



May 6, 2025

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City of Surrey

Re: Official Community Plan Feedback

The Surrey-White Rock Local Committee of HUB Cycling is providing feedback on the information presented on the City's website.

The Phase 2 engagement feedback saw the following key themes emerge:

- Building Block 3: A vibrant downtown had "Make downtown more walkable and accessible with maintained pathways and sidewalks".
- Building Block 4: a Livable, equitable, and connected neighbourhoods had "more walking and biking options and a better quality experience" and included the quote "Better transportation options like separated bike lanes (not painted) and frequent/convenient transit. Mixed use zoning is easier to walk in. Less cars." was included.
- Building Block 5: A healthy environment and zero carbon city had "more cycling and walking infrastructure" and included the quote: "Add in more sidewalks for walking, more bike lanes for biking and more options for public transit."

With that in mind, we have the following feedback for the following themes:

Chapter 1 - Housing

We support the housing priority directions. Lowering the costs of homes is key. One of the easiest ways to reduce costs is to reduce the need for parking, on street or off street. Building vehicle parking is very expensive, while providing space for bicycle parking is inexpensive, as bicycles take up much less space than vehicles. Underground parking, especially, is costly, with the cost of building parking stalls deep underground can cost upwards of \$100,000¹ with a typical parking spot requiring 325 square feet including driving lanes² at a cost of \$300/sqr ft. We suggest that the city uses decreasing parking maximums instead of the current market driven and minimum approach. According to a study done in Metro Vancouver parking is oversupplied by 47% in condo buildings and 35% in rental buildings.³ We suggest that the city incentivizes the developer to build car free developments where owning personal vehicles are prohibited provides access to car share and bike share (or future scooter share) services and free transit passes, similar to what a car free development in Tempe Arizona provided.⁴ The city should especially eliminate parking minimums for non profit housing. The city should still require developers to provide space for personal bicycles so that there is room for bike storage as the modal

¹ [How eliminating underground parking is helping the climate](#)

² [How To Calculate The Square Feet Of Pavement For Parking Spaces](#)

³ [Metro Vancouver probes high cost of parking regulations for new developments](#)

⁴ [America's "First Car-Free Neighborhood" Is Going Pretty Good, Actually?](#)

share of cycling, walking and transit increases from the current 18% towards the 50% modal share goal of the city's Transportation Plan. The current modal share for bicycles is 0.5% and with completion of a safe cycling network the modal share should increase dramatically. Making modifications later for bicycle storage will likely be a contentious issue for the strata corporations to deal with as amendments to the use of common property needs to pass with a $\frac{3}{4}$ vote⁵ and changing unused limited common property vehicle parking stalls into cycling parking also would be difficult as unit owners have exclusive use of that parking space⁶. Reducing the need for vehicle parking would go a long way in creating more affordable homes. Reducing the modal share of vehicles would reduce the need for new and expanded roads which in turn could lower development cost charges that new developments have to pay to fund expanded roads.

Chapter 2 - Economy

A well built, connected, safe and separated cycling network will help Surrey's economy, especially with tourism and supporting local businesses. Cycling infrastructure will attract tourism to Surrey and also will attract young professionals to live and work in Surrey. Neighborhoods with bike-friendly infrastructure are often seen as more desirable, especially by families and young professionals. Having a connected and safe cycling network to places of work and community amenities and increases property values⁷. Bike lanes have a positive or neutral impact on business revenue, especially for local businesses. Twenty-three studies across the US and Canada found bike lanes to have positive or neutral impacts on revenue.⁸ Research from London, UK actually found that people who walk or cycle spend 40% more than those who drive.⁹ Another 2013 study found that people cycling may spend less per trip, but make more trips, and visit local shops rather than big box stores or malls. Surface parking at big box stores or malls generates very little or no tax revenue for cities either.

Cycling benefits the economy as one study points out: "Cycling is not only improving the livability of cities, public health, air quality, or the CO2 balance, it also creates "hard economic value and jobs". It is therefore a perfect tool for transition in the transport sector, providing a large number of assets, including jobs."¹⁰ Surrey could help out the farming community by providing better cycling in agricultural areas which could bring tourism opportunities or direct farm sales and benefits workers, many of whom are temporary workers from out of country that have limited transportation options and need to cycle for work or to leave the farming area to do errands.¹¹ Delta recently approved a Barns to Beaches bike route which connects local breweries and farm stands with beaches and Ladner and benefits tourism but a bike route like this would also benefit workers.¹² Lowering car ownership and increasing modal share to cycling, walking and transit benefits the local economy as well, because lowering transportation costs for residents gives them more money to spend elsewhere in the economy. Well built cycling infrastructure also allows for businesses to use bicycle delivery vehicles which lowers delivery costs.¹³ Cycling benefits the environment and also reduces healthcare costs which further benefits society.

⁵ [Types of Strata Voting](#)

⁶ [Strata parking stalls and storage lockers](#)

⁷ [Cycling Infrastructure and Its Relationship to Residential Property Prices](#) (PDF)

⁸ [Economic impacts on local businesses of investments in bicycle and pedestrian infrastructure: a review of the evidence](#)

⁹ [People Walking And Cycling Spend More In London's Shops Than Motorists](#)

¹⁰ [Economic Benefits of Increased Cycling](#)

¹¹ [Bikes needed for Niagara's migrant workers](#)

¹² [Delta unveiling Barns to Beaches bike route](#)

¹³ [Bike Delivery Service: The Economics of Bike Delivery Services: Cost: Efficiency: and Profitability](#)

Chapter 3 - Transportation

We support the transportation priority direction. In addition to connecting Surrey's six communities with transit we also urge that the city connects the communities with a protected cycling network. We especially agree with reducing the need for driving. According to Statistics Canada last census 82% of trips to work were by vehicle and 74% was by driving solo. The Translink trip diary data is similar with 77% of trips being made by vehicle. Changing the modal share away from driving will make a dramatic difference in reducing congestion while widening roads and building new roads will do little to improve congestion as new road space for vehicles induces demand for more driving. Changing the modal share is key. Surrey's unapproved Transportation Plan had a modal share of 50% driving which would go a long way in reducing congestion. To achieve this though Surrey not only needs more Transit but it also needs to be easier to walk and cycle with more connected and safe routes to access Transit or to get to destinations by walking and cycling. To build more connected and safe routes the city should use a planning type approach to building crosswalks instead of using the warrant system for justifying crosswalks which does a count of how many people are willing to risk their lives crossing a street without a crosswalk. A planning approach would look at potential cycle routes that can use a connected network of local streets and look at destinations and sources for walking and cycling such as schools, stores, parks and bus stops that are difficult to get to without crossing a major street without a crosswalk or going a long distance to get to an existing safe crossing. Bridges are not justified by counting the number of people swimming across so why is this logic applied to cycling and walking? Build safe and convenient infrastructure and people will use it.

Chapter 5 - Natural Assets, Biodiversity & Green Infrastructure and Chapter 6 Community Infrastructure Priority Directions

We support the priority directions for both chapters. We feel that this also ties in with Transportation as reducing the need for driving will free up space from surface parking and road space for tree canopy and green spaces. Much of our cities are hard surfaces like concrete and asphalt. Almost all of the asphalt surfaces are provided for vehicle transportation. In some cities space provided for surface parking reaches 50% in downtown areas and on average 22% of city centre land in communities of one million residents is dedicated to parking and a further amount is provided for roads for the vehicles to move on. In much denser cities that amount can be much less with extensive and expensive underground or above ground parking, however the amount of green space in dense cities is also quite low. Reducing surface parking and the need for driving will provide green infrastructure and space for parks. We also support access to green spaces and natural assets for residents to be able to enjoy, cherish and care for that green space and suggest that green spaces include greenways that can be part of the cycling and walking network.

We recommend that Surrey builds out the greenway network and builds protected cycling across Surrey to connect communities as planned to increase recreational and tourist cycling along with transportation cycling. We recommend that all road widening projects include building protected cycling and that the city increases funding for active transportation projects to build 15 minute communities.

Sincerely,



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c/c:

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.