



Your Cycling Connection

604.558.2002  
bikehub.ca



June 23, 2019

Graeme Clendenan,  
Senior Development Manager,  
Aquilini Development  
graeme.clendenan@aquilini.com

cc: Diana Hall, Maple Ridge Planning Department <dhall@mapleridge.ca>

Re: Proposed development at 11310 Kingston Street in Hammond neighbourhood;  
2018-458-RZ

Hi Graeme,

Thank you for hosting the informative Development Information Meeting on June 20, 2019.

HUB Cycling is a not-for-profit charitable organization that works to make cycling better through education, events, and collaboration. We are Metro Vancouver's leader in making cycling an attractive choice for everyone and have close to 3,000 members and more than 38,000 direct supporters. HUB Cycling has 11 volunteer committees across Metro Vancouver that encourages cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver.

Our HUB Cycling Maple Ridge/Pitt Meadows committee would like to make the following comments with regard to this development:

### **Trail network**

Please ensure that all the planned trails satisfy the recommended lower limit with respect to the width requirements as specified by the Transport Association of Canada (3 meters).

In view of the environmentally sensitive nature of the area due to the proximity of, and connectivity of the waterways to, the Katzie Slough, and the possibility of run-off in this sensitive stream habitat, we would like to see the pathways paved with interlocking (and flush) paving stones. This was done along the Brunette River pathway in Coquitlam, where the pathway was within 5 to 10 meters from the river in some spots (a TransLink project). An example of a pathway with interlocking paving stones:



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For the trail crossing at the new road, it would be desirable to have a section of 3 meter wide multi-use path along the east side of the new road to a pedestrian and cyclist crossing at the point where the trail connects to the meandering trail along the west side of the road. The crossing would be best located some distance away from the curve in the road for better visibility. The crossing should have elephant feet as well as the required signage to enable people on bikes to cross without having to dismount.

Suggested location of multi-use pathway and bike/pedestrian crossing along new road:



HUB Cycling, 312 Main Street (2nd Floor), Vancouver BC, V6A 2T2



## **Drainage**

Please ensure that year-round usage of the trails is possible through proper drainage. Presently the pathway along the SROW is not usable during the rainy season. These pathways provide important connections for those who are getting around on foot or by bike. Due to climate change, we are told that flooding risk continues to increase. The fact that lot coverage and parking combined appears to be maximized to the fullest extent possible, leads to questions whether the flood risk is properly assessed and will be adequately dealt with. The trails are of importance to people walking and cycling, but the biggest risk would be of course to the homes in the adjacent neighbourhood.

## **Trail network ownership**

We would like to see the trails network dedicated to the City of Maple Ridge to ensure proper trail maintenance.

## **Connecting trails to Pitt Meadows trail network**

The Chair of the Pitt Meadows Active Technical Transportation Advisory Committee, Peter Jongbloed, informed us that the City of Pitt Meadows is interested in working with the City of Maple Ridge and TransLink to establish trail connections between Pitt Meadows and the trail system that's planned as part of this development. Our HUB Committee is fully supportive of that.

## **Bike parking and end-of-trip facilities**

We would like to see secure bike parking facilities provided as part of this development. This could be done by providing bike lockers outdoors or indoor bike parking for shared use at one or more of the buildings. End-of-trip facilities should be provided as well.

## **Emergency access only to Wharf Street**

We support the request by many local residents to block regular access from the new road to Wharf Street. A gate can be installed which does allow cyclist access for road cyclists (see image above for suggested location). We do not support access of industrial traffic through the Hammond neighbourhood. Vehicular access should only be allowed for emergency situations.

Kind regards,

Jackie Chow  
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JC/IC/BB/JL/TS