



Your Cycling Connection



bikehub.ca

November 14, 2025

To: Mayor and Council <[mayorcouncilandcao@mapleridge.ca](mailto:mayorcouncilandcao@mapleridge.ca)>  
Cc: [Clerks@mapleridge.ca](mailto:Clerks@mapleridge.ca)  
Mark Halpin, Manager of Transportation <[mhalpin@mapleridge.ca](mailto:mhalpin@mapleridge.ca)>

RE: **2017-462-RZ, 22576, 22588, and 22596 Brown Avenue  
Public Hearing November 18, 2025**

Mayor and Council,

We thank you for the opportunity to comment on this development proposal for a 35-storey tower on a parking podium with 252 market strata units. A possible game changer for Maple Ridge!

**What kind of active transportation infrastructure is appropriate for the Town Centre, and specifically Brown Ave.?**

When it comes to housing, the City is planning for a huge transformation of the Town Centre, leading to significant densification. On Brown Ave., this transformation has already started, especially on the west side.

High- and mid-rise apartments will replace the modest single family homes still lining much of Brown Ave. This particular development alone will replace three single family lots with 252 units. Many more residents will move into the thousands of apartments that are being built all along this corridor in the coming decades. If numbers of structured parking spaces being proposed for this and other development proposals are any indication, car traffic along Brown Ave. will also grow significantly.

However, this transformation offers a precious, once-in-a-lifetime opportunity to achieve significant modal shift, by building a street that prioritizes the movement of people and not personal vehicles, by building a safe and connected active transportation network. We believe the City should use any and all opportunities to provide people walking and cycling along designated bike routes in the Town Centre with:

- Convenient, comfortable, high quality sidewalks and protected uni-directional bike lanes where these are appropriate - i.e. along high volume, higher speed (i.e. over 30 km/h) arterials and collector roads;
- Traffic-calmed, 30 km/h residential streets.

In terms of the infrastructure that's being prescribed to accommodate active travel along the frontage of this and other apartment buildings on this increasingly, and eventually highly, urbanized corridor in the coming decades - in this case a multi-use pathway - we believe the City is missing the mark when it comes to achieving the kind of transformation that is needed.

**Brown Avenue: a great opportunity!**

As the entire Brown Ave. corridor - which is part of the 121 bikeway - is being re-zoned and re-designed, Council has the ability to be forward-looking and **build for the future (i.e. 20 years from now)** instead of the present, and to require the needed right-of-way to do it right and build the sidewalks and separated bike lanes that are appropriate for this corridor. Not having to re-design it in future years will save taxpayers a lot of money.

At Committee of the Whole on October 7, staff explained that Brown Ave. is classified as an **arterial**, and for an arterial, 26 m right-of-way is required. In the case of Brown Ave., however, only 24 m is required, Council members were told. A typical cross-section of an arterial, according to staff, has bike lanes and sidewalks. Brown Ave. has a modified cross-section, with multi-use paths instead of sidewalks and bike lanes.

This raises the question: why are developers being required to build multi-use paths instead of sidewalks and bike lanes that are typical in this situation?

We know that multi-use paths are not a good choice in high traffic areas due to the potential for conflict between users, especially with the expected continuing growth in numbers of e-bikes and e-scooters around the community.

Multi-use paths<sup>1</sup>:

- **significantly increase conflict between people cycling - in both directions - and motor vehicles** at intersections and at driveways/entrances into parking garages;
- **increase conflict between people walking and cycling - in both directions** - along the corridor.

We ask the City to give people walking and people cycling each their own space, so that they can not only **feel**, but also **be** safe. People walking, including seniors with walkers, children, parents with strollers, and people on mobility scooters, shouldn't have to fear being knocked over by e-bikes and e-scooters, traveling in both directions at up to 32 km/h. People cycling shouldn't find their path blocked by groups of people walking side by side across the width of a multi-use path, and they shouldn't have to dodge children who are playing, dogs on leashes, etc. In order to achieve good walkability and bikeability, to encourage more walking and cycling, to create an attractive, pleasant, vibrant streetscape for all users, to invite the kind of traffic that we want and need, and ultimately, to reduce car-dependence, creating a safe space for all vulnerable road users is essential.

We urgently ask Council to not approve this and any other development proposals on Brown Ave. without first directing staff to review the design of the active transportation facilities that are presently required for Brown Ave.

### **How can we complete the entire corridor faster for active transportation?**

The plan is for the infrastructure required to accommodate active transportation to be built by development. That means that it may very well take decades to complete the entire corridor. Usage will remain low as long as the infrastructure includes gaps, as traffic volumes increase. People of all ages and abilities wanting to simply walk or cycle down Brown Ave. shouldn't have to wait 30 years to do so safely. For people cycling, there is no other route to choose from.

We encourage the City to explore ways to build out the pedestrian and cycling infrastructure along Brown Ave. all at once.

---

<sup>1</sup> HUB Cycling Recommendations for Multi-Use Paths:

<https://bikehub.ca/get-involved/our-positions/hub-cycling-recommendations-for-multi-use-paths>

## **Inadequate long-term bike parking proposed for this development**

The developer proposes 274 **more** car parking spaces than required. Only 2 spaces are actually required due to this 35-storey tower being located within the Haney Place Transit Exchange TOA (the provincially mandated Transit Oriented Area). More than one car parking space is provided per unit.

However, only one long-term bicycle parking space is proposed per 4 units, or 0.25 spaces per unit (for a total of only 65 spaces), as per the existing Off-street Parking and Loading Bylaw.

The developer explained that “people don’t want to pay for something that they don’t want”. The developer of the 6-storey apartment building on the other side of the street (2023-018-RZ, 22551 Brown Avenue, also on the agenda for this Public Hearing), does believe bicycle parking will be in demand. For that apartment building, 1.25 long-term bicycle spaces per unit are proposed, i.e. 5 times as much).

It may be a tired cliché, but it is so true: “build it and they will come”.

Two things are essential if we want more people to bike more: secure bicycle parking, and safe, convenient and connected cycling infrastructure.

With kind regards,

Jackie Chow  
HUB Cycling  
Maple Ridge/Pitt Meadows Committee

## **About HUB Cycling**

HUB Cycling is a charitable not for profit organization that has spent over 25 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 over 3,000 members and more than 50,000 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](http://bikehub.ca).