



# City of Richmond

## Report to Council

---

**To:** Richmond City Council

**Date:** March 25, 2025

**From:** John Irving  
Development Permit Panel

**File:** DP 22-027199

**Re:** Development Permit Panel Meeting Held on August 23, 2023

---

### Staff Recommendation

That the recommendation of the Panel to authorize the issuance of Development Permit (DP 22-027199) for the properties at 20455 Dyke Road, 7500 No. 9 Road and a portion of PID 031-553-231, be endorsed and the Permit so issued.

John Irving  
Development Permit Panel

## **Panel Report**

The Development Permit Panel considered the following item at its meeting held on August 23, 2023.

DP 22-027199 – FARRELL ESTATES LTD. – 20455 DYKE ROAD, 7500 NO. 9 ROAD AND A PORTION OF PID 031-553-231  
(August 23, 2023)

The Panel considered a Development Permit (DP) application to permit the construction of a light industrial building at 20455 Dyke Road, 7500 No. 9 Road and a portion of PID 031-553-231 on a site zoned “Industrial Business Park and Marina (ZI20) – Graybar Road (East Richmond)”, abutting the edge of the Agricultural Land Reserve (ALR).

The applicant, Ross McPhail, of Farrell Estates Ltd., the applicants’ architect, Ruchir Dhall, Architecture Panel Inc., and the landscape architect, Al Tanzer, of BCLA, provided a brief visual presentation highlighting:

- The subject property is situated on a former CN Right-of-Way (ROW) which was purchased in 2021 by the applicant, and the Shelter Island Marina & Boatyard site, located to the south of the CN ROW, has also been owned by the applicant for over 50 years. The owner has been operating the marina since 1975.
- The proposed development represents Phase 2 of a multi-phase project consisting of approximately five phases and five industrial buildings fronting the river with pedestrian connections to the existing Dyke Road and path.
- Unlike Phase 1, Phase 2 abuts the ALR lands to the north, specifically Maybog Farms, which requires that a DP application be submitted to address the urban-rural interface with adequate setbacks, screening and landscaping.
- Changes to the landscape buffer were the result of extensive consultation with the neighbouring agricultural landowner based on their requests, and the ALR DP application was subsequently presented for review and supported by the Food Security and Agricultural Advisory Committee (FSAAC) at its meeting of June 29, 2023.
- The Phase 2 site is linear with access from the cul-de-sac off McMillan Way as well as a ROW, creating some intricacies in working with the constraints of an existing boat storage to the south.
- An important part of the design is having the primary vehicle access from McMillan Way and to provide for future pedestrian access from McMillan Way to Dyke Road upon redevelopment of Phases 3-5.
- The building is designed as a multi-tenant light industrial building for undetermined yet small users, with 22 units, 68,000 sq. ft., along the linear site sandwiched between ALR land to the north and the Hydro ROW to the south.
- Garbage areas are in conformance with the requirements of the City, as well as three amenity areas disbursed throughout the site.
- There will be 22 class 1 bicycle and 29 class 2 bicycle parking, as well as 12 EV parking spaces.

- The building is designed with large windows, covered entrances, and keeping with Crime Prevention Through Environmental Design (CPTED) requirements, the lighting has been designed to cut off around the building so there is minimal light spill out to the adjacent properties.
- Development of the future phases is not considered at this time as the marina business is very viable and it is felt that the first two phases will provide great support to the existing marina and boatyard by accommodating various existing businesses that operate within the boatyard, as well as new businesses which will help drive growth for the existing onsite businesses and also provide much needed warehouse space in Richmond.
- There is a 5 m wide landscape buffer provided along the back of the site with an integrated access path and some stairs.
- As a result of consultation with the adjacent farm owner, no deciduous trees are used in the ALR buffer as they would interfere with the pond.
- Drawings were revised to have all conifer trees along the north side of the building while maintaining the same spacing of the trees as the original guideline, and there will be a 6 ft. fence along the property line which should prevent any interference to the farm operations from outside the development.
- Grading was reviewed noting there will be no drainage from the development site to the agricultural land
- The required pathway along the back of the building for exits from the units is permeable with gravel instead of concrete which also benefits the trees and other plantings.
- Within several years the conifers will benefit as a tree hedge by screening the building entirely.
- There is a mix of tree types, including native trees and native ground cover.
- The amenity benches, tables, bike racks, fence components and plant list all meet City requirements.

In reply to queries from the Panel, the applicant advised (i) with respect to the grading along the ALR zone, a swale before the fence line is provided so there will not be any water that could spill over the property line, (ii) there will a high-efficiency irrigation system installed in the landscape area, and (iii) with respect to CPTED provisions, the site will be fenced and glazing provided at the entrances, and there will be roughing in for security cameras for the individual tenants to provide that.

Staff noted that (i) there is a servicing agreement associated with this project for frontage works along Graybar Road and McMillan Way, (ii) the pedestrian connection referenced earlier between McMillan Way and Dyke Road is a requirement of the rezoning, (iii) as the continued operation of the boatyard prevents the opportunity to provide the direct connection at this time, there will be an interim connection provided through the Phase 1 site to allow the pedestrian connection between McMillan Way and Graybar Road so that employees of the area will be able to access the waterfront through this site via Graybar Road, (iv) there is a comprehensive sustainability package secured through the rezoning application related to the buildings that includes rooftop Solar PVs for exterior lighting and service areas, and predicting for additional solar PVs should that be determined by future tenants, and (v) in terms of the ALR buffer itself, it has been designed in keeping with the Agricultural Land Commission guidelines and was reviewed and supported by the City's FSAAC on June 29, 2023.

The Panel expressed support for the proposal, noting that the project, a linear site that was an old railway corridor, is sensitively designed in the same way the City is trying to preserve and better use agriculture, it is also trying to do the same with industrial land. It was further noted that between the two development phases, there is quite a bit of buildable floor space for industrial uses.