



City of Richmond

Report to Council

To: Richmond City Council

Date: June 10, 2024


From: Milton Chan
Development Permit Panel

File: DP 18-824566

Re: **Development Permit Panel Meeting Held on November 16, 2023**

Staff Recommendation

That the recommendation of the Panel to authorize the issuance of Development Permit (DP 18-824566) for the properties at 12700 and 12800 Rice Mill Road and 12280 and 12300 No. 5 Road, be endorsed and the Permit so issued.

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Milton Chan
Development Permit Panel
(604-276-4377)

Panel Report

The Development Permit Panel considered the following item at its meetings held on November 16, 2023.

DP 18-824566 – SNC LAVALIN INC. – 12700 AND 12800 Rice Mill Road AND 12280 AND 12300 No. 5 ROAD
(November 16, 2023)

The Panel considered a Development Permit (DP) application to permit the works related to the redevelopment of the existing BC Ferries Fleet Maintenance Unit and future subdivision on a site that is designated as an Environmentally Sensitive Area at 12700 and 12800 Rice Mill Road and 12280 and 12300 No. 5 Road.

Baljinder Mahal, of BC Ferry Services Inc., the applicant Ryan Stinson, of AtkinsRealis (formerly SNC Lavalin, Inc.) and landscape architect, Meredith Mitchell, of M2 Landscape Architecture, provided a brief visual presentation highlighting:

- The project includes replacement of infrastructure and facilities that have been in place since the early 1960s.
- There is a reduction in the scope of redevelopment works in the current development permit application from the previous rezoning application proposal in 2019 due to the pandemic and cost increases.
- The revised project scope includes, among others, the construction of a new machine shop building and renovations and modifications of existing buildings to meet future needs.
- A key component of the project is dike infrastructure works.
- Due to the revised project scope, there is a reduction in the overall footprint of new development and land modification, resulting in reduced amount of ESA impacts and increased ESA compensation/enhancement ratio.
- The proposed realignment of the sanitary force main will reduce impacts to the ESA.
- Three trees will be planted along the RMA to compensate for the removal of a tree to allow for the proposed installation of the water main meter chamber.
- 197 replacement trees are required to be planted for the 94 trees that will be impacted by the proposed development.
- 173 replacement trees are proposed to be planted within the proposed ESA compensation areas and the 24 remaining trees will be provided through a cash-in-lieu contribution
- Planting for ESA compensation consists of native plant materials.
- The existing condition of the site was considered in the choice of tree species and location of trees proposed to be planted on the site.
- Tree species selection for ESA compensation planting was vetted by the Qualified Environmental Professional (QEP).

Discussion ensued regarding proposed measures by the applicant to protect the proposed plantings near the CN Rail corridor from pesticide spraying by CN Rail and as a result of the discussion, the applicant was advised to include in their ESA compensation monitoring and maintenance report the occurrences of spraying by CN Rail in the ESA compensation area and if there are impacts to the new plantings for ESA compensation and enhancement.

In reply to a query from the Panel regarding the exterior cladding materials for the proposed machine shop building, the applicant noted that metal cladding will be used.

Staff noted that (i) the proposed ESA compensation and enhancement scheme for the project includes invasive species removal for all designated ESAs in the subject site, (ii) a legal agreement will be secured for a five-year monitoring and maintenance report for the ESA compensation and enhancement works associated with the proposed development, and (iii) the proposed ESA compensation and enhancement scheme represents a net gain in ecological habitat function throughout the site.

John Klomp, (12200 No. 5 Road) delegated to the panel and expressed concern regarding the potential impacts of the proposed development on their property and queried about the location of the entrance to the subject site, the location of the ESAs on the subject site, the timeline for the construction of the proposed development, and the hours of operation of the proposed facility. Penilla Klomp, (12200 No. 5 Road) sought clarification regarding the extent of the proposed development and the existing buildings that will be demolished.

In reply to the concern and queries raised by the delegates, staff noted that (i) the entrance to the subject site will remain off Rice Mill Road and the existing access road will be maintained as part of the redeveloped Fleet Maintenance Unit in the future, (ii) there is no proposed access from No. 5 Road to the subject site, (iii) there are numerous environmental designations on the subject site and the ESAs located on the foreshore and the vegetated areas between Rice Mill Road and north of the CN Rail Right-of-Way are part of the ESA areas to be enhanced as part of the project.

In reply to the query regarding the hours of operation of the proposed facility, the applicant noted that majority of the work on-site will be on day shift and there is no night shift work being envisioned.

Discussion ensued whether the 24 replacement trees that will be provided through cash-in-lieu contribution could be planted on-site and as a result of the discussion, staff was directed to work with the applicant to install the 24 replacement trees on-site, either within or outside the ESA areas, prior to the application moving forward for Council consideration. In response to the direction provided by the Panel, the applicant has amended the ESA compensation plans to include an additional 24 replacement trees to be planted on-site. These replacement trees are located within the foreshore area ESA on the subject site. All required replacement trees will therefore be provided on site.

The Panel recommends the Permit be issued.