commercial designated sites within the City Centre with the aim of providing for the shopping, personal service, business, entertainment, commercial and light industrial needs of the community;
- The proposed density is appropriate for a site near the City Centre (e.g. density of 0.85 FAR);
- Vehicular access to the site is provided from secondary streets and lanes in order to minimize impacts on major arterials and traffic impacts on the future development;
- The applicant has agreed to register a 10 m Public Rights of Passage Right of Way (PROP ROW) across portions of the site fronting to the Fraser River for future flood protection (dyke) needs and public Trails access;
- The existing building is well designed, and rezoning to provide uses to permit its utilization to its full potential are supported by staff.

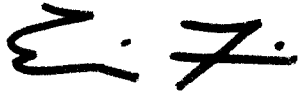
Financial Impact

No apparent financial impacts.

Conclusion

Rezoning of the subject site as proposed conforms to citywide objectives for job creation, growth and development. Inclusion of non-airport related uses will allow the existing office building to be fully leased to realize its potential. Further review of new proposals for the site will be required to ensure a high quality development, consistent with the existing building, and will be

completed as part of the future Development Permit process. On this basis, staff recommend that the proposed rezoning be approved.

A handwritten signature in black ink, appearing to read "E. Fiss".

Eric Fiss
Policy Planner

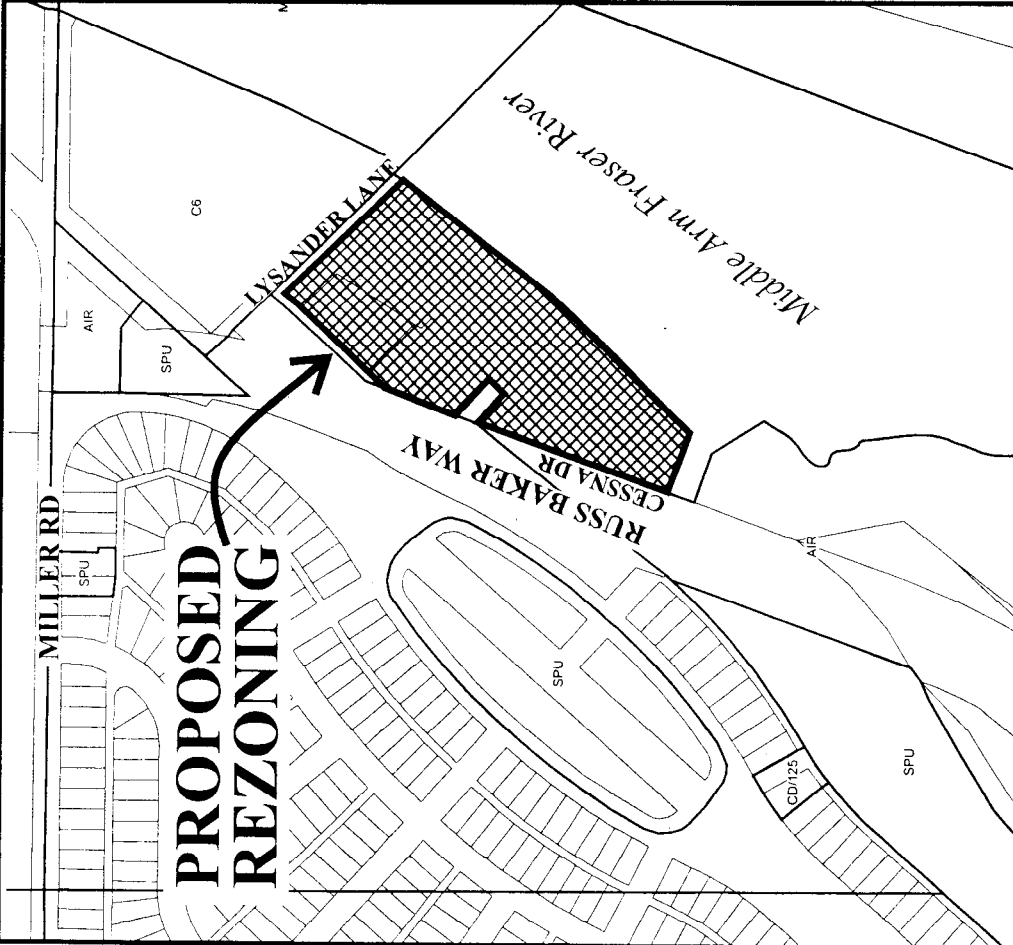
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See **Attachment 5** for legal and development requirements agreed to by the applicant and to be completed prior to final adoption of the Zoning Amendment Bylaw.

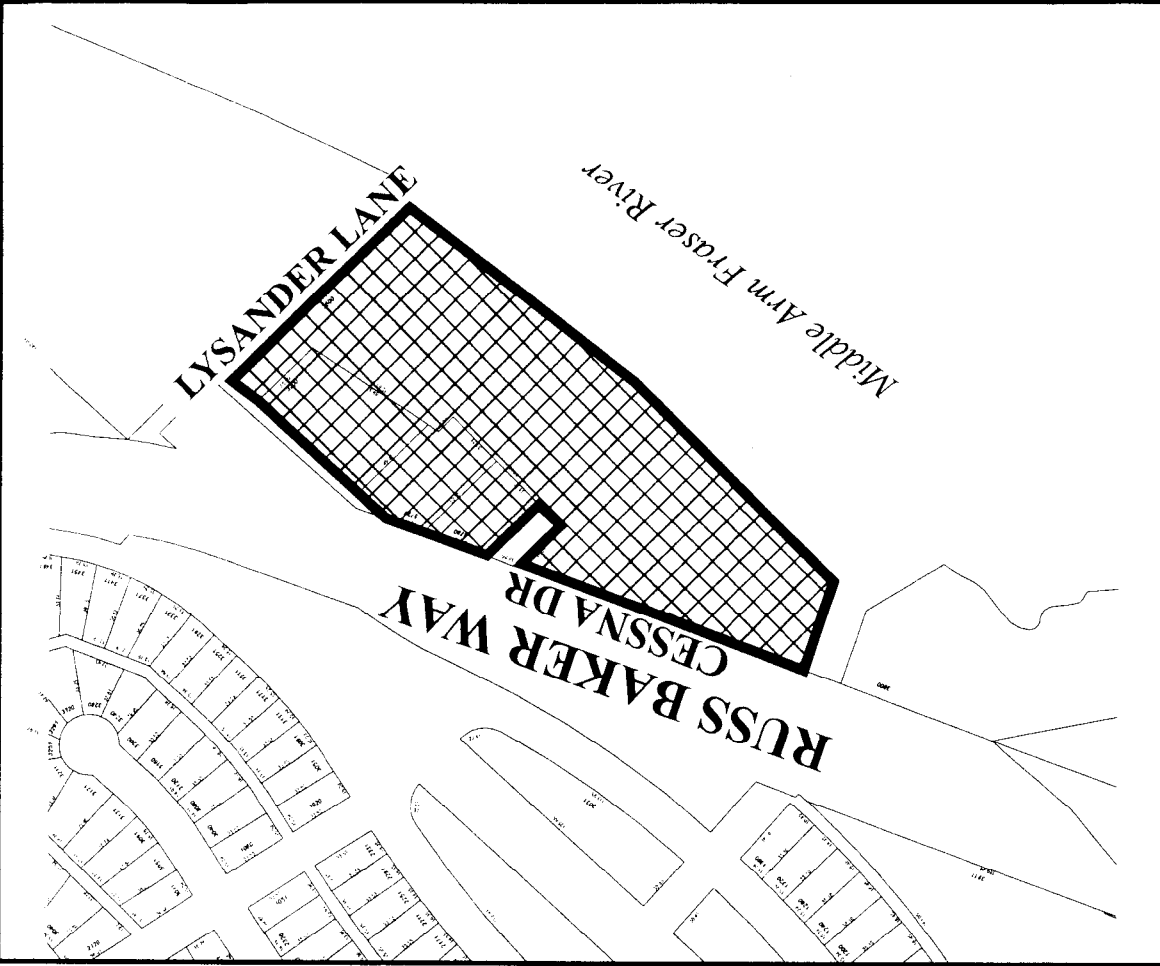
LIST OF ATTACHMENTS

- Attachment 1 Zoning Location Map
- Attachment 2 Development Application Data Sheet
- Attachment 3 OCP Land Use Map
- Attachment 4 VIAA Land Use Map
- Attachment 5 Conditional Rezoning Requirements
- Attachment 6 Architectural Drawings of Existing Building (Site Plan and Elevations)

City of Richmond



**PROPOSED
REZONING**

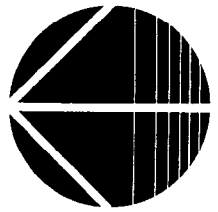


RZ 05-303728

Original Date: 07/12/05

Revision Date: 11/09/05

Note: Dimensions are in METRES




City of Richmond

 6911 No. 3 Road
 Richmond, BC V6Y 2C1

**Development Application
 Data Sheet**
 Development Applications Department

RZ 05-303728

 Address: 3200 and 3600 Lysander Lane and 3720 and 3780 Cessna Drive

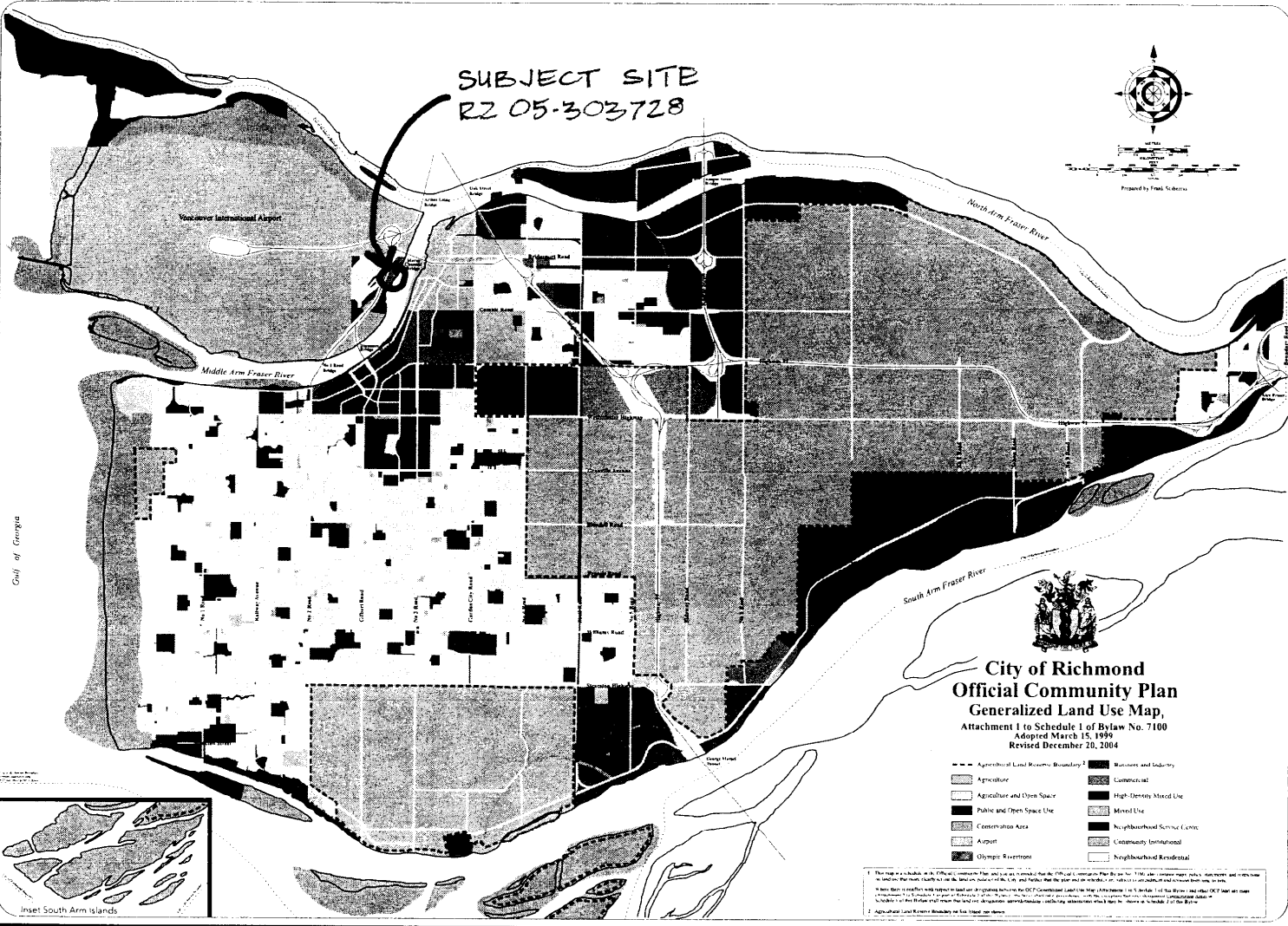
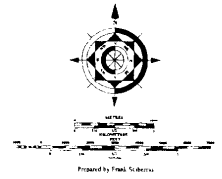
 Applicant: Musson Cattell Mackey Partnership Architects

 Planning Areas: Sea Island

	Existing	Proposed
Owner:	Lysander Holdings Ltd	No change
Site Size:	30,288 m ² (326,028ft ²)	No change
Land Uses	Commercial	No change
OCP Designation	Commercial	No change
Zoning	Airport District (AIR)	Comprehensive Development District (CD/51)

	Bylaw Requirement CD/51	Existing Development	Variance
Floor Area Ratio:	0.85 Max	0.37 existing	none permitted
Lot Coverage – Building:	55% Max.	14% existing	none
Setback – Roads:	Not applicable	12 m	none
Setback – from west property line:	Min. 7 m	34 m	none
Height (m):	20 m	18 m	none
Lot Size:	Not applicable	3.029 ha	none
Off-street Parking – Regular/Visitor:	4 spaces for each 100 m ² of gross leasable floor area of building = 108 spaces	444	none
Off-street Parking Spaces – Accessible:	2% of spaces provided = 9 spaces	9	none
Off-street Loading:	5	5	none

SUBJECT SITE
R2 05-303728

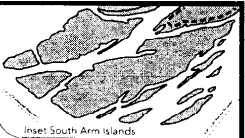


City of Georgia



City of Richmond
Official Community Plan
Generalized Land Use Map,
Attachment 1 to Schedule 1 of Bylaw No. 7100
Adopted March 15, 1999
Revised December 20, 2004

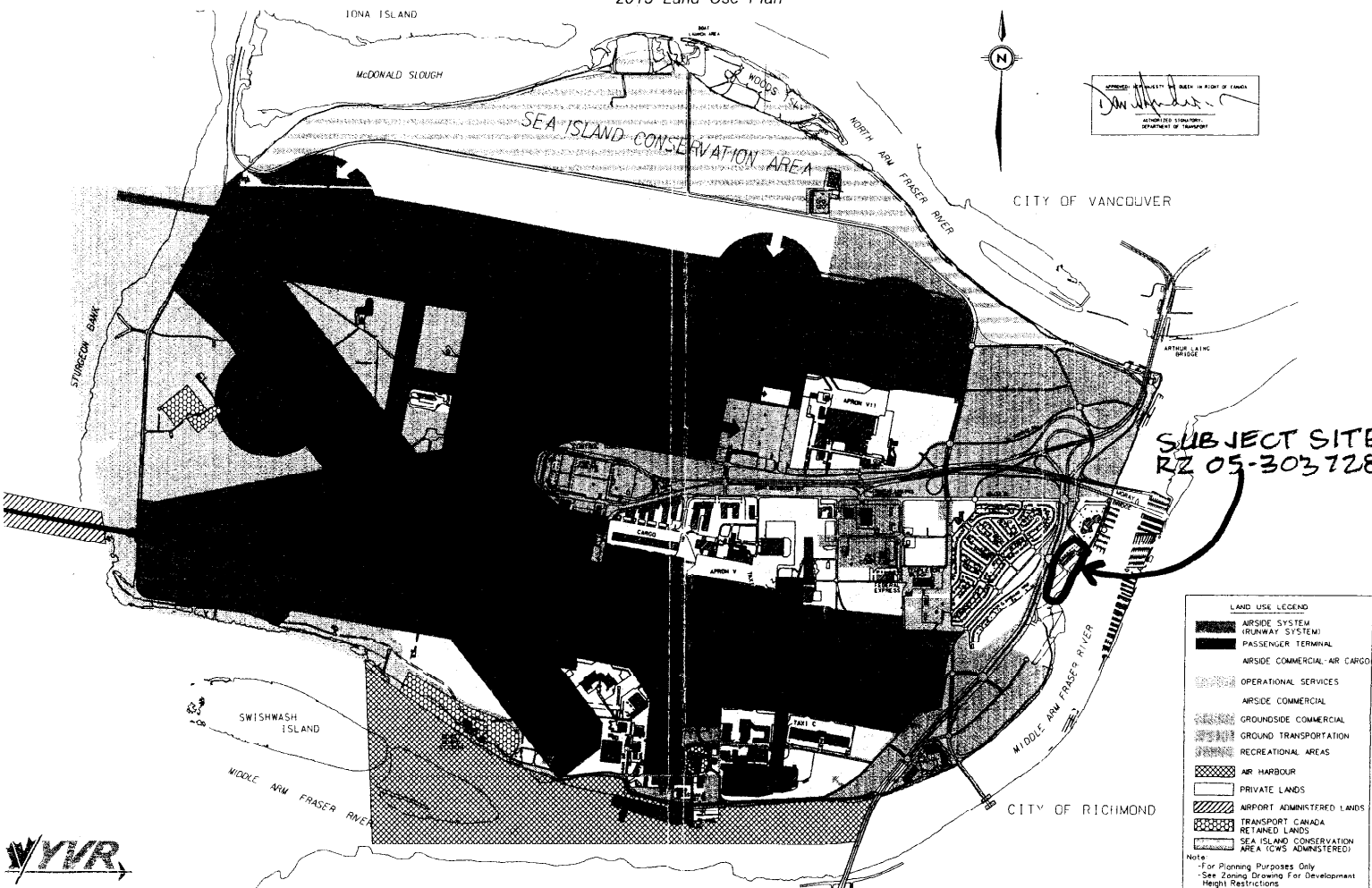
- | | |
|--|--------------------------------|
| --- Agricultural Land Reserve Boundary | ■ Warehouse and Industry |
| ■ Agriculture | ■ Commercial |
| ■ Agriculture and Open Space | ■ High-Density Mixed Use |
| ■ Public and Open Space Use | ■ Mixed Use |
| ■ Conservation Area | ■ Neighbourhood Service Centre |
| ■ Airport | ■ Community Institutional |
| ■ Olympic Riverfront | ■ Neighbourhood Residential |



1. This map is a schedule to the Official Community Plan and is intended to be used in conjunction with the Official Community Plan Bylaw No. 7100. The map shows areas, boundaries and other features in accordance with the Official Community Plan and is intended to be used in conjunction with the Official Community Plan Bylaw No. 7100. The map is not intended to be used as a legal document and should not be used for legal purposes. The map is intended to be used as a guide only and should not be used as a legal document. The map is intended to be used as a guide only and should not be used as a legal document. The map is intended to be used as a guide only and should not be used as a legal document.

ATTACHMENT 3

2015 Land Use Plan



APPROVED AS SHOWN TO BE IN FIDELITY OF LAND
 Don McLean
 APPROVED CIVILIAN
 DEPARTMENT OF TRANSPORT

SUBJECT SITE
RZ 05-303728

LAND USE LEGEND	
[Pattern]	AIRSIDE SYSTEM (RUNWAY SYSTEM)
[Pattern]	PASSENGER TERMINAL
[Pattern]	AIRSIDE COMMERCIAL- AIR CARGO
[Pattern]	OPERATIONAL SERVICES
[Pattern]	AIRSIDE COMMERCIAL
[Pattern]	GROUND SIDE COMMERCIAL
[Pattern]	GROUND TRANSPORTATION
[Pattern]	RECREATIONAL AREAS
[Pattern]	AIR HARBOUR
[Pattern]	PRIVATE LANDS
[Pattern]	AIRPORT ADMINISTERED LANDS
[Pattern]	TRANSPORT CANADA RETAINED LANDS
[Pattern]	SEA ISLAND CONSERVATION AREA (CWS ADMINISTERED)

Note:
 - For Planning Purposes Only
 - See Zoning Drawing For Development Height Restrictions

ATTACHMENT 4



Conditional Rezoning Requirements

**3200 and 3600 Lysander Lane and 3720 and 3780 Cessna Drive
(RZ 05-303728)**

Prior to final adoption of the Zoning Amendment Bylaw 7995, the following requirements must be completed:

1. Consolidation of the four lots into one development parcel;
2. Registration of an approximately 10 m Public Rights of Passage Right of Way (PROP ROW) across the east portions of the site fronting to the Fraser River for future flood protection (dyke) needs and public Trails access, exact width to be determined in consultation with Engineering Department; and
3. Ministry of Transportation approval.

(Signed Letter on File)

(November 16, 2005)

Signed

Date

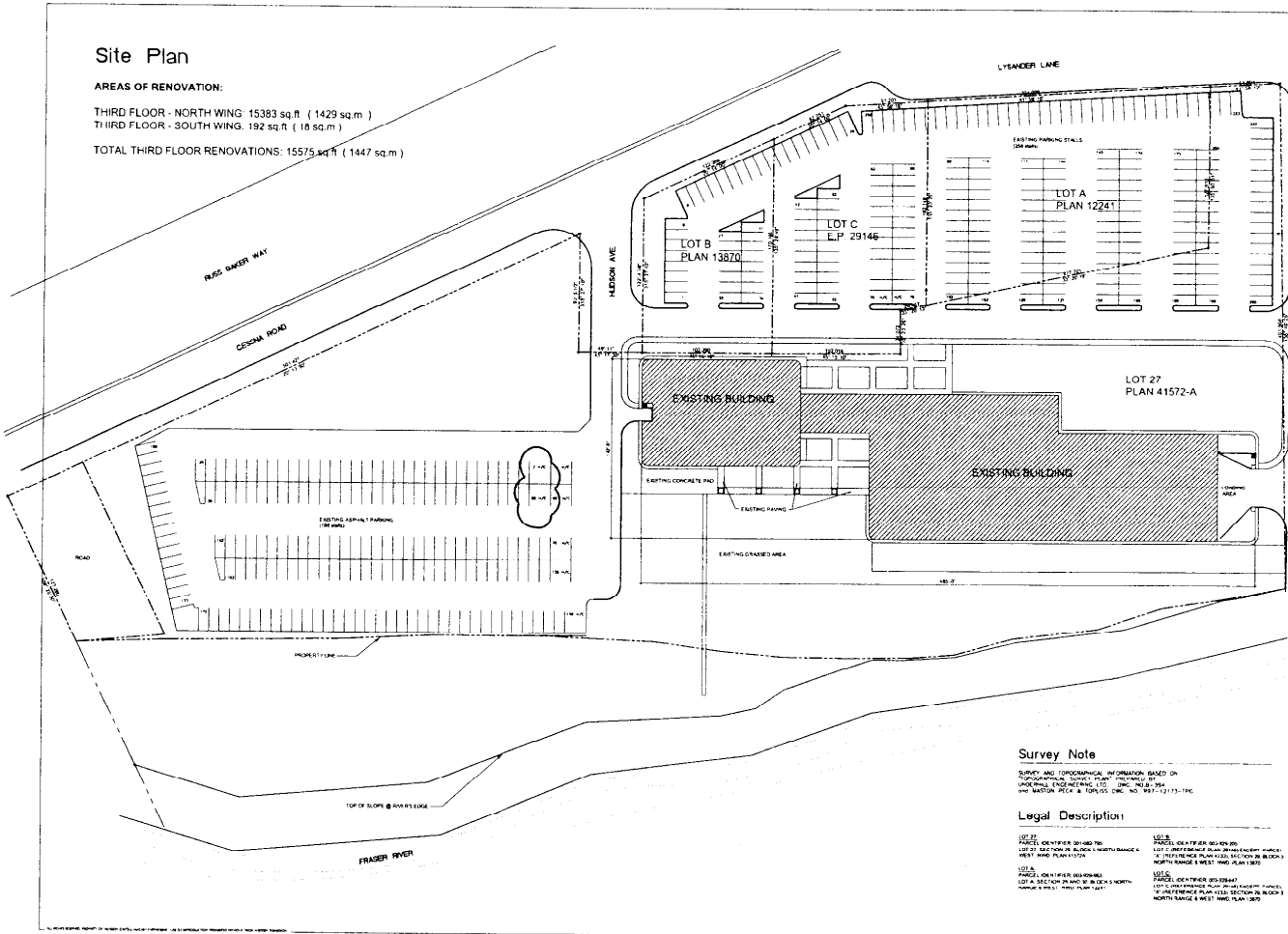
Site Plan

AREAS OF RENOVATION:

THIRD FLOOR - NORTH WING: 15383 sq.ft. (1429 sq.m)

THIRD FLOOR - SOUTH WING: 192 sq.ft. (18 sq.m)

TOTAL THIRD FLOOR RENOVATIONS: 15575 sq.ft. (1447 sq.m)



MCM



- LIST OF DRAWINGS
- A1 - SITE PLAN
 - A2 - THIRD FLOOR PARTIAL PLAN
 - A3 - THIRD FLOOR PARTIAL PLAN
 - A4 - BUILDING ELEVATIONS
 - A5 - WALL SECTIONS
 - A6 - WINDOW PLANS

- △ (Hatched) 1:1 - 1/4" SCALE FOR REVIEW
- △ (Hatched) 1:1 - 1/4" SCALE FOR REVIEW
- △ (Hatched) 1:1 - 1/4" SCALE FOR REVIEW
- △ (Hatched) 1:1 - 1/4" SCALE FOR REVIEW
- △ (Hatched) 1:1 - 1/4" SCALE FOR REVIEW
- △ (Hatched) 1:1 - 1/4" SCALE FOR REVIEW

**MUSSON
CATTELL
MACKAY
PARTNERSHIP**
ARCHITECTS DESIGNERS PLANNERS

1500 TWO MOUNTAIN CENTRE
125 BAYVIEW STREET, SUITE 200, VANCOUVER BC
CANADA V7E 1L7
TEL: 604 276 4444
WWW.MCM-ARCHITECTS.COM

THIRD FLOOR
NORTH REVISIONS

3800 LYSANDER LANE
RICHMOND B.C.

SITE PLAN

SCALE	1/32" = 1'-0"
DATE	2005 AUG 31
DRAWN	DC
REVISION	2005 NOV 04
PROJECT	2003001-3
SHEET	A1

Survey Note

SURVEY AND TOPOGRAPHICAL INFORMATION BASED ON
ORIGINAL SURVEY PLANS PREPARED BY
ORIGINAL ENGINEERING LTD. (INC.) IN 1988
AND BASTON PECK & TORLSSON INC. NO. 8811-113-110

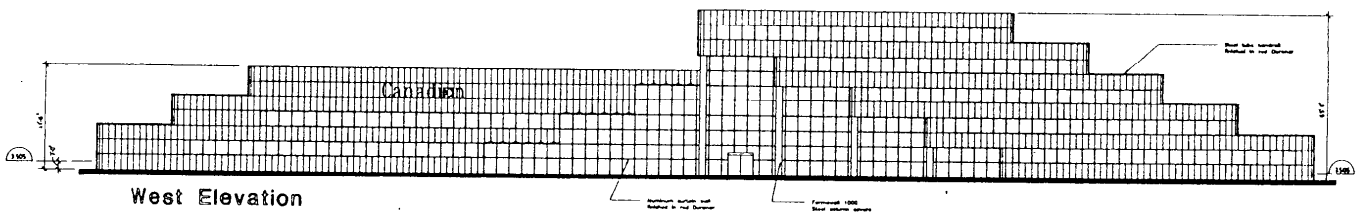
Legal Description

USE B1
PARCEL IDENTIFIER 0148170
LOT 27 WEST 1/4 BLOCK 1 NORTH RANGE 6
WEST 1/4 SECTION 10
USE A1
PARCEL IDENTIFIER 0203847
LOT 1 SECTION 24 AND 25 IN QUARTER 5 NORTH
RANGE 6 WEST 1/4 SECTION 10

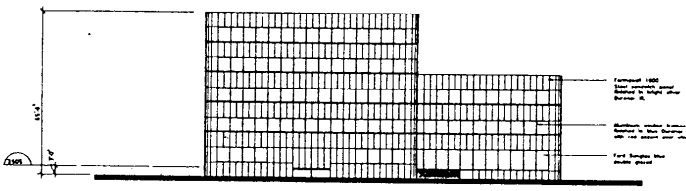
USE B1
PARCEL IDENTIFIER 0148170
LOT 27 WEST 1/4 BLOCK 1 NORTH RANGE 6
WEST 1/4 SECTION 10
USE A1
PARCEL IDENTIFIER 0203847
LOT 1 SECTION 24 AND 25 IN QUARTER 5 NORTH
RANGE 6 WEST 1/4 SECTION 10

ATTACHMENT 6

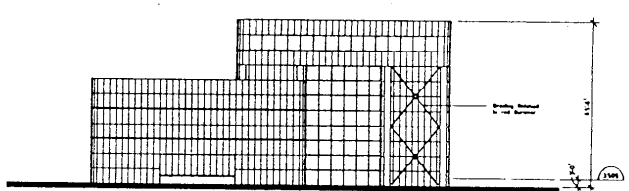
ALL RIGHTS RESERVED BY THE ARCHITECT. NO PART OF THIS DRAWING IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.



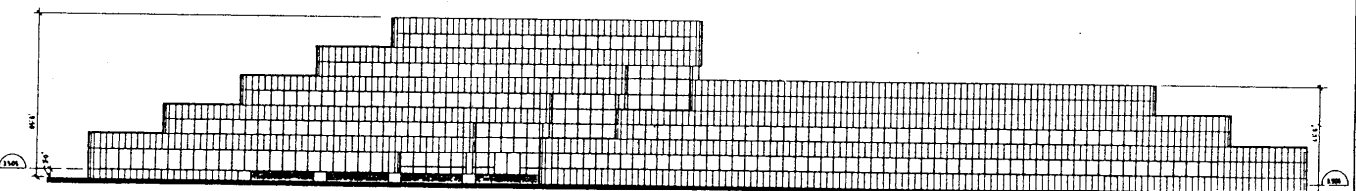
West Elevation



South Elevation



North Elevation



East Elevation

P.9

ELEVATIONS

Canadian Airlines International

MUSSON CATELL MACKAY PARTNERSHIP

OCT 03 1988
DPAK 015

87	01
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ATTACHMENT 6



Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7995 (RZ 05-303728)
3200 AND 3600 LYSANDER LANE AND 3720 AND 3780 CESSNA DRIVE

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

- 1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it COMPREHENSIVE DEVELOPMENT DISTRICT (CD/51).

P.I.D. 001-082-795

Lot 27 Section 29 Block 5 North Range 6 West New Westminster District Plan 41572A

P.I.D. 003-929-647

Lot "C" (Explanatory Plan 29146) Except: Parcel "X" (Reference Plan 42233) Section 29 Block 5 North Range 6 West New Westminster District Plan 13870

P.I.D. 003-929-205

Lot "B" Except: Parcel "X" (Reference Plan 42233) Sections 29 and 30 Both of Block 5 North Range 6 West New Westminster District Plan 13870

P.I.D. 003-929-965

Lot "A" Sections 29 and 30 Block 5 North Range 6 West New Westminster District Plan 12241

- 2. This Bylaw may be cited as "Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7995".

FIRST READING

DEC 19 2005

A PUBLIC HEARING WAS HELD ON

SECOND READING

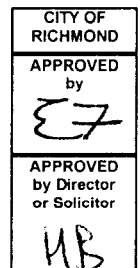
THIRD READING

MINISTRY OF TRANSPORTATION APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

Series of horizontal lines for signatures and dates.



MAYOR

CORPORATE OFFICER