

11310 Kingston Street; 2018-458-RZ; 2nd reading Zone Amending Bylaw

From: Jackie Chow (jchow23708@yahoo.ca)
To: mayorcouncilandcaol@mapleridge.ca
Cc: mbaski@mapleridge.ca; cgoddard@mapleridge.ca
Date: Monday, May 23, 2022, 12:37 p.m. PDT

Re: [Council meeting](#) tomorrow, May 24

Dear Mayor and Council,

In [our letter dated June 23, 2019](#), our HUB Local Committee provided comments to the developer, Aquilini Development, after the Development Information Meeting on June 20, 2019. Unfortunately our comments were not included in the staff report for tomorrow's Council meeting.

We also had a meeting with the developer's representative in September of 2019 and we were hopeful that some of our concerns would be addressed.

As far as we can see from looking at the present plans, nothing appears to have changed with respect to accommodation of cycling. Bike parking is still not part of the plan. It's difficult to see on the drawings where exactly the trails are and what it's all going to look like. We believe it still looks the same as what was planned three years ago. The cycling community would appreciate more details so that further meaningful feedback can be provided. Cycling connections need to be of high quality. They're not just for recreational use, but very important for transportation purposes. Convenient, safe and direct cycling connections are important to make utilitarian cycling an attractive alternative to driving.

According to the staff report there will be a mixture of paved and gravel trails. We would appreciate more information on this. We agree with the City of Pitt Meadows that more paved trails are needed, especially since these trails are apparently meant to provide the main transportation connections for people cycling, as no on-road provisions are made for cycling along Kingston St. and the new road extension.

Adequate lighting along any of the active transportation routes/trails will be needed to improve safety for vulnerable road users at all times.

We would like to see raised crossings where the trail that extends along the Statutory Right of Way intersects Ospring, Wanstead, Lorne, Hampton and Ditton. This to give people cycling and walking the right of way. This will make it a safer, more convenient and faster utilitarian cycling route to connect from/to Wharf Street.

We would appreciate to hear whether there's been any progress with respect to the plans to complete trail connections to Pitt Meadows, so that people on bikes of all ages and abilities can finally look forward to a safe and convenient connection between the two municipalities as an alternative to the high traffic and intimidating on-road option along 113B/Airport Way. About a year ago, Mr. Neufeld, Manager of Parks Planning and Development, indicated to us that discussions were happening with 'a developer' to make this happen. We haven't heard anything since.

We would like clarification as to the maintenance of the trails. It appears that the developer/(management company) will have the responsibility of maintaining the trails. We have concerns about this. As these trails are supposed to provide year-round utilitarian/transportation access for pedestrians and cyclists, we would appreciate details as what the obligations of the developer are going to be and how this is going to be enforced if maintenance is found lacking.

For cars, close to 600 parking spots will be provided for this industrial development, whereas none at all are presently required nor provided for bikes. We urge Council to make the provision of adequate bike parking, both long- and short-term, a condition of rezoning. Bike parking is a critical component of a multi-modal transportation system, that enables and encourages people to choose the more sustainable option of cycling for transportation. People are much less likely to make that choice if they don't have a safe place to park/store their bikes.

Many people have expressed their concerns about allowing vehicular access via Wharf Street from and to the new road that will be built as part of this development proposal. We share those concerns, and we believe that opening up this connection to all traffic will lead to a significant amount of rat-running through the residential neighbourhoods of Hammond, which will make the local streets less safe, including for cycling. We hope that the City will reconsider this and allow emergency access only for motor vehicles.

We would like the needs and safety of people cycling to be considered in the design for the intersection at 113B and Kingston St., whether it's going to be a roundabout or a signalized intersection. We hope that we will be given an opportunity to provide feedback on this.

We fully support the recommendations by TransLink in their letter dated October 16, 2020, attached to the staff report.

With kind regards,

Jackie Chow
HUB Cycling
Maple Ridge/Pitt Meadows Committee