



Your Cycling Connection



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July 8, 2021

To: Mayor and Council <mayorcouncilandcaol@mapleridge.ca>

cc: Krista Gowan <kgowan@mapleridge.ca>
Amelia Bowden <abowden@mapleridge.ca>

Re: 2018-180-RZ; 22083 and 22057 Lougheed Highway;
Public Hearing July 20

Dear Mayor and Council,

The above development application for a 6-storey apartment building with 106 units (a mix of 1-, 2- and 3-bedroom units) is in a great location: it's immediately adjacent to the Town Centre, and at walking and biking distance to a lot of destinations in the Town Centre, as well as to Maple Ridge Secondary and Glenwood Elementary Schools. It's also close to transit services, which further reduces the need to drive, and makes it quite feasible for families to own just one car, or perhaps even no car at all.

It's also located within the Lougheed Transit Corridor area, and at a stone's throw from the planned West Ridge Greenway, which will make it possible to easily and safely travel east-west by bike from the Town Centre all the way to 203 Street in west Maple Ridge. According to the staff report dated June 1, 2021, the developer is required to construct "a 3.0 metre wide multi-use path (MUP) along Lougheed Highway". Of course, the MUP along these properties has already been constructed as part of the Haney Bypass intersection Improvement project by MoTI. This MUP, once connected all along Lougheed Highway, will provide a more direct and intuitive east-west cycling route, which will not only serve regular bikes, but also new micromobility modes.

Since the developer does not need to construct the multi-use path, we kindly suggest to Mayor and Council to request the developer to pay an equivalent in cash contribution for the construction of the West Ridge Greenway.

Council's direction to densify the Town Centre and the Lougheed Transit Corridor area, will help reduce our reliance on cars, and encourage more people to use transit, to walk and to bike.

In terms of parking, although the developer is required to provide a generous 1.5 car parking spaces per unit, they are not required to provide any bike parking. Maple Ridge's Parking and Loading Bylaw only requires a very modest amount of bike parking for apartment buildings in the Town Centre only (only 0.25 spaces per unit). Approximately 79% of British Columbians own or have access to a bicycle, so the parking provision here is far too low. Some apartments may have families of two, three, four or more, who each own their own bike. Best practice would be to require 1.25 spaces per unit, which matches many other municipalities in Metro Vancouver.

Storing bikes inside apartments is inconvenient and often impractical due to space restrictions, and often prohibited by strata bylaws.

The developer has already indicated that, if Council so desires, he will provide bike parking. See appendix I to the staff report: "The landscape design includes a short term bollard style bicycle rack that can accommodate two bicycles. In accordance with the Maple Ridge Off-Street Parking and Loading Bylaw No. 4350-1990, this site is not required to provide short or long term bicycle spaces although some long term bicycle storage could be provided if Council requests."

We kindly request Council to ask this developer to provide adequate long-term and short-term bike parking so that this opportunity is not lost. We would suggest that some of the short-term bike parking for visitors to this building be provided within the underground parking structure for added security and protection from the elements.

You may be interested to know that HUB's 2017 [Not Just Bike Racks](#) report on bike amenities in Vancouver and the surrounding municipalities provides some insight in the bike parking requirements elsewhere in Metro Vancouver. Note that in all other municipalities that mandate long-term bike parking the requirements are 2 to 6 times higher than those in Maple Ridge. Contrary to Maple Ridge's bike parking requirements being confined only to the Town Centre, generally elsewhere the bike parking requirements apply not just to a specific neighbourhood, but to the entire municipality. We recommend a change to Maple Ridge's bylaws to require 1.25 bicycle parking spaces per unit in all multifamily developments in the city.

We understand that the City will be undertaking a parking review later this year. We expect that, given the significant difference in present requirements between Maple Ridge and much of the rest of Metro Vancouver, the new bylaw will include bike parking requirements for the Lougheed Transit Corridor as well, and that the number of long- and short-term bike parking spaces required will be increased.

With kind regards,

Barry Bellamy
Co-chair
HUB Cycling
Maple Ridge/Pitt Meadows Committee

JC/BB/SG/EoM/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.