



Welcome

Jim Pattison Developments Ltd. has submitted a development permit application for 12931, 13031, 13111, 13131 No. 2 Road (12931-13131 No. 2 Road) to redevelop the property into a two-storey commercial self-storage building.

We want to share our early design with the community and answer any questions you may have of the developer's project team.

The purpose of today's Developer Information Session is to:

- 1 Share the proposed concept for 12931-13131 No. 2 Road
- 2 Provide you with an opportunity to meet and ask questions of the developer's project team

After you have had a chance to review today's material, please fill out a comment form. You can also visit the project website and fill a comment form online at www.StorageonNo2Rd.ca.

Meet the Team

Jim Pattison Developments Ltd. purchased the site in 2013 and has assembled a highly qualified project team to support the redevelopment of the property.



Jim Pattison Developments Ltd. | Developer

Jim Pattison Developments Ltd. is a commercial real estate and development company based in North Vancouver, B.C.



Spire | Construction Management



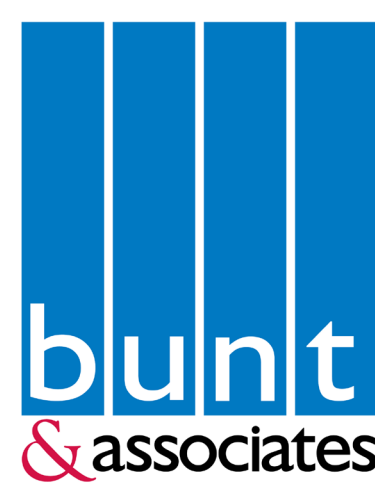
Pockit Self Storage | Tenant



Pooni Group | Planning & Engagement



Christopher Bozyk Architects | Architect



Bunt & Associates | Transportation



Keystone Environmental | Environment



Centra Engineers | Civil Engineer

Neighbourhood Context

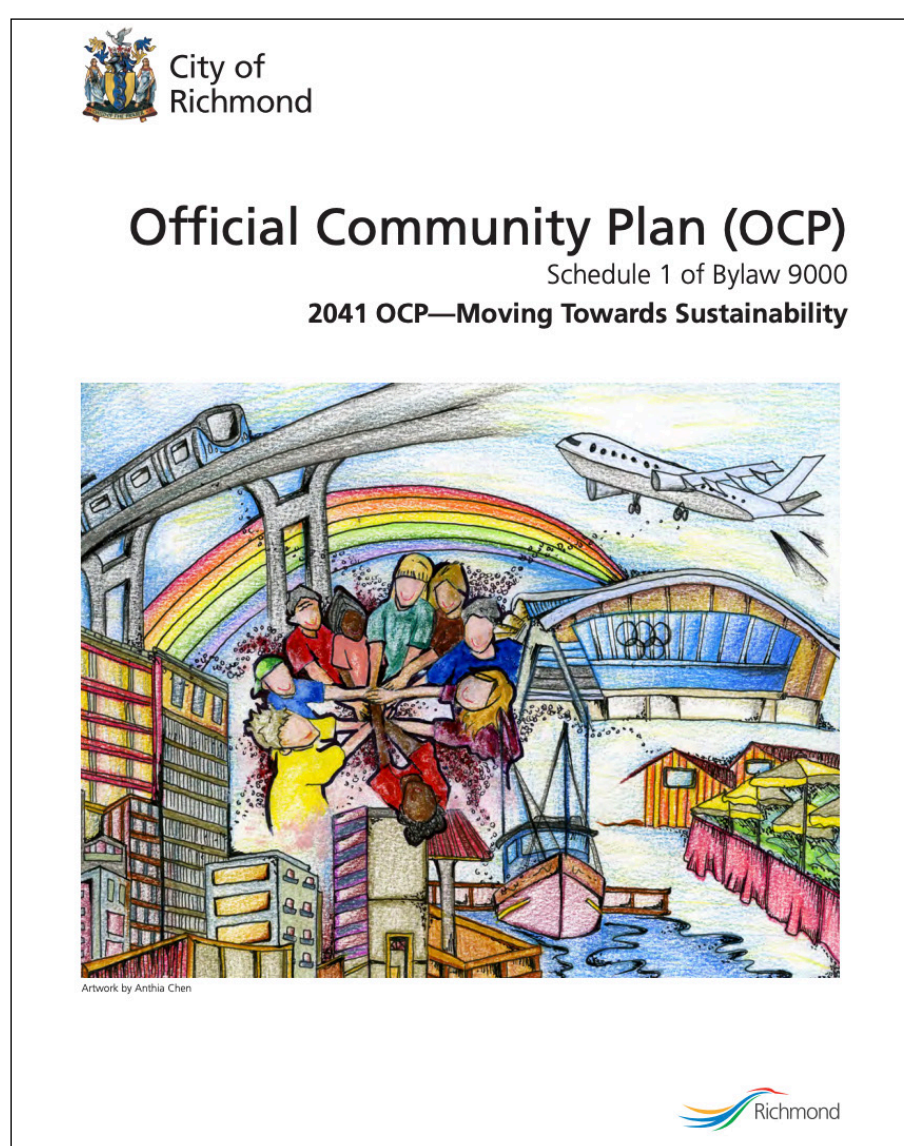
The site is located on the eastern boundary of the Steveston area, a neighbourhood which has a rich history as an early port, business center, and residential hub in Richmond. The storage use proposed will support the evolving needs of both the commercial and residential community as they continue to grow.



- | | |
|--------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|
|  Cycling Routes |  Steveston Area Plan Boundary |
|  Business and Service Providers |  Schools |
|  Parks |  Marine Facilities |
|  Historical Landmarks |  Agricultural Land Reserve |

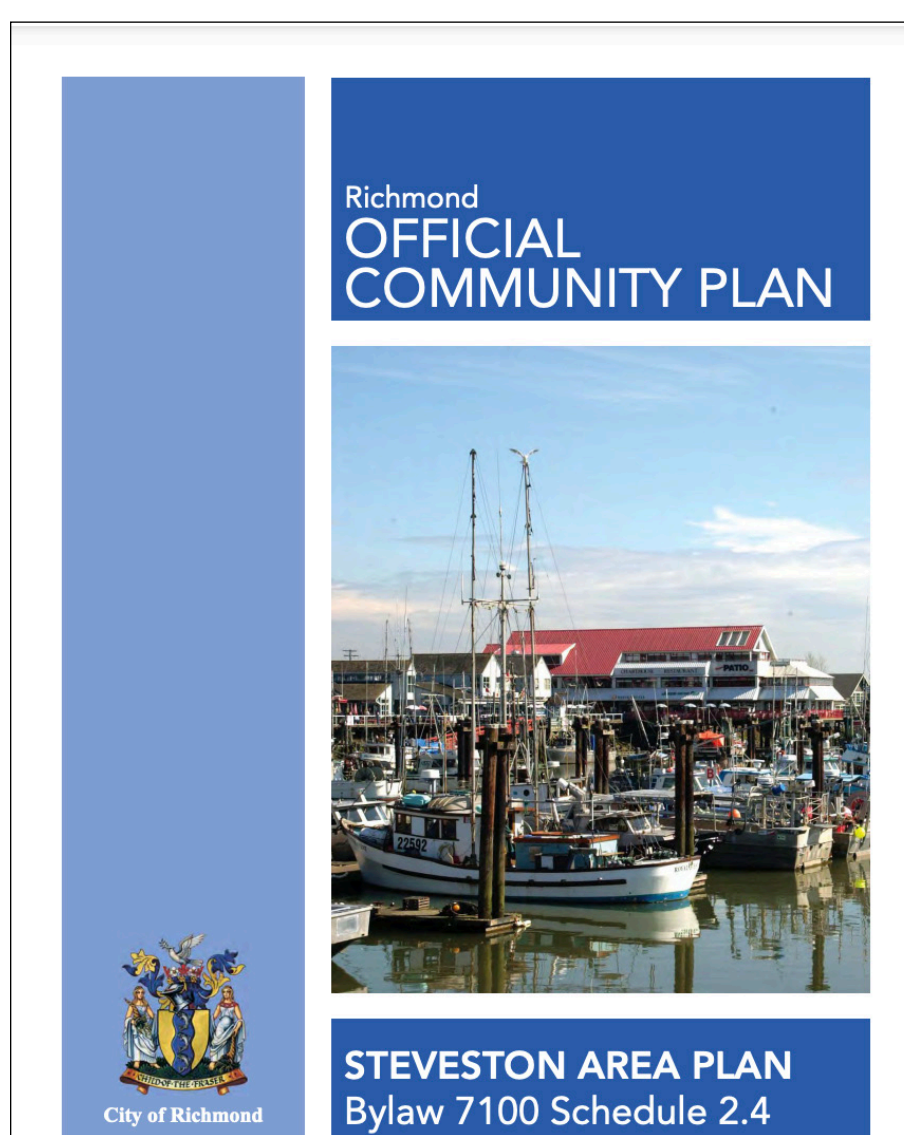
Policy Context

Several municipal policies support and guide the vision for the site's redevelopment.



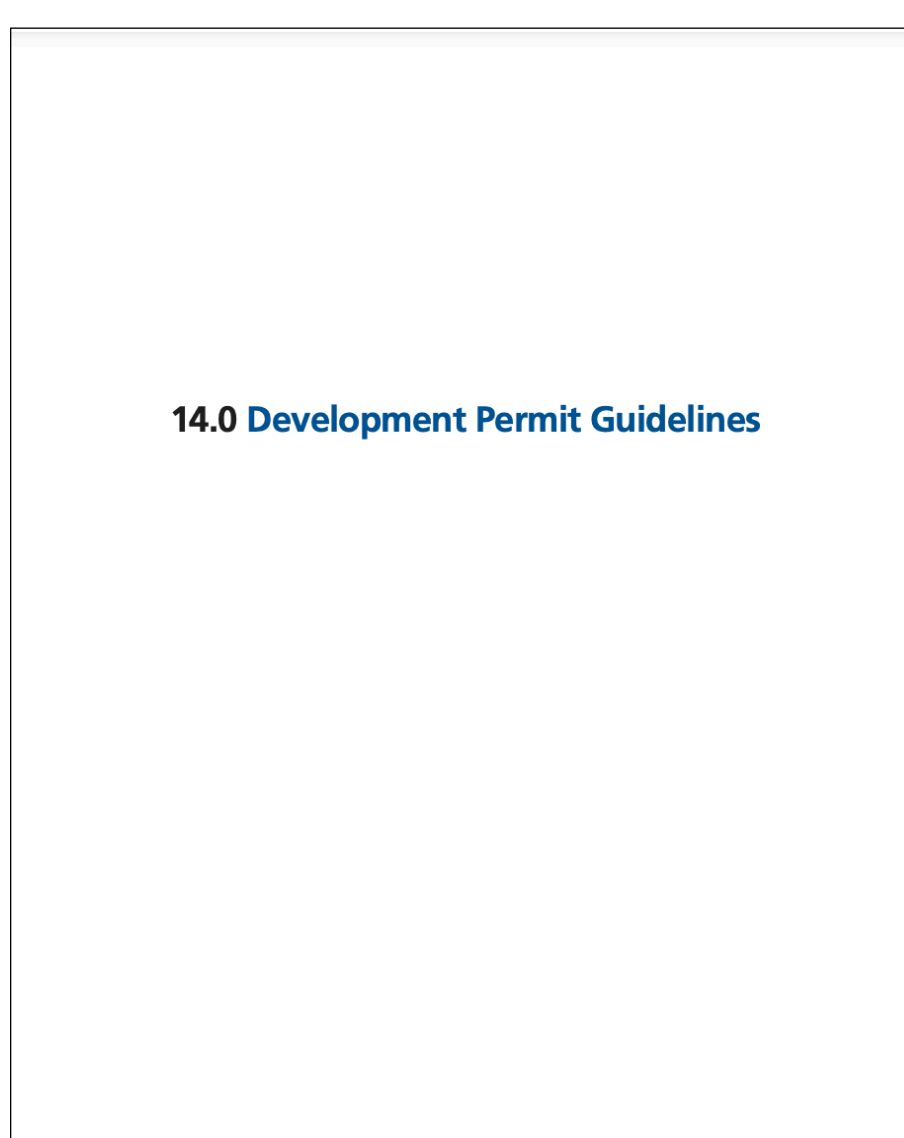
City of Richmond's Official Community Plan (2012)

- The Official Community Plan (OCP) designates the site as Industrial (IND) and permits uses that provide for Commercial Storage. A portion of the site is designated as an Environmentally Sensitive Area (ESA) along the western edge.



Steveston Area Plan (2009)

- The Steveston Area Plan outlines a comprehensive community objective for the area. The site is designated as Industrial and is situated within the Paramount node of the Waterfront Neighbourhoods, which is characterized by its dominant fishing industry as a central component of the Steveston home port.



Development Permit Guidelines (2012)

- The Industrial Guidelines aim to promote industrial growth within the City while maintaining a high standard of visual integration into the built and natural environment, and minimizing negative impacts on neighbouring uses.
- The Environmentally Sensitive Area Guidelines are intended to preserve existing shoreline vegetation and increase natural vegetation in developed areas during redevelopment.

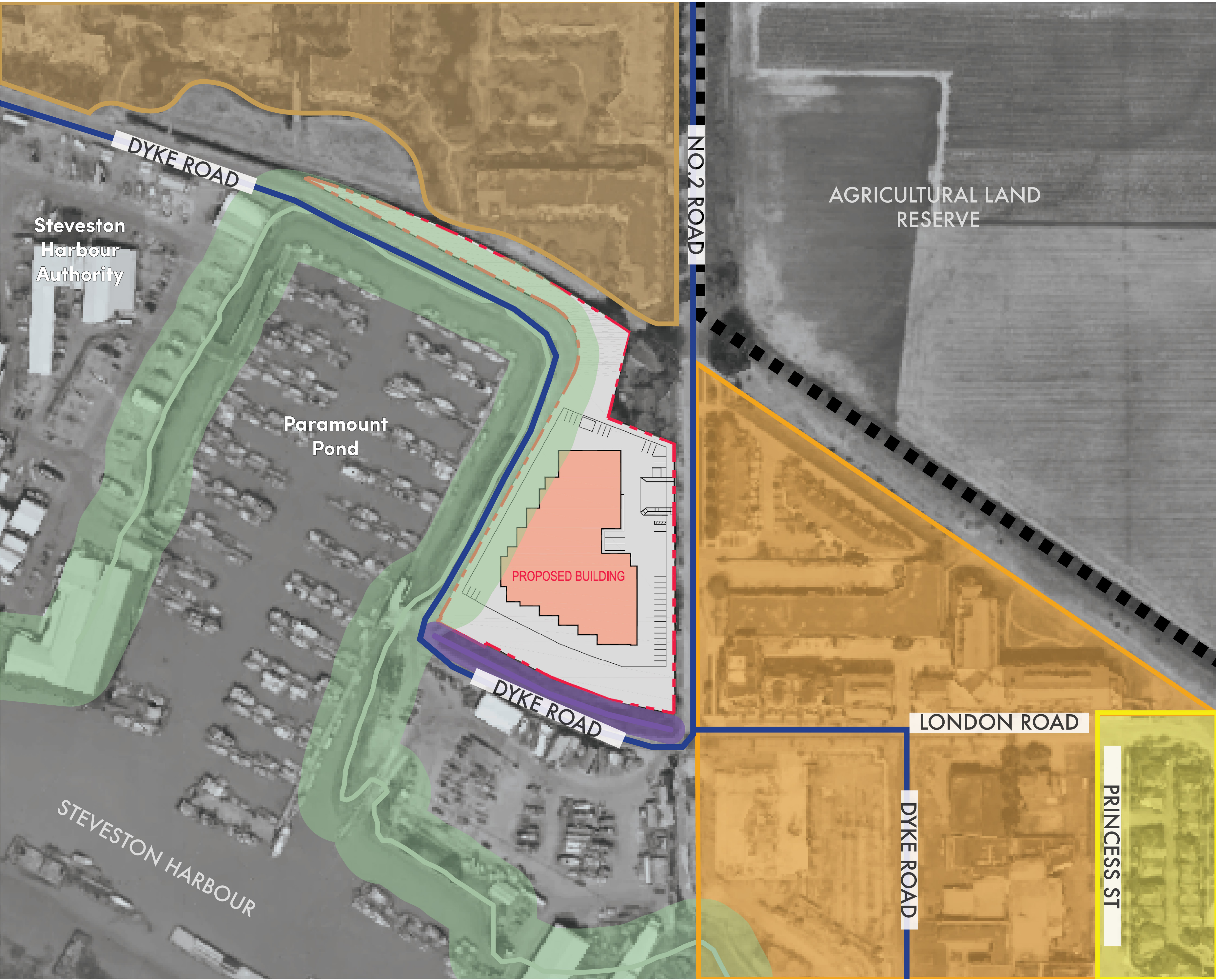
Proposal Overview







The proposal seeks to redevelop the site into a 2-storey commercial self-storage facility, which is consistent with the Light Industrial (IL) zone that provides for a range of general industrial uses including commercial self-storage.

Development Statistics	Bylaw Requirement	Proposed
Site Area	N/A	13,229 sqm (3.3 acres)
Floor Area Ratio	1.0 FAR	0.6 FAR
Floor Area	Maximum: 13,229 sqm	Total: 7,913.5 sqm Main floor: 4,001.7 sqm Second floor: 3,911.8 sqm
Lot Coverage	Maximum: 75%	30%
Building Height	Maximum: 12 m	11.86 m* *no variance will be requested
Yards & Setbacks Front Yard (East) Exterior Rear Yard (West) Side Yard (South) Interior Side Yard (North)	Minimum: 3 m Minimum: 3 m Minimum: 0 m Minimum: 0 m	17.57 m 11.3 m 22.4 m 12.14 m
Off-Street Parking	Minimum: 27 stalls	31 stalls (20 regular + 2 accessible stalls + 9 small stalls)
Loading Space	Minimum: 2 medium size + 1 large size	3 medium size* (no semi-trailer/ large truck on site) *variance will be requested
Bike Parking	Class 1 and Class 2: 0.27 spaces per each 100.0 sqm of gross leasable floor area greater than 100.0 sqm (22 bikes/each class)	6 long-term stalls* 6 short-term stalls* *variance will be requested

Site Planning

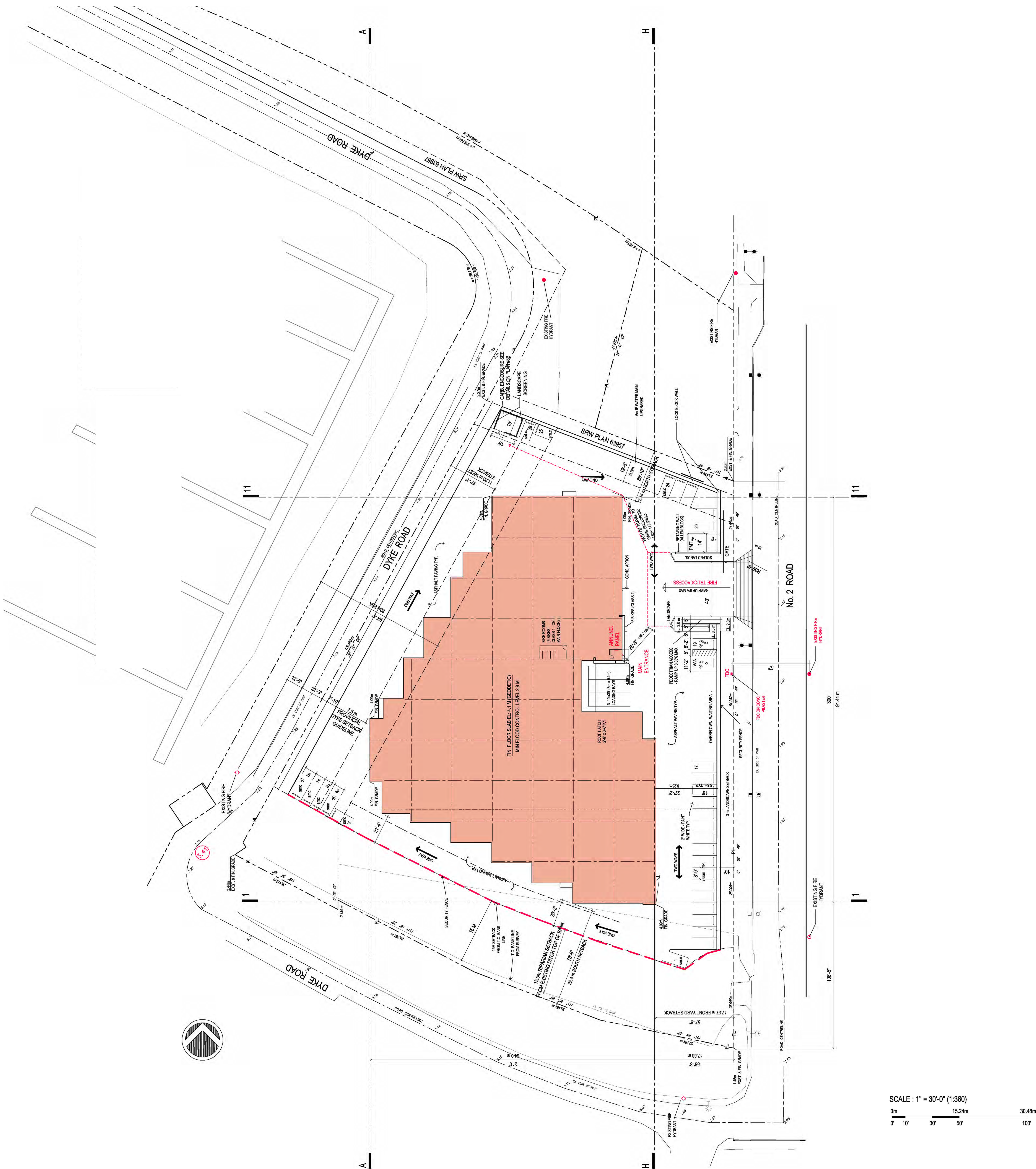
The development proposal has been planned to respect the 15m buffer area from the adjacent Riparian Management Area to the south and conserve the Environmentally Sensitive Area to the west.



- | | | | |
|-------------------------------------------------------------------------------------|-----------------------|--------------------------------------------------------------------------------------|-------------------------------------------|
|  | Cycling Routes |  | Neighbourhood Residential |
|  | Mixed Use |  | Environmentally Sensitive Areas |
|  | Apartment Residential |  | Riparian Management Area (RMA) 15m Buffer |

Site Plan

The development proposal has been planned to respect the Riparian Management Area and to conserve Environmentally Sensitive Area. The lot coverage proposed is significantly lower than permitted in the bylaw. Access to the project has been planned from No.2 Road.



Public Benefits

Redevelopment will provide a number of public benefits including the enhancement of habitat values within the adjacent Environmentally Sensitive Area, flood construction measures to protect the neighbouring community and a voluntary cash contribution to the City’s Public Art reserve fund.



See below for photo credit

Public Art Contribution

- Approx. \$25,000 would contribute to the City’s Public Art reserve fund that enable public art projects within the City.



Environmentally Sensitive Area

- Local biodiversity improvement and habitat values enhancement are proposed. Please refer to the next board for details.



Flood Construction Protection

- The building site is being raised to 4.1 M Geodetic to be out of the floodplain as per city requirements

Photo Credit:
Alyssa Schwann and Michael Seymour,
Wind Flowers, 2020
Photo taken by Janis Nicolay

Environmental Sustainability

The proposal is generally aligned with applicable City policies, guidelines and regulations related to Riparian Management Areas and Environmentally Sensitive Areas (ESA) with the following proposed improvements and practices. The project team is currently working with City staff to develop a ESA compensation strategy.



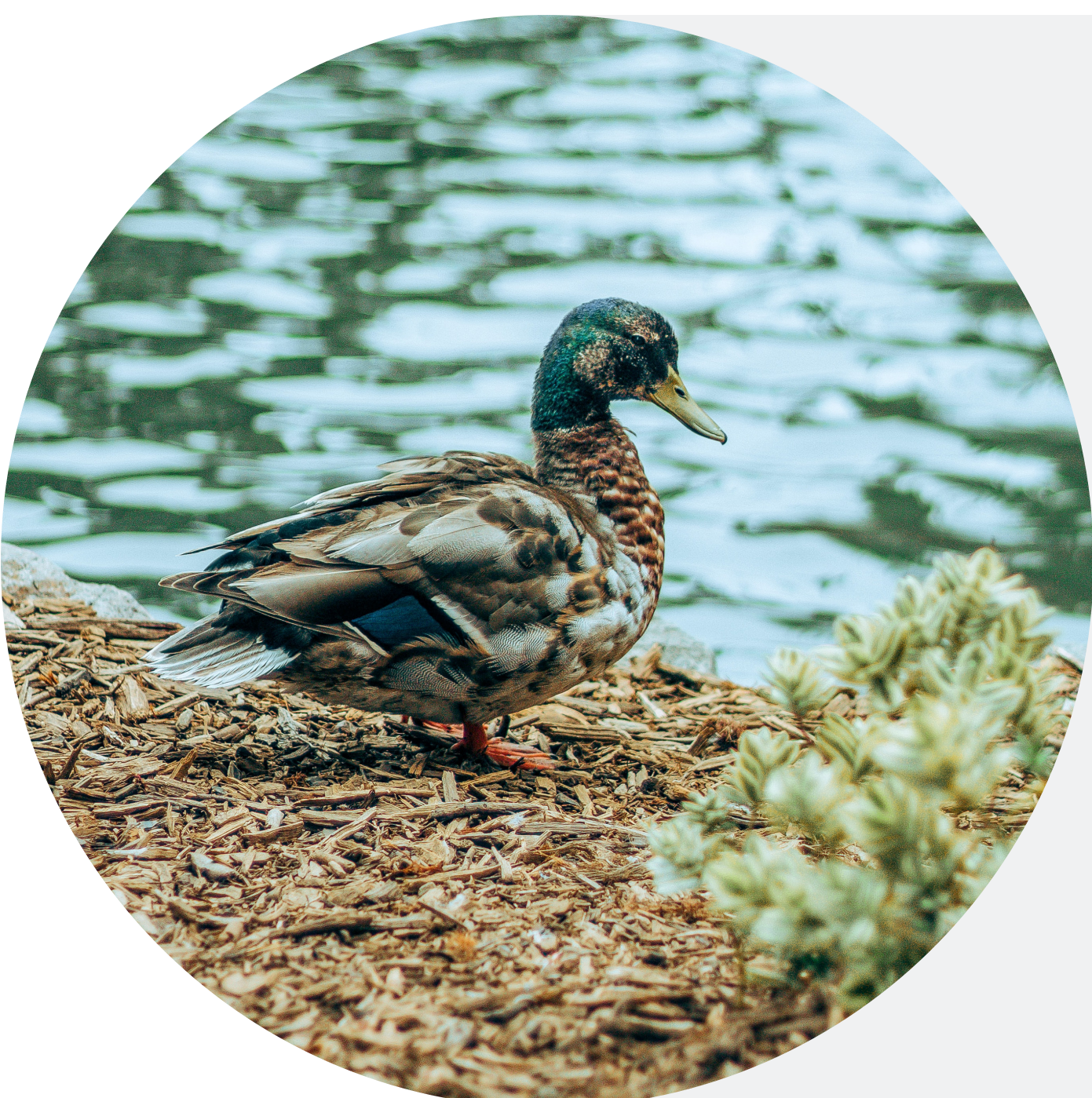
Local Biodiversity Improvement

- Environmentally enhance the portion of the Environmentally Sensitive Area that occurs within the site along the west margin through **soil improvements and native plantings**.



Riparian Habitat Values Improvement and Increased Contributions to Fish Habitat

- Environmentally enhance the Riparian Management Area that occurs along the south margin of the site through **invasive plant removal, soil improvements, and native plantings**.



Best Management Practice

- Implement best management practices to **protect natural environmental values** including water quality, vegetation, and local wildlife.

Transportation Considerations

We have engaged Bunt & Associates to assess the proposal's potential transportation impacts. The assessment helps us better understand how our proposal fits within the existing transportation system at the intersection of No. 2 Road and Dyke Road.



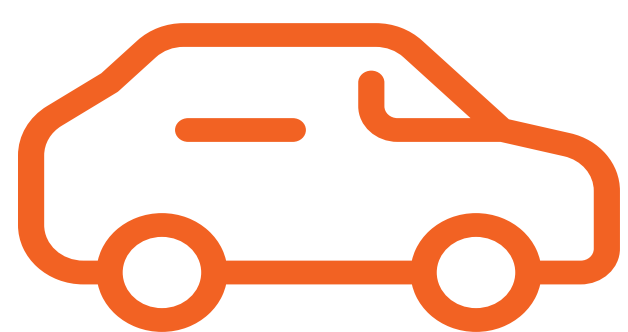
Traffic Impact Assessment

- Estimated to generate approximately 15 to 20 vehicle trips per hour during the peak commuter periods (around **1 vehicle every 3 to 4 minutes**).
- Site traffic is projected to increase total traffic volumes at No. 2 Road & London Road by approximately **2 to 3%**.
- Traffic model results show that No. 2 Road & London Road will continue to operate under **optimal and minimal delay conditions** with the addition of the site's traffic.



Bike Parking

- **12 bike parking stalls** (6 long-term and 6-short term) are proposed on-site to provide better experiences for commuters who bike to and from the site.



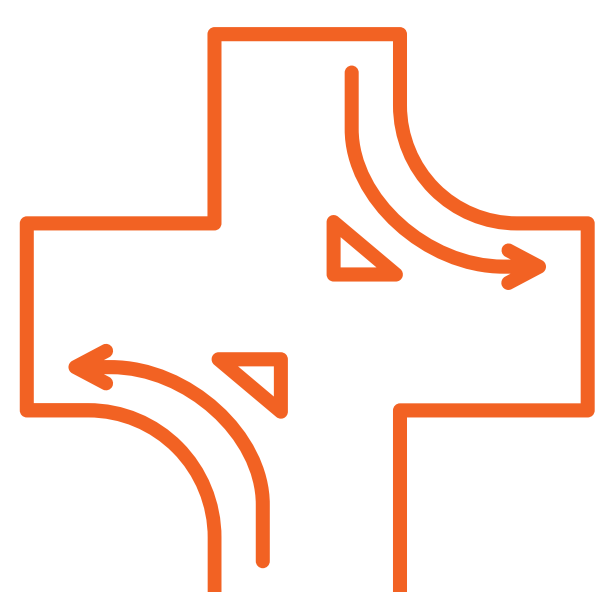
Vehicle Parking

- The proposed vehicle parking supply exceeds City's minimum requirements by 4 spaces.



5-ton Moving Truck Prohibited On-site

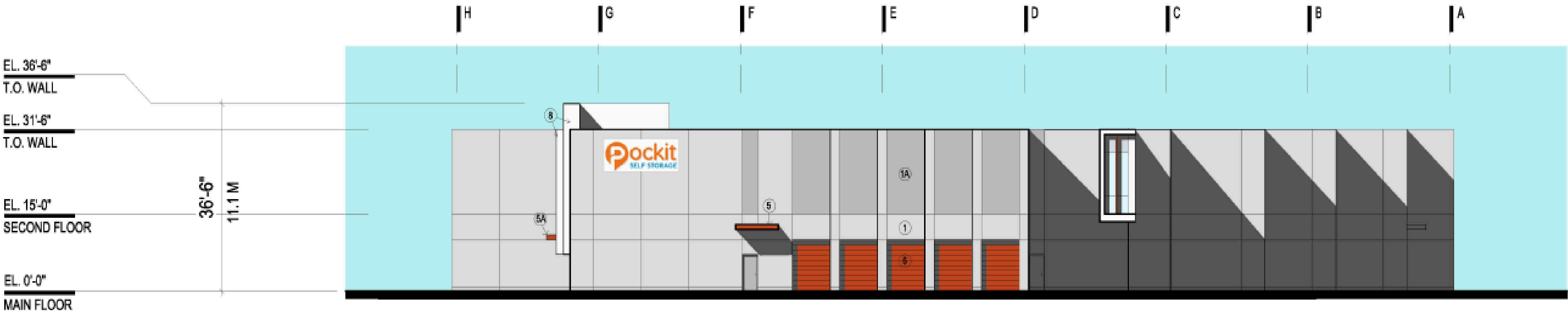
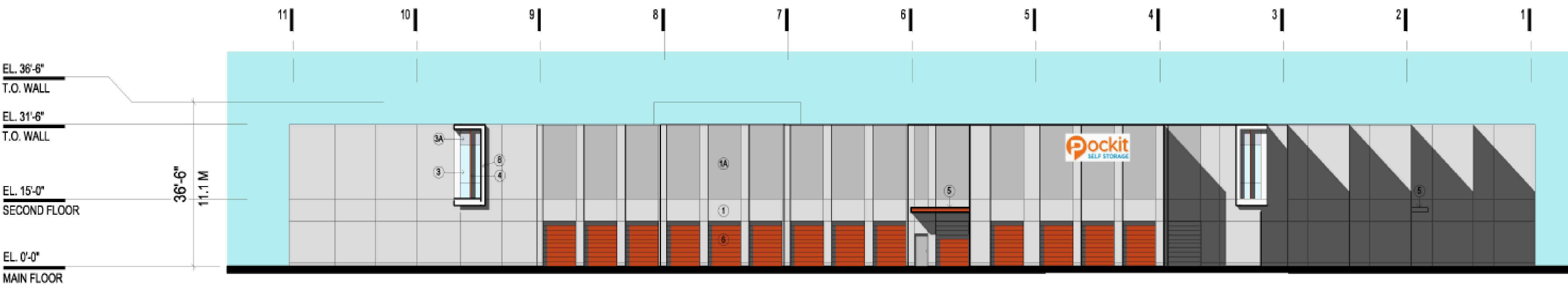
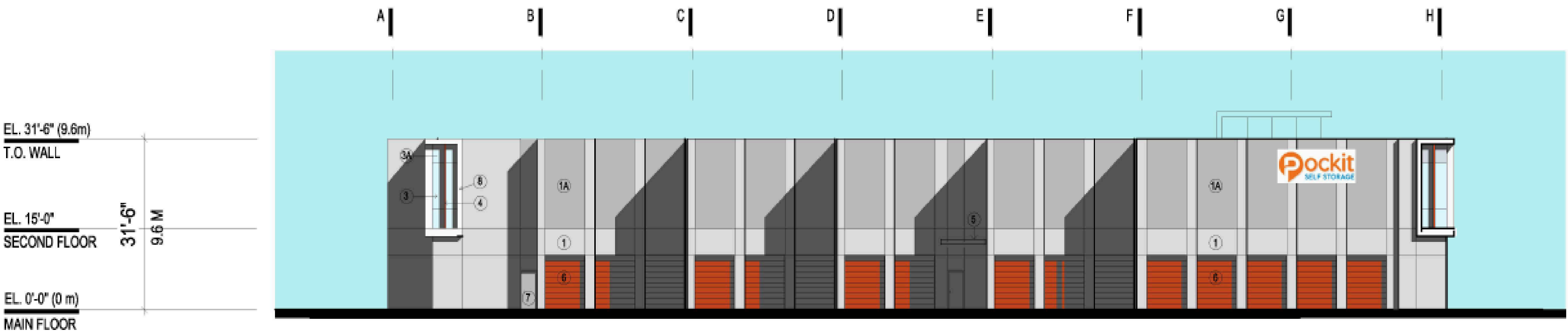
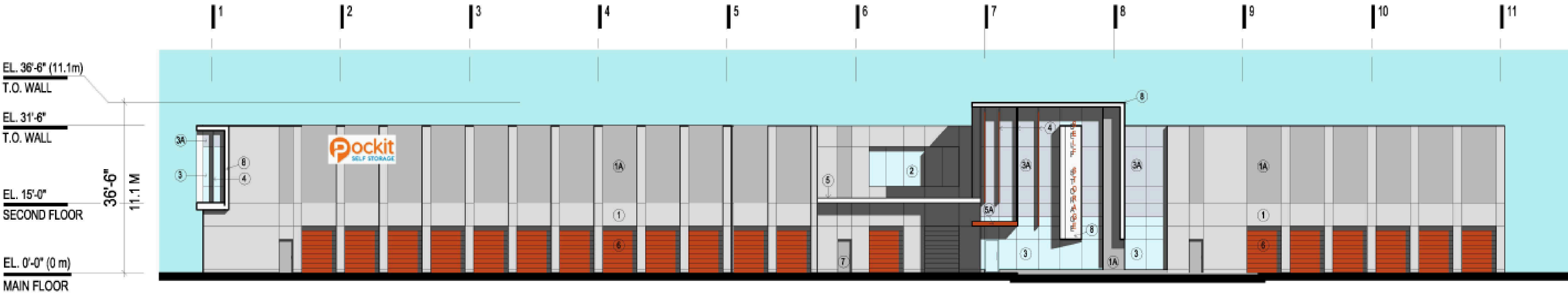
- Vehicles exceeding 35' in length (average size of a 5-ton truck) will not be permitted on site. A variance will be requested to eliminate the large truck parking stall requirement.



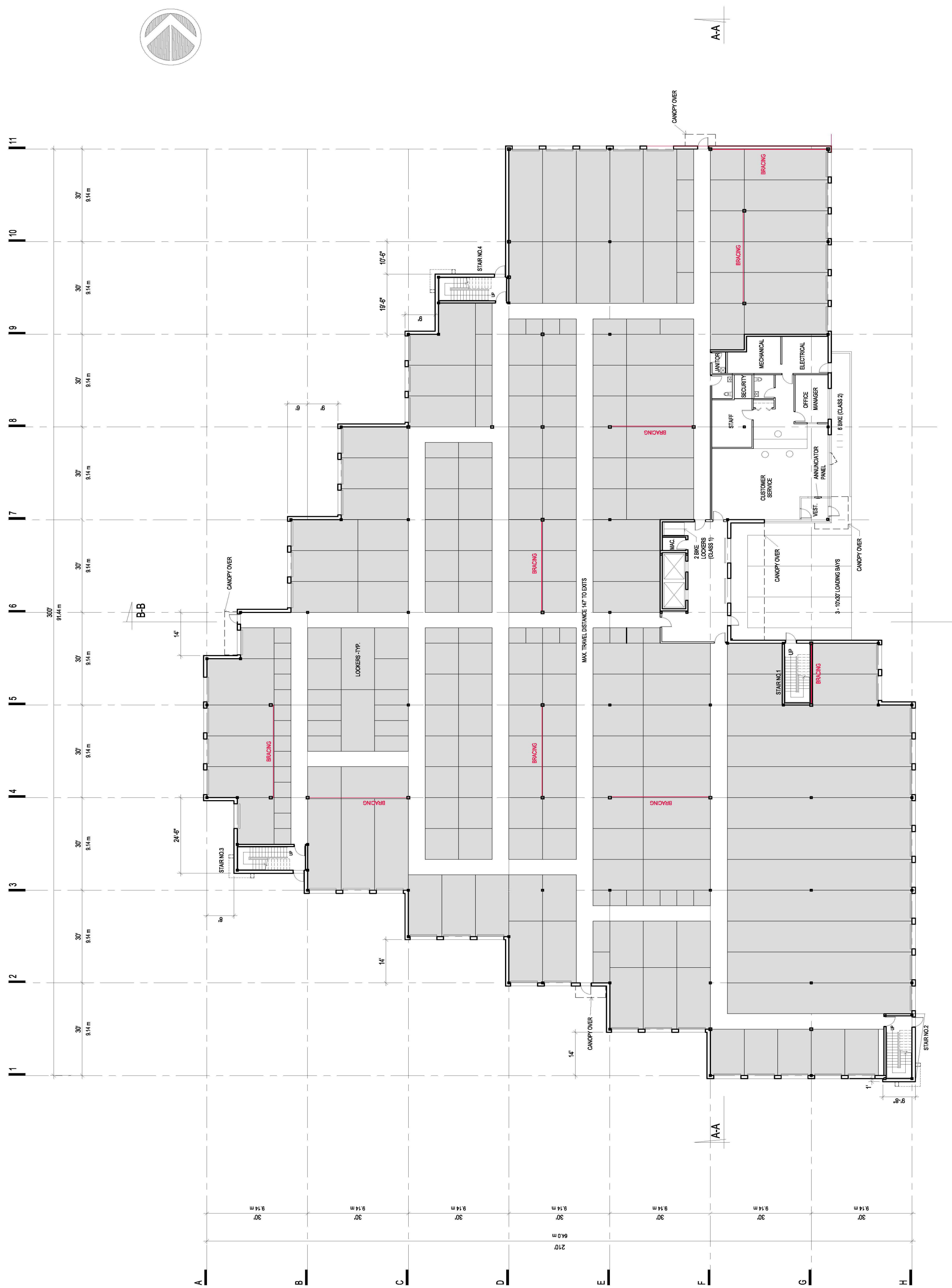
Traffic Safety and Calming Measure

- 65 metre sight lines will be maintained at the access along No. 2 Road to ensure safety for pedestrians, cyclists, and other vehicles.
- Consideration of traffic calming measures are being explored.

Elevations



Main Floor



Building Renderings

As the trend towards downsizing and home based work continues, more individuals are seeking storage solutions. These facilities also provide an affordable alternative to warehouse space for local businesses to store inventory or serve other storage needs.



View looking southwest



View looking west



View looking north

What informs Planning for 12931-13131 No. 2 Road?

The proposal for the site is informed by City of Richmond policies, community input, market demand, development objectives, existing site context, and technical constraints. The City of Richmond Council will make the final decision.



Thank You

Thank you for taking the time to join us at our Developer Information Session. Please remember to fill out a feedback form before you leave or at www.StorageonNo2Rd.ca before June 29th at 11:59PM.



www.StorageonNo2Rd.ca