



## City of Richmond

## Report to Council

---

**To:** Richmond City Council  
**From:** Councillor Harold Steves  
Chair, Planning Committee  
**Date:** December 8<sup>th</sup>, 2005  
**File:** 12-8060-20-  
7995/2005-Vol 01  
**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)"**

---

The Planning Committee, at its meeting held on Tuesday, December 6<sup>th</sup>, 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.*

## 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:

<b>Land Use Designation</b>	<b>Airport</b>	<b>Commercial</b>			
<b>Permitted Land Uses (Proposed Uses shown SHADED)</b>	<b>Airport District AIR</b>	<b>Proposed Uses</b>	<b>C6</b>	<b>I3</b>	<b>CD/51</b>
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:

	<b>Airport District (AIR)</b>	<b>Existing</b>	<b>Automobile-Oriented Commercial District (C6)</b>	<b>Comprehensive Development District (CD/51)</b>
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.

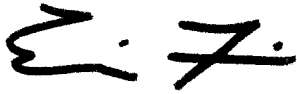
### **Financial Impact**

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'.

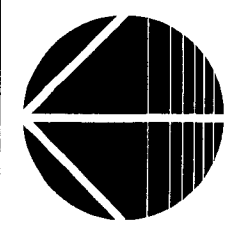
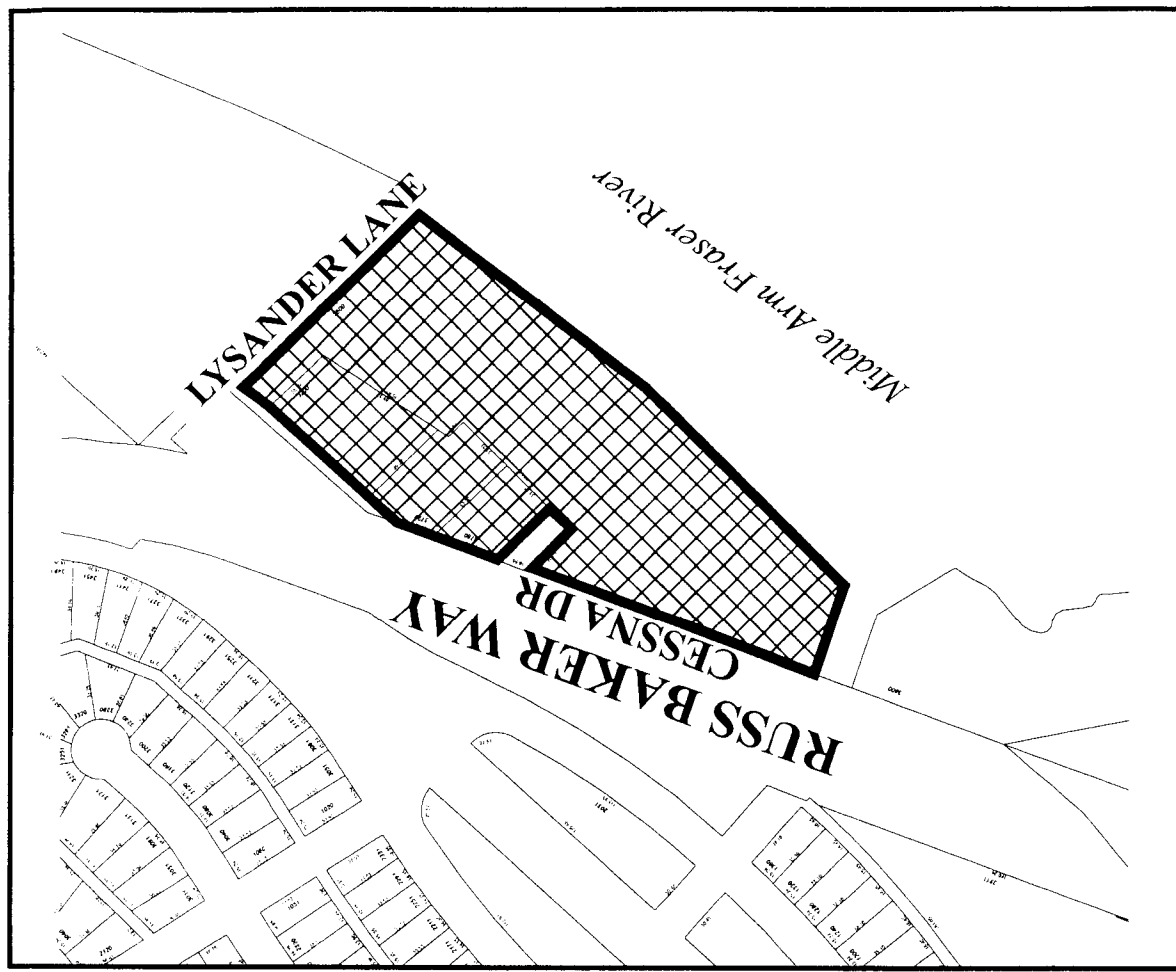
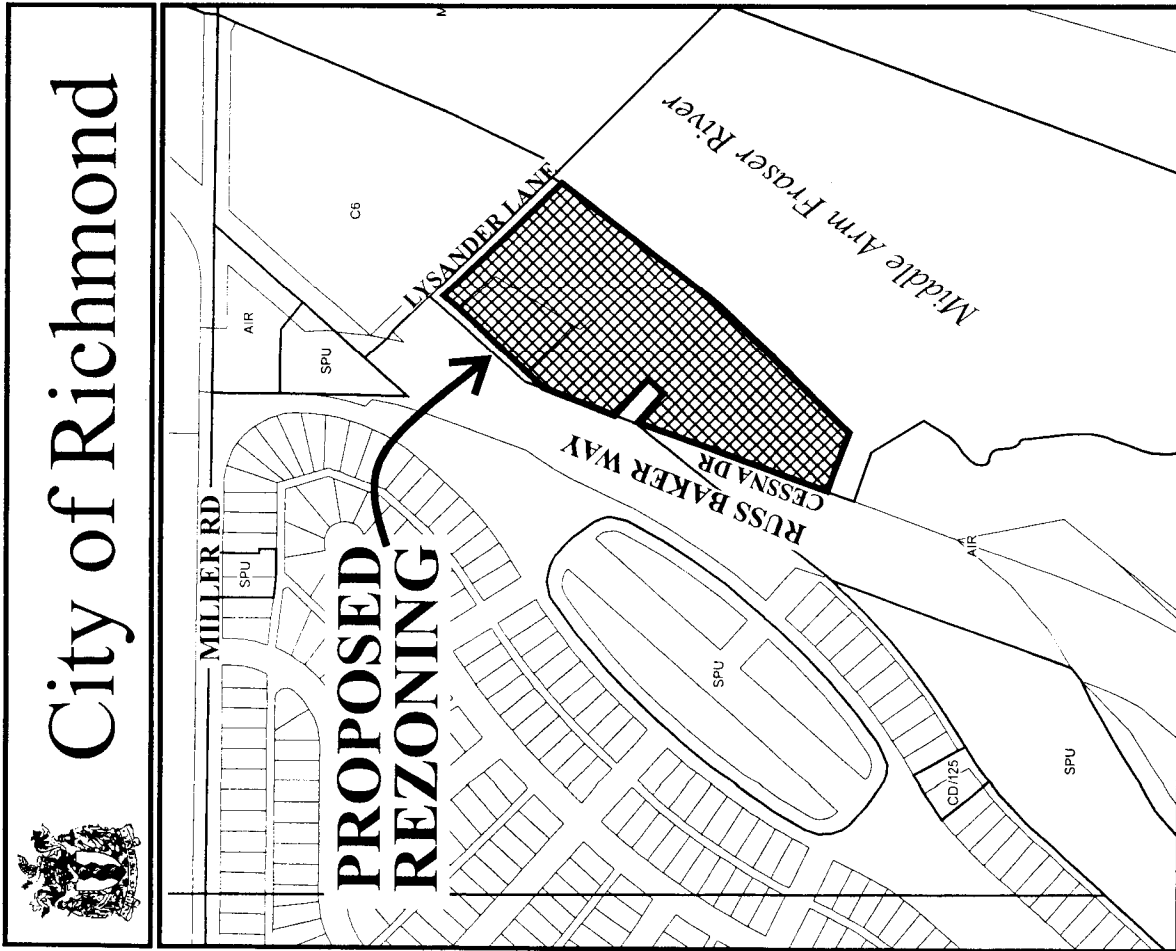
Eric Fiss  
Policy Planner

EF:cas

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)



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**

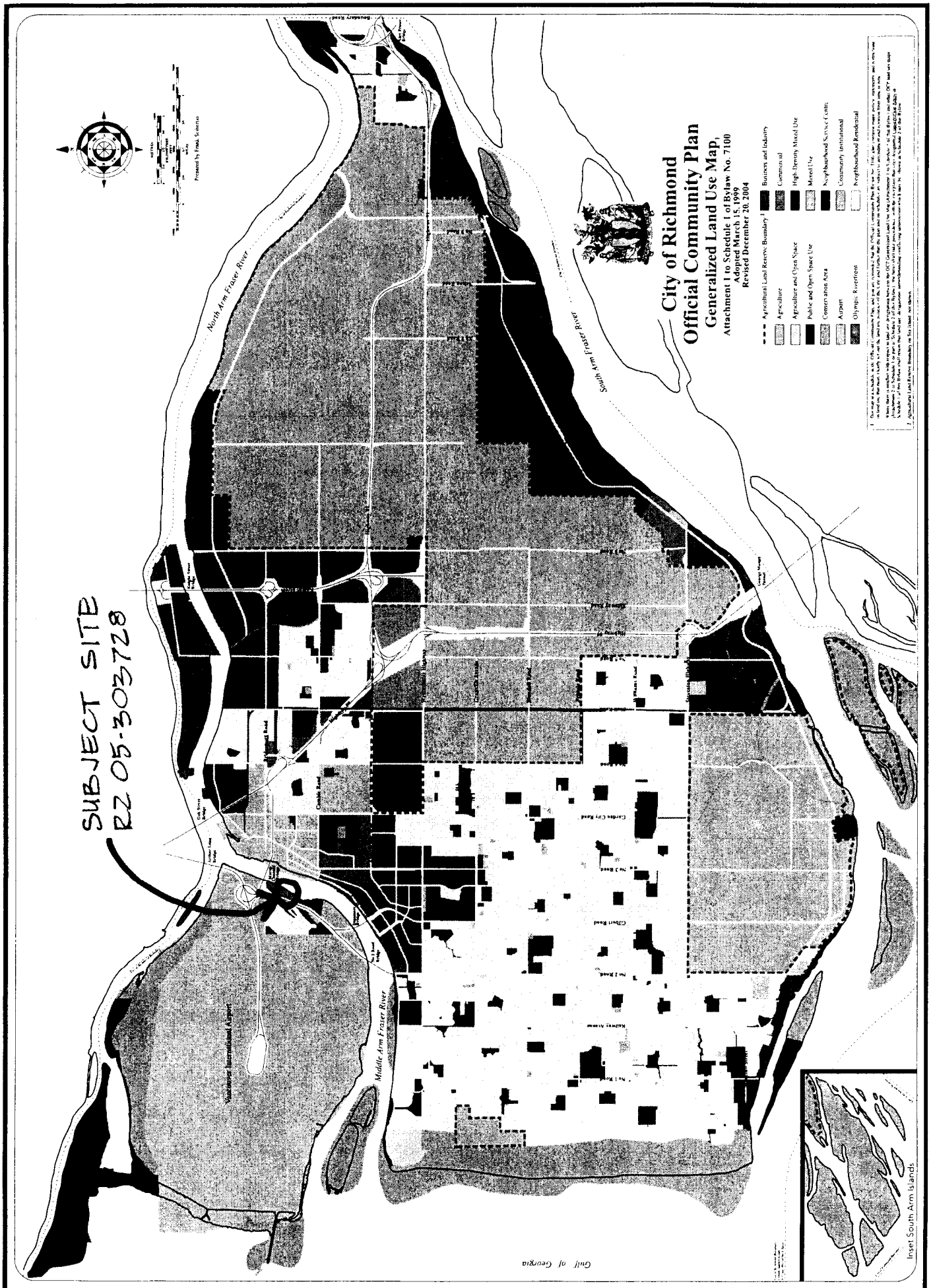
Address: 3200 and 3600 Lysander Lane and 3720 and 3780 Cessna Drive

Applicant: Musson Cattell Mackey Partnership Architects

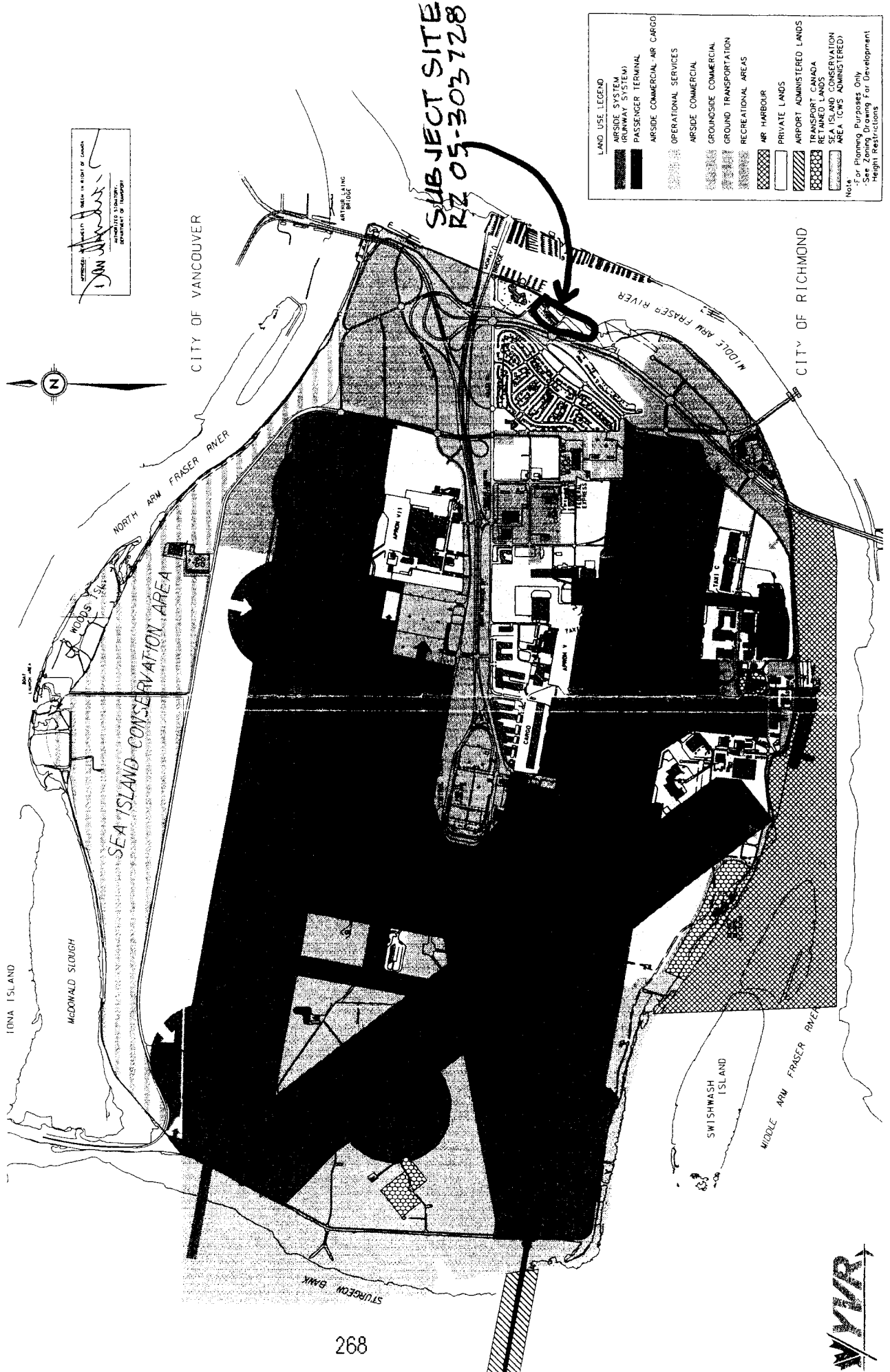
Planning Areas: Sea Island

	Existing	Proposed
<b>Owner:</b>	Lysander Holdings Ltd	No change
<b>Site Size:</b>	30,288 m <sup>2</sup> (326,028ft <sup>2</sup> )	No change
<b>Land Uses</b>	Commercial	No change
<b>OCP Designation</b>	Commercial	No change
<b>Zoning</b>	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 <sup>2</sup> 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



2015 Land Use Plan



## 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)

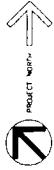
(November 16, 2005)

---

Signed

---

Date



LIST OF DRAWINGS

A1 - SITE PLAN
A2 - THIRD FLOOR PARTIAL PLAN
A3 - THIRD FLOOR PARTIAL RCP
A4 - BUILDING ELEVATIONS
A5 - WALL SECTIONS
A6 - WASHROOM PLANS

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

[illegible]


**MUSSON  
CATTELL  
MACKEY  
PARTNERSHIP**  
ARCHITECTS DESIGNERS PLANNERS

1600 TWO SEVENTEEN CENTRE  
555 BURNARD STREET BOX 764 VANCOUVER BC  
CANADA V7X 1A9  
TEL: 607 2990 x 404 687 1771  
http://www.magneticsci.com

THIRD FLOOR  
NORTH REVISIONS

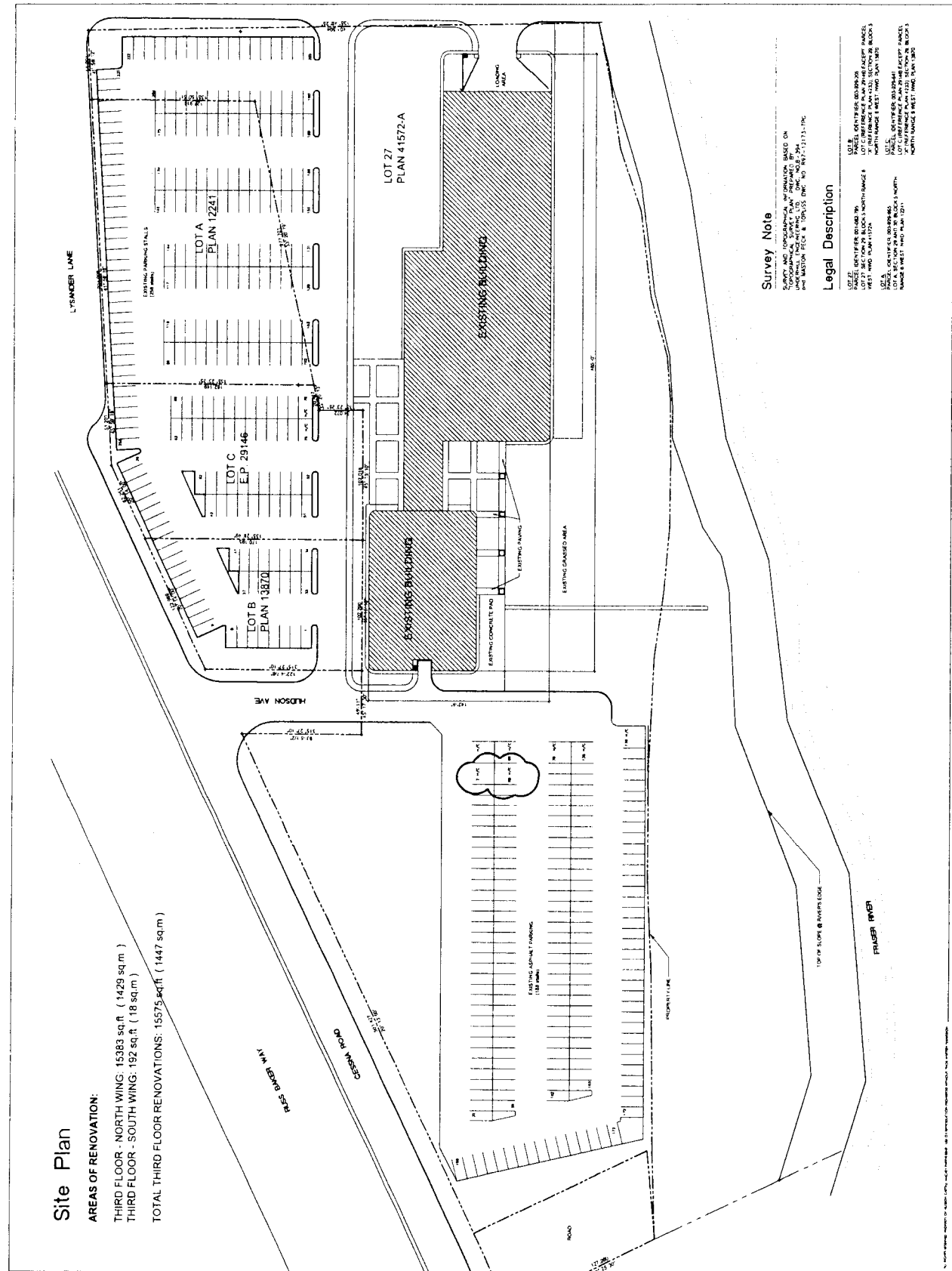
3600 LYSANDER LANE  
9.16.1992 B.C.

SITE PLAN

SCALE	1/32" = 1'-0"
DATE	2005 AUG 31
DRAWN	DC
REVISION	2003 NOV 04 
PROJECT	7000313
SHEET	A1

**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 )



### Survey Note

SURVEY AND TOPOGRAPHICAL INFORMATION BASED ON  
TOPOGRAPHICAL SURVEY PLAN\* PREPARED BY  
UNDERHILL ENGINEERING LTD. DMC. NO.8-594  
and MASTON PECK & TOPLESS DMC. NO. R47-12173-TDC

Legal Description	Area (sq. ft.)	Volume (cu. ft.)	Weight (lb.)	Value (\$)
1. 100 sq. ft. of land	100	100	100	100
2. 200 sq. ft. of land	200	200	200	200
3. 300 sq. ft. of land	300	300	300	300
4. 400 sq. ft. of land	400	400	400	400
5. 500 sq. ft. of land	500	500	500	500
6. 600 sq. ft. of land	600	600	600	600
7. 700 sq. ft. of land	700	700	700	700
8. 800 sq. ft. of land	800	800	800	800
9. 900 sq. ft. of land	900	900	900	900
10. 1,000 sq. ft. of land	1,000	1,000	1,000	1,000
11. 1,100 sq. ft. of land	1,100	1,100	1,100	1,100
12. 1,200 sq. ft. of land	1,200	1,200	1,200	1,200
13. 1,300 sq. ft. of land	1,300	1,300	1,300	1,300
14. 1,400 sq. ft. of land	1,400	1,400	1,400	1,400
15. 1,500 sq. ft. of land	1,500	1,500	1,500	1,500
16. 1,600 sq. ft. of land	1,600	1,600	1,600	1,600
17. 1,700 sq. ft. of land	1,700	1,700	1,700	1,700
18. 1,800 sq. ft. of land	1,800	1,800	1,800	1,800
19. 1,900 sq. ft. of land	1,900	1,900	1,900	1,900
20. 2,000 sq. ft. of land	2,000	2,000	2,000	2,000
21. 2,100 sq. ft. of land	2,100	2,100	2,100	2,100
22. 2,200 sq. ft. of land	2,200	2,200	2,200	2,200
23. 2,300 sq. ft. of land	2,300	2,300	2,300	2,300
24. 2,400 sq. ft. of land	2,400	2,400	2,400	2,400
25. 2,500 sq. ft. of land	2,500	2,500	2,500	2,500
26. 2,600 sq. ft. of land	2,600	2,600	2,600	2,600
27. 2,700 sq. ft. of land	2,700	2,700	2,700	2,700
28. 2,800 sq. ft. of land	2,800	2,800	2,800	2,800
29. 2,900 sq. ft. of land	2,900	2,900	2,900	2,900
30. 3,000 sq. ft. of land	3,000	3,000	3,000	3,000
31. 3,100 sq. ft. of land	3,100	3,100	3,100	3,100
32. 3,200 sq. ft. of land	3,200	3,200	3,200	3,200
33. 3,300 sq. ft. of land	3,300	3,300	3,300	3,300
34. 3,400 sq. ft. of land	3,400	3,400	3,400	3,400
35. 3,500 sq. ft. of land	3,500	3,500	3,500	3,500
36. 3,600 sq. ft. of land	3,600	3,600	3,600	3,600
37. 3,700 sq. ft. of land	3,700	3,700	3,700	3,700
38. 3,800 sq. ft. of land	3,800	3,800	3,800	3,800
39. 3,900 sq. ft. of land	3,900	3,900	3,900	3,900
40. 4,000 sq. ft. of land	4,000	4,000	4,000	4,000
41. 4,100 sq. ft. of land	4,100	4,100	4,100	4,100
42. 4,200 sq. ft. of land	4,200	4,200	4,200	4,200
43. 4,300 sq. ft. of land	4,300	4,300	4,300	4,300
44. 4,400 sq. ft. of land	4,400	4,400	4,400	4,400
45. 4,500 sq. ft. of land	4,500	4,500	4,500	4,500
46. 4,600 sq. ft. of land	4,600	4,600	4,600	4,600
47. 4,700 sq. ft. of land	4,700	4,700	4,700	4,700
48. 4,800 sq. ft. of land	4,800	4,800	4,800	4,800
49. 4,900 sq. ft. of land	4,900	4,900	4,900	4,900
50. 5,000 sq. ft. of land	5,000	5,000	5,000	5,000
51. 5,100 sq. ft. of land	5,100	5,100	5,100	5,100
52. 5,200 sq. ft. of land	5,200	5,200	5,200	5,200
53. 5,300 sq. ft. of land	5,300	5,300	5,300	5,300
54. 5,400 sq. ft. of land	5,400	5,400	5,400	5,400
55. 5,500 sq. ft. of land	5,500	5,500	5,500	5,500
56. 5,600 sq. ft. of land	5,600	5,600	5,600	5,600
57. 5,700 sq. ft. of land	5,700	5,700	5,700	5,700
58. 5,800 sq. ft.				

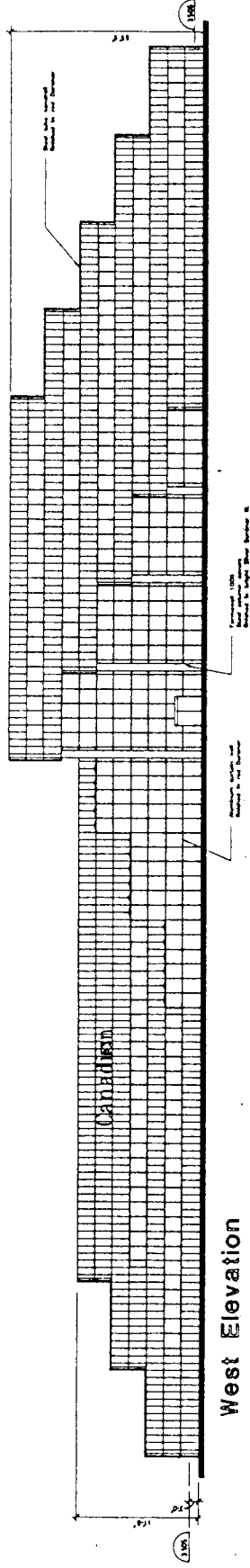
LOT 22	PARCEL IDENTIFIER: 001-002-799 LOT 22 SECTION 28 BLOCK 3 NORTH RANGE 6 WEST 1/4 PLAT #11724	LOT 1A	PARCEL IDENTIFIER: 003-009-965 LOT 1A SECTION 28 PLAT 30 BLOCK 3 NORTH RANGE 6 WEST 1/4 PLAT #12711	LOT 1C	PARCEL IDENTIFIER: 003-009-965 LOT 1C SECTION 28 PLAT 30 BLOCK 3 NORTH RANGE 6 WEST 1/4 PLAT #12711	LOT 1E	PARCEL IDENTIFIER: 003-009-268 LOT 1E SECTION 28 PLAT 30 BLOCK 3 NORTH RANGE 6 WEST 1/4 PLAT #12711	LOT 1F	PARCEL IDENTIFIER: 003-009-268 LOT 1F SECTION 28 PLAT 30 BLOCK 3 NORTH RANGE 6 WEST 1/4 PLAT #12711	LOT 1G	PARCEL IDENTIFIER: 003-009-268 LOT 1G SECTION 28 PLAT 30 BLOCK 3 NORTH RANGE 6 WEST 1/4 PLAT #12711	LOT 1H	PARCEL IDENTIFIER: 003-009-268 LOT 1H SECTION 28 PLAT 30 BLOCK 3 NORTH RANGE 6 WEST 1/4 PLAT #12711	LOT 1I	PARCEL IDENTIFIER: 003-009-268 LOT 1I SECTION 28 PLAT 30 BLOCK 3 NORTH RANGE 6 WEST 1/4 PLAT #12711	LOT 1J	PARCEL IDENTIFIER: 003-009-268 LOT 1J SECTION 28 PLAT 30 BLOCK 3 NORTH RANGE 6 WEST 1/4 PLAT #12711	LOT 1K	PARCEL IDENTIFIER: 003-009-268 LOT 1K SECTION 28 PLAT 30 BLOCK 3 NORTH RANGE 6 WEST 1/4 PLAT #12711	LOT 1L	PARCEL IDENTIFIER: 003-009-268 LOT 1L SECTION 28 PLAT 30 BLOCK 3 NORTH RANGE 6 WEST 1/4 PLAT #12711	LOT 1M	PARCEL IDENTIFIER: 003-009-268 LOT 1M SECTION 28 PLAT 30 BLOCK 3 NORTH RANGE 6 WEST 1/4 PLAT #12711	LOT 1N	PARCEL IDENTIFIER: 003-009-268 LOT 1N SECTION 28 PLAT 30 BLOCK 3 NORTH RANGE 6 WEST 1/4 PLAT #12711	LOT 1O	PARCEL IDENTIFIER: 003-009-268 LOT 1O SECTION 28 PLAT 30 BLOCK 3 NORTH RANGE 6 WEST 1/4 PLAT #12711	LOT 1P	PARCEL IDENTIFIER: 003-009-268 LOT 1P SECTION 28 PLAT 30 BLOCK 3 NORTH RANGE 6 WEST 1/4 PLAT #12711	LOT 1Q	PARCEL IDENTIFIER: 003-009-268 LOT 1Q SECTION 28 PLAT 30 BLOCK 3 NORTH RANGE 6 WEST 1/4 PLAT #12711	LOT 1R	PARCEL IDENTIFIER: 003-009-268 LOT 1R SECTION 28 PLAT 30 BLOCK 3 NORTH RANGE 6 WEST 1/4 PLAT #12711	LOT 1S	PARCEL IDENTIFIER: 003-009-268 LOT 1S SECTION 28 PLAT 30 BLOCK 3 NORTH RANGE 6 WEST 1/4 PLAT #12711	LOT 1T	PARCEL IDENTIFIER: 003-009-268 LOT 1T SECTION 28 PLAT 30 BLOCK 3 NORTH RANGE 6 WEST 1/4 PLAT #12711	LOT 1U	PARCEL IDENTIFIER: 003-009-268 LOT 1U SECTION 28 PLAT 30 BLOCK 3 NORTH RANGE 6 WEST 1/4 PLAT #12711	LOT 1V	PARCEL IDENTIFIER: 003-009-268 LOT 1V SECTION 28 PLAT 30 BLOCK 3 NORTH RANGE 6 WEST 1/4 PLAT #12711	LOT 1W	PARCEL IDENTIFIER: 003-009-268 LOT 1W SECTION 28 PLAT 30 BLOCK 3 NORTH RANGE 6 WEST 1/4 PLAT #12711	LOT 1X	PARCEL IDENTIFIER: 003-009-268 LOT 1X SECTION 28 PLAT 30 BLOCK 3 NORTH RANGE 6 WEST 1/4 PLAT #12711	LOT 1Y	PARCEL IDENTIFIER: 003-009-268 LOT 1Y SECTION 28 PLAT 30 BLOCK 3 NORTH RANGE 6 WEST 1/4 PLAT #12711	LOT 1Z	PARCEL IDENTIFIER: 003-009-268 LOT 1Z SECTION 28 PLAT 30 BLOCK 3 NORTH RANGE 6 WEST 1/4 PLAT #12711
--------	---	--------	---	--------	---	--------	---	--------	---	--------	---	--------	---	--------	---	--------	---	--------	---	--------	---	--------	---	--------	---	--------	---	--------	---	--------	---	--------	---	--------	---	--------	---	--------	---	--------	---	--------	---	--------	---	--------	---	--------	---

ALL RIGHTS RESERVED. NO PART OF THIS PUBLICATION MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT PERMISSION IN WRITING FROM THE PUBLISHER.

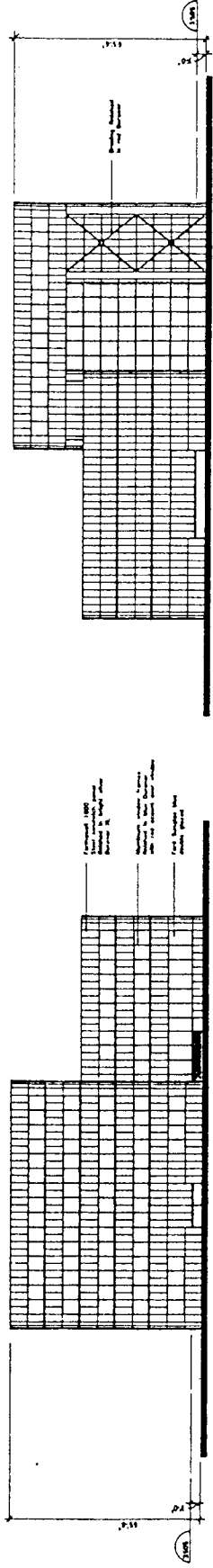
P.9

ELEVATIONS
Canadian Airlines International
MUSSON CATTELL MACKAY PARTNERSHIP
87501

OCT 03 1988  
DPA 015

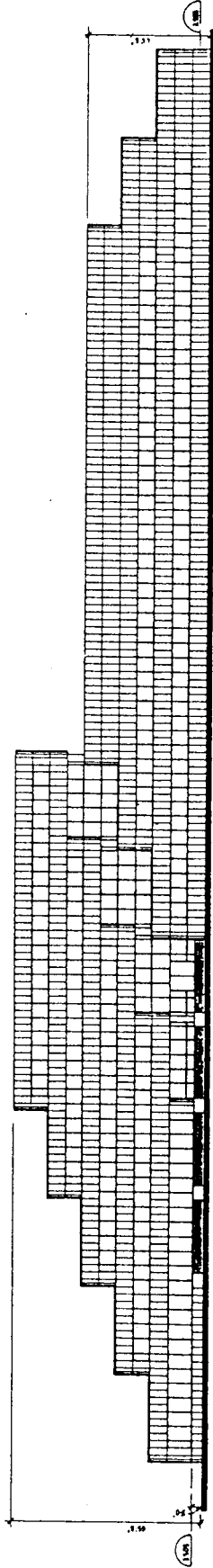


West Elevation



South Elevation

North Elevation



East Elevation



**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

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER

