

To the Mayor and Council,

Attached is a Planning Bylaw developed by the City of Vancouver, aimed at maximizing the utility of sustainable transportation choices.

Traffic Demand Management (TDM) is used to manage traffic and parking demands, and enhance the effectiveness of non-personal vehicle transportation, by prioritizing more sustainable travel as part of rezoning and/or development permit applications. This contributes to meeting climate targets by having walking, cycling and public transit trips make up a much larger proportion of total trips.

The City of Vancouver even provided me with a list of consultants who complete the TDM studies and are familiar with implementing this policy: Bunt, Binnie, Watt, IBI, and CTS.

One of the main outcomes of Traffic Demand Management is determining Vehicle Parking Reductions by Land Use. Based on research, rental residential buildings that are well serviced by sustainable transportation options are eligible for the largest reduction of between 40% and 60% less vehicle parking spaces required.

I have heard from the developer of the project at 7104 Nancy Greene Drive that the Resort Municipality of Whistler is holding up this affordable housing project because you want the project to have more parking. However, if this policy by the City of Vancouver was applied, a reduction of required parking of 40% to 60% would be applicable to this rental residential building. This would result in 7104 Nancy Greene Drive having a surplus of parking based on its current number of spaces.

As a resident of Whistler who has witnessed frequent traffic gridlock, especially during the last winter, I think that Whistler should be a leader in pursuing strategies that reduce vehicles on the road. When Whistler demands more parking spaces, that will result in more cars, and even more traffic, as well as more greenhouse gas emissions that will further threaten our ski seasons and heighten our wildfire risk.

And as a resident of Whistler who now owns a VoltBike Yukon, a very popular model of e-bike owned by over 100 Whistlerites, I can speak from personal experience that I now make 100% of my trips within Whistler by e-bike. With its central location near Whistler village, a resident of 7104 Nancy Greene Drive could reach even the furthest extents of Whistler at either Emerald or Function junction in just 15 minutes by e-bike.

With the availability of these new sustainable transportation options such as e-biking, the time is now for Whistler to take decisive action to both reduce the number of cars in Whistler, while increasing the amount of affordable housing units. Especially near the village, from whence staff will easily be able to get to jobs in the village even during weekend gridlock.

Given Whistler's compact size, and the fact that 100% of trips within Whistler can be made by e-bike, I would even propose a novel idea that could set Whistler as a true climate world leader:

offer developers an option to trade several vehicle parking spaces to be replaced with a number of dedicated e-bike parking stations for each unit.

An e-bike parking station is more spacious than bike-rack parking. Approximately 1m x 2m per space, with a metal loop to lock to, and an electrical outlet for charging. If accompanied by a locker nearby (to replace a car which many people use as a mobile locker) an e-biker is set up for seamless end of trip transition. At 1m x 2m, approximately 6x e-bike parking stations can fit into the area occupied by a single vehicle, making it a very efficient use of space.

I hope you will consider taking these actions. I believe they are in line with our Climate Action Big Move Strategy, and will result in less cars on our road, less greenhouse gas in our atmosphere, and more affordable accomodation for workers in Whistler, which I know many business owners will appreciate.

Kind Regards,

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