

To: [mayor@surrey.ca](mailto:mayor@surrey.ca), [clerks@surrey.ca](mailto:clerks@surrey.ca)

**Re: Proposed Amendment to Reduce Minimum Bicycle Parking Requirements**

Dear Mayor Locke and Members of Council,

On behalf of the HUB Cycling Surrey Committee, we write to express our strong opposition to the proposed amendment that would reduce the required minimum bicycle parking in new developments from 1.2 spaces to 0.4 spaces per residential unit.

If adopted, this bylaw would make Surrey the municipality with the lowest required bicycle parking minimum in the region—a move that runs counter to official community plan, climate, transportation, and livability goals as well as Surrey's Transportation Plan target of 50% of all trips made by walking, biking and rolling, and transit by 2050.

By comparison, the proposed 0.4 spaces per unit stands in stark contrast to neighbouring municipalities:

- Burnaby – 2 spaces/unit
- Vancouver – 1.5 to 3 spaces/unit (depending on unit size)
- New Westminister, Port Moody, West Vancouver, City and District of North Vancouver – 1.5 spaces/unit
- Coquitlam, Maple Ridge, Richmond – 1.25 spaces/unit
- Delta, Township of Langley, Port Coquitlam – 1 space/unit
- Pitt Meadows, Langley City – 0.5 spaces/unit

Surrey's proposed minimum is not only out of step with regional norms—it undermines the growing demand for safe, secure, and accessible cycling infrastructure in our city. With the rise in active transportation, Surrey residents deserve infrastructure that supports this transition, not policies that restrict it.

Furthermore, the bylaw would allow bicycle parking on levels P1 to P3 provided there is elevator access. In practice, however, many building strata corporations prohibit bicycles in elevators and interior areas, and increased use of elevators for bicycle access can become a point of friction especially for people that would like to use non typical bikes and bike and trailer combinations typically used to haul children or cargo as those bikes would likely not physically fit in an elevator. Arrangements where bikes are parked below P1 levels are not user-friendly and can discourage daily bike use. The BC Active Transportation Guide suggests that, "bicycle parking facilities should be located no lower than the first level below grade to ensure that the facility is easily accessible, convenient, and that there are fewer potential conflicts between bicycles and motor vehicles."<sup>1</sup>

We urge Council to consider the following points:

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<sup>1</sup> BC [Active Transportation Guide, Page H46](#)

Efficiency of Bike Parking: One vehicle parking space, including its required maneuvering and drive space, can comfortably accommodate over 20 bicycles. While a US compact parking space is 14.2m<sup>2</sup> (153 ft<sup>2</sup>)<sup>2</sup> vehicle parking actually requires 30m<sup>2</sup> (323ft<sup>2</sup>)<sup>3</sup> A bike parking spot requires 1.4 m<sup>2</sup> per bike minimum<sup>4</sup> and a single compact underground vehicle parking spot without the required maneuvering and drive space can easily accommodate 10 standard bicycles per vehicle parking spot. Additional bikes could be parked if there is room height to stack them on top of each other with lifting racks, such as what is used at Translink's bike lockers at Skytrain stations. Bicycle parking on parking levels can often fit in spaces that are unusable for vehicles such as inside the building core or in corners.

Parking Cost Disparity: A single underground vehicle parking stall can cost upwards of \$75,000–\$230,000 to construct (including the required maneuvering and drive space), yet Metro Vancouver data shows significant oversupply (47% in strata, 35% in rental).<sup>5</sup> Bicycle parking offers a low-cost, high-benefit alternative as over 20 bicycles can fit in the space required to park one vehicle.

Retrofitting is Challenging: After construction, adding bicycle parking is extremely difficult. Strata bylaw changes require a 3/4 vote for change of purpose<sup>6</sup>, often making even modest improvements unfeasible. Vehicle parking stalls are typically “limited common property” or are licensed to the unit owner by the developer<sup>7</sup> at the time of sale thus converting overbuilt and unused vehicle parking nearly impossible or expensive.

The proposed reduction sends the wrong message about the City's commitment to sustainable and active transportation and goes against goals in the Official Community Plan and Transportation Plan, which include 15 Minute Neighbourhoods that make cycling safe and convenient for most daily needs and decreased modal share for vehicles and increase modal share for cycling, walking and transit. Surrey has an opportunity to be a leader in active transportation, align with regional best practices and plan for a future where cycling is a safe, convenient, and realistic choice for residents. If Surrey achieves its goals in the Official Community Plan, and mode share goals in the Transportation Plan, then the mode share for bicycles will be much higher than the current 0.5% and the need for bicycle parking in multi-family dwellings will be much higher than it is currently.

We strongly urge the Mayor and Council to reject this proposed bylaw amendment and maintain or enhance current bicycle parking minimums in multi-family developments in order to support Surrey's transportation goals, reduce emissions, and ensure equitable access to safe mobility options. We urge the Mayor and Council to instead consider how the bylaw could be strengthened to make cycling a safe, convenient and realistic choice for residents by considering bicycle parking minimums for places that are currently not applicable which limits residents ability to visit such a facility with a bicycle.

Sincerely,  
Tim Yzerman  
Chair, HUB Cycling Surrey Committee  
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www.bikehub.ca

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<sup>2</sup> [Parking Space Dimensions](#)

<sup>3</sup> [Parking Lot Dimensions](#)

<sup>4</sup> [Standard bike parking size](#)

<sup>5</sup> [Vancouver Sun](#): Metro Vancouver probes high cost of parking regulations for new developments, Jan 6,

<sup>6</sup> [BC Strata Law - Types of voting](#)

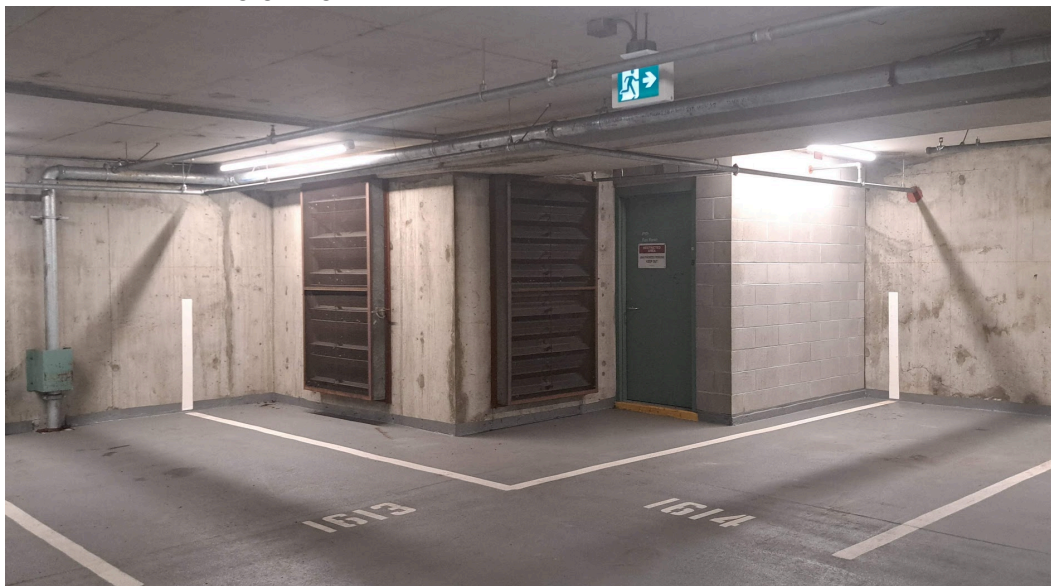
<sup>7</sup> [BC Strata Law - Different ways to allocate parking stalls and storage areas](#)

## Appendix

Example of parking garage showing lane space required for driving and maneuvering

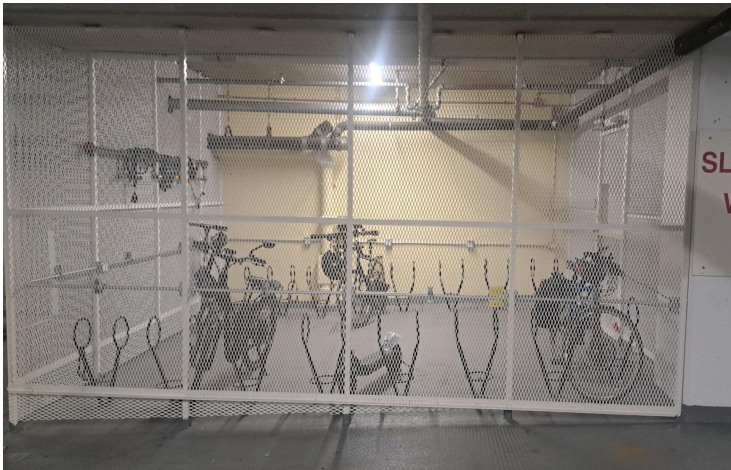


Example of parking garage corner which often contains unusable space which could be used for bike parking

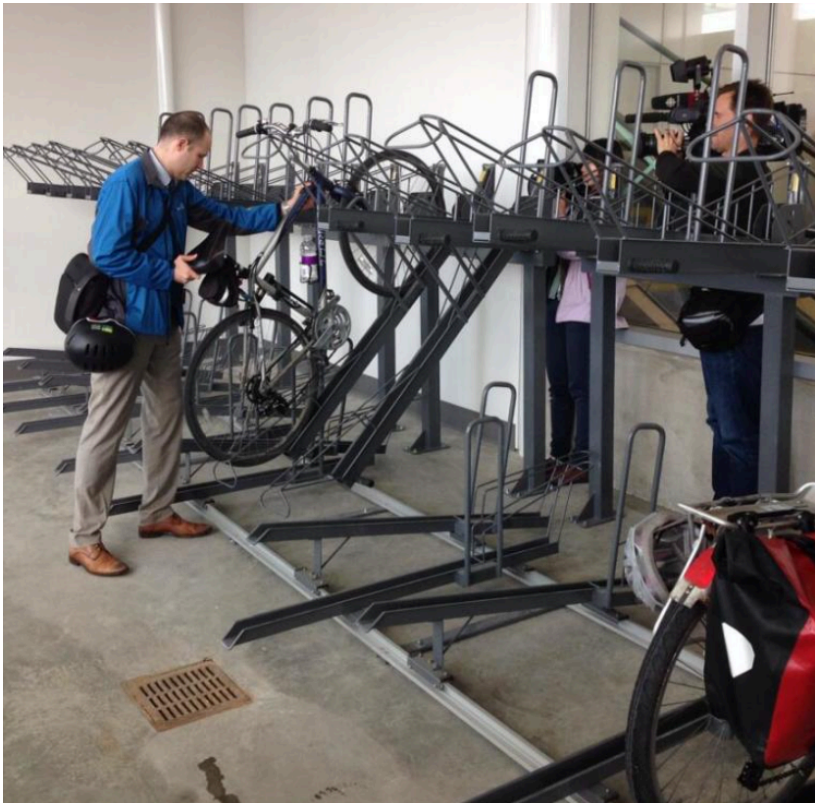




Example of two standard vehicle spots converted into bicycle parking with space for 15-20 bicycles and a picture of the same bike cage with 14 bicycles in it.



Example of double stacking bicycle racks



Example of a parking level floor plan with bicycle storage spaces for 68 bicycle spaces (highlighted yellow) located in building space that isn't suitable for vehicle compared to the space required for 30 vehicles and a vehicle ramp.



