



City of Richmond

Report to Council

To: Richmond City Council

Date: September 5, 2018

From: Cecilia Achiam, MCIP, BCSLA
Chair, Development Permit Panel

File: 01-0100-20-DPER1-
01/2018-Vol 01

Re: **Development Permit Panel Meeting Held on July 25, 2018**

Staff Recommendation

That the recommendation of the Panel to authorize the approval of changes to the design of the Development Permit (DP 11-566011) issued for the property at 15111 Williams Road and Richmond Key 195105 be endorsed, and the changes so deemed to be in General Compliance with the Permit.

A handwritten signature in black ink, appearing to be 'C. Achiam'.

Cecilia Achiam, MCIP, BCSLA
Chair, Development Permit Panel
(604-276-4122)

Panel Report

The Development Permit Panel considered the following item at its meeting held on July 25, 2018.

GENERAL COMPLIANCE TO DP 11-566011 – OMICRON ARCHITECTURAL
ENGINEERING CONSTRUCTION LTD. – 15111 WILLIAMS ROAD AND RICHMOND
KEY 195105

(July 25, 2018)

The Panel considered an application for changes to the development design to be considered in General Compliance with approved Development Permit DP 11-566011.

Alisa Bailey and Angus Beattie, of Omicron Canada Inc., provided a brief presentation on the proposal, including:

- A development permit was previously issued to the project which was endorsed by the Panel on July 13, 2016 and subsequently approved by Council on January 23, 2017.
- At the schematic design phase of the project, the applicant decided to realign and straighten Pierson Road to improve the efficiency of the use of the land base, enhance the functionality of buildings adjacent to Pierson Road, and provide extra parking space.
- The straightening of Pierson Road will increase the site's total floor space by 8,000 square feet, improve the usability of the building footprints, increase the size of truck yards for two buildings and allow more flexibility for circulation and trailer storage.
- The proposed realignment of Pierson Road will slightly encroach into the Environmentally Sensitive Area (ESA)/Riparian Management Area (RMA) compensation area and will necessitate its redesign.
- The revised plan for the ESA/RMA compensation area includes additional planting of trees and shrubs, adjustment of tree and plant species to suit the modified terrain, and results in an overall increase in habitat balance.

Staff advised that (i) there is no issue in the redesign and realignment of Pierson Road from a traffic operations perspective, (ii) the encroachment into the ESA/RMA is offset by increased habitat compensation, and (iii) the applicant's response to the development design changes is appropriate.

In response to Panel queries, Ms. Bailey acknowledged that (i) the slope of the modified ESA/RMA compensation area will be steeper, (ii) proposed planting list was updated and is suitable to the new ESA/RMA configuration, (iii) preliminary studies have been conducted for the wetland and monitoring is currently being done to prove that the wetland will work in the ESA/RMA compensation area, (iv) the modified ESA/RMA compensation area is not negatively impacted by the existing landfill on the subject site, and (v) modification of the previously proposed ESA/RMA compensation area will increase the habitat balance.

In response to Panel queries, staff advised that (i) legal agreements and a bond requirement will ensure that the ESA/RMA compensation area will be constructed and monitored by a Qualified

Environmental Professional (QEP), (ii) an eastward extension of Francis Road is not currently contemplated for the Francis Road Right-of-Way (ROW) adjacent to the ESA/RMA compensation area, (iii) the Francis Road ROW will remain in place and there is no landscaping previously and currently proposed by the applicant on the ROW, and (iv) staff could work with the applicant to come up with a landscape plan for the Francis Road ROW to provide a better interface with the proposed ESA/RMA compensation area.

As a result of the discussion, direction was given to staff to work with the applicant to provide landscaping treatment to the Francis Road ROW to improve its interface with the proposed ESA/RMA compensation area.

No correspondence was submitted to the Panel regarding the General Compliance application.

Subsequent to the meeting, the applicant provided a landscape plan for the Francis Road ROW, which will be constructed through the required Servicing Agreement. The additional landscaping design was reviewed by the City's Engineering and Transportation staff and no concerns have been identified.

The Panel recommends that the changes to the development design be approved.