



City of Richmond

Report to Council

To: Richmond City Council

Date: September 13, 2021

From: Joe Erceg
Chair, Development Permit Panel

File: DP 19-855200

Re: Development Permit Panel Meeting Held on October 15, 2020

Staff Recommendation

That the recommendation of the Panel to authorize the issuance of a Development Permit (DP 19-855200) for the property at 6091 and 6111 Dyke Road be endorsed and the Permit so issued.

Joe Erceg
Chair, Development Permit Panel
(604-276-4083)

SB/KE:blg

Panel Report

The Development Permit Panel considered the following items at its meeting held on October 15, 2020.

DP 19-855200 – ORIS (DYKE ROAD) DEVELOPMENT CORP.
– 6091 AND 6111 DYKE ROAD
(October 15, 2020)

The Panel considered a Development Permit (DP) application to permit the construction of a mixed use development containing 13 dwelling units and approximately 128 m² (1,378 ft²) of commercial space at grade on a site zoned “Commercial Mixed Use – London Landing (Steveston)(ZMU 40)”. A variance is included in the proposal to not require an on-site loading space.

Applicant, Paul Dmytriw, of Oris Development Corp.; Architect, Greg Andrews, of The Andrews Architects, Inc.; and Landscape Architect, Yiwen Ruan, of PMG Landscape Architects, provided a brief presentation, including:

- The form and character of the mixed use four-storey building respond to its location.
- The scale of the building is compatible with existing residential developments to the east and west of the subject site.
- The potential redevelopment of the adjacent property to the north has been considered in the design of the building.
- The building height and massing step down towards the east to provide an appropriate interface with the adjacent residential development to the east.
- On-site parking is located below grade and hidden from the street.
- A 3 m pedestrian walkway along the north property line is proposed to provide pedestrian connection to the courtyard area on the northeast corner of the site and will be part of a future widened public pathway that connects Dyke Road and Princess Street.
- Two elevators are proposed to provide accessibility to the private roof decks of residential units underneath.
- The residential units have been designed and sited to allow natural lighting and ventilation at least on two sides of the building.
- The landscape design for the project respects the environment and maximizes the view to Steveston Harbour to the south with low planting is proposed along the south edge of the building and only one tree will be installed at the southwest corner.
- A landscaped berm provides transition to the Streamside Protection and Enhancement Area (SPEA).
- Saw cut concrete paving treatment is proposed along the west edge of the site and a wood-looking paving treatment is proposed for the 3 m wide pedestrian walkway along the north property line.
- A terraced allan block retaining wall with picket fence on top is proposed along the eastern edge of the property.

- The common outdoor amenity area at the northeast portion of the site has been designed to allow maximum sun exposure and easy access for residents, and the two items of play equipment have multiple play values.
- Trees, shrubs and ornamental grass are proposed to be planted on-site.

In reply to Panel queries, Paul Dmytriw and Greg Andrews advised that: (i) the project's Qualified Environmental Professional (QEP) has advised that Pacific Willow trees could be planted on the SPEA in lieu of the Black Cottonwood trees that were originally proposed to be planted within the SPEA; (ii) surveillance for the courtyard area is provided by residential units along the west and south sides of the courtyard area that overlook the space; (iii) the north and east edges of the courtyard area face the walls of adjacent buildings; (iv) the proposed 3 m wide pedestrian walkway along the north edge of the site will be widened when the adjacent property to the north will redevelop in the future; and (v) the applicant will work with City staff to determine the appropriate size and number of trees that will be planted on the SPEA in lieu of the Black Cottonwood trees.

In reply to a Panel query, staff advised that there is a legal agreement secured through rezoning that the strata management will provide maintenance to the on-site SPEA/Riparian Management Area (RMA).

Staff noted that: (i) the restoration and enhancement works within the on-site SPEA/RMA was determined through the project's QEP report; (ii) restoration and enhancement works for the off-site SPEA/RMA located within the City's Dyke Road allowance are subject to the Servicing Agreement secured at rezoning; (iii) the Servicing Agreements associated with the project include road and frontage improvements along Dyke Road to the west of the subject site including construction of sidewalk, boulevard, and street lighting; (iv) there will be a future on-site public pedestrian walkway within the right-of-way (ROW) along the north edge of the site; (v) a landscaped berm will be installed to secure and enclose the common outdoor amenity area; (vi) staff support the proposed variance to not require an on-site loading space as provision for a loading area lay-by will be incorporated into the Dyke Road frontage improvements to the west of the subject site and will be completed through a Servicing Agreement; and (vii) the proposed variance was identified at rezoning and no concerns were noted.

Seven items of correspondence were submitted to the Development Permit Panel regarding the application.

Staff noted writer, Roy Oostergo's support for the provision of an off-site loading area lay-by for the project along Dyke Road however, Roy Oostergo expressed concern regarding the illegal commercial parking along Dyke Road. Staff added that there is an on-site loading space provided for the existing development to the west of the subject site.

Staff noted that six pieces of public correspondence expressed a common concern regarding the proposed planting of Black Cottonwood trees on the SPEA as they pose potential health and safety risks to residents of neighbouring developments and could give rise to other concerns such as causing the clogging of window screens and air filters.

Staff further noted that in order to address the neighbouring residents' concerns, the project's QEP has advised that an alternative tree species is proposed (i.e., Pacific Willow tree) in lieu of the Black Cottonwood trees and that staff will work with the applicant to ensure that the project's landscape plan will be updated prior to Development Permit issuance.

The Panel expressed support for the project, noting that: (i) the proposed size of residential units is family-friendly; (ii) the form and character of the building provides a good transition from the form and character of developments to the west of the subject site; and (iii) the architectural style of the building successfully breaks down the massing and fits well with its neighbourhood context.

Direction was then given to staff to work with the applicant to: (i) finalize the change of tree species on the SPEA including their location and number; and (ii) clarify the responsibility for maintenance of on-site SPEA and the remaining SPEA located within the City's Dyke Road allowance prior to the application moving forward for Council consideration. In addition, direction was given to Planning Department staff to work with Engineering Department staff regarding the SPEA maintenance arrangements.

Subsequent to the Panel meeting: (i) the project QEP reviewed and revised the proposed tree species; replacing the proposed six Black Cottonwood trees with three Red Alder trees and three Pacific Willow trees which will provide an equivalent ecological function and benefit to the SPEA/RMA; (ii) maintenance of the on-site SPEA is the responsibility of the owner/future strata and a legal agreement has been secured via rezoning; (iii) maintenance of the SPEA in Dyke Road allowance is the responsibility of the City; and (iii) Engineering Department staff reviewed the proposed planting within the SPEA, including provisions for any needed maintenance, and have no concerns.

The Panel recommends the Permit be issued.