



February 14, 2017

To: Mayor and Council
cc: David Pollock, P.Eng.

Re: 2016-052-RZ; [Public Hearing on Feb. 21](#)
22260 & 22292 122 Avenue, 12159 & 12167 223 Street

Mayor and Council,

As this proposed apartment complex is close to services in the town core, and will provide accommodation to low income renters, it is likely that many will use bikes to get around town. After the fire that destroyed their home early 2015, our HUB Committee actually provided a number of people from the Sunrise apartments with used and refurbished bikes, as they had lost their bikes which they often depended on as their main mode of transportation.

According to the [Transportation Plan](#) (see map page 84), 122nd Ave. is part of the cycling network. West of 222nd Street the separated multi-use paths on both sides offer protection to those cyclists who are not comfortable cycling in traffic. These facilities end at 222nd Street, and no facilities are provided between 222nd and 224th Streets.



122 Ave westbound west of 222nd Street



**122 Ave westbound east of 222nd Street
(location of proposed development - on south side)**

Completing this short gap will provide people on bikes of all ages and abilities a safe and convenient connection to 224th Street, which in turn connects to the separated path to the east and west along Abernathy Way.

The proposed relaxation of parking requirements (a reduction of 207 parking spots) significantly reduces the construction cost for the proponent. According to a study quoted in the Jan. 2017 report on [Transportation Cost and Benefit Analysis – Parking Costs](#) by the Victoria Transport Policy Institute (pages 6 and 7), the average construction cost for underground parking is about US\$34,000 per parking space, which means total savings on construction of underground parking could very well be over \$7,000,000 (in US dollars).

In consideration of the above, we would recommend as part of the mix of options suggested in the staff report to ask the proponent to make a fair contribution towards expanding cycling facilities between 222nd St. and 224th St., which will benefit many of the residents of this apartment complex.

We also recommend to increase the bicycle parking requirements for this development, both long- and short term, to reflect the relatively higher proportion of residents that will require bicycle storage space. Alouette Heights supportive housing at Brown Ave. and 222nd Street is an example of a recently constructed low-income housing development where (at least short term) bicycle storage facilities do not meet the needs of residents.



Short term bike parking at Alouette Heights, Brown Ave. and 222nd Street

Further, we propose to unbundle parking for this and other future development proposals for apartments in and around the town core, which will reduce the rental rates for those who don't own a car and depend on alternative modes of transportation. These additional savings may encourage more residents to forego car ownership, benefiting not only themselves financially, but also helping to reduce congestion as well as the demand for parking in our town core.

As demonstrated by the recent local media coverage about the perceived lack of parking in the town core, and the push by some on Council to provide public parkades, it is important for our community to have a clear vision as to how we want our town core to further develop.

We believe that, as our town core further densifies, it's clear that the expectation of cheap, plentiful parking for all, and the accommodation of one or more cars on our roads for every additional household added to the town core and surrounding neighbourhoods is not realistic. Neither is it a recipe to build a successful, livable, vibrant town core that will attract more shoppers, residents and great shopping. A congested, car-oriented town core is also unlikely to attract the businesses that we so desperately want to set up shop in our town.

We would therefore encourage Council and staff to look for further opportunities to relax parking requirements, while at the same time taking advantage of every opportunity to make active transportation more feasible, pleasant and safe for all ages and abilities.

With kind regards,

Barry Bellamy, Co-chair
HUB Cycling
Maple Ridge/Pitt Meadows Chapter

JC/BB/EO/JL