

March 10, 2025

To: Councilor Yousef
CC: Mayor Ruimy and Maple Ridge City Council

Re: Council Meeting March 11.
2021-281-VP/DP, 22936, 22944, 22952, 22964, and 22974 Dewdney Trunk Road
178 unit apartment building, largely 1- and 2 bedroom

Dear Councilor Yousef,

HUB Cycling's Maple Ridge/Pitt Meadows Local Committee is very excited that this council is keen on improving active transportation options.

The above development is at an easy walking and biking distance from the Town Centre, and provides a great opportunity to encourage more people to choose active transportation to get around. This will help improve livability, congestion, and health. These improvements will also provide more equitable opportunities for all.

The developer wants to reduce the required parking spaces from 303 to 262. They've carefully calculated the demand and found this number to be adequate. They aim to avoid both excess and insufficient parking, as each additional parking spot increases the project's costs and makes housing inaccessible to most families¹.

Our HUB Local Committee gave feedback on bicycle parking for the Development Information Meeting in 2022. This feedback isn't included in your agenda package. In the staff report attachment, our feedback was mistakenly labeled as "promoting HUB cycling" and "in support of the project," though it was more nuanced. Please find attached our feedback from the Development Information Meeting.

According to the present Off-street Parking and Loading Bylaw, no bike parking is required for this development. However, the developer voluntarily proposes some long-term bike storage (about 0.3 space per unit, or 1 bike parking space per 3 units). That means they knew there would be demand for it, although it's difficult to determine exactly how much. At the time of our feedback to the developer (June 2022) our recommendation was 1.25 bicycle spaces per unit. Our official [recommendation](#) to the City for bicycle parking in multi-family buildings in November 2023 for the proposed new Off-street Parking and Loading Bylaw, was 1.5 spaces per unit throughout the city (and 2 spaces within the Town Centre and the Lougheed Transit Corridor Area).

¹ Article Daily Hive, Jan. 2025: Construction costs for parking stalls in new Metro Vancouver residential buildings hit up to \$230,000; link: <https://dailyhive.com/vancouver/metro-vancouver-parking-stall-construction-cost-demand>

As someone who consistently stands up for the environment and for a better future of our city, we are sure you understand that we have significant potential to get more people walking, rolling, cycling or taking transit. In order to make that happen, we need to ensure that:

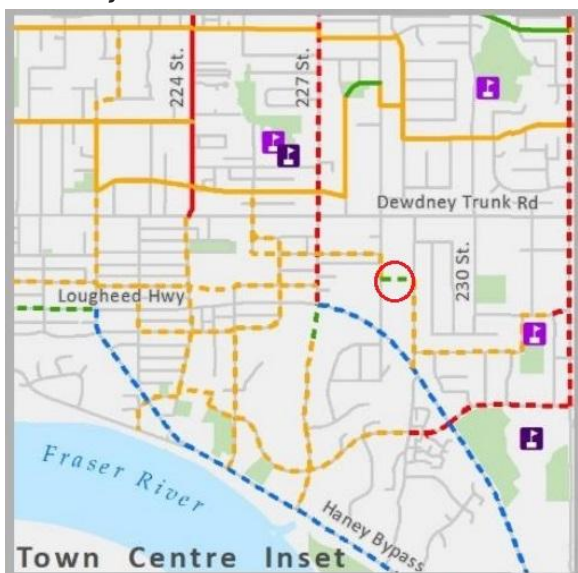
1. we provide safe, connected and convenient infrastructure for those who want to or need to use active transportation,
2. people have space to securely store their bikes or other personal mobility devices like wheelchairs.

Cycling infrastructure

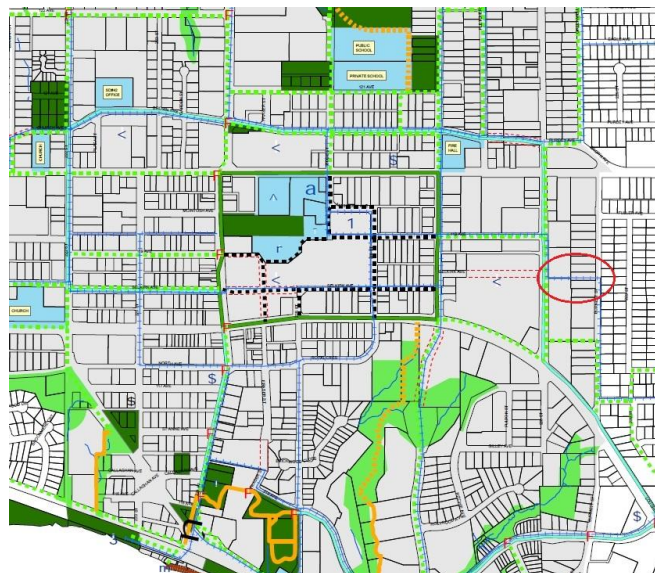
In the case of this particular development, it's critical to provide cycling infrastructure between Burnett St. and 228 St., because right now **there isn't any all the way between the Fraser River and north of Dewdney**, even though planned improvements have been on cycling maps in the city's Transportation Plans for decades. When we have 4 car lanes on Lougheed and 4 car lanes on Dewdney Trunk Road, and only a sidewalk to bike or roll on (illegally, both ways!), it's obvious why most people choose to drive.

In the 2014 as well as the 2004 Transportation Plans, a planned connecting pathway was shown between Burnett and 228 St. (see images below), which we are very supportive of. I was told that the City would definitely use the opportunity to get this pathway built. However, this pathway was removed in the new 2023 STP. We asked to keep it on the map, but we were told that this pathway would still be built, as part of development, but not by the City, so it was not necessary to keep it on the map. This pathway will greatly improve convenient access to the Town Centre and beyond for both pedestrians and cyclists to this area east of the Town Centre. We already lost access to a pedestrian pathway further to the south. It's important to secure any and all pathways to provide convenient short-cuts for people using active transportation as a great way to encourage alternative modes. It doesn't make sense to remove this pathway from the city's cycling plan. These types of pathways are what can make cycling and walking more attractive options.

Pathway circled in red:



2014 Transportation Plan



2004 Transportation Plan

This pathway should be built in addition to the multi-use path that is planned for the north side of Lougheed Hwy between 227 St. and Burnett St. (construction planned for 2028 according to the 2025-2029 Financial Plan). Note that the funding for the Lougheed MUP could still be taken away, if a future council decides to do so).

It would be helpful if Council could ensure the pathway stays "on the map", and is built when the opportunity arises.

Bicycle parking

It's great to see that the "parking-in-lieu" funds generated from the parking variance will be used for transportation demand management (walking, bike or transit infrastructure). This aligns with the city's goal to reduce car dependency and encourage more active transportation.

The inadequate number of bike parking spaces that's proposed, even though this limited number was not even required by the City, points to the need to speed up the approval of the proposed Off-street Parking and Loading Bylaw (and to adjust the number of bicycle parking spaces required as per our recommendation).

Recognizing that funding much needed cycling infrastructure has always been and continues to be such a challenge, perhaps there's also an opportunity for Council to discuss potentially formalizing the use of parking-in-lieu funds for transportation demand management, benefiting the residents of the development that pays for these funds.

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 close to 3,000 individual members, more than 50,000 direct supporters and 1,200 plus dedicated volunteers. HUB Cycling has 10 volunteer committees across Metro Vancouver that advocate for cycling for people of all ages and abilities (AAA). For more information, visit bikehub.ca.

Attachment:

HUB Local Committee feedback for Development Information Meeting, June 4, 2022:

Hi, I'm a member of HUB Cycling, Maple Ridge/Pitt Meadows Committee.

First of all, my compliments on the nice presentation of the plans! Very well done.

As you're probably aware, at first reading HUB Cycling requested bike parking to be provided for this 178 unit apartment building. We're pleased to see that (63) long-term and (10) short-term bike parking spaces are now proposed even though it's not required by the City for multi-family development outside the Town Centre at this time.

Our recommendation was 1.25 spaces per unit, based on what's required on average in Metro Vancouver municipalities. May I ask how you decided on the number of spaces? Just wondering if it's based on any market research.

We do encourage you to provide additional long-term bike parking. The Town Centre and surrounding neighbourhoods, as well as the Lougheed Transit Corridor, will be seeing significant densification in the coming years. People living in the area will be increasingly relying on active transportation, including cycling, to get around, and it's very important to provide adequate bike parking in order to facilitate the shift away from personal motor vehicles.

It's not clear from the drawings where the long-term bike parking will be situated. We hope that it's easily accessible.

As you know, Dewdney Trunk Road has no cycling infrastructure and has high volume car traffic. Therefore we feel it would make more sense to provide the short-term bike parking behind the building rather than by the main front entrance, as cycling access would be from the rear lane. We hope that it's possible to find a suitable location that provides adequate security.

If you would like assistance to optimize your bike parking facilities, the HUB head office offers design consulting services and will be more than pleased to help. See <https://bikehub.ca/bike-friendlydevelopment-services>.

Thank you!