

CITY OF MAPLE RIDGE
BYLAW NO. 7908-2023

A Bylaw to amend the text and Schedule “A” Zoning Bylaw Map of Zoning Bylaw No. 7600-2019 as amended

WHEREAS, it is deemed expedient to amend the Maple Ridge Zoning Bylaw No. 7600-2019 as amended:

NOW THEREFORE, the Municipal Council of the City of Maple Ridge, enacts as follows:

1. This bylaw may be cited as “Maple Ridge Zone Amending Bylaw No. 7908-2023”.
2. PART 10, COMPREHENSIVE DEVELOPMENT ZONES, is amended by adding the following section in the correct sequential order:

10XX CD-2-23 Comprehensive Development

10XX.1 PURPOSE

1. This zone provides for a higher-density business park industrial area with emphasis on quality building design and landscaping.

10XX.2 PRINCIPAL USES

1. Subject to the requirements contained elsewhere in this Bylaw, the following uses shall be permitted in the CD-2-23 Comprehensive Development zone:
 - a) all those uses permitted in the M-3 Business Park Industrial zone;

10XX.3 ACCESSORY USE:

1. Subject to the requirements contained elsewhere in this Bylaw, the following shall be permitted as Accessory Uses to permitted Principal Uses in this Zone:
 - a) all those accessory uses permitted in the M-3 Business Park Industrial zone;
2. Refer to Sections 401 and 402 of this Bylaw for additional information.

10XX. 4 LOT AREA and DIMENSIONS:

1. Minimum Lot Area and dimensions shall be not less than:
 - a. In Lot Area 2,000.0 square meters
 - b. In Lot Width 30.0 meters
 - c. In Lot Depth 50.0 meters

10XX.5**DENSITY:**

1. Floor Space Ratio shall not exceed 1.6 times the Lot Area.
2. Refer to Section 403 (Gross Floor Area Exemptions) of this Bylaw for Gross Floor Area requirements.

10XX.6**LOT COVERAGE:**

1. All Principal Buildings and Principal Structures and Accessory Buildings and Accessory Structures together shall not exceed a Lot Coverage of 80%.
2. The total Lot Coverage for all Unenclosed Storage shall not exceed 25% of the Lot Area.

10XX.7**SETBACKS:**

1. Minimum Setbacks for all Buildings and Structures shall be not less than:
 - a. from a Front Lot Line 4.5 metres
 - b. from a Rear Lot Line 3.0 metres, except 6.0 metres where adjacent to a Lot Designated or Zoned for non-Industrial Use.
 - c. from a Side Lot Line 1.5 metres, except 4.5 metres where adjacent to a Lot Designated or Zoned for non-Industrial Use.
 - d. from an Exterior Lot Line 4.5 metres;
2. Minimum Setbacks for all Buildings and Structures shall meet the requirements of Section 403 (Visual Clearance at Intersections) of this Bylaw.

10XX.8**HEIGHT:**

1. Building Height for a Building or Structure shall not exceed 35.0 metres.
2. Refer to Section 403 (Building Height) of this Bylaw.

10XX.9**LANDSCAPING and SCREENING:**

1. Landscaping and screening shall be provided in accordance with Section 405 (Landscaping, Screening and Fencing Requirements) of this Bylaw.

10XX.10**PARKING and LOADING:**

1. Off-Street Parking and Off-Street Loading shall be provided in accordance with the ratios and design requirements specified in the

Maple Ridge Off Street Parking and Loading Bylaw No. 4350-1990, as amended.

10XX.11 OTHER REQUIREMENTS:

1. All Uses shall be conducted within a completely Enclosed Building except for:
 - a. refueling facilities;
 - b. Retail;
 - c. training program; and
 - d. Unenclosed Storage.
 2. Loading bays and Unenclosed Storage shall not be located in a Front Yard or an exterior Side Yard.
 3. No noise is permitted in excess of 70 dB(A) measured at any point on any Lot boundary on which the Use is located, provided that where the Lot is adjacent to a non-Industrial Lot permitted noise levels shall not exceed 60 dB(A).
 4. Uses shall be examined for compliance with environmental, safety and public health performance standards of Regional, Provincial, or Federal authorities.
3. The parcels and tracts of land and premises known and described as:
- Parcel A District Lot 280 Group 1 New Westminster District Reference Plan LMP22088
- and outlined in heavy black line on Map No. 1998, a copy of which is attached hereto and forms part of this Bylaw, is hereby rezoned to CD-2-23 Comprehensive Development Zone.
4. Maple Ridge Zoning Bylaw No. 7600-2019 as amended and Map "A" attached thereto are hereby amended accordingly.

READ a first time the 28th day of February, 2023.

READ a second time the 26th day of September, 2023 .

PUBLIC HEARING held the 17th day of October, 2023 .

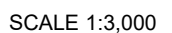
READ a third time the day of , 20

APPROVED by the Ministry of Transportation and Infrastructure this day of , 20

ADOPTED the day of , 20

PRESIDING MEMBER

CORPORATE OFFICER





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City of Maple Ridge

REPORT FROM PREVIOUS MEETING

TO: His Worship Mayor Dan Ruimy
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: Second Reading
Zone Amending Bylaw No. 7908-2023
20000 Stewart Crescent

MEETING DATE: September 12, 2023
FILE NO: 2023-016-RZ
MEETING: CoW

EXECUTIVE SUMMARY:

An application has been received to rezone the property located at 20000 Stewart Crescent from M-3 (Business Park Industrial) zone to CD-2-23 Comprehensive Development zone. The purpose of this rezoning is to permit redevelopment of the existing E-One Moli Energy facility to increase the manufacturing capacity of lithium-ion batteries on the subject site. The proposed development includes a one-storey industrial building, including two-levels of mezzanine space, with a total floor area of approximately 61,256 m² (659,354.1 sq. ft.), a seven-storey office/research and development building with a total floor area of approximately 9,118 m² (98,145 sq. ft.), and a stand-alone five-storey above-ground parking facility with an open upper deck.

The above-noted development with the total gross floor area of approximately 70,374 m² (757,499.4 sq. ft.) will be located above ground¹ due to its location within the Fraser River floodplain area. The property is designated *Maple Meadows Business Park* in the Hammond Area Plan of the Official Community Plan (OCP).

This application is in compliance with the OCP.

RECOMMENDATIONS:

1. That *Zone Amending Bylaw No. 7908-2023*, as amended, be given second reading, and be forwarded to Public Hearing;
2. That the following terms and conditions be met prior to final reading:
 - i) Registration of a Rezoning Servicing Agreement as a Restrictive Covenant and receipt of the deposit of a security, as outlined in the Agreement;
 - ii) Approval from the Ministry of Transportation and Infrastructure;
 - iii) Registration of a Restrictive Covenant for the Geotechnical Report and floodplain report, which addresses the suitability of the subject property for the proposed development;
 - iv) Registration of a Restrictive Covenant for Stormwater Management;

¹ Flood Construction Elevation for this development is 6.7 m (22.0 ft.).

- v) Removal of existing building;
- vi) If the Director of Waste Management from the Ministry of Environment determines that a site investigation is required based on the submitted Site Disclosure Statement, a rezoning, development, or development variance permit cannot be approved until a release is obtained for the subject property; and
- vii) In addition to the Ministry of Environment Site Disclosure Statement, a disclosure statement must be submitted by a Professional Engineer advising whether there is any evidence of underground fuel storage tanks on the subject property. If so, a Stage 1 Site Investigation Report is required to ensure that the subject property is not a contaminated site.

DISCUSSION:

1. Background Context:

Applicant:	Stantec Consulting Ltd.
Legal Description:	Parcel A District Lot 280 Group 1 New Westminister District Reference Plan LMP22088
OCP:	
Existing:	<i>Maple Meadows Business Park</i>
Proposed:	<i>Maple Meadows Business Park</i>
Within Urban Area Boundary:	Yes
Area Plan:	Hammond
Zoning:	
Existing:	M-3 (Business Park Industrial)
Proposed:	CD-2-23 Comprehensive Development
Surrounding Uses:	
North:	Use: Industrial/warehouse Zone: M-3 (Business Park Industrial) Designation: <i>Maple Meadows Business Park</i>
South:	Use: Industrial/warehouse Zone: M-3 (Business Park Industrial) Designation: <i>Maple Meadows Business Park</i>
East:	Use: Industrial/warehouse Zone: M-3 (Business Park Industrial) Designation: <i>Maple Meadows Business Park</i>
West:	Use: Vacant lot. This property is subject to an application for the exclusion from Agricultural Land Reserve. Zone: RS-3 (Single Detached Rural Residential) Designation: <i>Conservation</i>
Existing Use of Property:	Research and development associated with industrial use
Proposed Use of Property:	Manufacturing of lithium-ion batteries, with accessory office/research and development, and parking facility

Site Area:	4.44 ha. (11 ac.)
Access:	Stewart Crescent and Kingston Street
Servicing Requirement:	Urban Standard
Flood Plain:	Yes
Fraser Sewer Area:	Yes

2. Project Description:

The subject site is located at the intersection of Kingston Street, Stewart Crescent, and Maple Meadows Way in the Maple Meadows Business Park within the Hammond neighbourhood (see Appendices A and B). The site is located in proximity of Lougheed Highway and Golden Ears Way which are major corridors, as well as Westcoast Express as the major transportation network. The property currently includes a one-storey industrial building with an attached two-storey office which is mostly occupied by E-One Moli Energy as their research and development facility. The site with a total lot area of 4.44 ha. (11 ac.) is within the Fraser River floodplain and is subject to 6.7 m (22.0 ft.) flood construction elevation. Vehicular accesses to the site are currently off Kingston Street, Stewart Crescent, and Maple Meadows Way.

The applicant is proposing to rezone the property from M-3 to a site-specific CD-2-23 zone to facilitate redevelopment of the site for the expansion of E-One Moli Energy facility. The existing industrial building will be replaced with a state-of-the-art facility containing 70,374 m² (757,499 sq. ft.) for industrial and office/research and development uses², and a stand-alone five-story parking structure with an open upper deck. The proposed office/research and development areas will be provided in an attached 29.29 m (96.1 ft.) seven-storey building, overlooking the extensive green roof on the proposed industrial building. The proposed development aims to meet the energy efficiency standards and sustainability criteria.

The proposed development will provide employment opportunities for approximately 584 employees (4 shifts of 97 workers plus an additional 195 office staff for a maximum 292 employees at any given time) which is 6.8 times the number of employees at the current E-One Moli Energy facility. This development is consistent with the City's Economic Development Strategy.

3. Planning Analysis:

i) Official Community Plan:

The subject site is located within the Hammond Area Plan and is designated *Maple Meadows Business Park*. The proposed project, which includes a mix of industrial and office spaces, requires more flexibility in the use of land, in line with its *Business Park* designation. This application is compliant with the City's OCP policies.

ii) Zoning Bylaw:

The development site is currently subject to the requirements of the M-3 zone, including permitted land uses, density (floor area), lot coverage, setbacks, height, etc. However, these requirements do not allow a development that meets the operational and space needs for the planned expansion of E-One-Moli Energy facility. Considering the extent and the number of variances to the requirements

² The proposed building will include 56,636 m² (609,625 sq. ft.) of industrial area, 4,620 m² (49,729 sq. ft.) of warehouse, and 9,118 m² (98,145 sq. ft.) of office space.

of the M-3 zone to meet the needs of E-One Moli Energy expansion, the applicant is proposing to rezone the property to the site-specific CD-2-23 zone (see Appendix C).

The proposed CD zone originally included a density of 1.2 FSR. Upon the further facility's planning and design conducted after first reading, the applicant requested to increase the density to 1.6 FSR to meet the actual operational needs of the facility. The increased floor area allows the addition of two levels of mezzanine within the industrial building to accommodate model plants and supporting services. The applicant is also requesting to increase the maximum building height under the CD-2-23 zone from 30.0 m (98.4 ft.) to 35.0 m (114.8 ft.) to enable any future increased ceiling height in the office/research and development building to accommodate research and testing equipment. If Council support the proposed additional density and building height, the *Zone Amending Bylaw No. 7908-2023*, which received first reading on February 28, 2023, shall be amended to include the density of 1.6 FSR and the building height of 35.0 m (114.8 ft.).

Table 1 provides a summary of the Zoning Bylaw requirements in the M-3 and CD-2-23 zones related to density (floor area), lot coverage, setback, and building height:

Zone	Density	Lot Coverage (all buildings and structures)	Setbacks	Height
M-3 (Current)	0.75 FSR	60%	<ul style="list-style-type: none"> • Front: 6.0 m • Rear: 3.0 m, except 6.0 m where adjacent to non-industrial use • Interior side: 1.5 m, except 4.5 m where adjacent to non-industrial use • Exterior Side: 4.5 m 	15.0 m
CD-2-23 (Proposed)	1.6 FSR	80%	<ul style="list-style-type: none"> • Front: 4.5 m • Rear: 3.0 m, except 6.0 m where adjacent to non-industrial use • Interior side: 1.5 m, except 4.5 m where adjacent to non-industrial use • Exterior Side: 4.5 m 	35.0 m

Table 1: Requirements related to density (floor area), lot coverage, setbacks, and building height in M-3 and CD-2-23 Zones.

iii) Off-Street Parking and Loading Bylaw:

According to the Maple Ridge Off-Street Parking and Loading Bylaw No. 4350-1990, the required off-street parking spaces are one parking space per 93.0 m² (1,001.0 sq. ft.) of industrial gross floor area, and one parking space per 40.0 m² (430.6 sq. ft.) of office gross floor area. Based on the proposed gross floor area, a total of 862 off-street parking spaces are required for this mixed industrial/office development.

The applicant has submitted a parking study and requests to vary the required off-street parking spaces from 862 to 351 parking spaces. According to the parking study, given that 389 shift workers will be working in four shifts and 97% of office staff will be working during daytime, there will be a peak parking demand between 8:30 am and 2:30 pm. The peak parking demand during this time

period is estimated at 292 parking spaces based on one off-street parking space per employee. The provision of 351 off-street parking spaces will provide adequate parking space per employee as well as visitors at the peak parking demand. In addition, the applicant is proposing to provide the following Traffic Demand Management (TDM) measures given that the site is located within a short walking distance from the Westcoast Express station and the R-3 Rapid Bus on Lougheed Highway:

- Transit pass subsidies for employees;
- 38 short-term bicycle parking, 64 long-term secured bicycle storage, and end-of-trip facilities, including water closets, wash basins, showers, and lockers; and
- Incentives to promote carpooling, use of public transit, and other modes of active transportation.

The proposed development includes seven accessible parking spaces, 344 regular off-street parking spaces and six off-street loading spaces.

iv) **Proposed Variances:**

A Development Variance Permit application has been received for the proposed development which will be subject to a future Council report. The requested variances are as follows :

Maple Ridge Off-Street Parking and Loading Bylaw No. 4350-1990:

To vary Sections 2.0 (g), 7.0 (a), and 7.0 (b) of the Schedule “A” of the Maple Ridge Off-Street Parking and Loading Bylaw No. 4350 - 1990 to reduce the required off-street parking spaces for the proposed industrial and office development from 862 to 351 parking spaces.

As discussed under the “Off-Street Parking and Loading Bylaw” section of this report, the off-street parking requirements of the Bylaw are generally calculated based on gross floor area instead of the number of employees. Given that the proposed facility will operate in multiple shifts, the requested off-street parking variance based on one off-street parking for each employee at the peak parking demand would be supportable as it provides adequate off-street parking spaces for employees and visitors at any given time. The proposed off-street parking variance is not anticipated to negatively impact the adjacent on-street parking and neighbouring properties.

Maple Ridge Subdivision and Development Servicing Bylaw No. 4800 – 1993:

To vary subsection B. “Highways” of section IV. “General Requirements” of the Maple Ridge Subdivision and Development Servicing Bylaw No. 4800 – 1993 to relax the following requirements:

- Dedication of the corner truncations at the intersections of Stewart Crescent with Maple Meadows Way and Kingston Street; and
- Construction of a sidewalk along the property's frontage on Kingston Street.

Under the Subdivision and Development Servicing Bylaw, Corner truncations shall be dedicated at the intersections of Stewart Crescent with Maple Meadows Way and Kingston Street. This requirement is to ensure unobstructed views at intersections for the safety of drivers, pedestrians, and cyclists. The City services fronting the development site are considered finished, with only minor improvements (i.e. street lighting) will be required as part of this development. Given that the dedication of corner truncations requires the expansion of City services to the new property lines (i.e. expansion of the existing sidewalk), Engineering supports the relaxation of this requirement,

provided that a sight-line analysis confirms that the view at the intersections will not be obstructed by any on-site structure.

The proposed architectural and landscape drawings confirm that no building or structure higher than 1.0 m (3.3 ft.) in height will be located within 7.5 m (24.6 ft.) from the intersections of Stewart Crescent with Maple Meadows Way and Kingston Street. This proposal is also consistent with the “visual clearance at intersection” requirements of the Zoning Bylaw. As such, the requested variance to relax the dedication of corner truncations at the intersection of Stewart Crescent with Maple Meadows Way and Kingston Street is supportable.

As a requirement of this rezoning application, construction of a sidewalk along the property's frontage on Kingston Street is required. It should be noted that there is an existing sidewalk along the property's frontage on Stewart Crescent and a multi-use path on Maple Meadows Way. The applicant is proposing pedestrian and vehicular access to the site off Stewart Crescent and truck access off Kingston Street. The proposed access off Kingston Street will be only used for trucks to access the loading area, which is physically separated from the areas provided for staff and visitors access. Given the proposed exclusive truck access off Kingston Street and the location of the existing sidewalk to the east of Kingston Street across the subject site, Engineering support relaxation of the sidewalk construction along the property's frontage on Kingston Street.

v) Development Permits:

Pursuant to Section 8.6 of the OCP, an Industrial Development Permit application is required to ensure that the proposal meets the needs of industry, through an attractive design that is compatible with adjacent developments.

The proposed development is comprised of a campus style design, including manufacturing, office/research and development, and parking facilities. The purpose of the proposed design is to use a simple palette of materials to provide an attractive and engaging enclosure for the large manufacturing facility (approximately 61,256 m² (659,354.1 sq. ft.)), feature sustainable materials such as mass timber for the office building (approximately 9,118 m² (98,145.3 sq. ft.)), and use of effective pre-cast concrete construction for the parking structure. The pressing timeline for construction and constructability has been an important factor in designing the site. Notwithstanding this, E-One Moli Energy is seeking to engage representatives of both Katzie First Nation and Indigenous Peoples of Taiwan to produce integrated artworks for the project (see Appendix E).

The proposed landscaping is characterized by a pragmatic approach between aesthetics and functionality in the intersection between infrastructure and architecture. The proposed design approach is about building climate resiliency through native and adaptable planting, infiltration and stormwater management, and public experience by incorporating bioswales, extensive green roof, outdoor amenity areas, and accessibility in the landscape design (see Appendix F).

The proposed development has been assessed against the key guideline concepts of the Industrial Development Permit Area as follows:

- **Provide a street presence with entrances and architectural interest in building designs fronting public streets:**

Street presence is achieved by the prominent office frontage with glazing as a major component of street-facing building façade and generous entry plaza on Stewart Crescent. A central drive aisle artery is designed to provide access to the office and parking structure.

The industrial building and the above-ground parking structure will include special façade treatments along street frontage (i.e. First Nation's artwork) to enhance the building's appearance to the public realm.

- **Loading facilities should be located away from public streets and into the rear or the interior of a site:**

Due to operational needs, truck access and off-street loading area are located off Kingston Street. However, these areas will be sequestered behind a screen of existing trees. Overhead service doors and loading docks are designed to fit with the overall design of the industrial building.

- **Outdoor storage and less attractive structures such as accessory buildings should be screened with fencing or landscaping.**

Outdoor storage will be screened by enclosures and landscaping.

- **The transportation needs of diverse users should be accommodated through amenities such as bicycle facilities, and accessible design for the mobility impaired:**

Accessible ramps are proposed at the entry plaza to the office building and the skywalk connecting the office to the parking structure. Accessible parking spaces will be in proximity to the accessible ramp and the skywalk. The proposed development includes 38 short-term bicycle parking close to the building entrances, 64 long-term bicycle storage on level-one of the parking structure, and end-of-trip facilities at level-five of the office building. The provided bicycle storage and end-of-trip facilities exceed the requirements of the Zoning Bylaw and Off-Street Parking and Loading Bylaw for industrial developments.

- **The form and treatment of new buildings should reflect the desired character and pattern of development in the area by incorporating appropriate architectural styles, features, materials, proportions and building articulation:**

Due to operational needs of the facility, the proposed buildings are significantly larger than the adjacent industrial buildings. However, detailed architectural and landscape features such as glazing, texture, graphics, colours, and green roof have been incorporated in the site and buildings' design to reduce the visual impact on the street and surrounding areas.

On the above basis, the proposed development generally complies with the Development Permit Area key design guidelines. The development permit application will be brought forward for Council consideration in a future report.

vi) **Landscape Securities:**

In accordance with Council's Landscape Security Policy, a refundable security equivalent to 100% of the estimated landscape costs will be provided to ensure satisfactory provision of landscaping in accordance with the terms and conditions of the Development Permit. The estimated on-site landscape cost will be determined prior to approval of the development permit 2023-016-DP.

vii) Advisory Design Panel:

The proposed development, including the architectural and landscape drawings, was reviewed by the Advisory Design Panel (ADP) on July 19, 2023. At the meeting, the ADP supported the application and requested that the concerns raised at the meeting be addressed as the design develops and the revised drawings be submitted to staff for follow-up. The applicant has responded to the ADP comments (see Appendix G) and provided revised architectural and landscape drawings in response to the comments raised at the meeting. Generally, the ADP concerns have been addressed and are reflected in the revised plans.

It should be noted that the proposed density and the industrial building height have been increased since the ADP review of the application, in response to operational needs of the future facility. However, due to time sensitivity of the application, staff have supported this application to proceed to second reading without further review of the proposed changes by the ADP. The proposed density includes an additional density of 0.5 FSR (total density of 1.6 FSR) to add two levels of mezzanine space within the proposed industrial building. The industrial building height increase includes the expansion of a section of the building with higher building height (approximately 4.9 m (16.1 ft.) higher building height) to accommodate mechanical equipment required for the operation of the industrial facility. It should be noted that the building height for the office building and parking structure has not changed since the ADP review of the application.

viii) Development Information Meeting:

A Development Information Meeting hosted by the applicant was held at Maple Ridge Elementary School on July 20, 2023, from 5:00 pm – 8:00 pm. Six people attended the meeting. Attendees were generally in support of the proposed development. No written comments have been received in opposition to the proposed development.

The applicant has received correspondence from HUB Cycling in support of providing TDM measures in exchange for the requested parking reduction (see Appendix H). The applicant is proposing 38 short-term and 64 long-term bicycle parking spaces, as well as end-of-trip facilities for the employees and the visitors of the facility. It should be noted that the subject site is located adjacent to the bike route along Maple Meadows Way which connects the site to the WestCoast Express station. Staff will continue to work with the applicant to establish other TDM measures to encourage the use of public transit and carpooling.

The notification requirements for the Development Information Meeting include a mail-out, newspaper advertisements, and notice on the development signs that provides the contact information for the developer and information on the development.

ix) Environmental Implications:

In alignment with E-One Moli Energy directive of "Total Climate Commitment", the proposed buildings will target LEED Gold, Net Zero and the BC Energy Step Code, through high performance building systems, sustainable materials such as mass timber, and water conservation strategies, such as the construction of bioswales and intensive green roof.

The proposed stormwater management plan is comprised of a layered approach, utilizing several strategies from landscaping to traditional civil infrastructure to achieve the targets required by the City. The proposed plan includes an intensive green roof on the manufacturing building and

bioswales at-grade along the site's frontages to the north and east, where it is feasible, and in the median island at the entry plaza.

An arborist report has been provided in accordance with the *Tree Protection and Management Bylaw No. 7133-2015* to identify on-site/off-site significant trees which will be removed or retained/protected as part of this development. According to the initial arborist report, 71 trees will be removed and 29 trees will be maintained as part of the proposed development. The four hectares developable area will require planting, retention or compensation of a minimum 160 trees to meet the City Tree Canopy Targets. Where planting of replacement trees is not possible as part of this development, a cash-in-lieu amount of \$600 per tree will be required for planting trees elsewhere.

A Tree Permit will be required for the removal, protection and/or compensation of trees. All Engineering servicing and building design shall be coordinated with the approved tree retention/protection, landscaping, and stormwater management plan.

The development site does not contain an environmentally sensitive area. However, given the site's proximity to Katzie Slough (west of Golden Ears Way) further review may be needed prior to issuance of the development permit to ensure that the proposed development will not impact the adjacent environmentally sensitive areas.

x) **Traffic Impact:**

As the subject property is located within 800.0 m (2,624.7 ft.) of the Lougheed Highway, a referral has been sent to the Ministry of Transportation and Infrastructure (MOTI). Ministry approval of the Zone Amending Bylaw 7908-2023 will be required as a condition of final reading. At this time, the Ministry has granted preliminary approval of the development application.

xi) **Interdepartmental Implications:**

Engineering Department:

The Engineering Department has indicated that the following servicing upgrades will be required through the Rezoning Servicing Agreement:

- Utility servicing as required to meet the design criteria of the *Subdivision and Development Bylaw No. 4800-1993*.
- Frontage upgrades to the applicable road standard.
- Improve traffic efficiency at the intersection of Stewart Crescent and 113B Avenue.

Fire Department:

Fire Department has no concern at this time.

CONCLUSION:

It is recommended that second reading be given to *Zone Amending Bylaw No. 7908-2023*, as amended, and that application 2023-016-RZ be forwarded to Public Hearing.

“Original Signed by Parissa Shafizadeh”

Prepared by: **Parissa Shafizadeh**
Planner 3, Supervisor

“Original Signed by Mark McMullen”

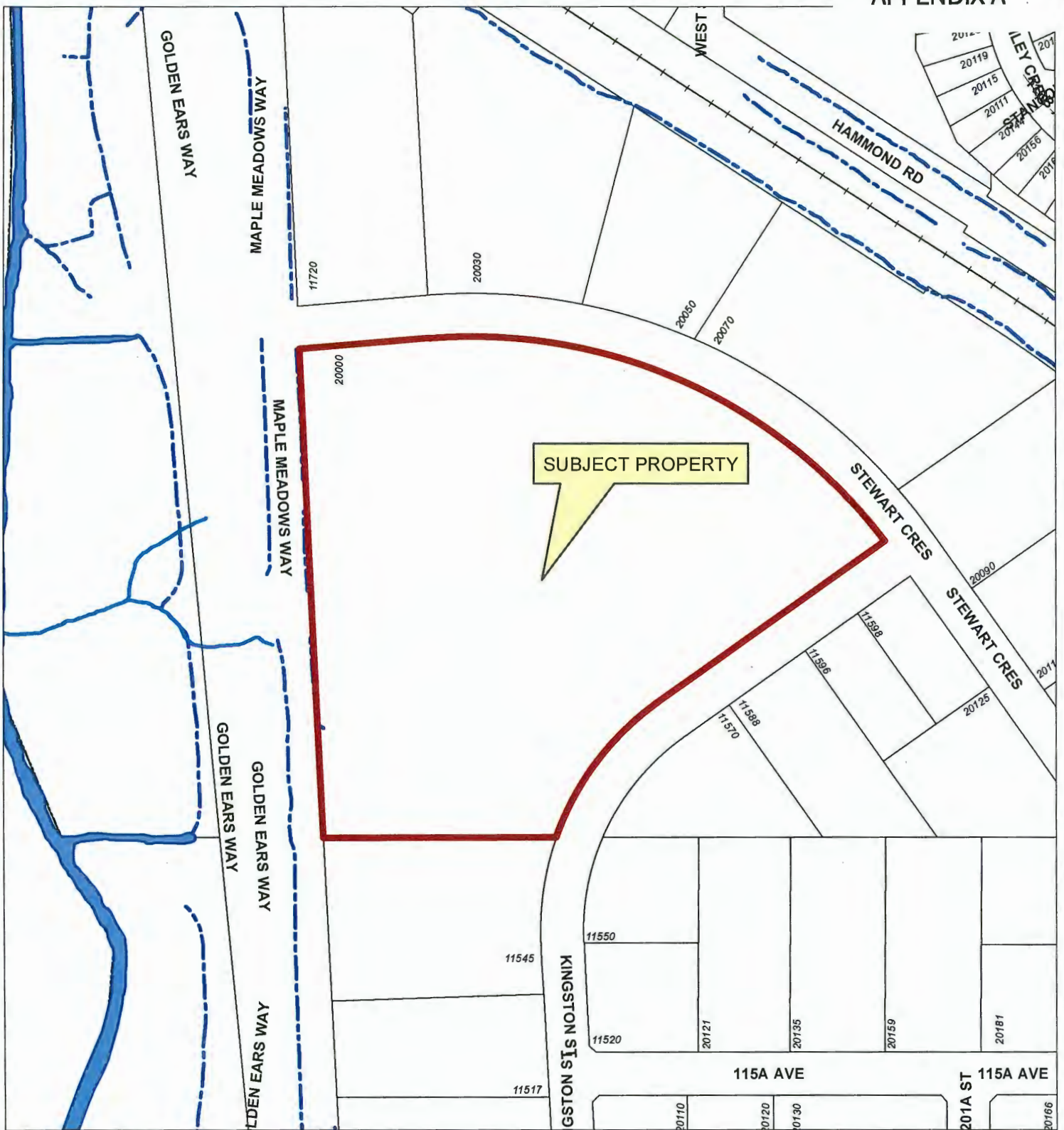
Reviewed by: **Mark McMullen**
**Manager of Development and
Environmental Planning**

“Original Signed by Scott Hartman”

Concurrence: **Scott Hartman**
Chief Administrative Officer

The following appendices are attached hereto:

Appendix A – Subject Map
Appendix B – Ortho Map
Appendix C – Zone Amending Bylaw No. 7908-2023
Appendix D – Architectural Drawings
Appendix E – Buildings Rendering
Appendix F – Landscape Drawings
Appendix G – Applicant's Responses to ADP Comments
Appendix H – HUB Cycling Comments



Scale: 1:2,500

Legend

- Stream
- Canal Edge
- - - Ditch Centreline
- - - Indefinite Creek
- Canal

20000 STEWART CRESENT
PID: 019-180-446

PLANNING DEPARTMENT



MAPLE RIDGE

British Columbia

mapleridge.ca

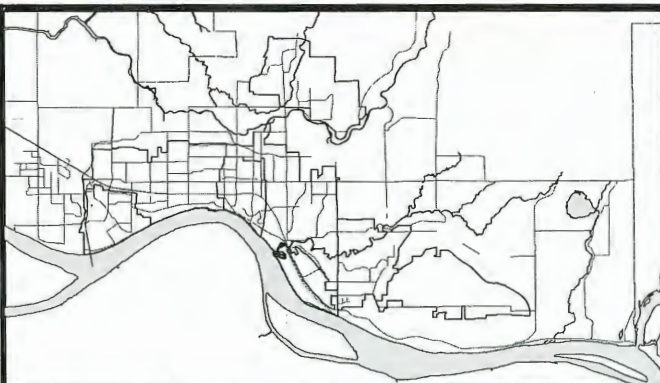
FILE: 2023-016-RZ

DATE: Jan 31, 2023

BY: AL



Scale: 1:2,500



20000 STEWART CRESENT
PID: 019-180-446

PLANNING DEPARTMENT



MAPLE RIDGE
British Columbia

mapleridge.ca

FILE: 2023-016-RZ
DATE: Jan 31, 2023

BY: AL

**CITY OF MAPLE RIDGE
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DENSITY:

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10XX.7

SETBACKS:

1. Minimum Setbacks for all Buildings and Structures shall be not less than:
 - a. from a Front Lot Line 4.5 metres
 - b. from a Rear Lot Line 3.0 metres, except 6.0 metres where adjacent to a Lot Designated or Zoned for non-Industrial Use.
 - c. from a Side Lot Line 1.5 metres, except 4.5 metres where adjacent to a Lot Designated or Zoned for non-Industrial Use.
 - d. from an Exterior Lot Line 4.5 metres;
2. Minimum Setbacks for all Buildings and Structures shall meet the requirements of Section 403 (Visual Clearance at Intersections) of this Bylaw.

10XX.8

HEIGHT:

1. Building Height for a Building or Structure shall not exceed 35.0 metres.
2. Refer to Section 403 (Building Height) of this Bylaw.

10XX.9

LANDSCAPING and SCREENING:

1. Landscaping and screening shall be provided in accordance with Section 405 (Landscaping, Screening and Fencing Requirements) of this Bylaw.

10XX.10

PARKING and LOADING:

1. Off-Street Parking and Off-Street Loading shall be provided in accordance with the ratios and design requirements specified in the

Maple Ridge Off Street Parking and Loading Bylaw No. 4350-1990, as amended.

10XX.11 OTHER REQUIREMENTS:

1. All Uses shall be conducted within a completely Enclosed Building except for:
 - a. refueling facilities;
 - b. Retail;
 - c. training program; and
 - d. Unenclosed Storage.
 2. Loading bays and Unenclosed Storage shall not be located in a Front Yard or an exterior Side Yard.
 3. No noise is permitted in excess of 70 dB(A) measured at any point on any Lot boundary on which the Use is located, provided that where the Lot is adjacent to a non-Industrial Lot permitted noise levels shall not exceed 60 dB(A).
 4. Uses shall be examined for compliance with environmental, safety and public health performance standards of Regional, Provincial, or Federal authorities.
3. The parcels and tracts of land and premises known and described as:
- Parcel A District Lot 280 Group 1 New Westminster District Reference Plan LMP22088
- and outlined in heavy black line on Map No. 1998, a copy of which is attached hereto and forms part of this Bylaw, is hereby rezoned to CD-2-23 Comprehensive Development Zone.
4. Maple Ridge Zoning Bylaw No. 7600-2019 as amended and Map "A" attached thereto are hereby amended accordingly.

READ a first time the day of , 20.

READ a second time the day of , 20 .

PUBLIC HEARING held the day of , 20 .

READ a third time the day of , 20

APPROVED by the Ministry of Transportation and Infrastructure this day of , 20

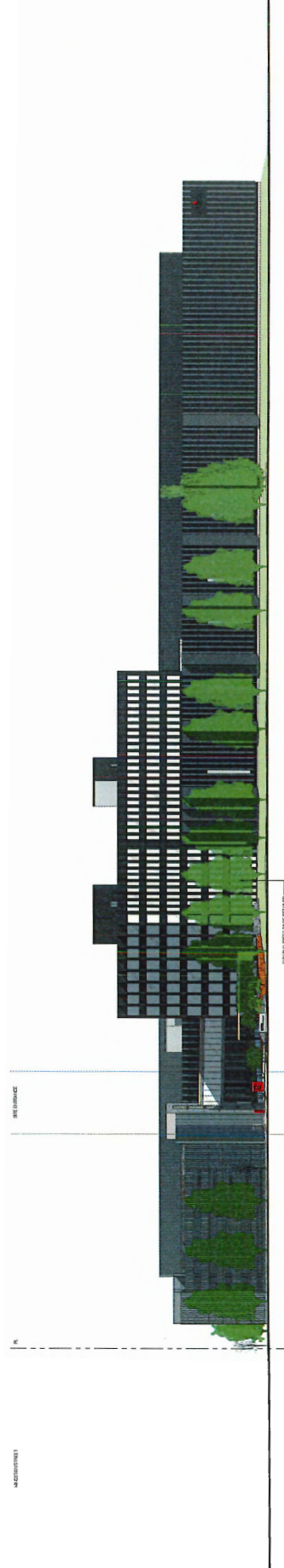
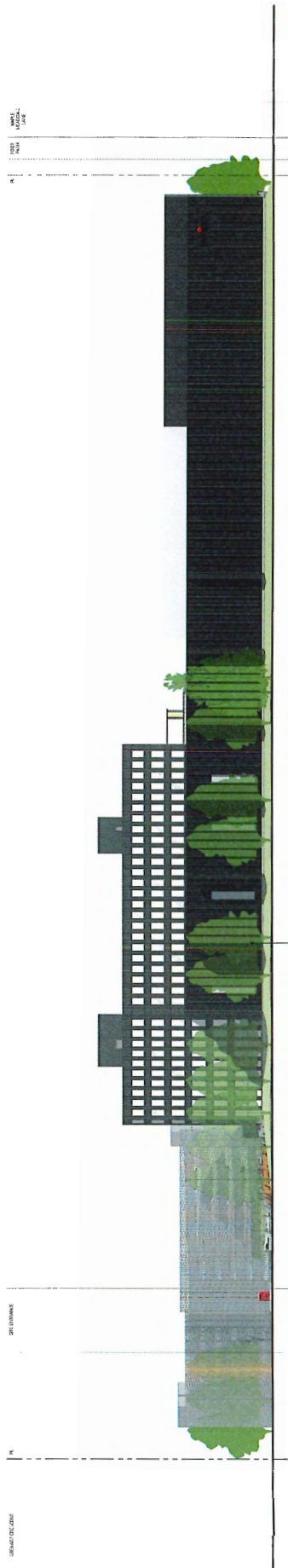
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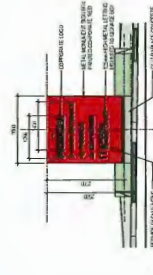
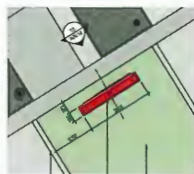
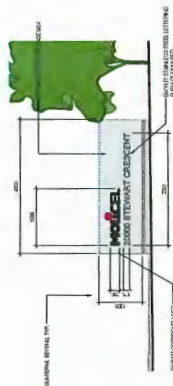
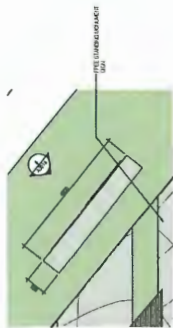
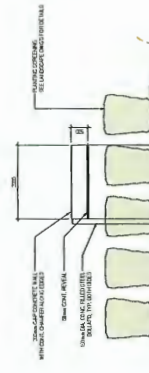
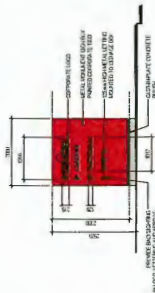
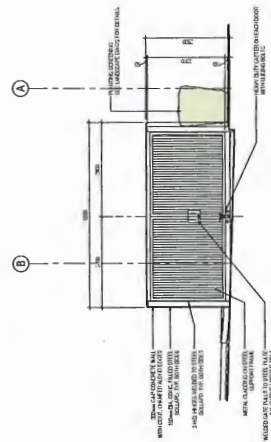
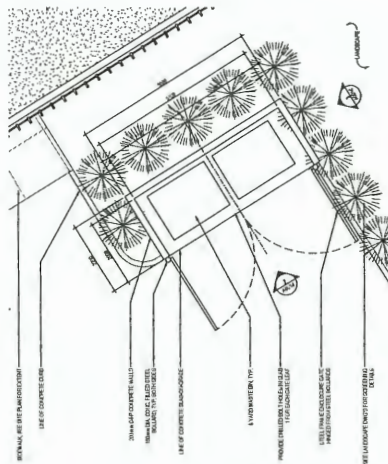
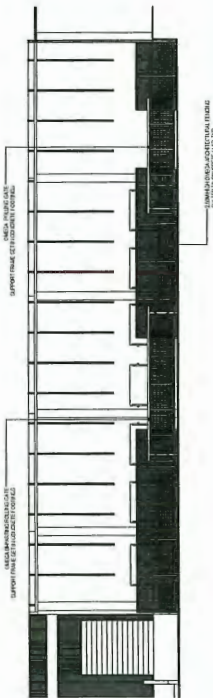
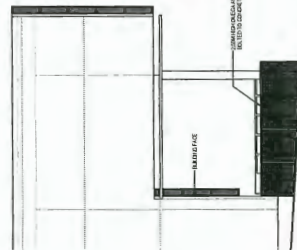
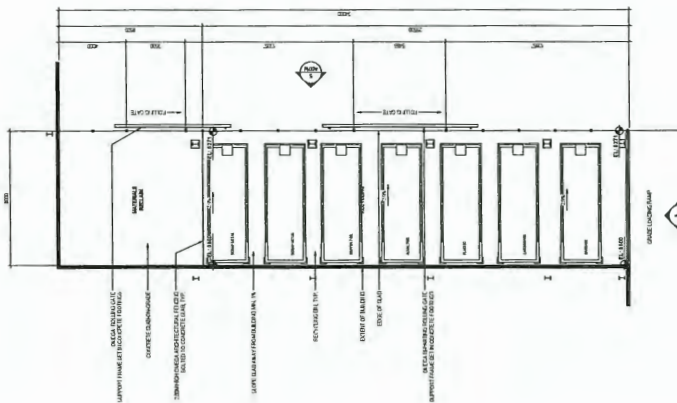
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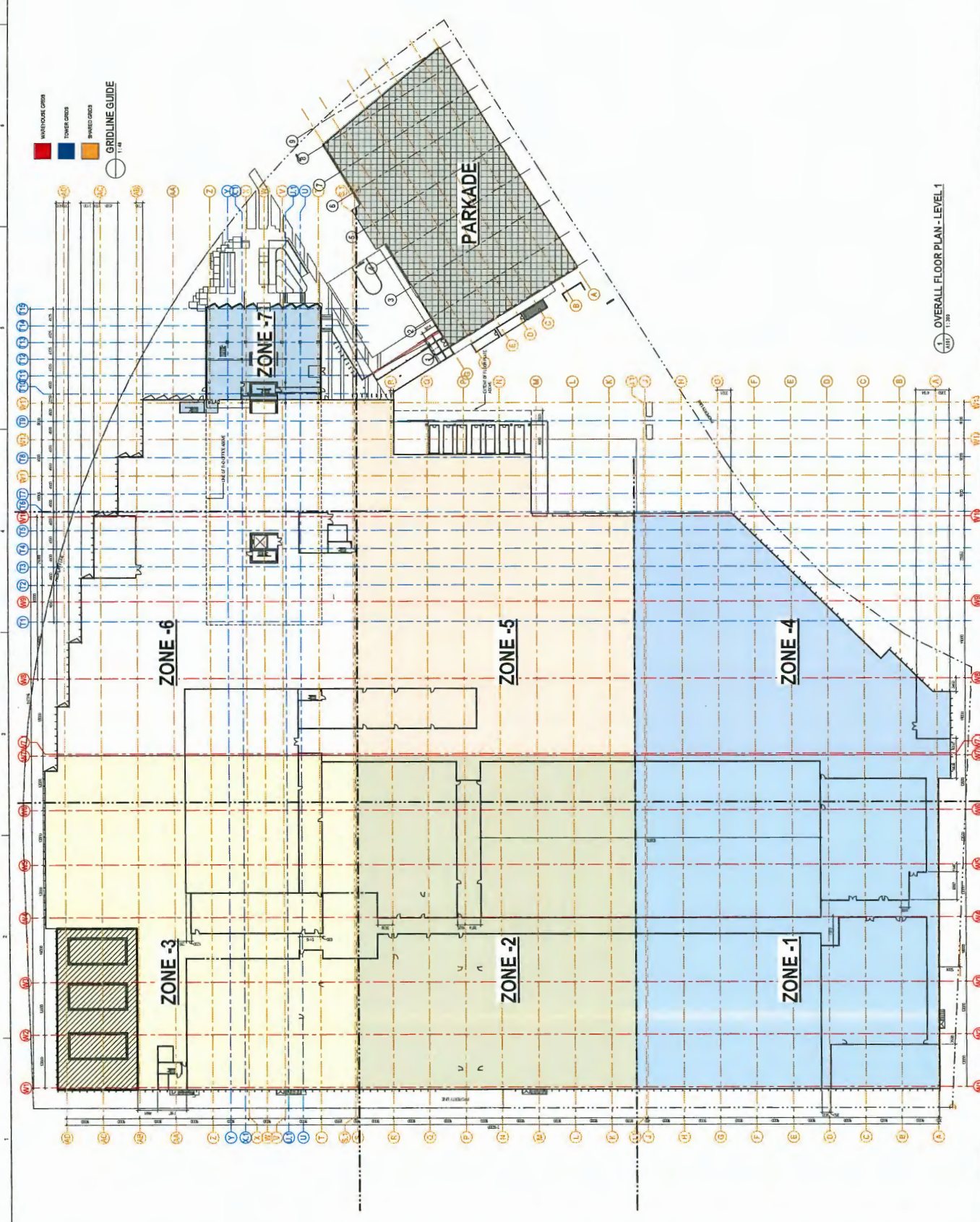
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OVERALL FLOOR PLAN - LEVEL 1
1" = 100'

LEVEL 1 - OVERALL FLOOR PLAN

DATE: 11/05/2020
PROJECT: 2000 Jervis Court, Raleigh, NC
DRAWING NO.: A101

Stantec

MOLICEE

EONE

2000 Jervis Court, Raleigh, NC
2000 Jervis Court, Raleigh, NC
2000 Jervis Court, Raleigh, NC

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CONSTRUCTION

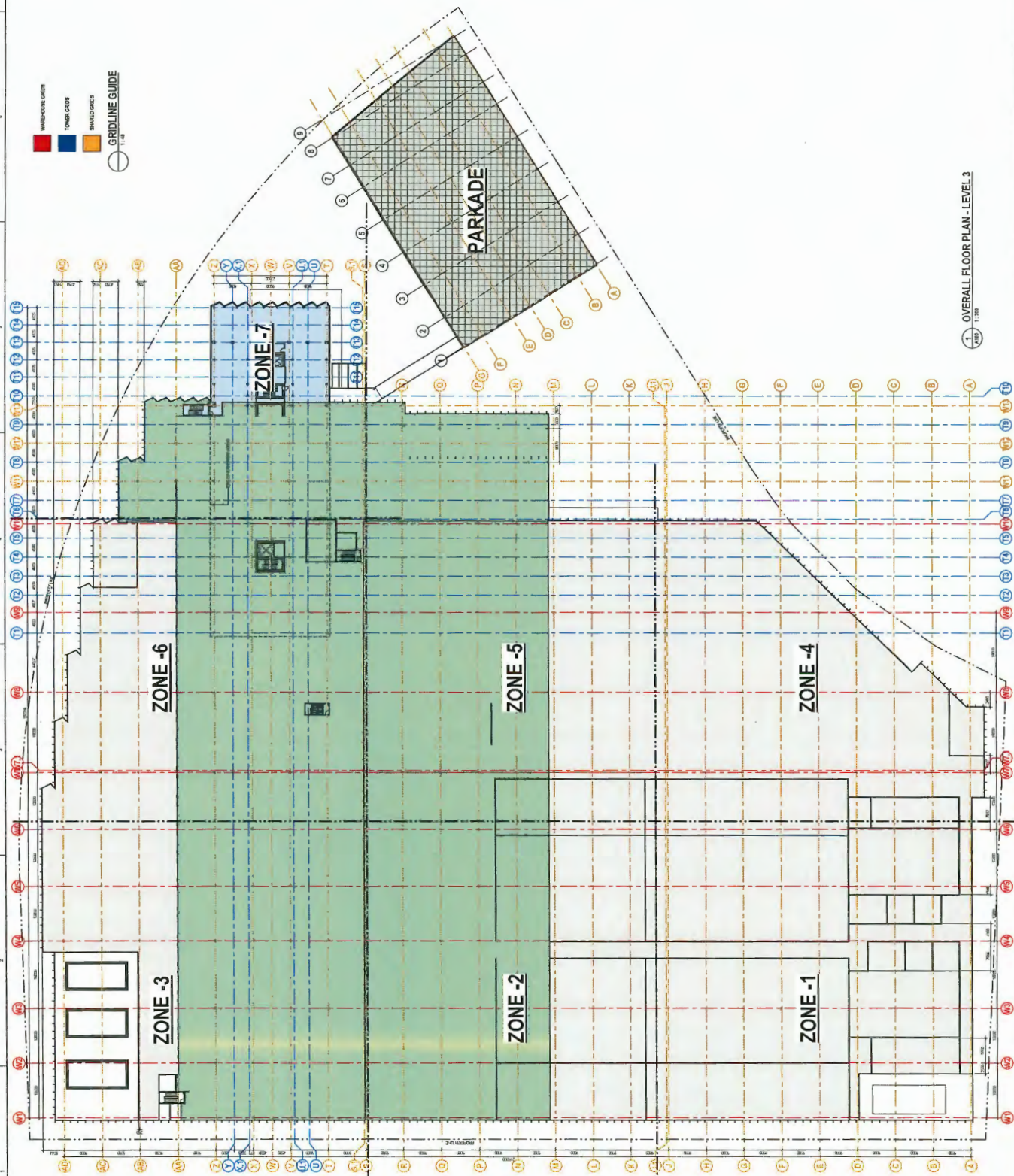
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CONTRACTOR

OWNER

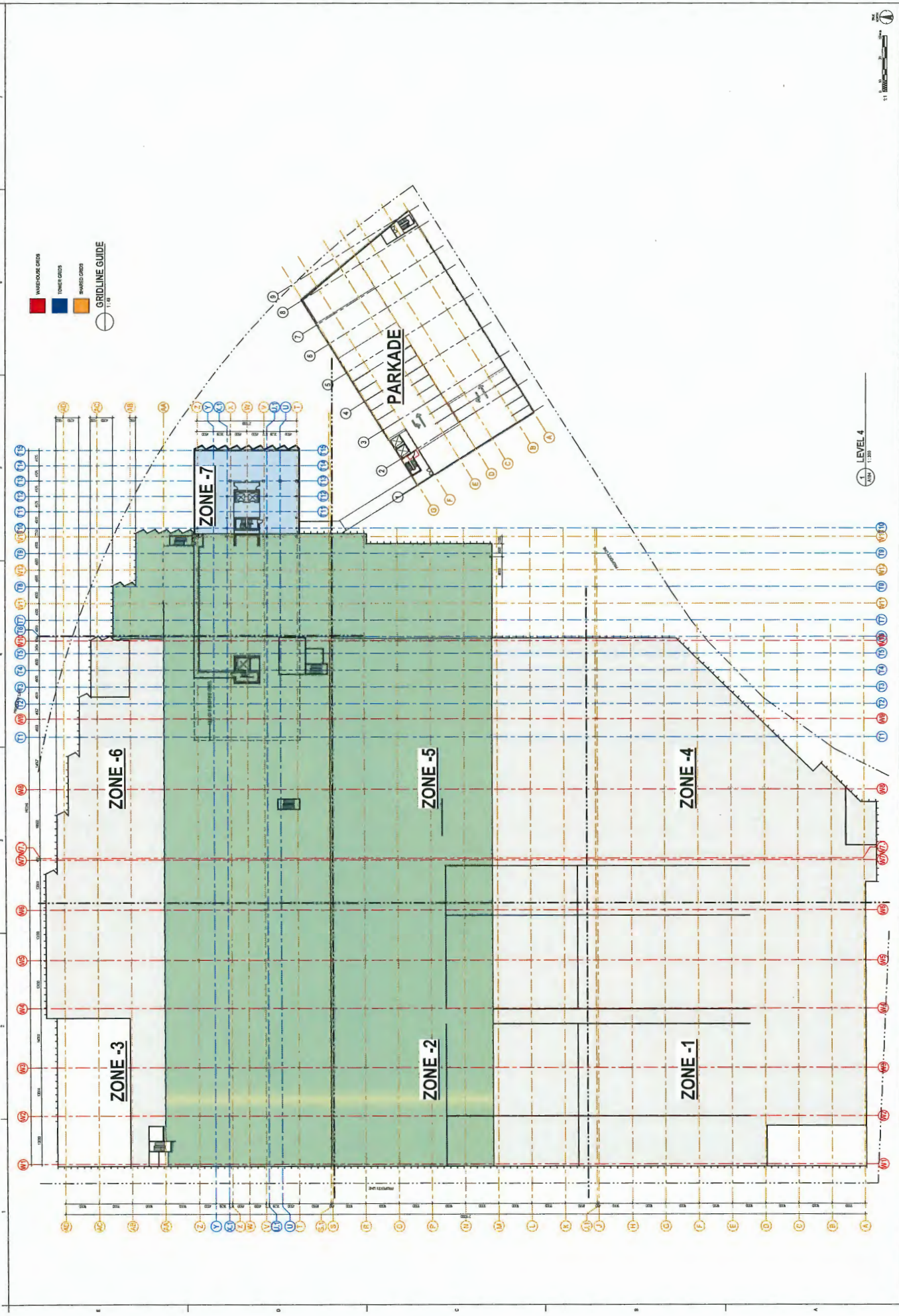
DESIGNER

DATE



OVERALL FLOOR PLAN - LEVEL 3

<p>Stantec 10000 Steeles Avenue East Unit 100 Markham, Ontario L3R 0Y5 Canada Tel: 905.477.9700 Fax: 905.477.9701 Email: info@stantec.com</p>	<p>Molicec 10000 Steeles Avenue East Unit 100 Markham, Ontario L3R 0Y5 Canada Tel: 905.477.9700 Fax: 905.477.9701 Email: info@molicec.com</p>	<p>PRELIMINARY NOT FOR CONSTRUCTION</p>		<p>Project No. 11-022200</p>
				<p>Client: E-One Mall Energy Limited</p>
<p>Level 3 - Overall Floor Plan</p>		<p>Scale: 1:100</p>	<p>Sheet No. A103</p>	<p>Revision No. 1</p>



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MOLICEL

E-One Mid Energy Limited

E-One Mid Expansion

2025 Project Concept, Molice Ridge, SC

Project No. 1182200

Revision 2

Drawn By: [Name]

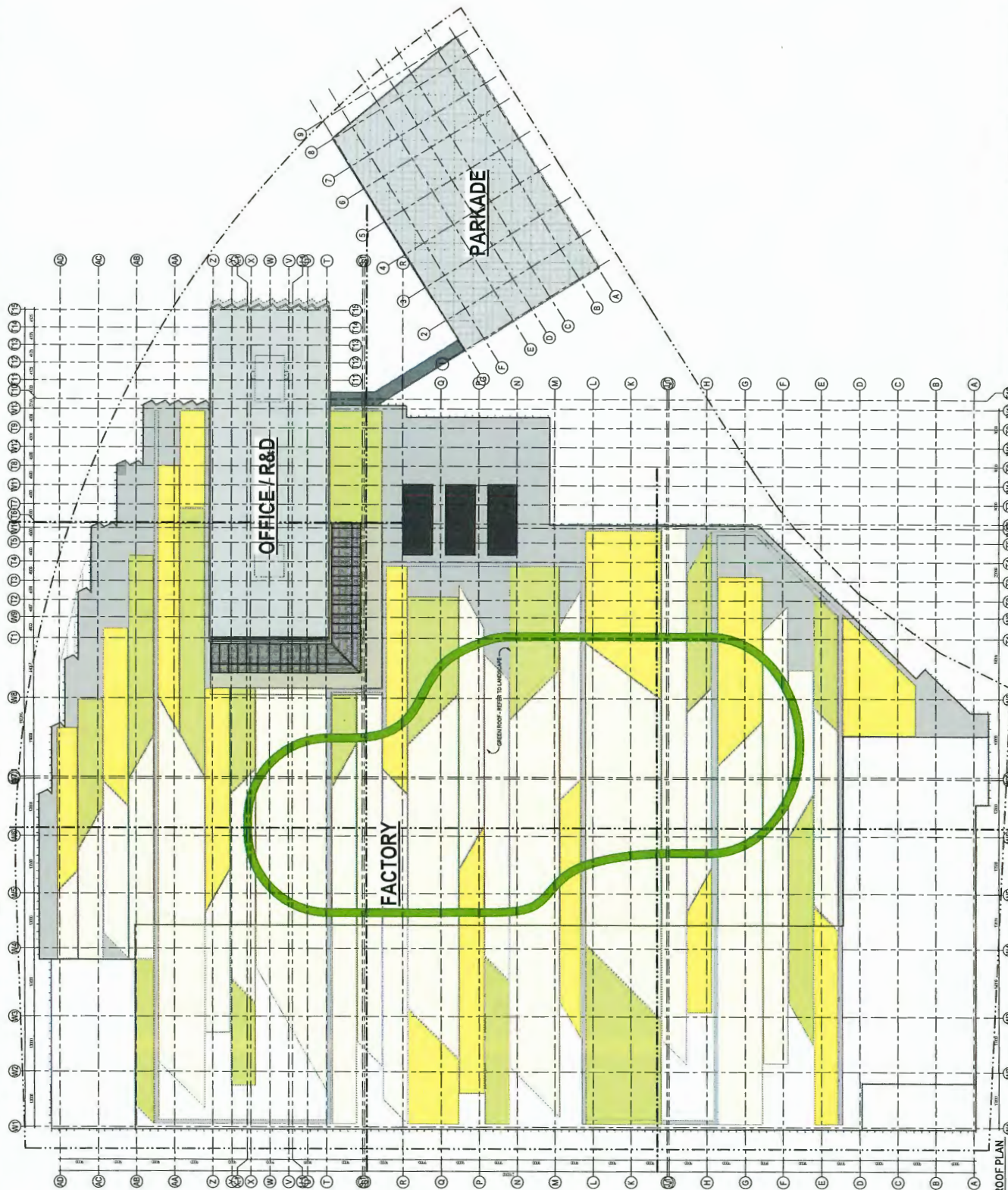
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Approved By: [Name]

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Sheet No. 104



11 1:1000

1 OVERALL ROOF PLAN 1:1000

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 E-Core Mid Expansion
 2022 Stantec Conceptual Layout Report, BC
 Revision: 3
 Drawing No.: 11.00000
 Scale: 1:1000
 Date: 11/20/2020

Client: E-Core Mid Energy Limited
 E-Core Mid Expansion
 2022 Stantec Conceptual Layout Report, BC
 Revision: 3
 Drawing No.: 11.00000
 Scale: 1:1000
 Date: 11/20/2020

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 Tel: 604.261.1234
 Fax: 604.261.1235
 Email: info@stantec.com
 Website: www.stantec.com

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Scale: 1:1000
 Date: 11/20/2020
 Drawn by: [Name]
 Checked by: [Name]
 Approved by: [Name]

Overall Roof Plan
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 11.00000

Overall Roof Plan
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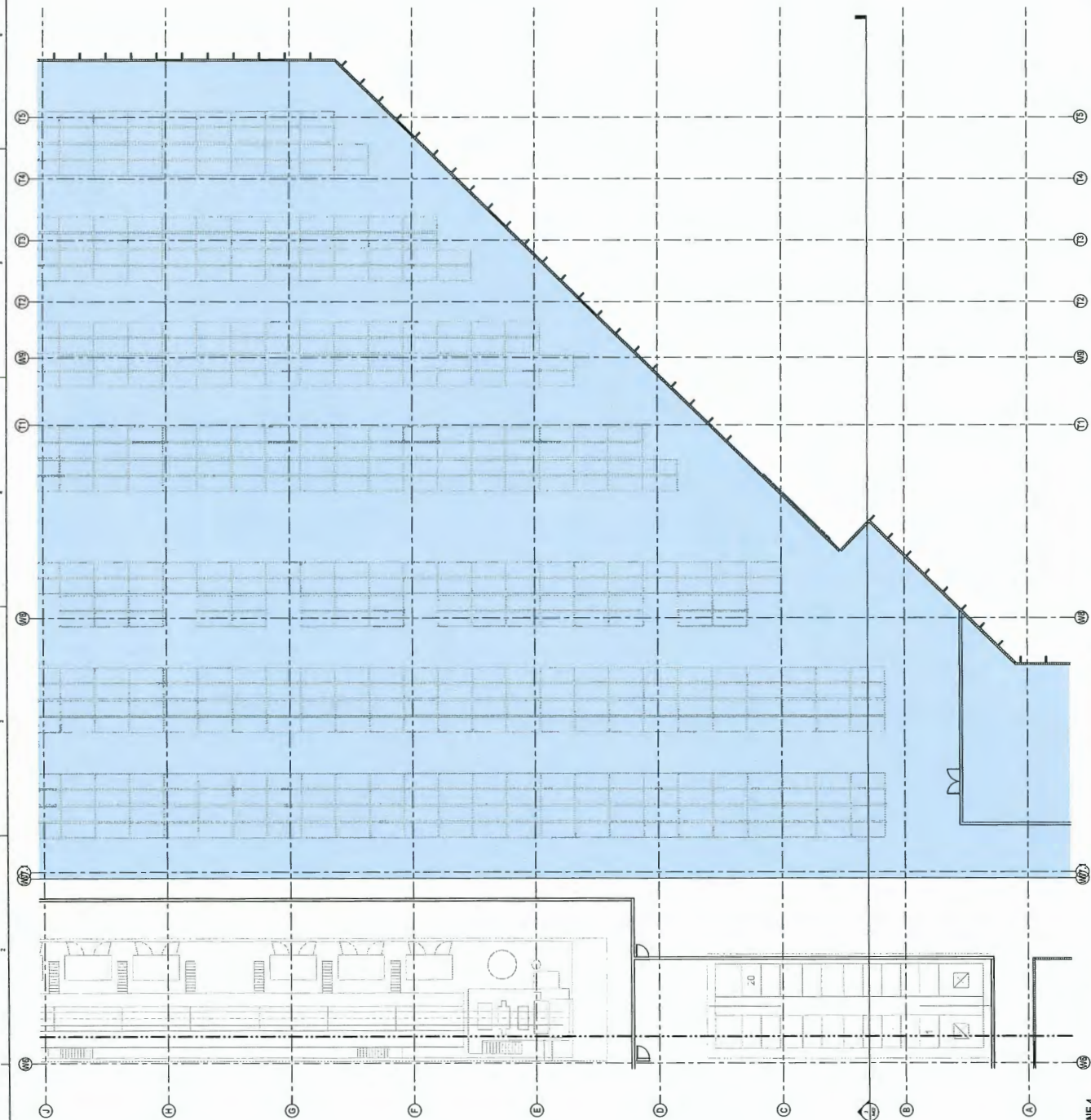
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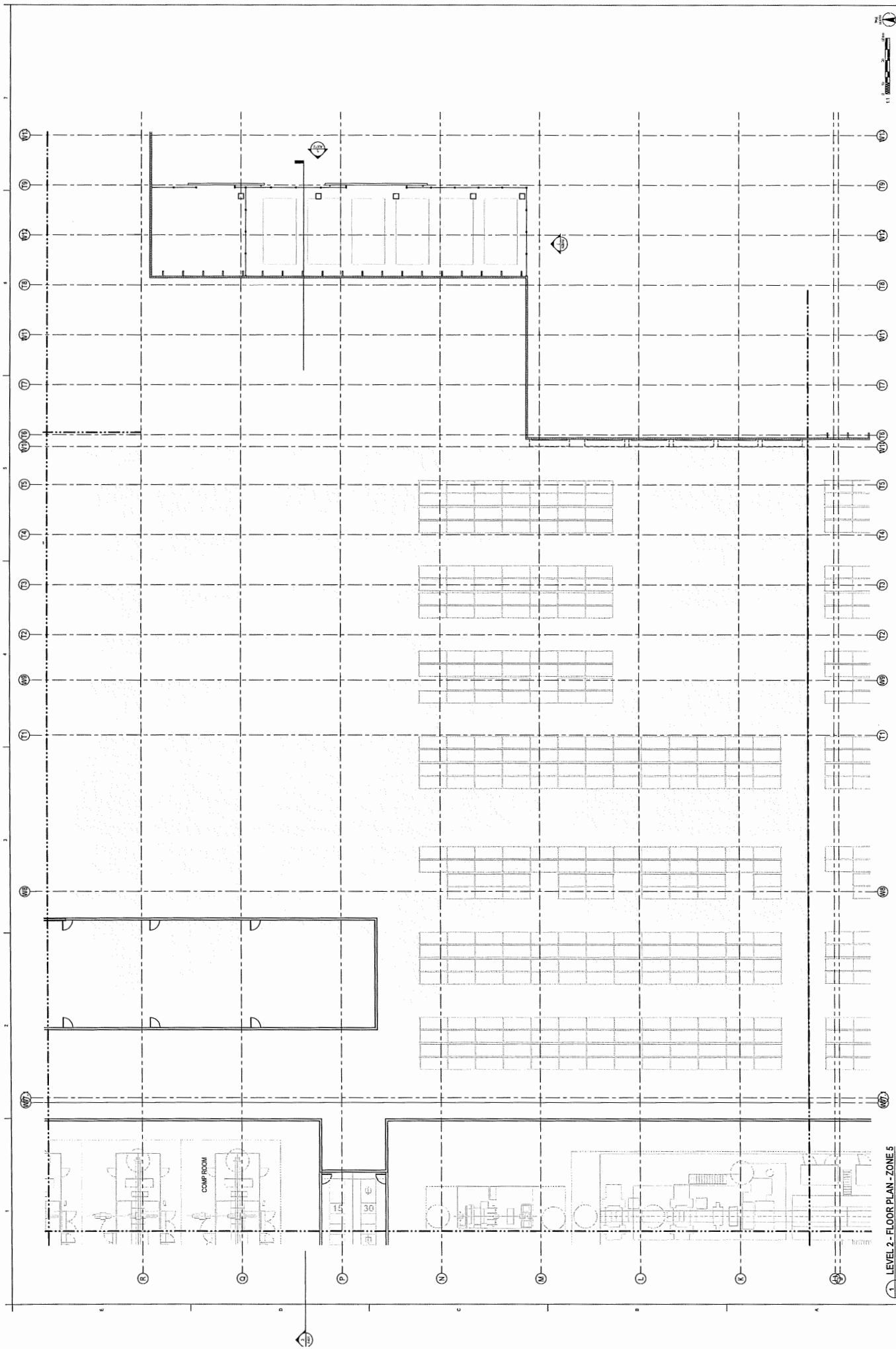
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1 LEVEL 2 - FLOOR PLAN - ZONE 4
1:100

LEVEL 2 - FLOOR PLAN - ZONE 4 - WAREHOUSE																																																																																	
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<table border="1"> <thead> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>DATE</th> <th>BY</th> <th>CHKD</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>ISSUED FOR PERMITTING</td> <td>11/11/2020</td> <td>JD</td> <td>JD</td> </tr> <tr> <td>2</td> <td>FOR CONSTRUCTION</td> <td>11/11/2020</td> <td>JD</td> <td>JD</td> </tr> <tr> <td>3</td> <td>FOR CONSTRUCTION</td> <td>11/11/2020</td> <td>JD</td> <td>JD</td> </tr> <tr> <td>4</td> <td>FOR CONSTRUCTION</td> <td>11/11/2020</td> <td>JD</td> <td>JD</td> </tr> <tr> <td>5</td> <td>FOR CONSTRUCTION</td> <td>11/11/2020</td> <td>JD</td> <td>JD</td> </tr> <tr> <td>6</td> <td>FOR CONSTRUCTION</td> <td>11/11/2020</td> <td>JD</td> <td>JD</td> </tr> <tr> <td>7</td> <td>FOR CONSTRUCTION</td> <td>11/11/2020</td> <td>JD</td> <td>JD</td> </tr> <tr> <td>8</td> <td>FOR CONSTRUCTION</td> <td>11/11/2020</td> <td>JD</td> <td>JD</td> </tr> <tr> <td>9</td> <td>FOR CONSTRUCTION</td> <td>11/11/2020</td> <td>JD</td> <td>JD</td> </tr> <tr> <td>10</td> <td>FOR CONSTRUCTION</td> <td>11/11/2020</td> <td>JD</td> <td>JD</td> </tr> <tr> <td>11</td> <td>FOR CONSTRUCTION</td> <td>11/11/2020</td> <td>JD</td> <td>JD</td> </tr> <tr> <td>12</td> <td>FOR CONSTRUCTION</td> <td>11/11/2020</td> <td>JD</td> <td>JD</td> </tr> <tr> <td>13</td> <td>FOR CONSTRUCTION</td> <td>11/11/2020</td> <td>JD</td> <td>JD</td> </tr> <tr> <td>14</td> <td>FOR CONSTRUCTION</td> <td>11/11/2020</td> <td>JD</td> <td>JD</td> </tr> <tr> <td>15</td> <td>FOR CONSTRUCTION</td> <td>11/11/2020</td> <td>JD</td> <td>JD</td> </tr> </tbody> </table>		NO.	DESCRIPTION	DATE	BY	CHKD	1	ISSUED FOR PERMITTING	11/11/2020	JD	JD	2	FOR CONSTRUCTION	11/11/2020	JD	JD	3	FOR CONSTRUCTION	11/11/2020	JD	JD	4	FOR CONSTRUCTION	11/11/2020	JD	JD	5	FOR CONSTRUCTION	11/11/2020	JD	JD	6	FOR CONSTRUCTION	11/11/2020	JD	JD	7	FOR CONSTRUCTION	11/11/2020	JD	JD	8	FOR CONSTRUCTION	11/11/2020	JD	JD	9	FOR CONSTRUCTION	11/11/2020	JD	JD	10	FOR CONSTRUCTION	11/11/2020	JD	JD	11	FOR CONSTRUCTION	11/11/2020	JD	JD	12	FOR CONSTRUCTION	11/11/2020	JD	JD	13	FOR CONSTRUCTION	11/11/2020	JD	JD	14	FOR CONSTRUCTION	11/11/2020	JD	JD	15	FOR CONSTRUCTION	11/11/2020	JD	JD
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1. LEVEL 2 - FLOOR PLAN - ZONE 5

LEVEL 2 - FLOOR PLAN - ZONE 5
WAREHOUSE

Project No. 11042200
Revision 3
Drawing No. A211

Client: EOne Mail Expansion
XX040 Street Court & Maple Ridge, BC
Project: 11042200
Date: 11/18/2020
Scale: 1/8" = 1'-0"

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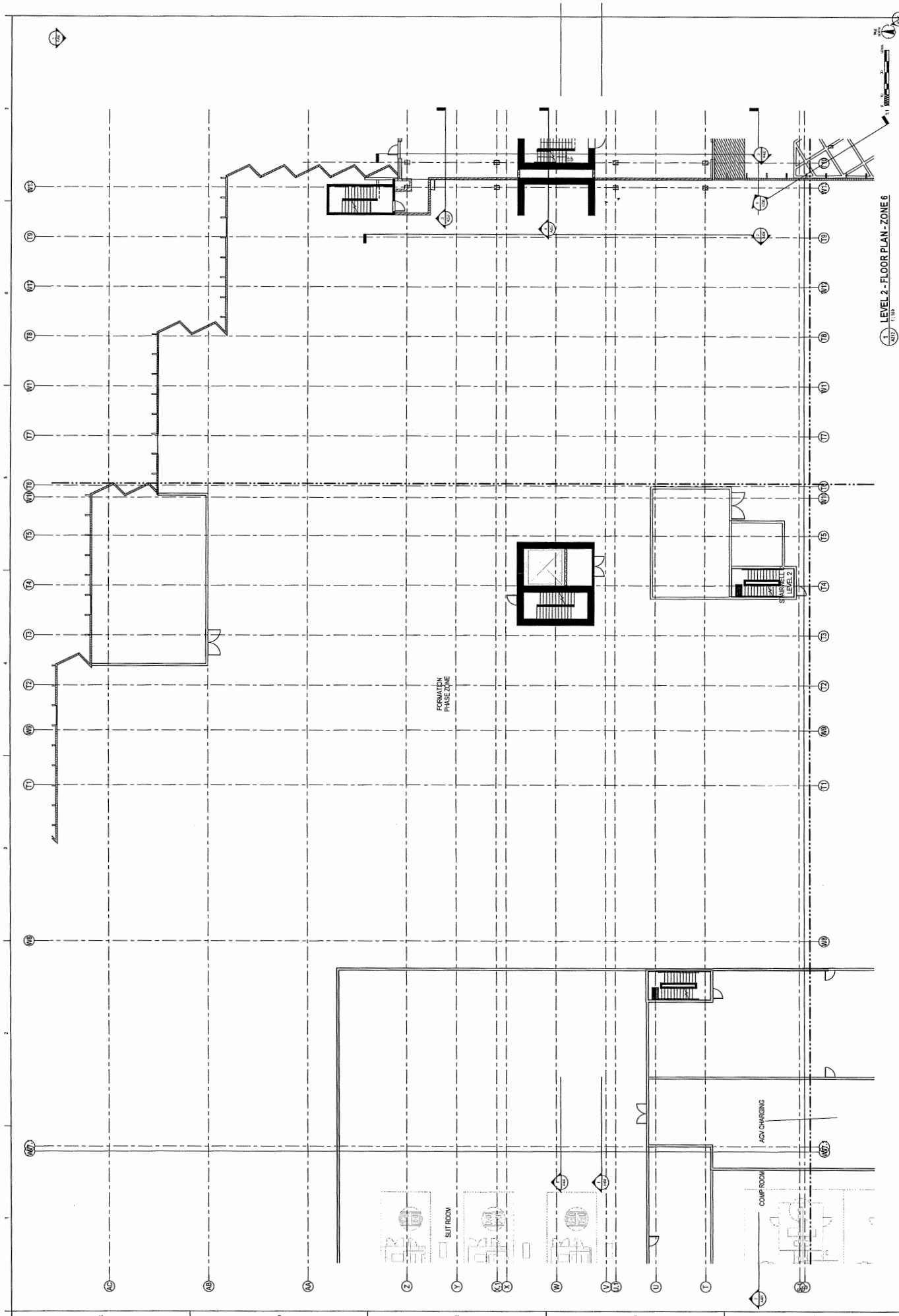
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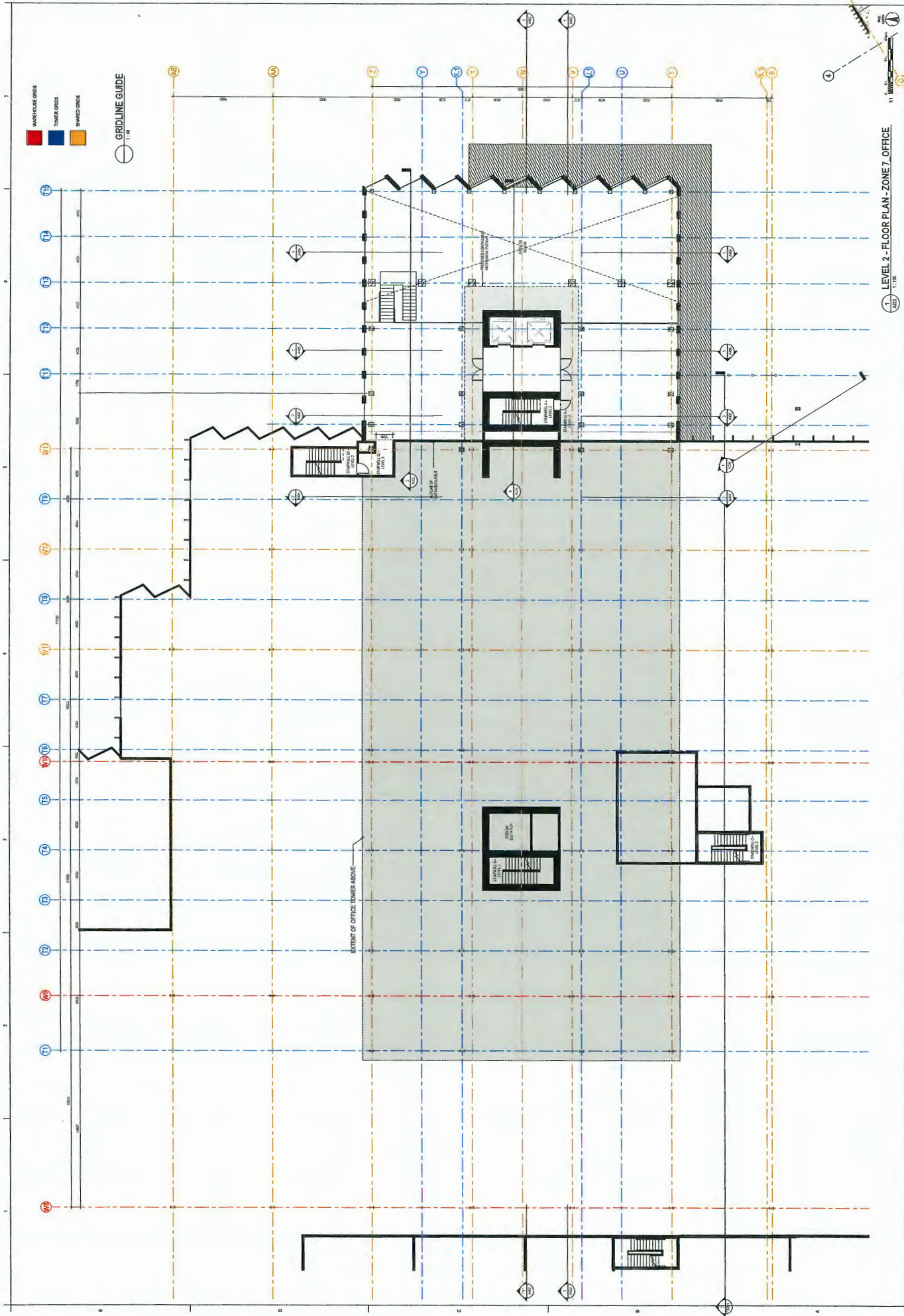
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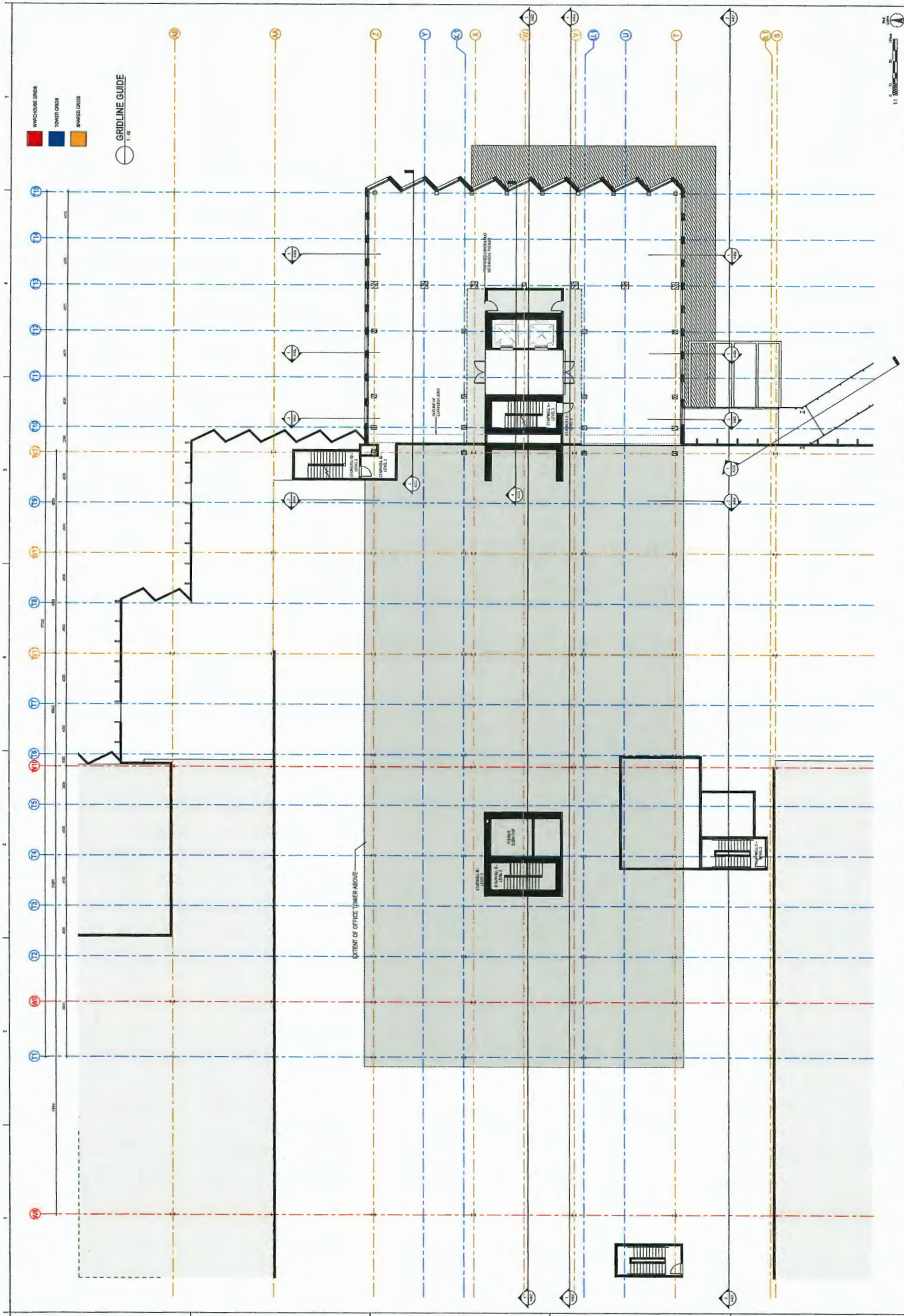
1. LEVEL 2 - FLOOR PLAN - ZONE 6
SHEET 1 OF 1

Stantec 10000 Lakeshore Drive, Suite 1000 Dallas, Texas 75243 Phone: 214.460.8000 Fax: 214.460.8001 Email: info@stantec.com Website: www.stantec.com		MOLICEL 10000 Lakeshore Drive, Suite 1000 Dallas, Texas 75243 Phone: 214.460.8000 Fax: 214.460.8001 Email: info@moliciel.com Website: www.moliciel.com		LEVEL 2 - FLOOR PLAN - ZONE 6 - WAREHOUSE PROJECT NO. 10000 SHEET NO. 1 OF 1 DATE: 10/10/2010 DRAWN BY: J. [Name] CHECKED BY: [Name] APPROVED BY: [Name]	
PRELIMINARY NOT FOR CONSTRUCTION This drawing is preliminary and is not to be used for construction purposes without the written approval of the architect.		Legend [Symbol] [Description] [Symbol] [Description] [Symbol] [Description]		Notes 1. [Note] 2. [Note] 3. [Note]	



LEVEL 2 - FLOOR PLAN - ZONE 7 OFFICE

<p>LEVEL 2 - FLOOR PLAN - ZONE 7 OFFICE</p> <p>Project No. 11-022290 Revision 3 Drawing No. A222</p>	<p>MOICEL</p> <p>Client: E.ON Energy Limited E.ON Energy Limited 2000 St. James Street, London, UK</p>	<p>Stantec</p> <p>10000 Lakeshore Drive, Suite 1000, Dallas, TX 75203 Tel: 972.961.1000 Fax: 972.961.1001 Email: info@stantec.com</p>	<p>PRELIMINARY CONSTRUCTION NOT FOR CONSTRUCTION</p> <p>This drawing is preliminary and is not to be used for construction purposes without the written approval of Stantec.</p>	<p>REVISIONS</p> <table border="1"> <thead> <tr> <th>No.</th> <th>Description</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Issue for Review</td> <td>11/01/2011</td> </tr> <tr> <td>2</td> <td>Issue for Construction</td> <td>11/01/2011</td> </tr> </tbody> </table>	No.	Description	Date	1	Issue for Review	11/01/2011	2	Issue for Construction	11/01/2011	<p>PROJECT INFORMATION</p> <p>Project Name: Level 2 - Floor Plan - Zone 7 Office Project Location: London, UK Project Status: Preliminary Design</p>	<p>LEGEND</p> <p>MANUFACTURE OFFICE TOWER OFFICE SHARED OFFICE</p>	<p>GRIDLINE GUIDE</p> <p>1:18</p>	<p>NOTES</p> <p>1. All dimensions are in millimeters.</p> <p>2. All dimensions are to the center of the line unless otherwise specified.</p>	<p>INDEX</p> <p>1. Level 2 - Floor Plan - Zone 7 Office</p>
No.	Description	Date																
1	Issue for Review	11/01/2011																
2	Issue for Construction	11/01/2011																



LEVEL 3 - FLOOR PLAN - ZONE 7 - OFFICE

Project No. 11-022700
Drawing No. 3

Client: E-One Mail Energy Limited
3000 Street Central, Maple Ridge, BC
E-One Mail Expansion

Design: Stantec
10000 University Ave.
Vancouver, BC V6T 1W2
Canada

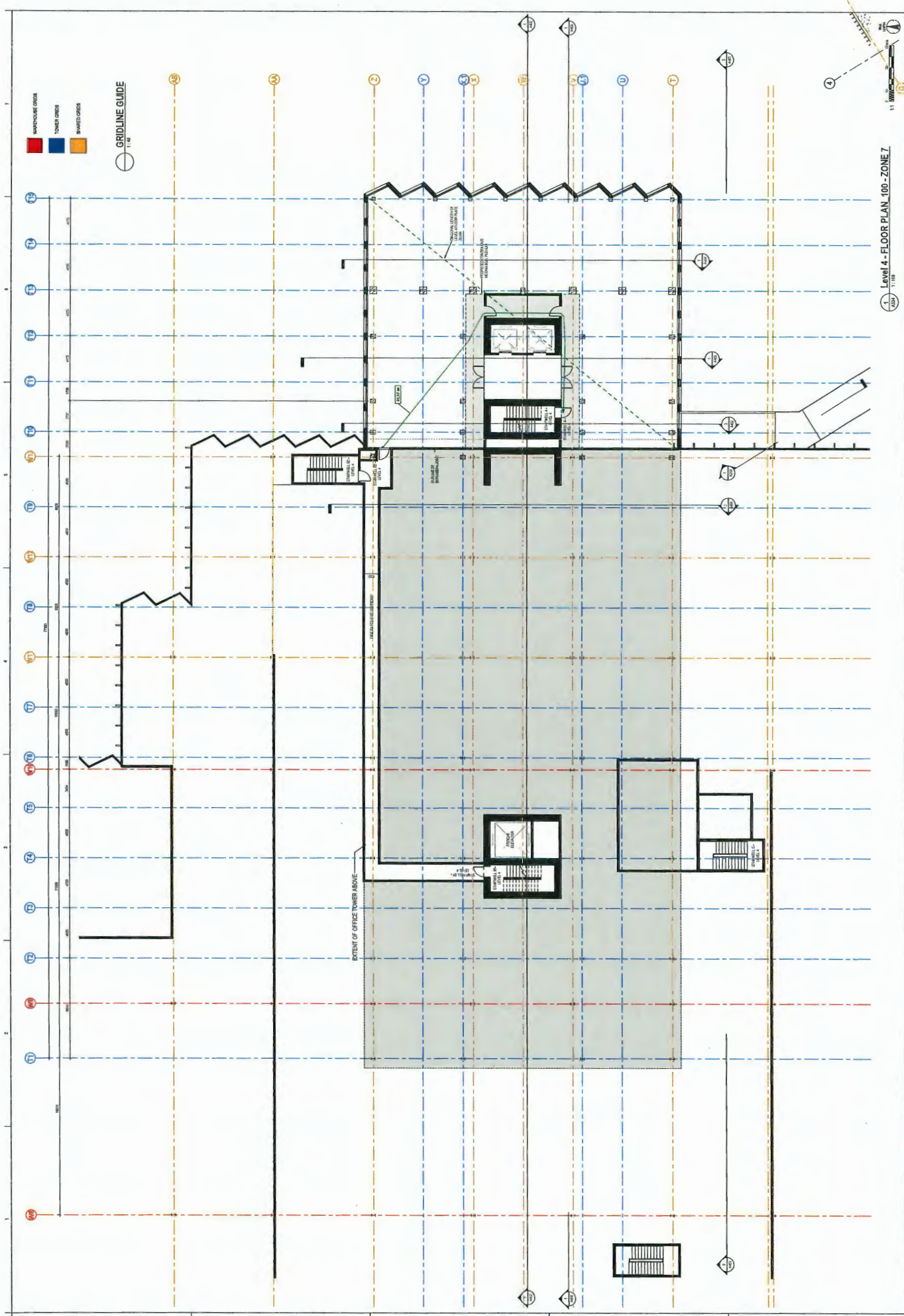
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Scale: 1/8" = 1'-0"

MOUCEL

Stantec

A223



Level 4 - FLOOR PLAN 100 - ZONE 7

Stantec

10000 Lakeshore Drive
Suite 1000
Dallas, Texas 75260
Phone: 214.460.8000
Fax: 214.460.8001
stantec.com

MOLICEL

11111 Elm Street
Suite 100
Dallas, Texas 75240
Phone: 214.460.8000
Fax: 214.460.8001
molice.com

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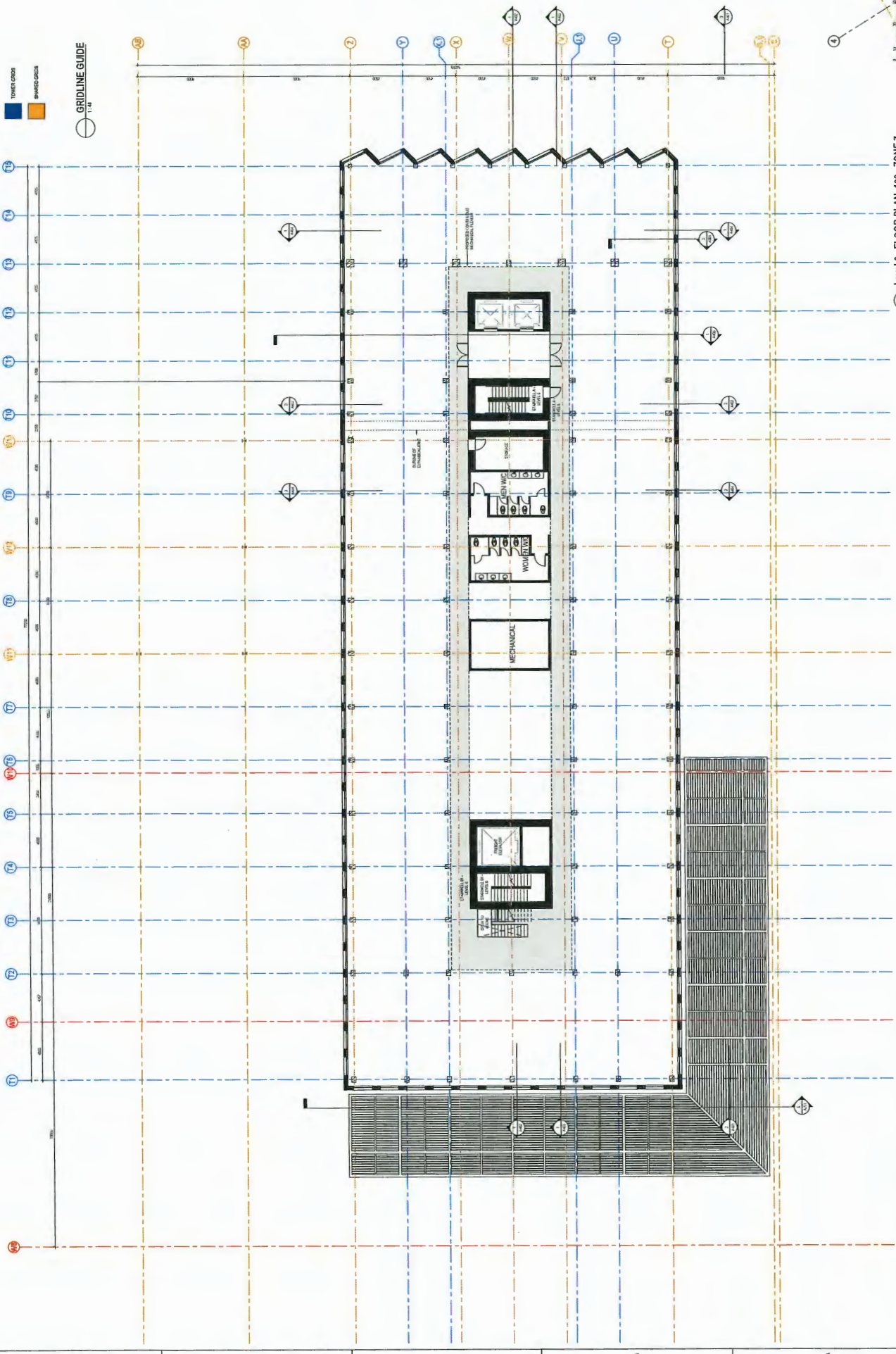
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LEVEL 4 - FLOOR PLAN - ZONE 7 - OFFICE

Project No. 1111111111
Drawing No. A224



GRIDLINE GUIDE
1:18



Level 6 - FLOOR PLAN - 100 - ZONE 7
1:18

1:18

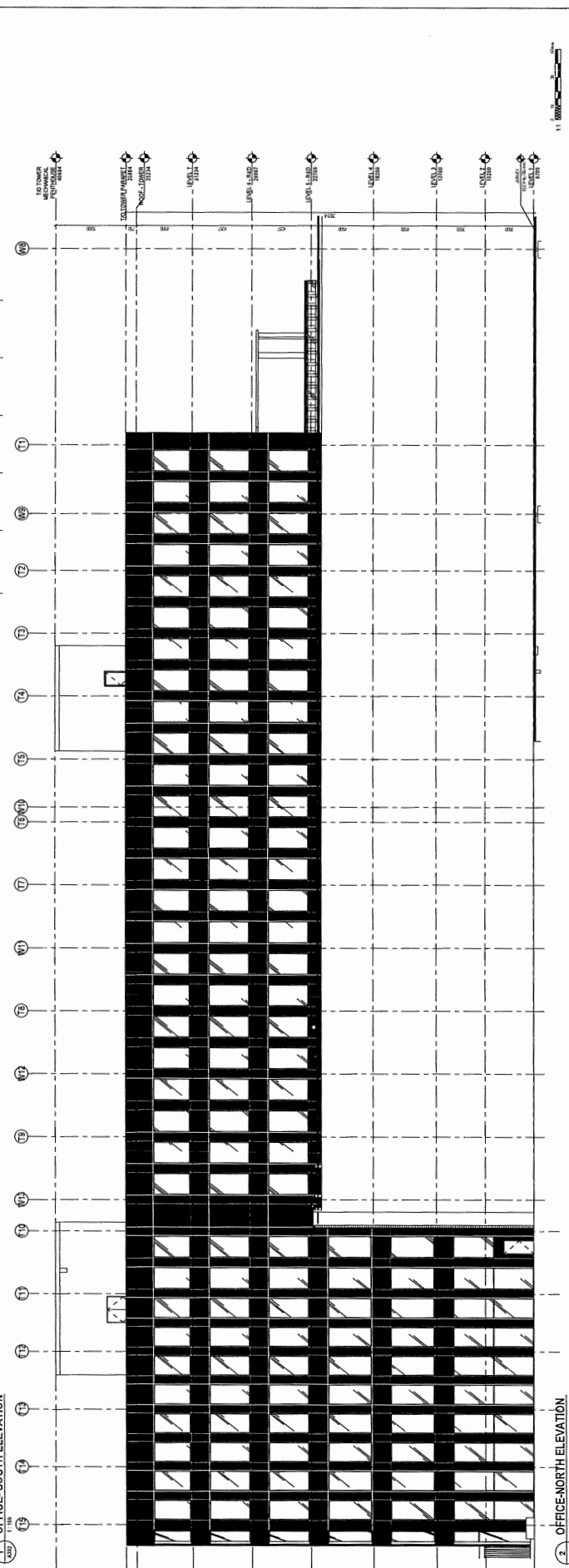
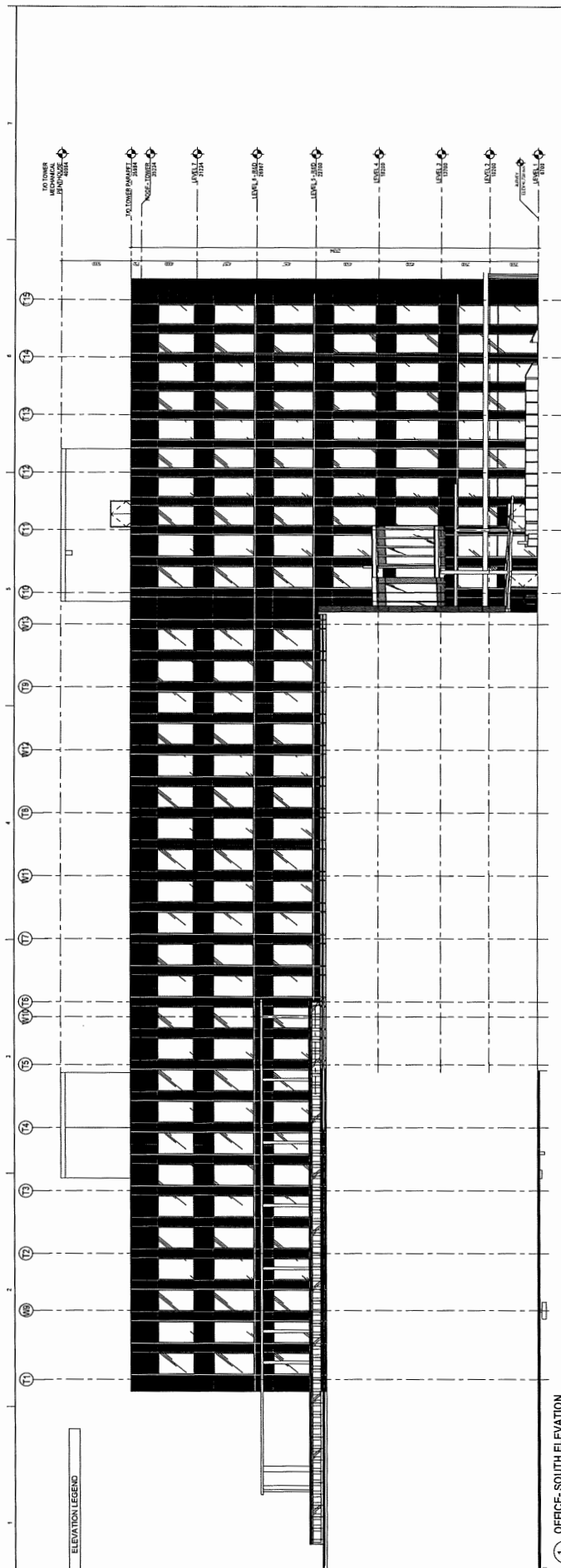
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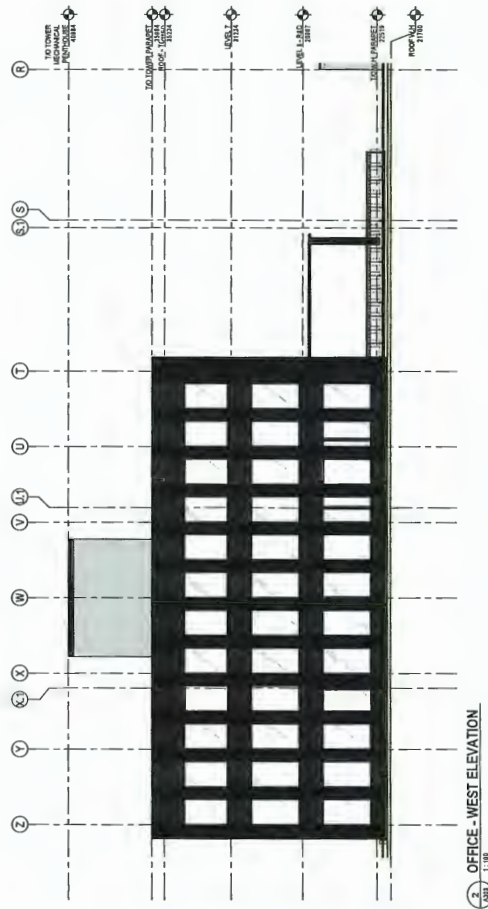
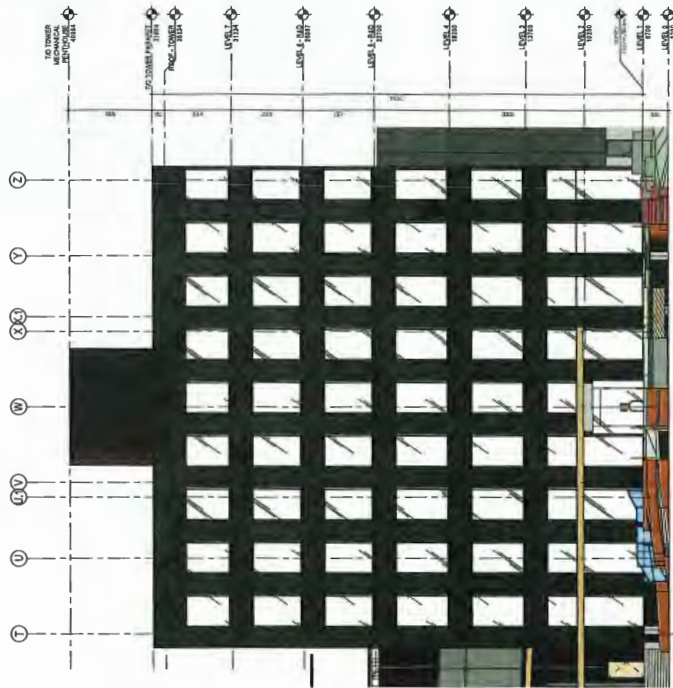
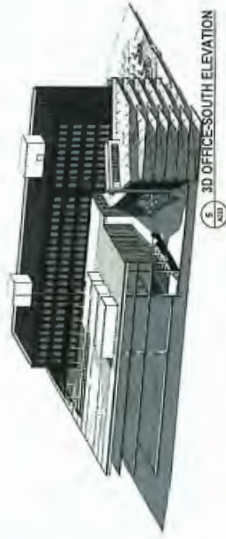
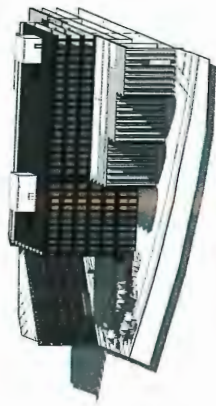
Consultant
Stantec
10000 Lakeside Drive, Suite 1000
Dallas, Texas 75243
Phone: 214.460.1000
Fax: 214.460.1001
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LEVEL 6 - FLOOR PLAN - ZONE 7
OFFICE

Project No. 1180200
Revision 1
Drawn By No. A226
Scale As Noted

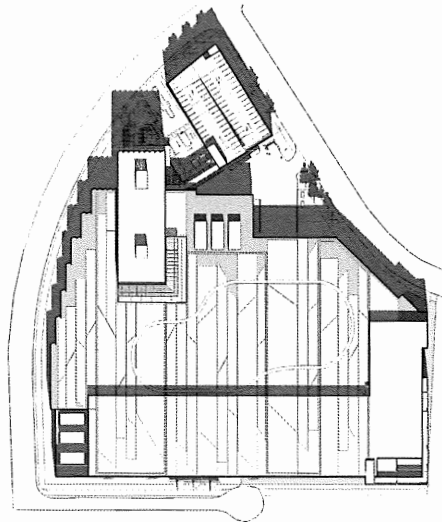
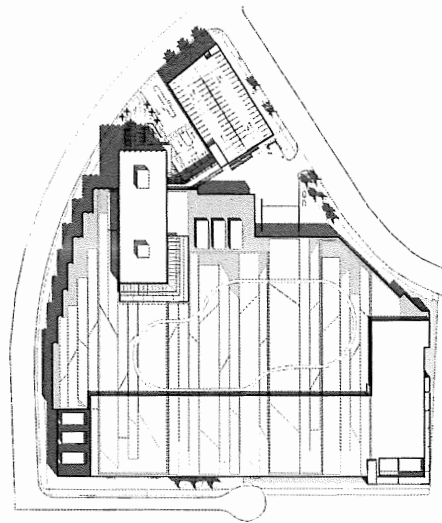
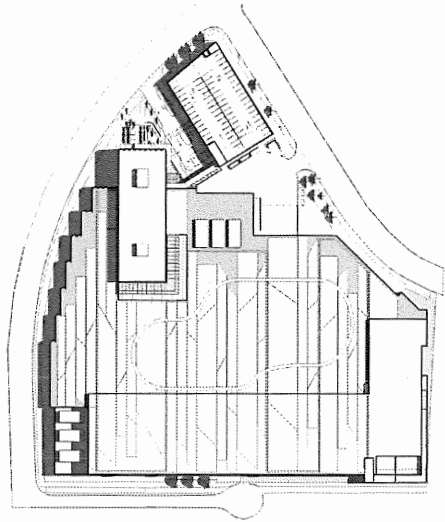
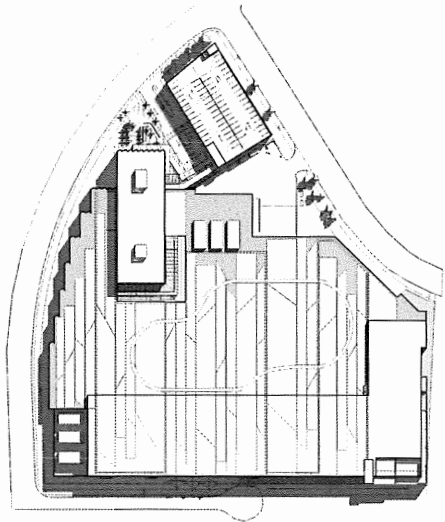
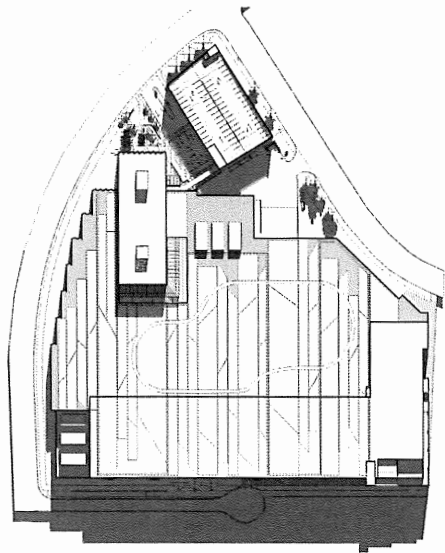


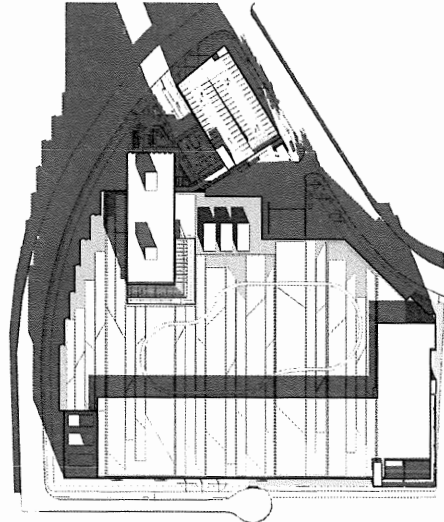
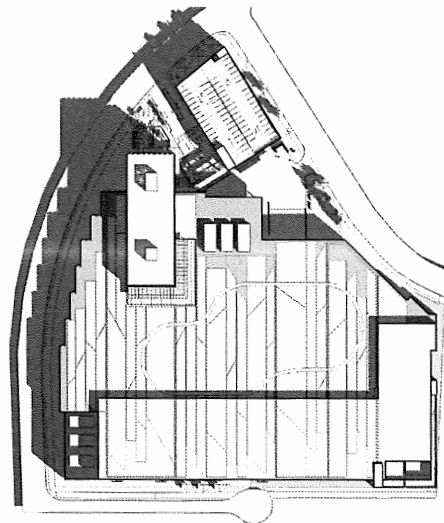
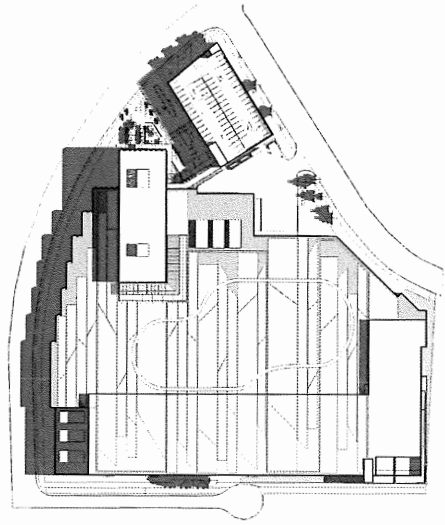
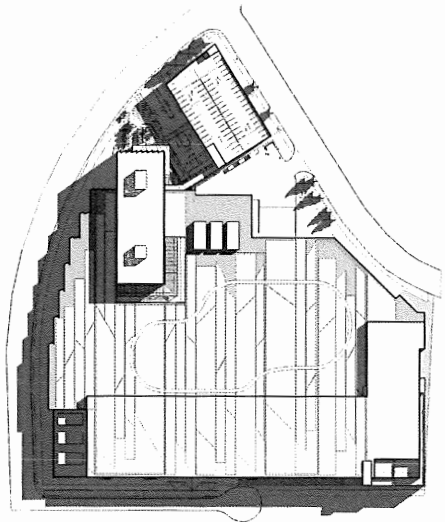
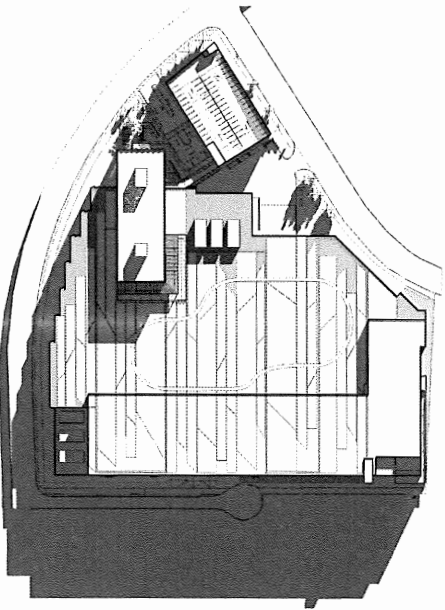


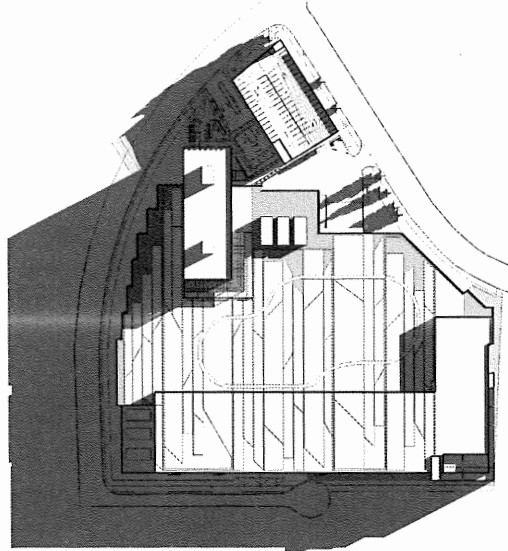
ELEVATION LEGEND



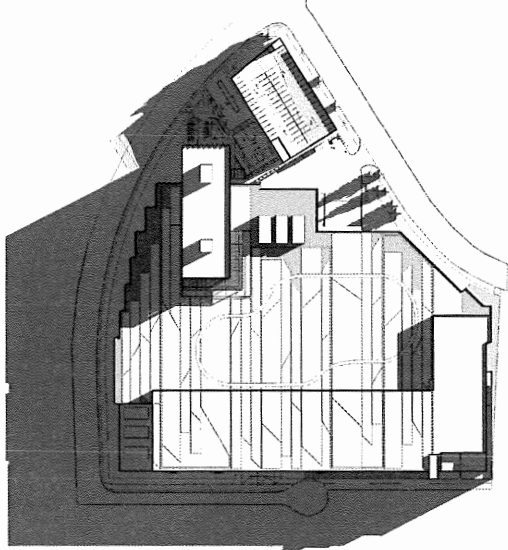




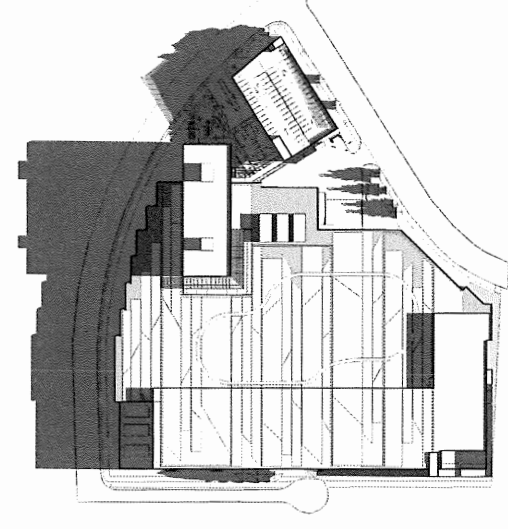




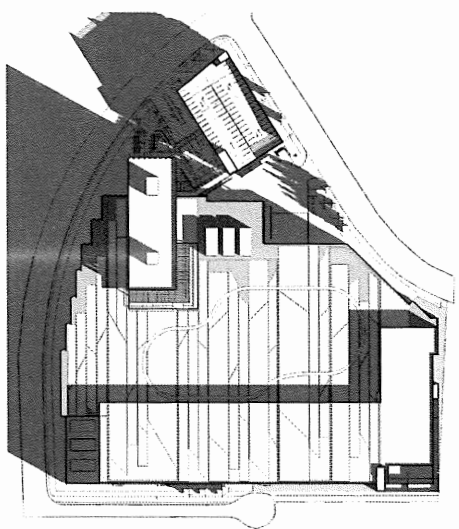
1 Shadow Study - Winter Solstice - 8 am



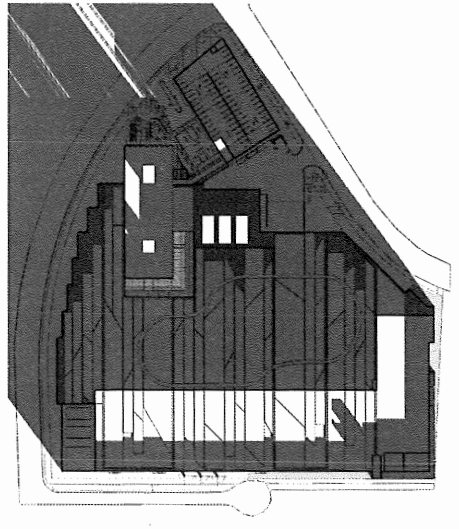
2 Shadow Study - Winter Solstice - 10 am



3 Shadow Study - Winter Solstice - 12 pm



4 Shadow Study - Winter Solstice - 2 pm



5 Shadow Study - Winter Solstice - 4 pm

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2000 Highway 100, Suite 100
Vancouver, BC V6P 6E6
Canada
Tel: 604.271.1111
Fax: 604.271.1112
www.molicep.com

SHADOW STUDIES - WINTER SOLSTICE

Project: **ECONE WALL EXPANSION**

Client: **ECONE WALL ENERGY LIMITED**

Location: **2000 Highway 100, Suite 100, Vancouver, BC**

Scale: **A352**

Revision: **3**

Drawn by: **3**

Checked by: **3**

Approved by: **3**

TURNED IN

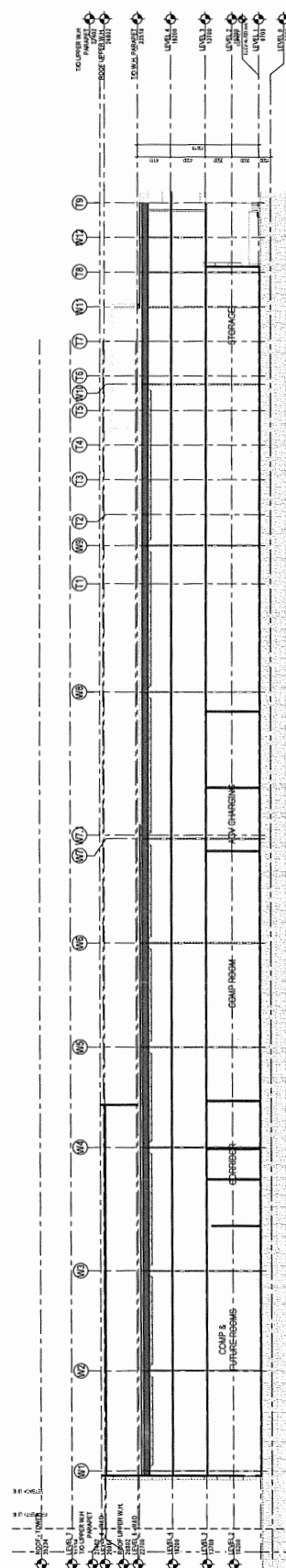
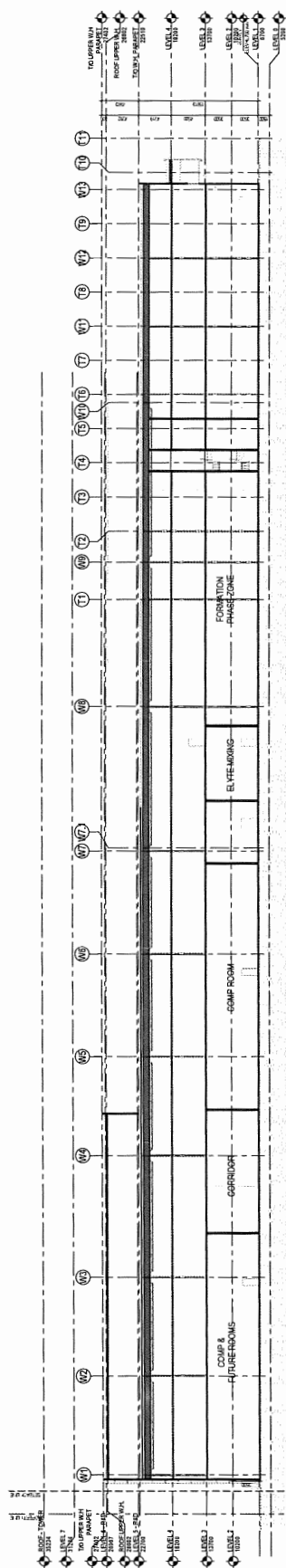
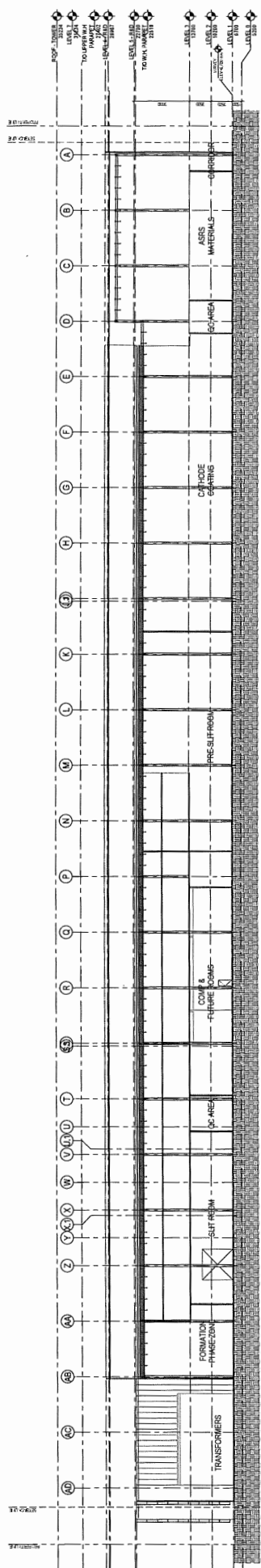
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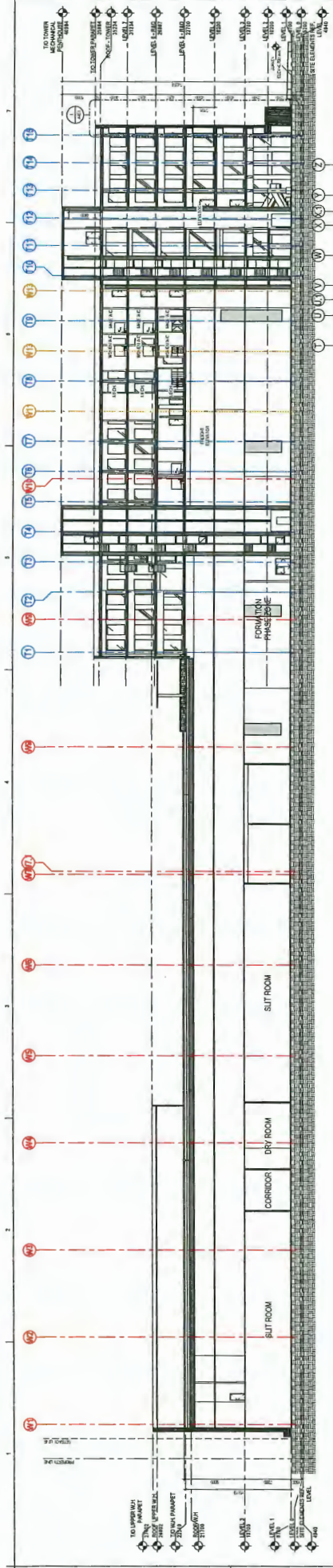
FOR THE PROPOSED CONSTRUCTION OF THE ECONE WALL EXPANSION

DATE: 10/10/2011

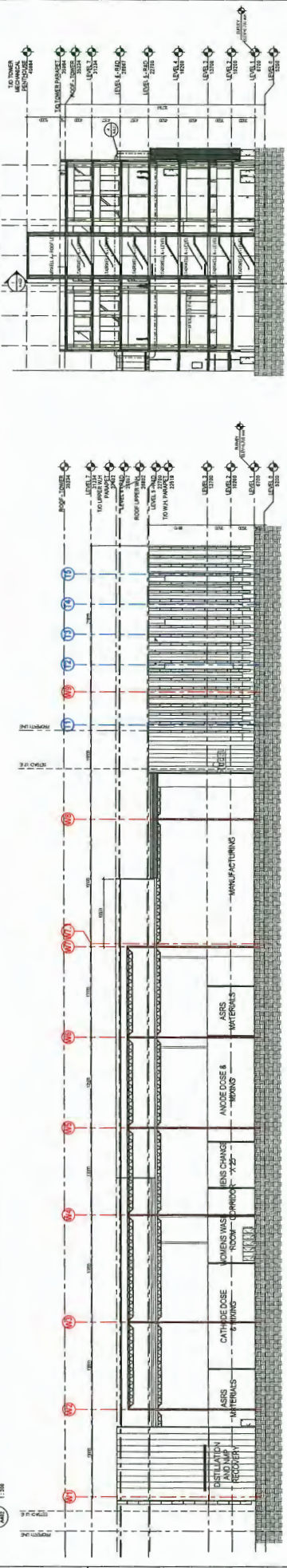
BY: [Signature]

FOR: [Signature]

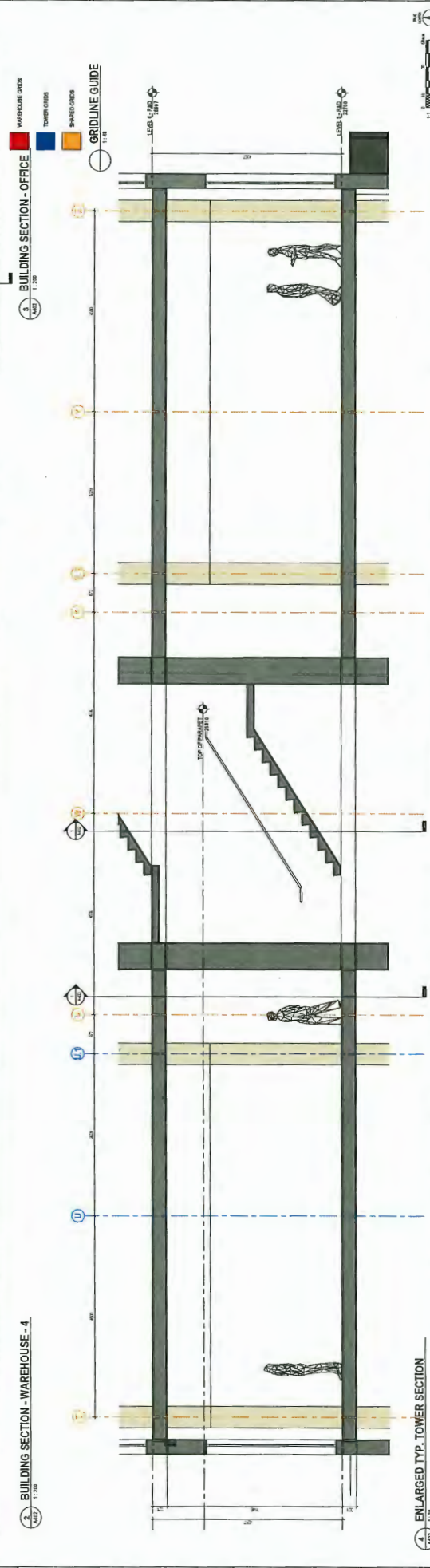




1 BUILDING SECTION - WAREHOUSE & OFFICE - EAST-WEST SECTION



1 BUILDING SECTION - WAREHOUSE - 4



1 ENLARGED TYP. TOWER SECTION

Stantec

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PROJECT INFORMATION

Project Name: [REDACTED]
 Project Number: [REDACTED]
 Project Location: [REDACTED]
 Project Date: [REDACTED]

CLIENT

[REDACTED]

DESIGNER

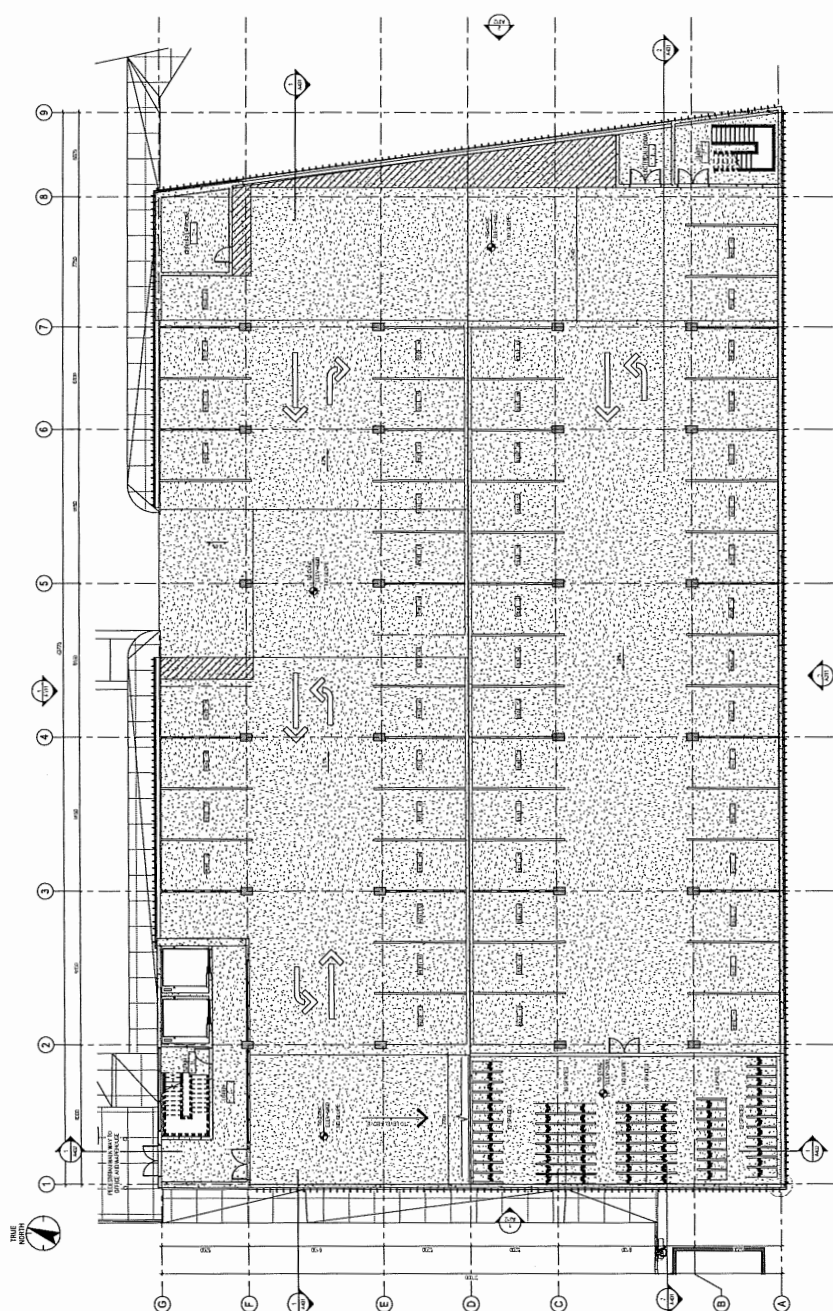
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DATE

[REDACTED]

SCALE

[REDACTED]

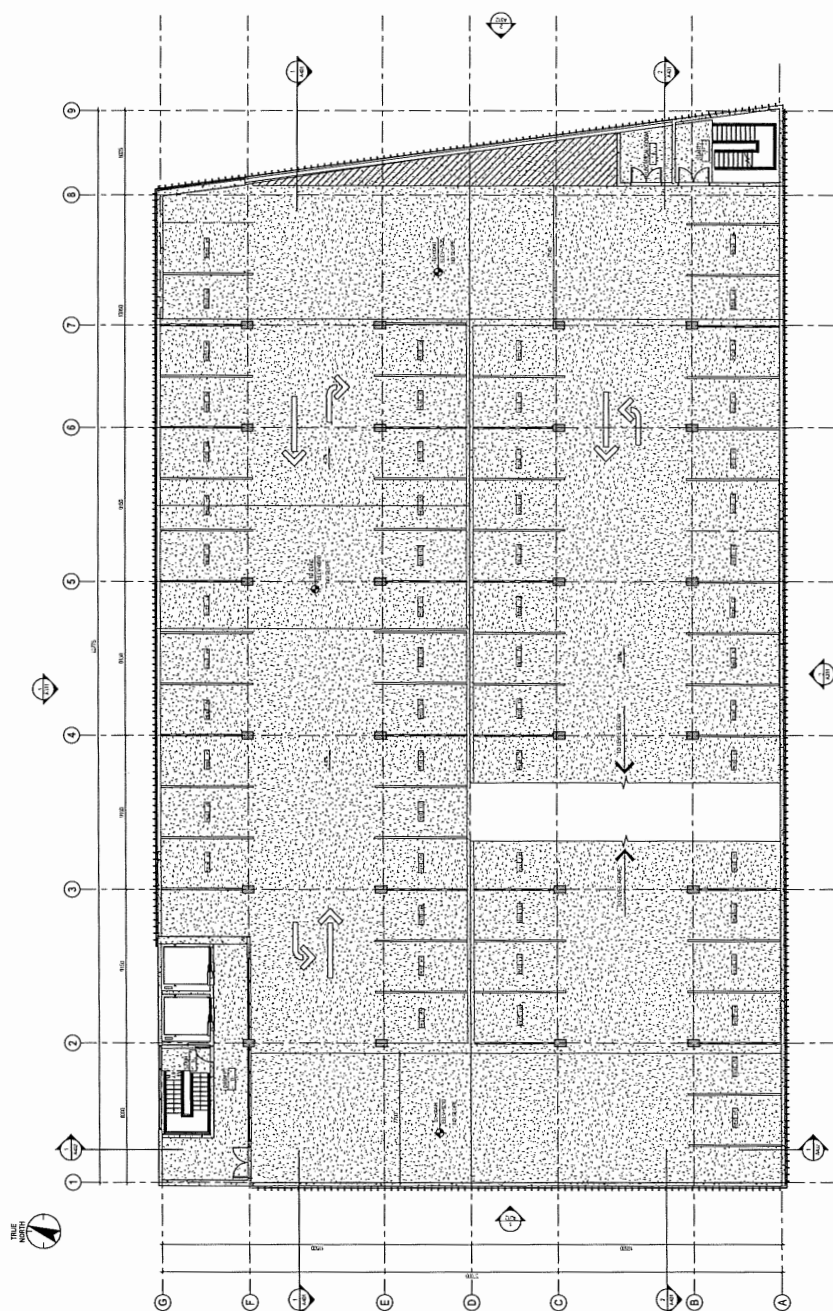


PARKING STALLS PROVIDED			DATE OF STUDY
LEVEL	TYPE	NO.	DATE
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2	100' x 200' w/ 20' Bay	25	12/1/82
3	100' x 200' w/ 20' Bay	25	12/1/82
4	100' x 200' w/ 20' Bay	25	12/1/82
5	100' x 200' w/ 20' Bay	25	12/1/82
6	100' x 200' w/ 20' Bay	25	12/1/82
7	100' x 200' w/ 20' Bay	25	12/1/82
8	100' x 200' w/ 20' Bay	25	12/1/82
9	100' x 200' w/ 20' Bay	25	12/1/82
10	100' x 200' w/ 20' Bay	25	12/1/82
11	100' x 200' w/ 20' Bay	25	12/1/82
12	100' x 200' w/ 20' Bay	25	12/1/82
13	100' x 200' w/ 20' Bay	25	12/1/82
14	100' x 200' w/ 20' Bay	25	12/1/82
15	100' x 200' w/ 20' Bay	25	12/1/82
16	100' x 200' w/ 20' Bay	25	12/1/82
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18	100' x 200' w/ 20' Bay	25	12/1/82
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20	100' x 200' w/ 20' Bay	25	12/1/82
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91	100' x 200' w/ 20' Bay	25	12/1/82
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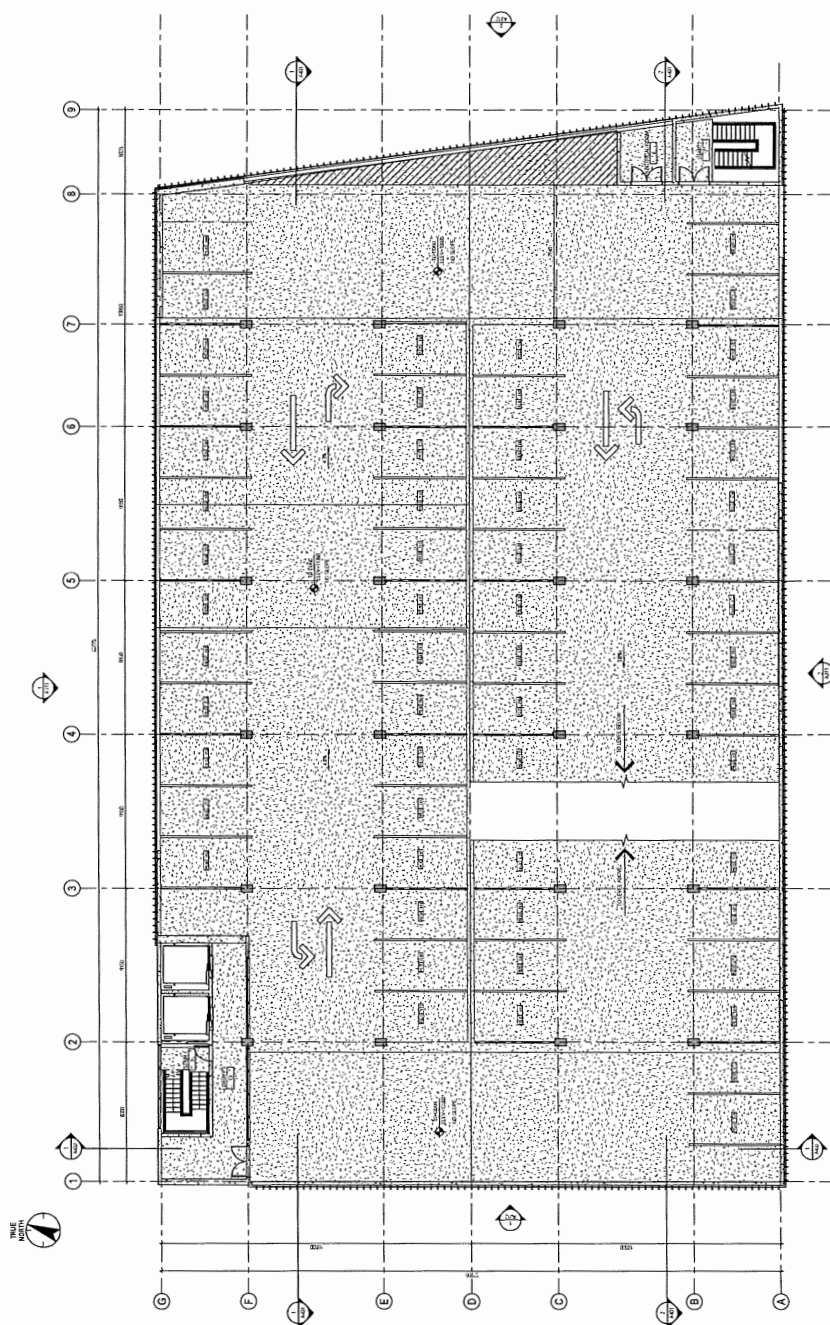
MIDDLE HAWAII MONITOR			
1 mile	1.0 mi	1.0 mi	1.0 mi
1.0 mi			

1 P1 - PARKADE FLOOR PLAN
A201 1:500

[illegible]



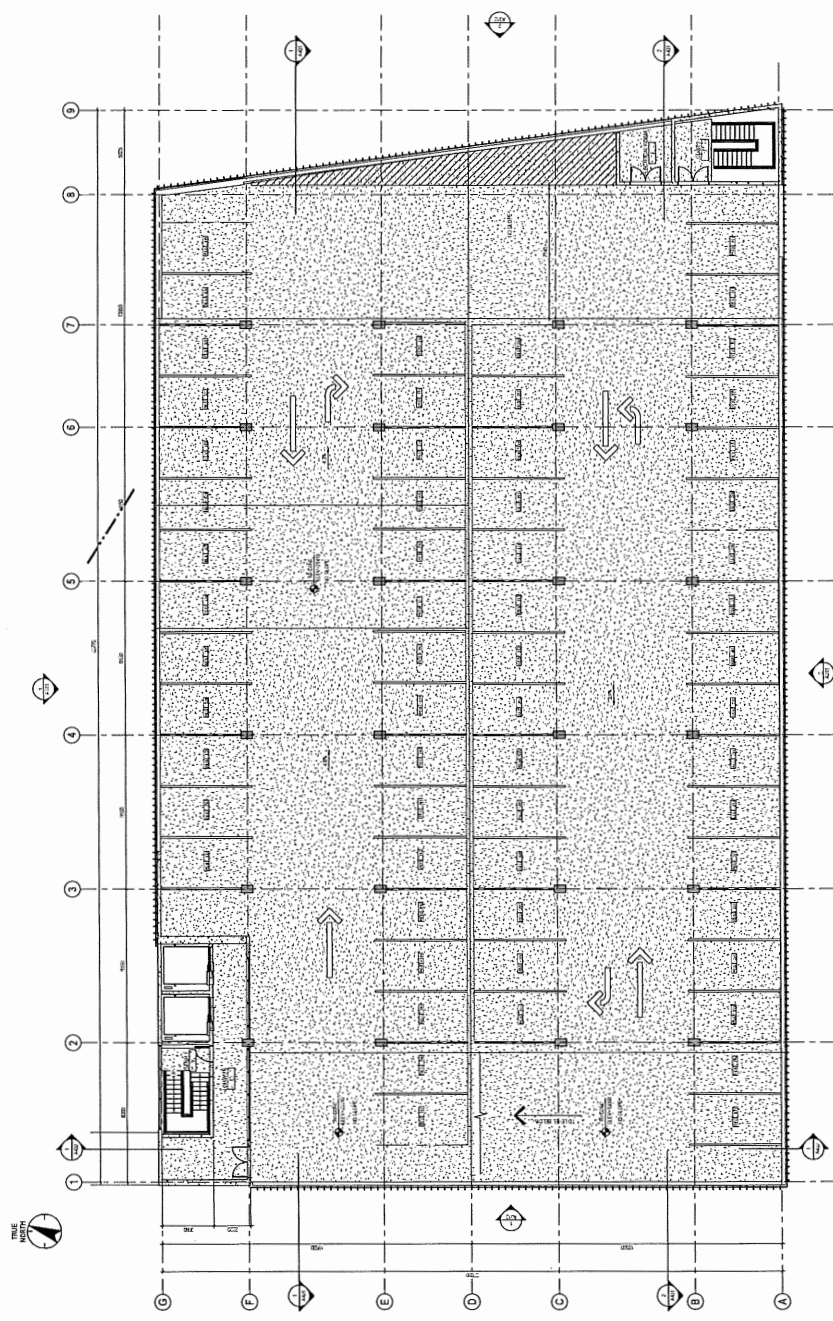
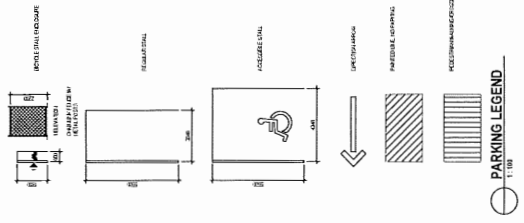
1 P2 - PARKADE FLOOR PLAN
A202 1:150



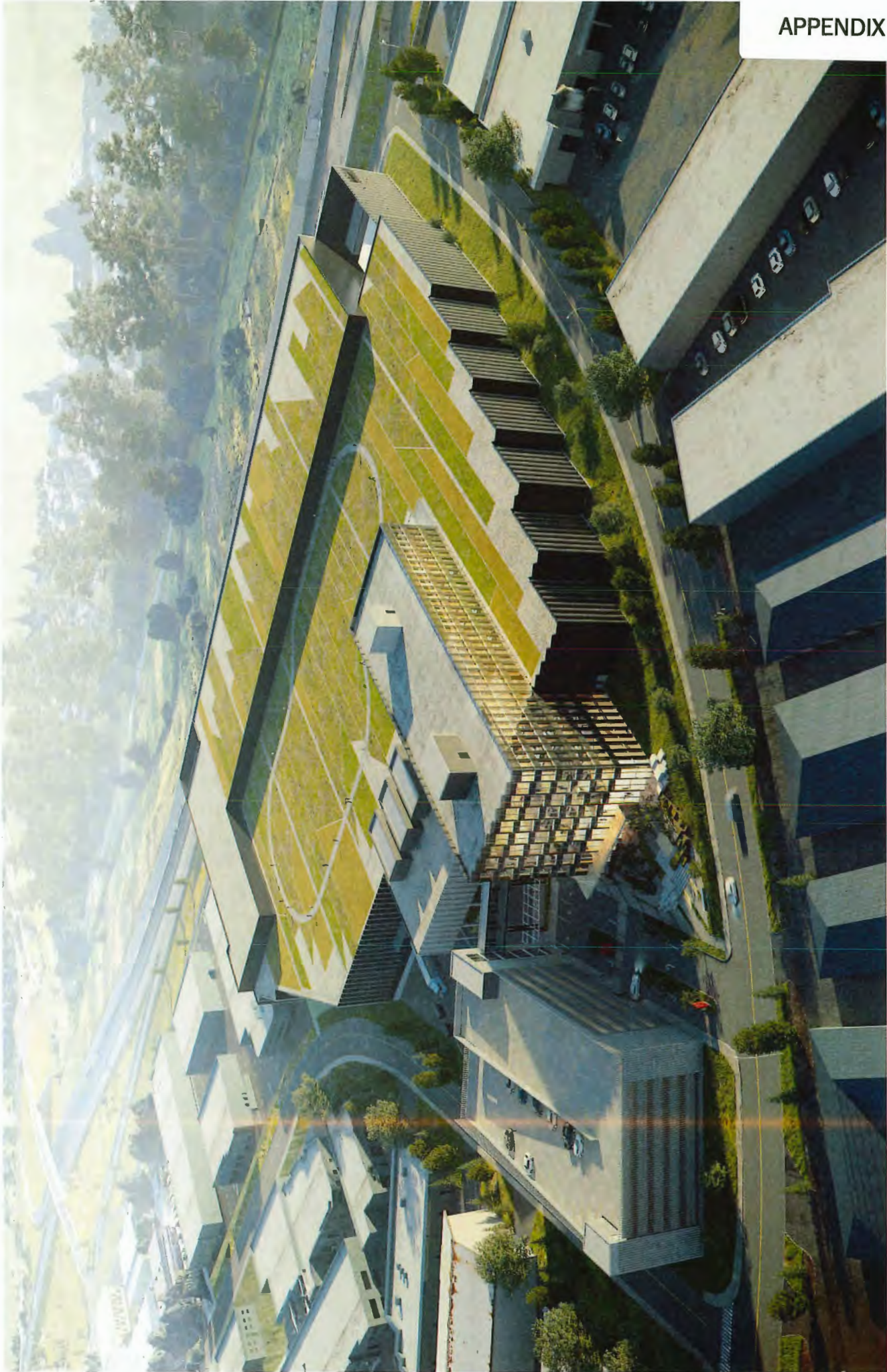
1 P3 - PARKADE FLOOR PLAN
A202 1:100







PS PARKADE Project Name: PS PARKADE Project Number: 11662900 Revision: 1 Drawing No.: A206	
Stantec 1100 Avenue Road Suite 1000 Toronto, Ontario M5G 1A5 Tel: 416-593-9300 Fax: 416-593-9301 Email: info@stantec.com Copyright 2014	MOLICEL 1100 Avenue Road Suite 1000 Toronto, Ontario M5G 1A5 Tel: 416-593-9300 Fax: 416-593-9301 Email: info@moliciel.com Copyright 2014
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Revision No. Description 1 Initial Design 2 Final Design 3 Construction Documents	Scale 1:100 1:200 1:500 1:1000



Render

Birds Eye View looking NW



Render

Main Entrance, East Facade



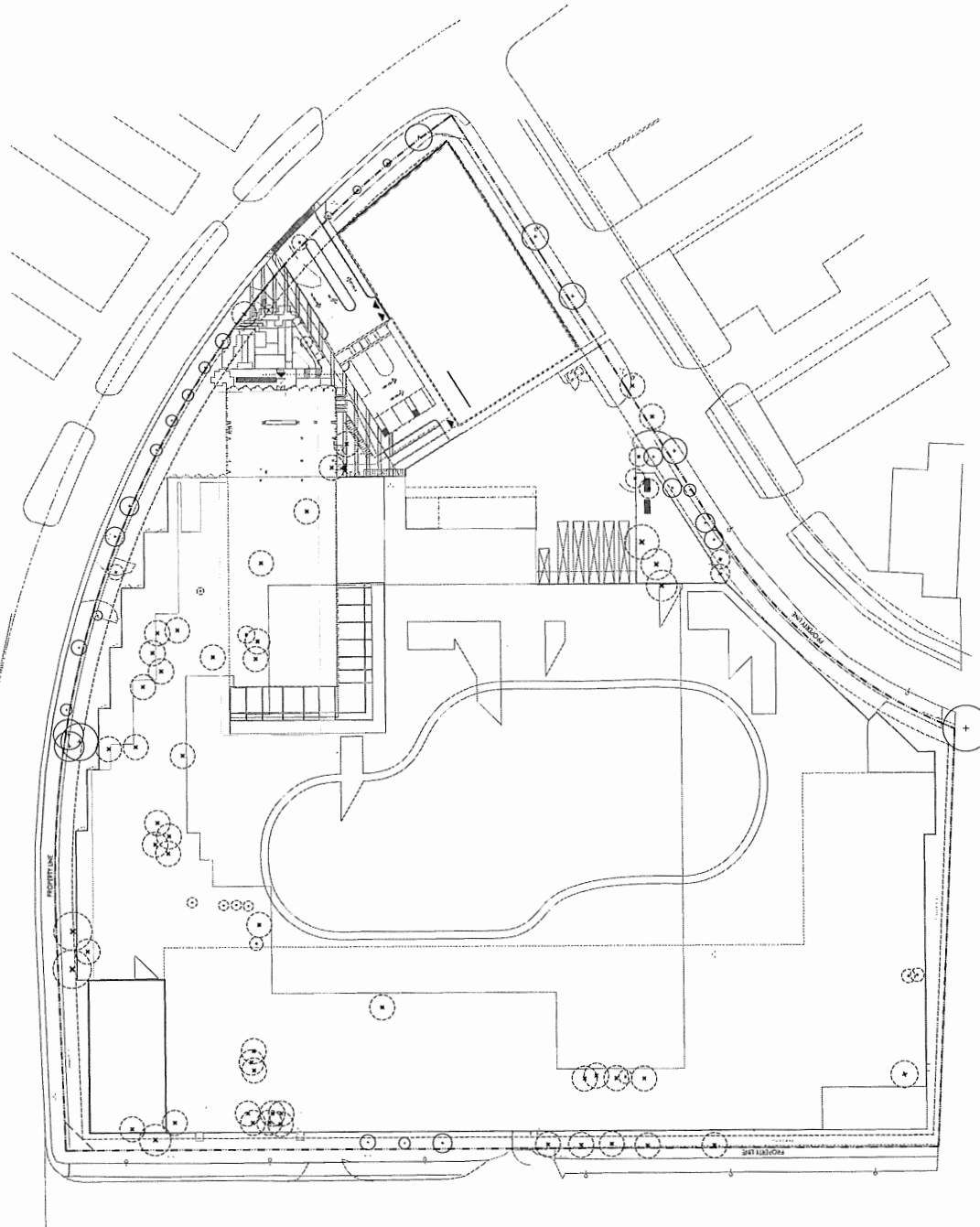
Render
Main Entrance, East Facade



Render

Looking SE from Golden Ears Way





REFERENCE NOTES SCHEDULE

SYMBOL	NOTATION	NOTES
(1)	EXISTING TREE TO BE REMOVED	74
(2)	EXISTING TREE TO BE REMOVED AND REPLACED	75

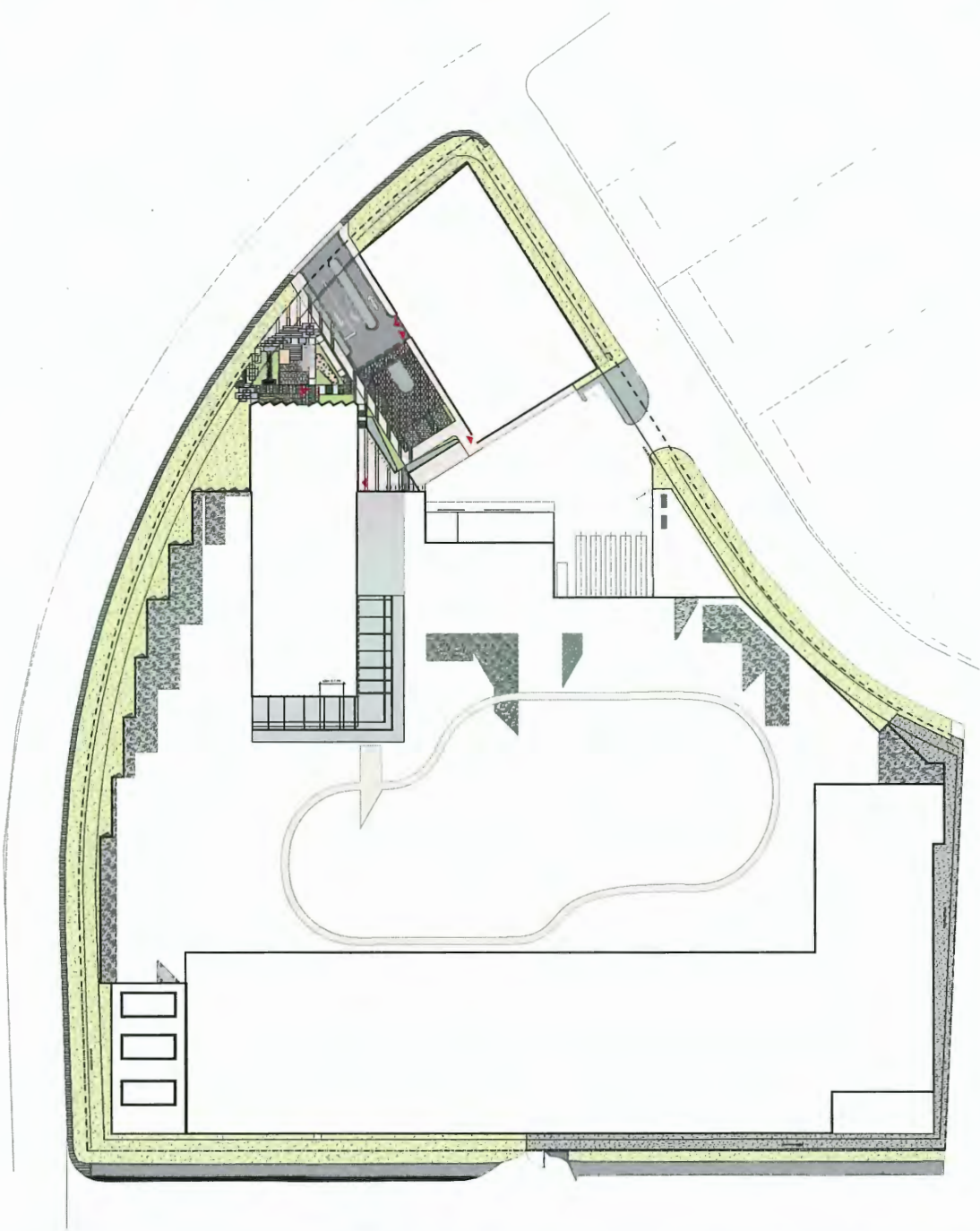
NOTE: PER THE CITY OF MAPLE RIDGE TREE PROTECTION AND MANAGEMENT BYLAW (C.O. 133-2013 BULLETIN 2013-02-04-01), THE CITY OF MAPLE RIDGE HAS A REQUIREMENT TO MAINTAIN A MINIMUM OF \$24,000 PER HECTARE. 140 TOTAL REPLACEMENT TREES ARE REQUIRED. PROPOSED REPLACEMENT TREES SHALL ACCOUNT FOR 99 TREES, THERE IS A REMAINING DEFICIT OF 41 TREES.



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<p>Prepared By</p> <p>Checked By</p> <p>Reviewed By</p> <p>Approved By</p>		<p>Project No.</p> <p>Revision</p> <p>Drawing No.</p>		<p>Scale</p> <p>1:1</p>		<p>Date</p> <p>2013.02.04</p>	

REFERENCE NOTES SCHEDULE L200

ITEM NO.	DESCRIPTION	QTY	SCALE
1001	BASE COURSE	44.4	1:10
1002	ASPHALT PAVING, 18" TO 20"	1.38	1:10
1003	EXISTING LANDSCAPING AND SOIL TO REMAIN	13.5	1:10
1004	GRAVEL	17.3	1:10
1005	PAVING AND FINISHES	43.3	1:10
1006	GRAVEL SHALE	21.7	1:10
1007	HAIR CRACKED STONE SURFACING	39.2	1:10
1008	CONCRETE UNPAVED, LIGHT GREY	42.1	1:10
1009	CONCRETE UNPAVED, DARK GREY	42.8	1:10
1010	CONCRETE UNPAVED, LIGHT GREY	14.9	1:10
1011	CONCRETE UNPAVED, DARK GREY	10.0	1:10
1012	CONCRETE UNPAVED, LIGHT GREY	23.4	1:10
1013	GRAVEL ROAD SURFACE, VEHICLE RATED	1.11	1:10
1014	COLOR CONCRETE SLAB BY DAVE COLE, FRESH MARKET, FRESH MARKET	4.2	1:10
1015	RYE ROCK SURFACING	1.77	1:10
1016	PROPOSED ASPHALT, REFER TO CHL	10.9	1:10
1017	TRUCK PAVING SLAB, 18" TO 20" MAX, 18" TO 20" MAX	79.3	1:10
1018	TRUCK PAVING SLAB, 18" TO 20" MAX, 18" TO 20" MAX	1.17	1:10
1019	COLOR CONCRETE SLAB BY DAVE COLE, FRESH MARKET, FRESH MARKET	1.17	1:10
1020	RYE ROCK SURFACING	1.17	1:10
1021	WOOD DECK, 18" TO 20" MAX, 18" TO 20" MAX	25.4	1:10
1022	OP CONCRETE, 18" TO 20" MAX, 18" TO 20" MAX	31.5	1:10
1023	OP CONCRETE, 18" TO 20" MAX, 18" TO 20" MAX	32.7	1:10
1024	OP CONCRETE, 18" TO 20" MAX, 18" TO 20" MAX	4.2	1:10
1025	PAVING, 18" TO 20" MAX, 18" TO 20" MAX	14.2	1:10
1026	PAVING, 18" TO 20" MAX, 18" TO 20" MAX	22.3	1:10
1027	PAVING, 18" TO 20" MAX, 18" TO 20" MAX	33.7	1:10
1028	PAVING, 18" TO 20" MAX, 18" TO 20" MAX	11.3	1:10
1029	PAVING, 18" TO 20" MAX, 18" TO 20" MAX	5.89	1:10
1030	PAVING, 18" TO 20" MAX, 18" TO 20" MAX	18	1:10
1031	PAVING, 18" TO 20" MAX, 18" TO 20" MAX	44.3	1:10
1032	PAVING, 18" TO 20" MAX, 18" TO 20" MAX	26.1	1:10
1033	PAVING, 18" TO 20" MAX, 18" TO 20" MAX	43.3	1:10
1034	PAVING, 18" TO 20" MAX, 18" TO 20" MAX	14.9	1:10
1035	PAVING, 18" TO 20" MAX, 18" TO 20" MAX	9.4	1:10



1" = 10' - 0"

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MOLCEL

E-core and Energy Ltd.

Project No. 111000000

Sheet 1 of 11

Scale 1:100

Date 10/11/2011

Drawn by J. Smith

Checked by J. Smith

Approved by J. Smith

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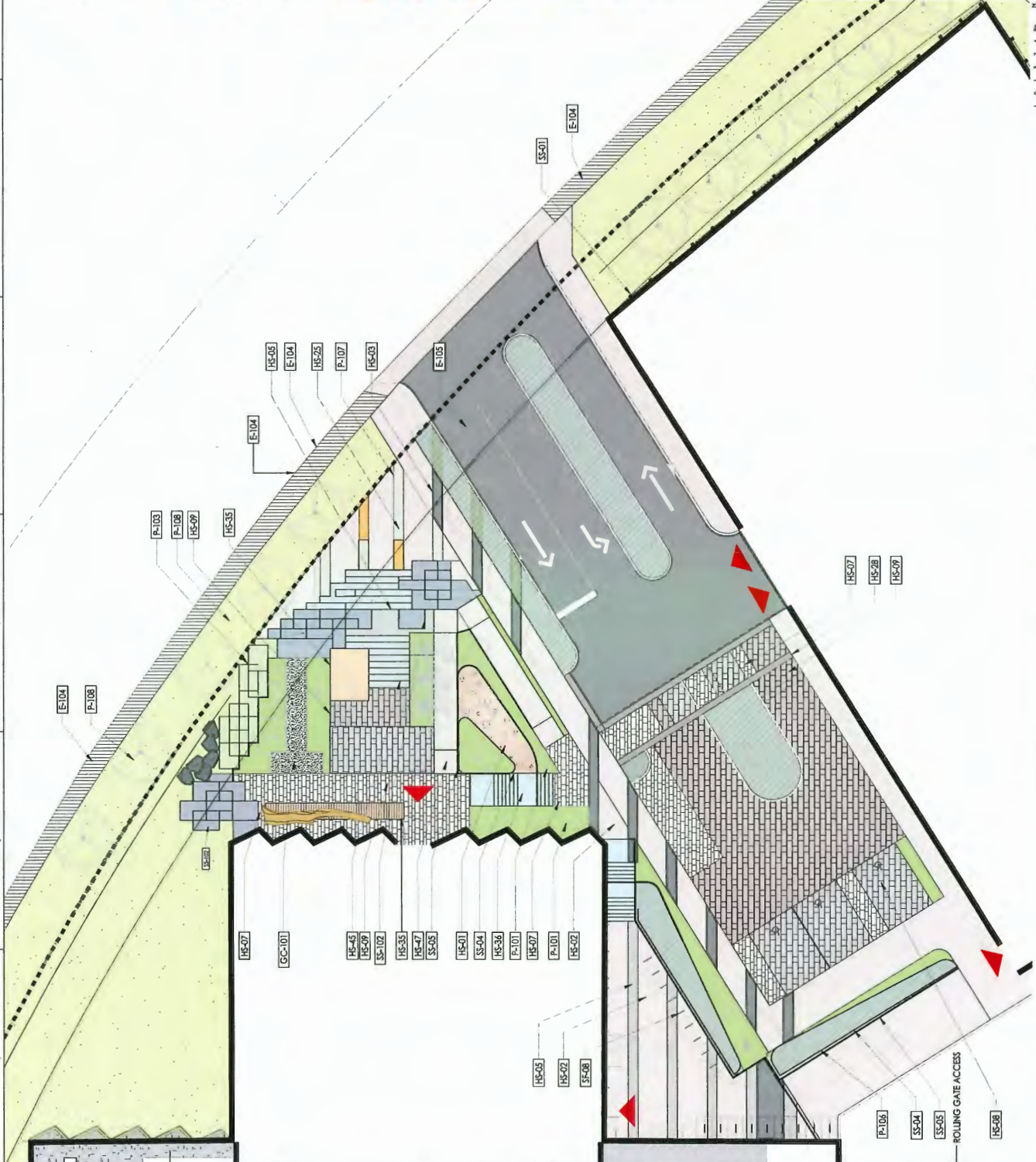
DATE: 10/11/2011

BY: J. Smith

FOR: E-core and Energy Ltd.

REFERENCE NOTES SCHEDULE L202

ITEM NO.	DESCRIPTION	QTY	UNIT
15-01	CONCRETE PAVING - 15' WIDE	15.00	SF
15-02	CONCRETE PAVING - 15' WIDE	15.00	SF
15-03	CONCRETE PAVING - 15' WIDE	15.00	SF
15-04	CONCRETE PAVING - 15' WIDE	15.00	SF
15-05	CONCRETE PAVING - 15' WIDE	15.00	SF
15-06	CONCRETE PAVING - 15' WIDE	15.00	SF
15-07	CONCRETE PAVING - 15' WIDE	15.00	SF
15-08	CONCRETE PAVING - 15' WIDE	15.00	SF
15-09	CONCRETE PAVING - 15' WIDE	15.00	SF
15-10	CONCRETE PAVING - 15' WIDE	15.00	SF
15-11	CONCRETE PAVING - 15' WIDE	15.00	SF
15-12	CONCRETE PAVING - 15' WIDE	15.00	SF
15-13	CONCRETE PAVING - 15' WIDE	15.00	SF
15-14	CONCRETE PAVING - 15' WIDE	15.00	SF
15-15	CONCRETE PAVING - 15' WIDE	15.00	SF
15-16	CONCRETE PAVING - 15' WIDE	15.00	SF
15-17	CONCRETE PAVING - 15' WIDE	15.00	SF
15-18	CONCRETE PAVING - 15' WIDE	15.00	SF
15-19	CONCRETE PAVING - 15' WIDE	15.00	SF
15-20	CONCRETE PAVING - 15' WIDE	15.00	SF
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15-78	CONCRETE PAVING - 15' WIDE	15.00	SF
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15-82	CONCRETE PAVING - 15' WIDE	15.00	SF
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15-97	CONCRETE PAVING - 15' WIDE	15.00	SF
15-98	CONCRETE PAVING - 15' WIDE	15.00	SF
15-99	CONCRETE PAVING - 15' WIDE	15.00	SF
15-100	CONCRETE PAVING - 15' WIDE	15.00	SF



Project: Ecore Mid Energy Ltd.
Ecore Mid Expansion
2000 Stewart Crescent
Asheville, NC 28801

Scale: 1" = 10' - 0"

Drawn: J. B. B. 11/18/2009
Checked: J. B. B. 11/18/2009
Approved: J. B. B. 11/18/2009

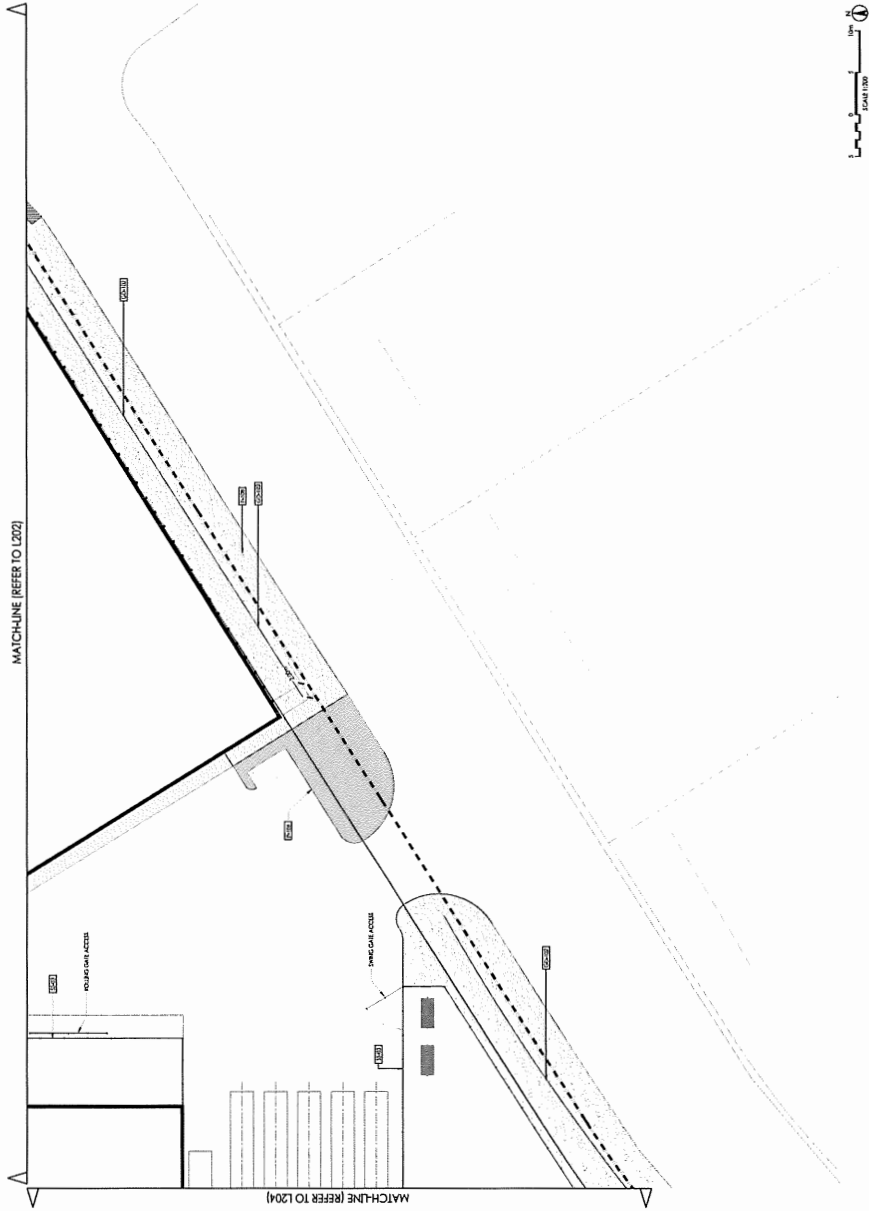
Stantec

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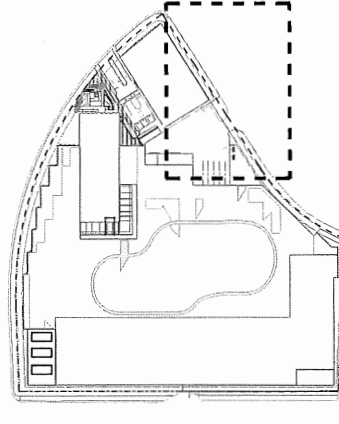
KEPLAN

ROLLING GATE ACCESS



REFERENCE NOTES SCHEDULE L203

SYMBOL	DESCRIPTION	QTY	AREA
02-101	GRASS AND DRAINAGE	103.7 m	103.7 m
02-102	GRASS SWALE	103.7 m	103.7 m
02-103	PLANTING STRIPS	103.7 m	103.7 m
02-104	PLANTING BED WITH WALKWAY AND ADJUTIVE PLANTS	103.7 m	103.7 m
02-105	HYDROSEED WITH TURF MAT	103.7 m	103.7 m
02-106	SET BACKS	103.7 m	103.7 m
02-107	WALK TRAIL SUPPORT WITH POSTS	103.7 m	103.7 m
02-108	FRANCE	103.7 m	103.7 m



SCALE 1/4" = 1' - 0"

Client/Project Logo

Stantec

Stantec Architecture Inc.
10000 Markham Road, Suite 100
Markham, ON L3R 0Y7
Tel: 905.477.1000

Client/Project Logo

MOTUL

Client/Project Logo

Eco-Mat Energy Ltd.
Eco-Mat Energy Ltd.
2000 St. Lawrence Crescent
Markham, ON L3R 0Y7
Tel: 905.477.1000

Client/Project Logo

TRUCK LIFE ACCESS

Project No. 1000000000

Drawn By: J. Smith

Scale: 1/4" = 1' - 0"

Project Name: Eco-Mat Energy Ltd.

Project Location: 2000 St. Lawrence Crescent, Markham, ON L3R 0Y7

Project Date: 10/10/2010

Project Status: In Progress

Project No. 1000000000

Drawn By: J. Smith

Scale: 1/4" = 1' - 0"

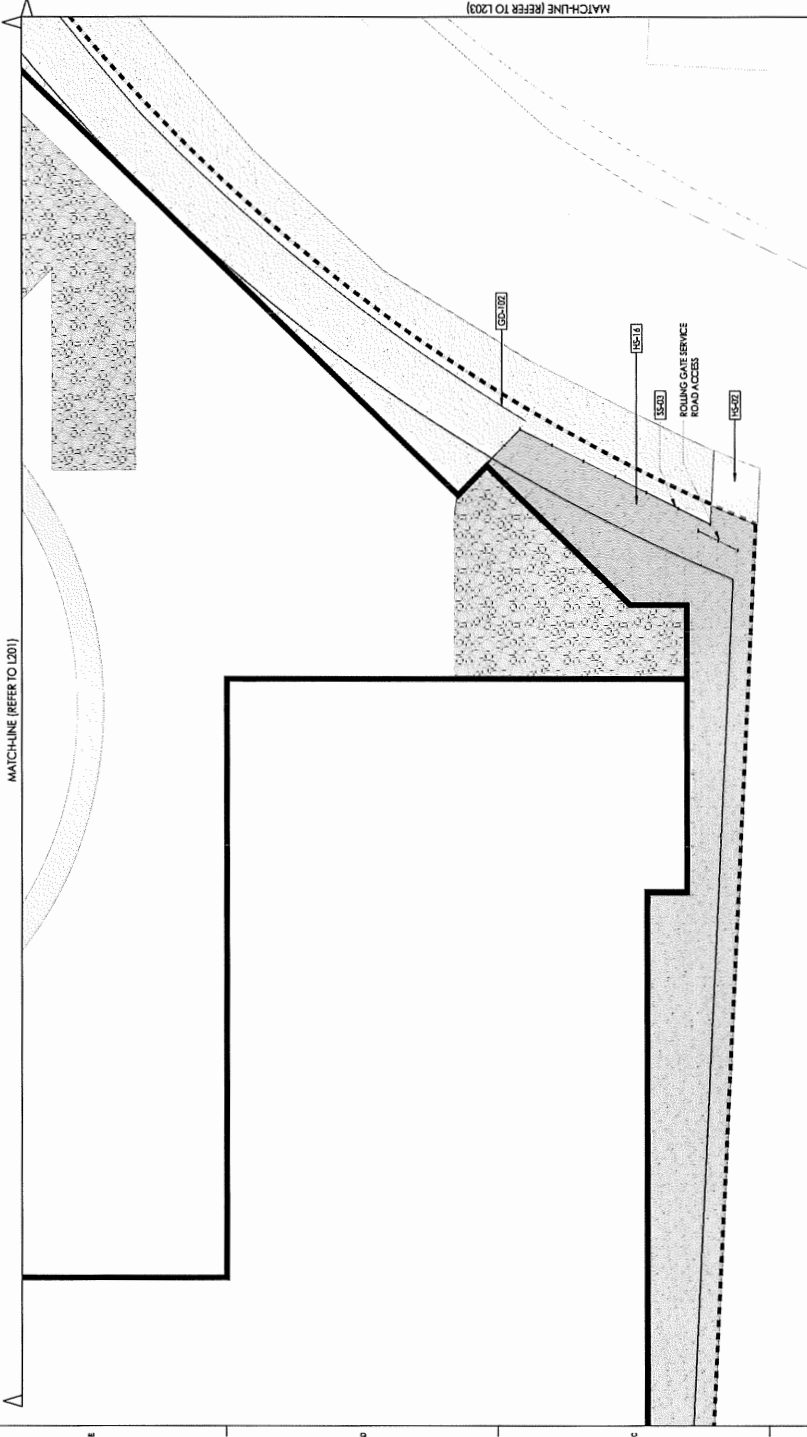
Project Name: Eco-Mat Energy Ltd.

Project Location: 2000 St. Lawrence Crescent, Markham, ON L3R 0Y7

Project Date: 10/10/2010

Project Status: In Progress

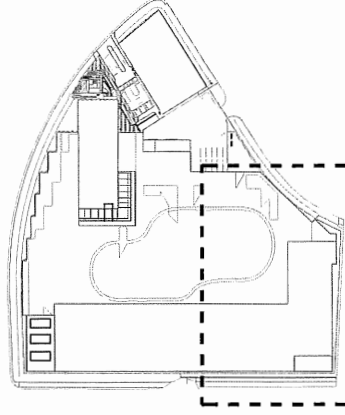
MATCHLINE (REFER TO L201)



MATCHLINE (REFER TO L203)

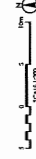
REFERENCE NOTES SCHEDULE L204

SYMBOL	DESCRIPTION	QTY	UNIT
(E-10)	ASPHALT PAVING REFER TO CIVIL	384.3	SF
(E-11)	GRASSING AND DRAINAGE		
(E-12)	GRASS PAVEMENT	91.7	SF
(E-13)	GRASS PAVEMENT		
(E-14)	CONCRETE PAVING LIGHT GREY	54.41	SF
(E-15)	GRAVEL ROAD SURFACE, VEHICLE ROAD	1.11	SF
(E-16)	ROCK ROAD SURFACING	304.7	SF
(E-17)	PAVING STONES		
(E-18)	HYDROSEED WITH TURF	1.20	SF
(E-19)	RETAINING WALL		
(E-20)	POLE	13.41	FEET

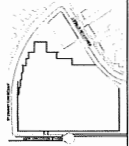


REPLAN

SOURCE



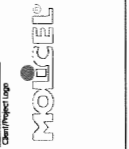
Notes



REVISIONS	DATE	BY	APP'D	DESCRIPTION
1	01/11/2011	W. J. HARRIS		ISSUED FOR PERMIT
2	01/11/2011	W. J. HARRIS		ISSUED FOR PERMIT
3	01/11/2011	W. J. HARRIS		ISSUED FOR PERMIT
4	01/11/2011	W. J. HARRIS		ISSUED FOR PERMIT
5	01/11/2011	W. J. HARRIS		ISSUED FOR PERMIT
6	01/11/2011	W. J. HARRIS		ISSUED FOR PERMIT
7	01/11/2011	W. J. HARRIS		ISSUED FOR PERMIT
8	01/11/2011	W. J. HARRIS		ISSUED FOR PERMIT
9	01/11/2011	W. J. HARRIS		ISSUED FOR PERMIT
10	01/11/2011	W. J. HARRIS		ISSUED FOR PERMIT
11	01/11/2011	W. J. HARRIS		ISSUED FOR PERMIT
12	01/11/2011	W. J. HARRIS		ISSUED FOR PERMIT
13	01/11/2011	W. J. HARRIS		ISSUED FOR PERMIT
14	01/11/2011	W. J. HARRIS		ISSUED FOR PERMIT
15	01/11/2011	W. J. HARRIS		ISSUED FOR PERMIT
16	01/11/2011	W. J. HARRIS		ISSUED FOR PERMIT
17	01/11/2011	W. J. HARRIS		ISSUED FOR PERMIT
18	01/11/2011	W. J. HARRIS		ISSUED FOR PERMIT
19	01/11/2011	W. J. HARRIS		ISSUED FOR PERMIT
20	01/11/2011	W. J. HARRIS		ISSUED FOR PERMIT

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Notes



Client/Project Logo
E-One Mail Energy Ltd.
E-one Mail Expansion
2000 Somerset Crescent
Raleigh, NC 27601

The
LAYOUT AND MATERIALS PLAN
BUILDING SOUTH



PLANTING PLAN

Client/Project
E-One Mafi Energy Ltd.

E-commerce Mini Expansion

2000 Stewart Crescent

Moyle Ridge, NC

Client/Project Logo



Stantec

PRELIMINARY
NOT FOR

Year	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100
1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	

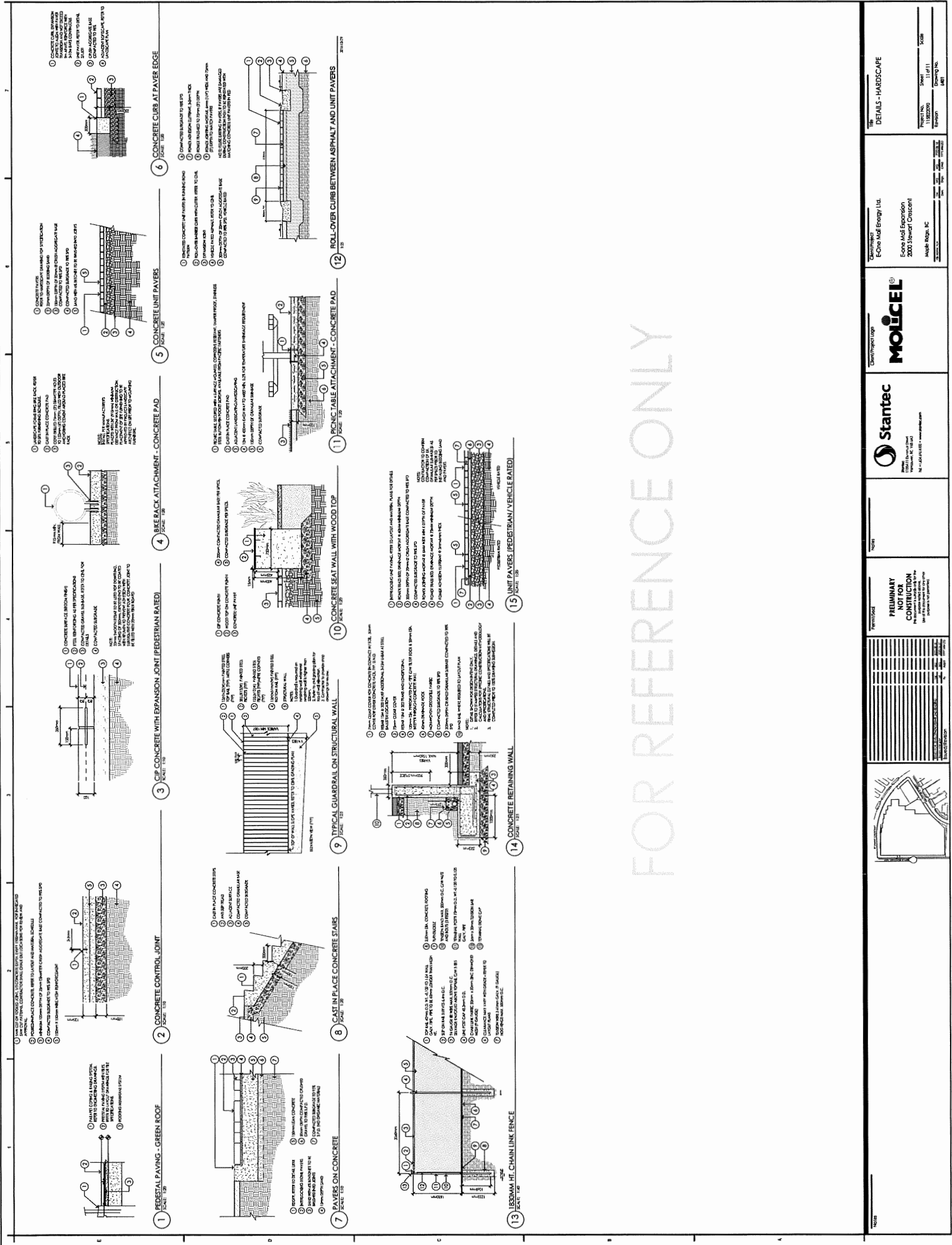
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2	40	100
3	60	100
4	80	100
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6	100	100
7	100	100
8	100	100
9	100	100
10	100	100
11	100	100
12	100	100

1

1

1

10/10/2010



FOR REFERENCE ONLY



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CONSTRUCTION

Stantec
Stantec Consulting Inc.
100 King Street West, Suite 200
Toronto, Ontario M5X 1C5
Tel: 416-593-9300
Fax: 416-593-9301
Email: info@stantec.com

MOLICEL
MOLICEL Inc.
100 King Street West, Suite 200
Toronto, Ontario M5X 1C5
Tel: 416-593-9300
Fax: 416-593-9301
Email: info@moliciel.com

Ecore Mid Energy Ltd.
Ecore Mid Expansion
2000 Stewart Crescent
Angus, Ontario N0B 1C0
Tel: 519-875-1111
Fax: 519-875-1112
Email: info@ecoremid.com

DETAILS - HARDSCAPE
Project No. 2000-011
Drawing No. 2000-011-01
Scale: 1/4" = 1'-0"



Stantec Consulting Ltd.
1100-111 Dunsmuir Street
Vancouver BC V6B 6A3

August 18, 2023

Project/File: 115822090

Parissa Shafizadeh, Senior Planner

City of Maple Ridge
11995 Haney Place
Maple Ridge, BC
V2X 6A9

Dear Parissa,

Reference: 2023-016-RZ - 20000 Stewart Crescent - Submission for 2nd Reading

The following tables provide responses to the comments provided by the ADP and City and should be read in conjunction with the revised design packages.

We trust this meets your requirements. Should you have any questions, please do not hesitate to reach out to the undersigned.

Sincerely,

STANTEC CONSULTING LTD.

A handwritten signature in black ink, appearing to read "Chris Hendriksen".

Chris Hendriksen P.Eng.
Senior Associate, Community Development
Mobile: 672-377-3693
chris.hendriksen@stantec.com

Reference: 2023-016-RZ - 20000 Stewart Crescent - Submission for 2nd Reading

1 ADP Comments

General Comments		
Comment #	City Comment	Stantec Response
1	The Panel recognizes the unique opportunity that this project represents for the City and is supportive of this application. The overall massing of the proposed facility is substantially bigger than the surrounding buildings and will have a visual impact in the area, however its well-thought design features and characteristics elevate the business park architectural typology and would, in that sense, positively contribute to the surrounding context.	No response required
2	The Panel found that the visual impact to the residential neighbourhood across Golden Ears Way is not concerning as there is sufficient distance and screening provided by the existing treed areas.	No response required

Architectural Comments		
Comment #	City Comment	Stantec Response
3	Suggest more trees/shrubs and interesting vegetation drive in entry to add some scaled elements and overall visual interest	The entrance and building plaza approaching the main entrance has been updated to incorporate more interest.
4	Considerable effort has been put on the design of the building's façade features, however, the most prominent corners of the building are all dominated by a vegetated screen that has not been defined to the same level of design and seems to be compromising the visual appearance of the building (Transformer enclosures and Parkade). Consider providing a screen design that is aligned with the other façade types presented, with a similar level of visual interest without necessarily relying in the success of the vegetation.	Continuation of the building cladding has been extended to screen the two areas noted in the ADP comments regarding mechanical and electrical enclosures at the northwest and southwest corners of the factory building. The updated parkade cladding incorporates open air ventilation requirements that will extend over the three prominent street facing corners. This cladding elevates the visual interest of the parkade without relying on the success of vegetation.

Reference: 2023-016-RZ - 20000 Stewart Crescent - Submission for 2nd Reading

5	The current location of the parkade undermines the arrival experience and has a negative visual impact on the main building's street presence. Consider a potential relocation of the parkade to where it does not compete with the "tower" and the main entrance plaza. There seems to be an opportunity to push the parkade deeper into the site, or to relocate to the south end of the site altogether.	Due to site constraints and operational requirements, the proposed location of the parkade is fixed. Design treatments of the parkade have been reviewed further and improved to elevate the presence of the parkade.
6	Consider further design development of the main entrance canopy for better integration with the façade design.	Main entry canopy has been updated for improved functionality and integration in the façade.
7	Consider conducting a traffic study of additional load to 113b Ave from Golden Ears Way.	Requirements for a traffic study have been waived by the City, save for a request for recommendations on intersection improvements at 113B Avenue and Stewart Crescent. MoTI may require additional study work however the requirements of this are still to be provided by MoTI.
8	Consider using a triple-glazing curtain wall for energy efficiency.	This will be considered further as part of detailed design.
9	Consider better screening for Northwest and Southwest building corner that is visible from Golden Ears Way.	Continuation of the building cladding has been extended to screen enclosures at the northwest and southwest corners of the factory building.
10	The Bridge between parking and building to be shown with structural considerations.	The bridge has been updated to reflect structural considerations which are shown in the updated renderings

Landscape Comments		
Comment #	City Comment	Stantec Response
11	Consider incorporating additional shade and seating opportunities along the green roof track.	This will be considered further as part of the detailed design. We are currently exploring a pocket forest strategy as a place of respite and habitat opportunity.

Reference: 2023-016-RZ - 20000 Stewart Crescent - Submission for 2nd Reading

12	Consider incorporating areas of intensive planting at selected locations on the extensive green roof for better stormwater absorption and evapotranspiration, visual interest, and wildlife habitat functions.	This will be considered further as part of detailed design.
13	Consider incorporating stormwater storage underneath the green roof such as felt mats or crates.	We are exploring higher capacity stormwater systems to work in conjunction with the green roof. This will be coordinated with civil and structural disciplines to optimize the solution.
14	Consider incorporating other green roof features such as bird or bat boxes, tree snags, log and stone piles etc. to support wildlife habitat. Perhaps this can be incorporated as part of the additional shade structures. In summary, consider enhancing the ecological function of the extensive green roof, as sedum mats alone are not optimal.	Details of the green roof are subject to future submissions as part of detailed design however these elements will be considered for incorporation.
15	Consider incorporating some additional green roof areas at the parkade, where possible.	The proposed parkade design considers an open upper deck which does not allow for green roof areas.
16	Consider providing additional soft landscaping, planting, along the SW corner of the building.	Operational requirements for the facility require the access route along the south/southwest of the site and so additional landscaping has not been added. Building cladding has been extended in this area to better address the character of the southwest corner.
17	Consider additional tree screening along Golden Ears Way and Stewart Crescent	Tree planting has been proposed where viable on the site. Operational requirements for the facility create limitations in certain areas.
18	Resolve pinch point between the main public entrance plaza and the staff entrance plaza.	The revised design resolves this pinch point by shifting pedestrian paths of travel to better utilize this space.
19	Consider incorporating some of the façade design features into the landscape guardrail at the main entrance as it currently dominates the visual presence of the main entry plaza and its design is not aligned with other architectural features.	The proposed design of the at-grade space has been updated to better address the language between building and landscape.

Reference: 2023-016-RZ - 20000 Stewart Crescent - Submission for 2nd Reading

20	Consider breaking down the main entrance plaza edge with a terraced approach around the accessible ramp for a softer interface at street level.	The updated design relaxes the entrance to the main plaza and incorporates terracing.
21	If the parkade remains in its current location, consider studying alternative solutions for the left turn access, as it is immediately adjacent to the site access and provides very limited queue.	The entrance to the parkade has been shifted further into the site to improve queuing capacity within the site for up to 3 vehicles.
22	Consider providing additional opportunities for stormwater infiltration. The whole site edge along Stewart Cr and Golden Ears Way seems to be an excellent opportunity to provide a planted bioswale, and even a detention pond that would facilitate infiltration of the substantial water volume captured by the facility's green roof.	Green space within the site has been maximized and incorporates additional bioswales along the site perimeter where feasible and in median islands at the main site entrance. Soil conditions and space restrictions are not favourable to a detention pond. Along the west side (northerly portion) of the site is located an existing ditch to which drainage from a small area between property line and building is directed. Functionally, this runoff cannot be contained onsite. Along the west side (southerly portion) and south of the site an access is required which is
23	Overall, a very impressive project with a well-developed design rationale.	Thank you. No response required
24	Perhaps consider making the cedar tree design motif more obvious on the green roof.	This will be considered further as part of detailed design.
25	Consider the use of collected stormwater and grey water from the building for green roof irrigation.	This is being considered as part of the stormwater management and sustainability initiatives for the project
26	Consider the addition of a vertical element for the building entrance plaza, perhaps a piece of public art could be commissioned for the space that relates to the Indigenous weaving.	This will be considered further as part of detailed design.



February 26, 2023

To: Mayor and Council
 Cc: Mark McMullen, Charles Goddard (Planning)
 Mark Halpin, Manager of Transportation

Re: Council meeting Feb. 28; 2023-016-RZ, 20000 Stewart Crescent;
 Need for protected cycling facilities on 113B Ave. and 203 St.

Dear Mayor and Council,

We are pleased to see that, as part of the redevelopment of the industrial building on this site, the applicant proposes to provide the following Traffic Demand Management measures:

- Transit pass subsidies for employees;
- Secure bicycle parking and end-of-trip facilities; and
- Incentives to promote carpooling, use of public transit, and other modes of active transportation.

We are looking forward to hearing further details about these provisions.

Due to reduced peak parking demand as a result of shift work, the applicant will be seeking a significant parking variance (315 spaces down from the required 720). The number of spaces provided will still surpass peak demand (292), i.e. more than one space will be provided per employee. An additional 23 visitor parking spaces will be provided as well. We ask the City to encourage the applicant to further decrease the number of spaces provided, as with the Traffic Demand Management measures provided it's highly unlikely that actual demand will ever reach peak demand.

We would like to note that, in order to make cycling an attractive option for employees, it's also important that safe cycling facilities are provided to and from destinations such as residential areas and transit stops.

We refer to our [e-mail dated June 19, 2022](#), regarding the industrial development just south of 113B Ave., at 11310 Kingston Street (2018-458-RZ). As noted by TransLink, that "site offers high cycling potential". This is also the case for this industrial facility at 20000 Stewart Crescent.

TransLink's recommendations for the development on Kingston Street included:

- to upgrade the painted bike lanes on 113B Ave. to protected AAA bike lanes, and
- to work with Pitt Meadows to upgrade the cycling facilities from 113B Ave. to Airport Way to AAA.

Our HUB Cycling Local Committee supports these recommendations for 113B Ave. Protected facilities will be needed along 203 St. as well.

HUB Cycling, 312 Main Street, Vancouver BC, V6A 2T2

This designated bike route features door-zone bike lanes. These bike lanes put people cycling in the door-zone of parked cars, which can lead to them getting “doored” and being thrown in front of moving cars. They are unsafe and therefore need to be upgraded to protected bike lanes. Note that since the tolls were removed on the Golden Ears bridge, traffic on 113B Ave. and 203 St. has increased dramatically, which increases the risk for people cycling.

The 113 Ave./203 St. corridor offers easy access from the site to the Rapid Bus (and future Bus Rapid Transit) at Lougheed and 203 St. at a distance of about 1.5 km (our HUB Local Committee requested TransLink to install secure bike lockers at the station). Further to the north, the corridor extends to the existing protected bike lanes north of Dewdney Trunk Road. It also connects to the bike route going east through residential neighbourhoods via Thorne Ave. and 117 Ave. towards the Town Centre. At the other end it offers access to the Golden Ears Bridge (with cycling facilities) and Pitt Meadows residential and industrial areas. Cycling facilities along Airport Way in Pitt Meadows are being upgraded to protected facilities, and TransLink has plans for upgrading the Golden Ears Way roundabouts as well.

Our HUB Local Committee’s priorities for upgrades of the cycling network in our community are listed in our [UnGapTheMap](#) gap list, a [summary](#) of which for the City of Maple Ridge has been submitted to the City in July 2022. Note that 113B Ave. between Maple Crescent and Golden Ears Way as well as 203 St. between Maple Crescent and Dewdney Trunk Rd. are listed as “top priority” (marked in green).

With kind regards,

Jackie Chow
HUB Cycling
Maple Ridge/Pitt Meadows Committee

JC/SG/JW/NF/JL

About HUB Cycling

HUB Cycling is a charitable not for profit organization that has spent over 22 years removing barriers to cycling in Metro Vancouver, while cultivating the health, environmental, and economic benefits that active transportation can bring. HUB has educated thousands of people, motivated thousands more, and championed improvements that [#UnGapTheMap](#) to create a connected cycling network. HUB Cycling’s mission is to get more people cycling more often. HUB Cycling has close to 3,000 members and more than 45,000 direct supporters. HUB Cycling has 10 volunteer committees across Metro Vancouver that encourage cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver. For more information, visit bikehub.ca.