



Your **Cycling** Connection

604.558.2002  
info@bikehub.ca  
**bikehub.ca**



December 12, 2017

Mayor and Council,  
City of Delta  
4500 Clarence Taylor Crescent  
Delta, BC  
V4K 3E2

## **Re: Comments from Delta HUB Cycling – 75A Ave High Rise (Application LU008315)**

Dear Mayor and Council,

The Delta HUB Committee is a group of local volunteers committed to improving the safety and connectivity of cycling in Delta. We are one of 10 local committees of HUB Cycling, a Vancouver non-profit that is an innovator in cycling education and advocacy.

We attended the recent open house for development application LU008315 in North Delta (the 75A high rise), and reviewed related project materials online. In addition, we have consulted the North Delta Area Plan.

We are pleased to provide Mayor and Council with the following comments regarding this proposed project:

### **A. Context: North Delta Area Plan**

For convenience, we have highlighted the policies of the North Delta Area Plan relating to active travel and the inclusion of cycling infrastructure in new developments (with emphasis):

#### **(Future Land Use and Development - Key Ideas)**

*Medium and higher density multiple- family residential uses are planned along the Scott Road Corridor because of its proximity to transit... Improved pedestrian and **bicycle connections throughout the community and specifically on and connecting to the Scott Road Corridor will be an important part of planning for new developments.***

#### **(Policy A.10: North-South Bicycle Route)**

***Require new development fronting Scott Road to provide a north-south bicycle path at the back of the property as shown conceptually on the North-South Bicycle Route Map, to create a continuous bicycle path from Sunwood Drive and 120th Street to 96th Avenue.***

#### **(Policy D.1: Prioritize Transportation Modes)**

*Prioritize transportation decision-making and investment based on the following modal hierarchy:*

1. Walking (and wheelchair use)
- 2. Bicycling**
3. Transit
4. Multiple-occupancy vehicles
5. Single-occupancy vehicles



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(Policy D.2: Encourage Alternate Transportation Modes)

*Support the use of regional transportation demand management techniques which reduce automobile usage...*

*Support programs which communicate and raise public awareness of alternate modes of transportation to reduce automobile use.*

*Continue to take measures to **increase the quality of environments and infrastructure for active modes of transportation** and transit.*

(Policy D.3: Pedestrian and Bicycling Network)

**Continue to develop North Delta's Bicycling Network** as identified on the "Bicycling Network and Multi-Use Trails" map.

**Provide bicyclist infrastructure and facilities on new streets and existing streets as they are upgraded**, including providing sufficiently wide, separated bicycle routes on some streets.

*Provide separated bicycle paths when and where possible.*

**B. Comments from Delta HUB: Application LU008315**

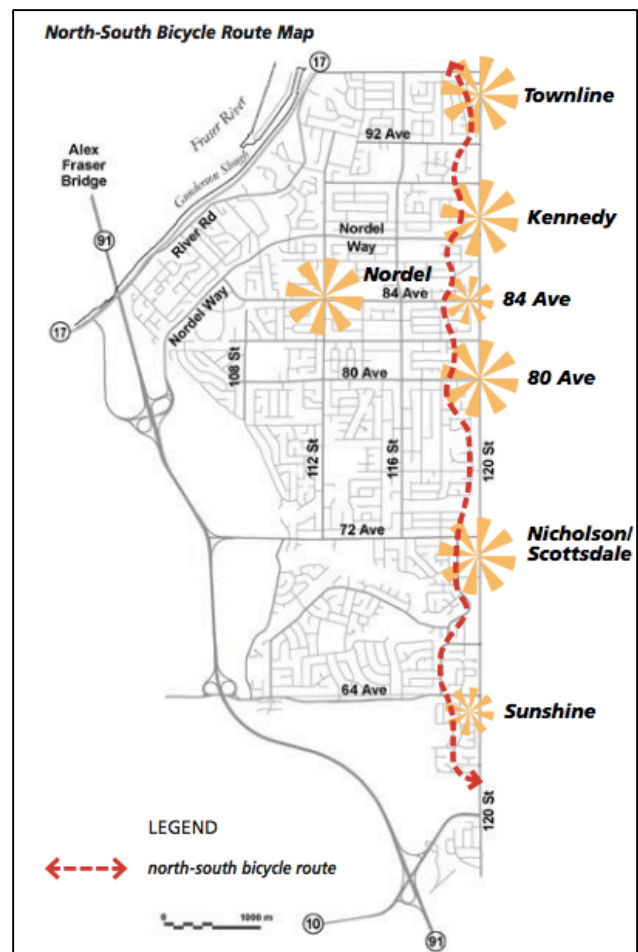
To further the objectives of the North Delta Area Plan – and contribute to improved cycling conditions for North Deltans – please note the following comments relating to this project:

1. Policy: North-South Bicycle Route

Delta HUB supports the incremental build-out of a north-south cycling route running parallel to Scott Road, as endorsed in the North Delta Area Plan (*at right*).

Despite the Plan's requirement, application LU008315 **does not** include specific accommodations for a north-south bicycle path.

To realize Delta's objectives – and contribute to improved connectivity adjacent to the Scott Road Corridor – north-south cycling infrastructure is required for this project. Plans for a cycling route must be clearly identified (including, if applicable, any dedicated road allowance).





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## 2. Policy: Encourage Alternate Transportation Modes

Given the traffic concerns associated with medium-to-high density developments – and the potential that such projects represent for active travel along the Scott Road Corridor – it is critical to include new cycling infrastructure and amenities.

With plans for enhanced transit service along Scott Road – and municipal policy endorsing the requirement for a new north-south bicycle route in this location (*above*) – application LU008315 can exemplify alternate, multi-modal transportation.

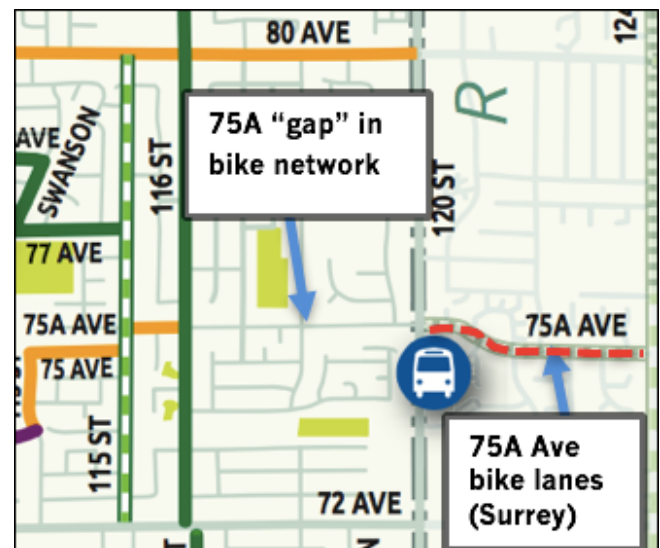
To this end, it is imperative that application LU008315 both incorporates – and communicates – the opportunities for reduced automobile usage. Bike facilities (i.e. secure storage) within the building should also be provided.

## 3. Policy: Bicycling Network

In addition to the **north-south** route along Scott Road (*above*), the bicycling network in North Delta is missing quality **east-west** cycling connections.

75A Avenue represents a key route – and a significant gap – in the current network. This is indicated on the Delta Routes Map (*at right*), which identifies an informal shared bike lane on 75A from 115 to 116 St only.

Meanwhile, this past summer the City of Surrey installed bike lanes on 75A between Scott Road and 128 St, which highlights the opportunity for regional connectivity – and underscores the gap.



Application LU008315 should include provisions for a bike lane on 75A from Scott Road to 119A St. Presently, the roadway narrows west of Scott Road, and drivers pass too close to cyclists due to the narrowing street. In addition, 75A should be made an official bicycling route, as envisioned by the North Delta Area Plan.

With the inclusion of these key elements, the applicant will be complying with endorsed planning policies, and clearly demonstrating Delta's commitment to improving conditions for active travel in the community.



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Delta HUB appreciates the opportunity to contribute these comments, and welcome any questions that you may have.

Sincerely,

Patrick Thompson  
Chair, Delta HUB Cycling Committee  
[delta@bikehub.ca](mailto:delta@bikehub.ca)

cc: Ms Tanya Michener, Planner, CP&D  
Mr. Steven Lan, Director of Engineering