

PANEL REPORT

The Development Permit Panel considered three Development Permits at its meeting held on March 15, 2000. Two of the proposals can now be considered by Council while the third, which is for a residential project, deals with school site levy issues.

DP 99-170573 – RICHARD HENRY ARCHITECT – 3500 CESSNA DRIVE

The proposal to renovate the hotel at the corner of Russ Baker Way and Miller Road was considered on two occasions by the Panel. At neither meeting was their public comment on the proposal, however, the Panel had concerns regarding possible pedestrian connections and coordination with the road and bridge projects in the area. The applicant addressed the Panel's concern by adding a sidewalk connection between Cessna Drive and the main entry to the hotel. The Panel recommends that the permit be issued.

DP 99-161936 – WESTFAIR PROPERTIES LTD. – 4651 NO. 3 ROAD

The proposal to renovate the Toyota Building on the west side of No. 3 Road at Leslie Road is an interesting reuse of an existing building. The architect for the project was quite imaginative in the manner in which the exterior cladding was augmented with new elements to accommodate the "Superstore". The Panel was quite pleased to see a major national corporation adapt its national approach to local conditions, as it has produced a very attractive design. A number of small variances were required to accommodate tree retention on the site as well as the dedication and construction of the Leslie Road extension, which is a major amenity contributed to the City.

The only public comment was from the Richmond Committee on Disability which centred around the location of disabled parking spaces and the design of the ramp leading to the second floor. The Panel was satisfied with the location of the parking and noted that the elevator provided would be the preferred method for disabled access.

The Panel recommends that the permit be issued.

DJM:djm

DEVELOPMENT PERMIT PANEL

Wednesday, March 1, 2000

Time: 3:30 p.m.

Place: Council Chambers
Richmond City Hall

Present: David McLellan, Chair
Chuck Gale, General Manager, Engineering & Public Works
Jim Bruce, General Manager, Finance & Corporate Services

The meeting was called to order at 3:34 p.m.

The Chair introduced the members of the Development Permit Panel to the audience and explained the procedures.

1. **MINUTES**

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, February 16th, 2000 be adopted.

CARRIED

2. **DEVELOPMENT PERMIT DP 99-169895**

(Report: Feb. 01/00; File: DP99-169895, REDMS: 137065, 124206)

APPLICANT: Rositch Hemphill and Associates, Architects

PROPERTY LOCATION: 9333 Alberta Road

INTENT OF PERMIT:

1. To allow the development of a 162 unit apartment and townhouse complex on a site zoned Comprehensive Development District (CD/72); and
2. To vary the provisions of the Zoning and Development Bylaw to:

3. Reduce the number of parking spaces required from 230 (with 33 visitor parking spaces) to 208 (with 31 visitor parking spaces);
 - a) Reduce the minimum parking aisle width from 7.5 m (24.606 ft.) to 7.3 m (23.95 ft.);
 - b) Reduce the width of handicap parking stalls from 3.7 m (12.139 ft.) to 3.658 m (12 ft.);
 - c) Decrease the minimum number of regular-sized parking spaces from 70% to 61%; and
 - d) Allow stairs, balconies and terraces to project up to 3 m (9.843 ft.) into the required setbacks.

APPLICANTS COMMENTS

Mr. Keith Hemphill, Architect, of 120 Powell Street, Vancouver, was in attendance to make a presentation to the Development Permit Panel. He advised that a previous application has since lapsed. Artistic renderings, site and landscape plans of the proposed developed were utilized. Mr. Hemphill gave a brief description of the project, background history, and noted the changes in design from the original application.

He provided the following information:

- project consists of 162 stacked unit townhouses
- an apartment form of building has been attached to increase the number of accessible units
- townhouses are grade-related units with a variety of entrances
- changes made as a result of review included the rearrangement of the garbage pickup.
- noted the importance of the landscape plan, i.e. large number of trees
- one for one replacement of trees
- have retained existing trees, such as mature conifers, wherever possible
- noted the extensive review of fire access and security to ensure accessibility.

STAFF COMMENTS

Holger Burke, Development Co-ordinator, advised that staff were recommending the permit be issued. He noted that the previous development permit for the same development had expired and commented that staff comments had been accommodated.

CORRESPONDENCE

None.

GALLERY COMMENTS

Jose Gonzales, of 8935 Cook Crescent, was in attendance representing the City Centre Community Association. In answer to a query, the Chair explained the location of the site in relationship to the adjacent schools. Mr. Gonzales requested an explanation of what improvements would take place along Alberta Road. Mr. Gonzales expressed concern regarding traffic difficulties as well as parking issues.

The Chair provided clarification regarding the plans for the roadway system in the area and observed that the proposed development was compatible with this.

Mr. Gonzales encouraged the Development Permit Panel and staff to work to ensure that the proposed development was able to be accessed appropriately by area residents.

PANEL COMMENTS

In answer to a query from the Chair, Mr. Hemphill advised that his client had no intention to phase the proposed project which would prove difficult due to the position of the underground parkade.

Mr. Burke confirmed that the issue of fire access had been resolved.

Mr. Hemphill noted that, in addition to low level lighting on the proposed pathway system, there would also be building-mounted lights on sensors.

It was moved and seconded

That the following recommendation be endorsed and forwarded to Council for adoption:

That Development Permit 99-169895 be issued for property located at 9333 Alberta Road

1. ***To allow the development of a 162 unit apartment and townhouse complex on a site zoned Comprehensive Development District (CD/72); and***
2. ***To vary the provisions of the Zoning and Development Bylaw to:***
3. ***Reduce the number of parking spaces required from 230 (with 33 visitor parking spaces) to 208 (with 31 visitor parking spaces);***
 - a) ***Reduce the minimum parking aisle width from 7.5 m (24.606 ft.) to 7.3 m (23.95 ft.);***
 - b) ***Reduce the width of handicap parking stalls from 3.7 m (12.139 ft.) to 3.658 m (12 ft.);***
 - c) ***Decrease the minimum number of regular-sized parking spaces from 70% to 61%; and***
 - d) ***Allow stairs, balconies and terraces to project up to 3 m (9.843 ft.) into the required setbacks.***

Prior to the question being called, staff and applicant were encouraged to work with the Transportation Department during the construction period to ensure that traffic safety was improved in the area.

The question on the motion was then called and it was **CARRIED**

3. **DEVELOPMENT PERMIT DP 99-170446**

(Report: Jan. 31/00; File: DP99-170446, REDMS: 137062, 132035, 119475)

APPLICANT: 563687 B.C. Ltd.

PROPERTY LOCATION: 11300, 11320, 11340, 11360 and 11460 Steveston Highway

INTENT OF PERMIT: To permit the development of a five-building retail and automotive shopping centre on a site zoned Comprehensive Development District (CD/34); and

1. To vary the provisions of the *Zoning and Development Bylaw* to reduce the required setback from Steveston Highway from 6 m (19.685 ft.) to 4 m (13.123 ft.) for a portion of one building.
2. To vary the provisions of the *Zoning and Development Bylaw* to reduce the required setback from Steveston Highway from 6 m (19.685 ft.) to 4 m (13.123 ft.) for a portion of one building.

APPLICANT COMMENTS

Michael MacDonald, Joanne Stich, Gord Kopang, Architects, Masa Ito, Landscape Architect and G. Goldfield, Representative of Canadian Tire, were in attendance to make a presentation to the Development Permit Panel.

Utilizing a powerpoint presentation, Ms. Stich noted the following information:

- location of the proposed development was reviewed using context photographs of the surrounding properties
- connection with the Ironwood site was observed, including massing and design
- the possibility of integrating a public art piece in the plaza was suggested
- low pitched roofing, sign band datum illustrated with palate board
- the tower was observed as being the focal point of the site as a backdrop for a public gathering space
- anchor tenants were noted, i.e. Canadian Tire
- it was noted that the 40% glazing requirement throughout the site has been met (Canadian Tire)
- scale of buildings similar to Ironwood and other buildings on site
- stone cladding integrated in canopy supports and exterior
- storefronts use raised feature to break up massing
- with reference to movement throughout the site, vehicular access points, pedestrian pathways, and loading accesses were noted
- potential for pedestrian plazas and café seating was shown.

Masa Ito, Landscape Architect, presented the following information:

- landscape design was co-ordinated with adjacent sites, including Ironwood and the BC Transit building
- the plan was to enhance the planting at Coppersmith Place.
- soft landscaping follows similar species of plants as seen in Ironwood Centre
- an adjustment in tree species was indicated, to provide a more upright species along Steveston Highway than seen in Ironwood
- visual separation from the BC Transit building on the west side of the site with coniferous trees was observed
- reference was made to the three-dimensional model on display.

STAFF COMMENTS

Holger Burke, Development Co-ordinator, advised that staff were recommending approval but further advised that there were concerns regarding the appearance of the proposed Canadian Tire store due to the flatness of the roofline, the amount of canopy and the materials. A comparison with Ironwood was noted. It was observed that the property had not yet been rezoned and that the intent was to bring forward the development permit and the development application to the same meeting. One variance applied for had been necessitated by the road dedication required on Steveston Highway requested by the City. Mr. Burke stated that the rezoning does not include the southern portion of the property which was anticipated to be developed as an industrial site. Mr. Burke clarified that, prior to Council approval, requirements from the Ministry of Transportation and Highways (MOTH) must be met and a letter of credit for landscaping submitted.

CORRESPONDENCE

None.

GALLERY COMMENTS

Anna Delaney, of 11331 Sealord Road, was in attendance to express her concerns to the Panel. The Landscape Architect provided clarification regarding the size of proposed trees and species. Ms. Delaney expressed concern regarding the medians in the Ironwood parking lot which, due to high pedestrian traffic, have resulted in near complete loss of ivy ground cover and she suggested that flagstone could be placed to facilitate public walking traffic. She then queried if parking regulations would prohibit the public from parking at one centre and shopping at the other centre. She stated that her major concern was the cold, industrial look of the proposed Canadian Tire store. She referenced the positive image of the Save On Foods store in Ironwood and commented on the fact that other corporations conform to design standards.

Harold Goodwin, Richmond Holdings, advised that he represents the property south of the west end of the property and indicated the location on the site plan. He requested clarification of rezoning boundaries. Staff noted that there were no plans to build in the southern portion of the property at present. Mr. Goodwin commented on the proposed shipping/receiving entrance at the property line of the Canadian Tire store at the southwest entrance. Mr. Burke explained that this falls within current setback guidelines and would be reviewed if the property was redeveloped.

Grant Goodwin, Richmond Holdings, referred to the development over the past three to four years, i.e. Ironwood Centre, Silver City and noted the concentration of traffic in this area. He queried future traffic plans. Mr. Burke noted the widening of Coppersmith Way; installation of traffic signals at Sealord Gate; MOTH approval; and funding for off-site improvements at the Steveston interchange.

PANEL COMMENTS

At the request of the Chair, the Architect confirmed the dimensions of the sidewalks along the proposed Canadian Tire building as being 15 ft. in width.

The Chair commented on the modifications made to the design of the Canadian Tire store and referenced other major corporations that have been more co-operative in this regard.

Mr. MacDonald referred to comments from the Advisory Design Panel regarding the design of the Canadian Tire structure which were used in the creation of Coppersmith Centre. He then referred to the stone used for the façade of the store, which provides mass but does not interfere with the sidewalk.

Chuck Gale, General Manager, Engineering and Public Works, expressed concern regarding the image of the Canadian Tire store. He noted that the roofline was very harsh and that it had an industrial look.

Trenton Hillfield, Development Co-ordinator, Canadian Tire Corporation advised that his company has built 50 stores in the last year with a mandate for 150 more across the market place. He noted that the Corporation has mandated design requirements and stated that it does not want to set a precedent by allowing deviation from this design. Upon query from the panel, staff noted that the applicant's position of strictly-mandated design requirements had not been presented as such at the original design meeting.

The Chair observed that the Panel normally judges applications based on a set of guidelines adopted by Council. Staff noted that existing guidelines were currently being amended to apply to larger areas. Alex Jamieson, Planner, Urban Design, advised that current guidelines state that large buildings should be designed to look like a series of smaller buildings. In response, Mr. MacDonald referred to different areas of the store, e.g. Garden Centre, Parts & Services Centre, etc. and clarified that there were actually four different elevations of roofline.

The General Manager of Engineering and Public Works recommended that consideration be given for the use of flagstone instead of plantings in median landscaping.

The Chair referenced the issue of parking management and noted that since both Ironwood and Coppersmith Centres were managed by the same company, problems with towing should not occur.

Mr. Gale expressed concern regarding the Canadian Tire component of the project. He noted that the development was a vital part of the community and that this must be balanced.

It was moved and seconded

That the following recommendation be endorsed and forwarded to Council for adoption:

That Development Permit DP 99-170446 be issued for property located at 11300, 11320, 11340, 11360 and 11460 Steveston Highway to permit the development of a five-building retail and automotive shopping centre on a site zoned Comprehensive Development District (CD/34); and

To vary the provisions of the Zoning and Development Bylaw to reduce the required setback from Steveston Highway from 6 m (19.685 ft.) to 4 m (13.123 ft.) for a portion of one building.

CARRIED
OPPOSED: Jim Bruce

4. **NEW BUSINESS**

None.

5. **DATE OF NEXT MEETING:**

The next meeting will be held on **Wednesday, March 15, 2000.**

6. **ADJOURNMENT**

It was MOVED and SECONDED

That the meeting be adjourned at 5:05 p.m.

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, March 1, 2000

David McLellan
Chair

Susan Kopeschny, Admin. Asst.

It was moved and seconded
That the following recommendation be endorsed and forwarded to Council
for adoption:
That Development Permit DP 99-161936 be issued for property located at
11300, 11320, 11340, 11360 and 11380 Steveston Highway to permit the
development of a five-building retail and automotive shopping centre on a site
zoned Community.

DEVELOPMENT PERMIT PANEL

Wednesday, March 15, 2000

CARRIED
OPPOSED: Jim Bruce

Time: 3:30 p.m.

Place: Council Chambers
Richmond City Hall

Present: David McLellan, Chair
Chuck Gale, General Manager, Engineering & Public Works
Lani Schultz, Manager, Corporate & Strategic Planning

The meeting was called to order at 3:30 p.m.

The Chair introduced the members of the Development Permit Panel to the audience and explained the procedures.

1. MINUTES

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, March 1st, 2000 be adopted.

CARRIED

2. **DEVELOPMENT PERMIT DP 99-161936** (Report: Feb. 25/00; File: DP99-161936, REDMS: 135524, 130952)

APPLICANT: Westfair Properties Ltd.

PROPERTY LOCATION: 4651 No. 3 Road

INTENT OF PERMIT: To permit the construction of a supermarket, gas bar, and retail/office space; and that would:

1. Vary the regulations in the *Zoning and Development Bylaw* to:
 - Reduce the number of required off-street parking stalls from 610 to 607;

- Reduce the minimum parking drive-aisle width from 7.5 m (24.606 ft.) to 6.09 m (20 ft.) in some locations;
- Reduce the required minimum number of full-sized parking spaces from 70% to 66%;
- Reduce the number of loading bays required from 8 to 3; and
- Reduce the required setback from the new Leslie Road from 3 m (9.483 ft.) to 1 m (3.281 ft.) for a portion of the building.

APPLICANTS' COMMENTS

Jay Lin of Westfair Properties Ltd., Pedro Chagas of Nejmarc Architecture, and Marlene Messer of DMG Landscape Architects, were in attendance to make a presentation to the Panel.

Mr. Lin, Architect, referred to the difficulties of retaining and recycling the original building on site. He observed that to successfully accomplish this, additions needed to be made to the rear west and north as well as the east sides of the building. It was noted that 15,000 sq. ft. of original office would be retained.

Utilizing photographs and site plan, Mr. Lin provided the following information:

- building has two levels – upper level Superstore with parkade on ground level
- noted pedestrian-friendly development of new ground level to the north side of the property
- referred to the new garden centre
- noted the amount of landscaping retained for the project
- reference was made to the uniqueness of the project with regard to recycling and the amount of property being dedicated to the City for the RapidBus project, road widening and for the traffic signals at the Leslie Road and No. 3 Road intersection, i.e. \$1.6 million in land values and infrastructure.

Pedro Chagas, Architect, gave a background history of the design and offered the following information:

- the decision was made to retain the main building and to add a second storey
- noted recycling of the existing warehouse exterior panels used in the addition to the back of the building
- extensive seismic upgrading undertaken
- referred to photographs showing focal point to main entrance
- design of the sloping walls of the existing building used in other areas of the proposed project
- use of walkway-galleria provides opportunity to bring people from street level to Superstore
- galleria houses plantings
- noted that the loading zone area had been retained as well as the gas bar which was well screened and situated at the back of the site
- colours consistent with previous development – natural colour ranges.

Marlene Messer, Landscape Architect, noted the following:

- existing tree retention: 78%
- noted the specific trees that were proposed to be saved
- 160 new trees of large caliper will be planted along Leslie Road
- double row of street trees along No. 3 Road
- referred to the parking area in southern portion of the site
- noted pedestrian routes throughout site
- referred to placement of benches and bike racks
- reference was made to decorative paving along No. 3 Road.

Mr. Lin, reviewed the requested variances and concluded that they had worked with staff to provide a winning development.

STAFF COMMENTS

Joe Erceg, Manager, Development Applications, advised that staff were recommending approval of the application. He referred to substantial improvements along No. 3 Road and Leslie Road for both vehicles and pedestrians. He noted that the applicant had worked with staff and had addressed many concerns raised by the Advisory Design Panel. Staff had worked with the applicant to mitigate additional parking in front of store. Mr. Erceg advised that the number of variances requested were relatively minor in nature.

CORRESPONDENCE

None.

PANEL COMMENTS

The Chair commented on the good design of the proposed project, especially the architectural treatments. He expressed his appreciation for the idea of retaining existing trees. He noted the sufficient size of the proposed elevator which would provide access to the shopping floor.

In answer to a query, Mr. Lin advised that there were no concrete plans for tenants in the existing office building in front but that this would probably include businesses that would fit in with Superstore and promote a pedestrian-friendly environment, e.g. travel agency.

Mr. Erceg stated that the servicing agreement was based on a functional plan and that further details will follow in the future. He then reviewed the bylaw regulating the construction of loading bays for Panel members.

Mr. Lin noted that the small service road behind the trees would be used for parking space to enhance internal traffic flow to the gas bar on the site. He explained that the parking area pavement treatment was not carried out throughout the entire lot due to the amount of landscaping found in front of the site which makes it difficult to view.

The Landscape Architect pointed out the area with benches which would create a pedestrian link throughout the site from the public street and Leslie Road.

GALLERY COMMENT

Frances Clark, representative of the Richmond Committee for Disability, 8160 Railway Avenue, was present to comment on the proposed project. She expressed concern regarding the placement and number of handicapped parking stalls. Mr. Lin indicated these parking stalls on the site plan and noted that they were all located in proximity to the elevator and ramp. Ms. Clark expressed further concern regarding the use of the word "walkway" to the second floor, stating that the term "ramp" was technically correct. She advised that along the ramp, a lay-by should be placed every 30 ft. Referencing the single elevator, she queried what would happen if this breaks down.

Mr. Lin clarified that the slope of the ramp was 1:21, a gradual slope, which complies with the Building Code.

PANEL DECISION

The Chair commented on the value of utilizing existing buildings and the constructive reuse of building material. He expressed approval that the applicants were able to work with staff to the benefit of all concerned.

It was moved and seconded

That the following recommendation be endorsed and forwarded to Council for adoption:

That Development Permit 99-161936 be issued for property located at 4651 No. 3 Road:

1. ***To permit the construction of a supermarket, gas bar, and retail/office space; and that would:***
2. ***Vary the regulations in the Zoning and Development Bylaw to:***
 - ***Reduce the number of required off-street parking stalls from 610 to 607;***
 - ***Reduce the minimum parking drive-aisle width from 7.5 m (24.606 ft.) to 6.09 m (20 ft.) in some locations;***
 - ***Reduce the required minimum number of full-sized parking spaces from 70% to 66%;***
 - ***Reduce the number of loading bays required from 8 to 3; and***
 - ***Reduce the required setback from the new Leslie Road from 3 m (9.483 ft.) to 1 m (3.281 ft.) for a portion of the building.***

CARRIED

3. **DEVELOPMENT PERMIT DP99-168815**

(Report Feb. 25/00; File: DP99 168815, 1405-20, REDMS 138026)

APPLICANT: Stylianou Holdings Ltd..

PROPERTY LOCATION: 11860 No. 1 Road

INTENT OF PERMIT: To allow the development of a townhouse complex consisting of eight residential units on a total site area of 1,498.5 m² (16,130 ft²); and

1. To vary the provisions of the Zoning and Development Bylaw 5300 as follows:
 - a) Reduce the front yard setback along No. 1 Road from 6.0 m (19.685 ft.) to 5.3 m (17.388 ft.) for building projections to accommodate bay windows and entry porch projections;
 - b) Reduce the front yard setback along No. 1 Road from 6.0 m (19.685 ft.) to 3.5 m (11.483 ft.) for access stairways to the buildings;
 - c) Reduce the front yard setback along No. 1 Road from 6.0 m (19.685 ft.) to 1.2 m (3.937 ft.) to accommodate a mail kiosk and an entry sign;
 - d) Reduce the side yard setbacks along the north and south property lines from 6.0 m (19.685 ft.) to 3.0 m (9.843 ft.) in order to extend the principal building wall of the ground, main and upper floors;
 - e) Reduce the side yard setbacks along the north and south property lines from 6.0 m (19.685 ft.) to 2.6 m (8.530 ft.) for window projections on the main and upper floors;
 - f) Reduce the rear yard setback along the east property line from 6.0 m (19.685 ft.) to 4.877 m (16.0 ft.) for building projections to accommodate bay windows and entry porch projections; and
 - g) Reduce the rear yard setback along the east property line from 6.0 m (19.685 ft.) to 2.2 m (7.218 ft.) for access stairways to the buildings.

APPLICANTS' COMMENTS

Mr. Rod Lynde, Lynde Designs Ltd., of 8171 Claysmith Road, was in attendance to make a presentation to the Panel. He provided the following information:

- indicated the location in Steveston, including contextual information
- 4 duplex units, 3 storey, 1200 sq. ft. each
- 18 total parking spaces, including 2 visitor parking spaces
- maximum FAR at 0.6, and site coverage of 31.9%
- design rationale is 4 buildings, separated by open spaces
- zoned R3

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- referred to variances requested which included a variance for stairways, signs, and projections for building projections used to create interest
- large private yards with picket fencing
- four street trees
- 5 ft. wide lawn areas adjacent to the sidewalk
- raised front grade of property to be equal to the sidewalk which lower the profile of the building
- produced photographs showing views facing south with No. 1 Road frontage.

STAFF COMMENTS

Joe Erceg, Manager, Development Applications, advised that staff were recommending the permit be issued. He advised that the property had recently been rezoned to R3 and that the list of variances seemed extreme due to the greater demand for setback in this zone. A zoning of R2 which is normally used for townhouse property would have resulted in a lessened number of variances. It was noted that the applicant had been co-operative and had made numerous revisions in design.

Upon query, Mr. Lynde advised that the adjacent properties did not have any problems regarding drainage.

CORRESPONDENCE

None.

GALLERY COMMENTS

None.

PANEL DECISION

The Chair commented on the attractiveness of the design and noted that they resembled townhomes.

It was moved and seconded

That the following recommendation be endorsed and forwarded to Council for adoption:

That Development Permit 99-168815 be issued for property at 11860 No. 1 Road:

1. ***To allow the development of a townhouse complex consisting of eight residential units on a total site area of 1,498.5 m² (16,130 ft²); and***
2. ***To vary the provisions of the Zoning and Development Bylaw 5300 as follows:***
 - a) ***Reduce the front yard setback along No. 1 Road from 6.0 m (19.685 ft.) to 5.3 m (17.388 ft.) for building projections to accommodate bay windows and entry porch projections;***
 - b) ***Reduce the front yard setback along No. 1 Road from 6.0 m (19.685 ft.) to 3.5 m (11.483 ft.) for access stairways to the buildings;***
 - c) ***Reduce the front yard setback along No. 1 Road from 6.0 m (19.685 ft.) to 1.2 m (3.937 ft.) to accommodate a mail kiosk and an entry sign;***

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- d) *Reduce the side yard setbacks along the north and south property lines from 6.0 m (19.685 ft.) to 3.0 m (9.843 ft.) in order to extend the principal building wall of the ground, main and upper floors;*
- e) *Reduce the side yard setbacks along the north and south property lines from 6.0 m (19.685 ft.) to 2.6 m (8.530 ft.) for window projections on the main and upper floors;*
- f) *Reduce the rear yard setback along the east property line from 6.0 m (19.685 ft.) to 4.877 m (16.0 ft.) for building projections to accommodate bay windows and entry porch projections; and*
- g) *Reduce the rear yard setback along the east property line from 6.0 m (19.685 ft.) to 2.2 m (7.218 ft.) for access stairways to the buildings.*

CARRIED

4. DEVELOPMENT PERMIT DP 99 170573

(Report: Jan. 10/00; File: 99-170573, REDMS: 131923, 127613)

Referred from the Development Permit Panel meeting of February 16, 2000

APPLICANT: Richard Henry Architect

PROPERTY LOCATION: 3500 Cessna Drive

INTENT OF PERMIT: To allow exterior renovations to the Delta Vancouver Airport Hotel.

STAFF COMMENTS

Joe Erceg, Manager, Development Applications, advised that, at the meeting of February 16, 2000, the Panel had requested a contextual plan to show RapidBus improvements adjacent to the property and to consider provision of a sidewalk to the hotel entrance.

APPLICANTS' COMMENTS

Richard Henry, Architect, of 105 – 1020 Mainland Street, was in attendance to make a presentation and to answer question from the Panel.

Mr. Henry presented a plan showing RapidBus improvements for the perusal of the Panel. He then reviewed the Development Permit Panel background, noting the proposed renovations, i.e. painting exterior; new entrance sign with a gateway element and landscaping enhancement; glass all-weather screening from the hotel lobby to the restaurant. He further noted that the washrooms would be upgraded to be handicapped accessible.

In response to the request of the Panel to provide contextual information, Mr. Henry referred to the RapidBus proposal in front of the hotel. He advised that this was still in the conceptual stage and referred to a drawing indicating a bus exchange along Cessna Drive, including sidewalk. Mr. Henry advised that the Delta Vancouver Airport Hotel will construct a 4' 6" sidewalk from Cessna Drive to the hotel entrance to enhance the relationship between the RapidBus improvements and the hotel.

GALLERY COMMENT

None.

CORRESPONDENCE

None.

PANEL COMMENTS

The Chair congratulated the applicant on the effort made towards this project.

It was moved and seconded

That the following recommendation be endorsed and forwarded to Council for adoption:

That Development Permit 99-170573 be issued for property at 3500 Cessna Drive:

To allow exterior renovations to the Delta Vancouver Airport Hotel.

CARRIED

5. NEW BUSINESS

- a) **General Compliance for 6388 River Road – Subdivision in a Development Permit Area – re Development Permit 98-153700.**

The Manager, Development Applications, advised that the request for general compliance for 6388 River Road had been withdrawn.

6. DATE OF NEXT MEETING:

The next meeting will be held on **Wednesday, March 29, 2000.**

7. ADJOURNMENT

It was moved and seconded

That the meeting be adjourned at 4:35 p.m.

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Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, March 15, 2000

CORRESPONDENCE

None

PANEL COMMENTS

The Chair congratulated the applicant on the effort made towards this project.

David McLellan
Chair

Susan Kopeschny, Admin. Asst.

That Development Permit 99-170573 be issued for property at 3500 Cassara

Drive:

To allow exterior renovations to the Delta Vancouver Airport Hotel.

CARRIED

NEW BUSINESS

a) General Compliance for 6388 River Road - Subdivision in a Development

Permit Area - re Development Permit 98-153700.

The Manager, Development Applications, advised that the request for general compliance for 6388 River Road had been withdrawn.

DATE OF NEXT MEETING

The next meeting will be held on Wednesday, March 29, 2000.

ADJOURNMENT

It was moved and seconded
That the meeting be adjourned at 4:35 p.m.

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