

February 24, 2020 4:58 PM

To: MayorandCouncil <MayorandCouncil@westvancouver.ca>

Re: Feb 24, 2020 Public Hearing: Climate Emergency Response - reducing residential vehicle parking requirements.

Dear Mayor & Council,

I understand the proposed zoning bylaw no. 4662, 2020, amendment bylaw no 5055, 2020 would *amend minimum vehicle parking standards to require one space per single-family home, duplex dwelling or secondary suite*. It would also introduce electric vehicle parking requirements for new residential buildings and bicycle parking requirements for new multi-family, commercial and institutional buildings. *The space needed to accommodate these new requirements would be offset by reducing the minimum vehicle parking standard for multi-family buildings.*

I do not believe that reducing minimum residential parking requirements is an effective approach to addressing climate change. A far better approach would be for the District to focus on improving transit.

People will continue to own cars – even those who use transit or alternative means of transportation will, more often than not, still have a car. They may use it less, but they will still have a vehicle and need somewhere to park. Reducing residential parking won't stop people from owning cars, it will only cause them to park on the street. There has already been a substantial increase in the number of vehicles parking on residential streets. The proposed bylaw will only make this problem worse.

Shortly after a house across the street from me put in a secondary suite, we noticed a vehicle regularly parking in front of our home. It belonged to the tenant of the new suite. There is only one street parking spot for guests or deliveries to my household and that of my next door neighbour. *One* spot shared between two homes, and now accommodating the parking needs of a secondary suite. It was particularly inconvenient when my elderly neighbour had her hip replaced and required more direct access to her home from the street, rather than the back-lane where she usually parks. It is particularly inconvenient when my elderly father visits and we can't drop him off, let alone park, in front of our home.

Reducing parking may look to a future where people don't own vehicles, but improving transit will be key to getting to that future. This proposed bylaw is putting the cart before the horse. Please make transit improvements before enacting a bylaw that accommodates a future that does not exist – one that cannot exist until we make transit a priority. Our current transit service must be significantly improved if we are to achieve this goal. And by improvements I

don't mean an ill-thought and redundant B-Line, I mean improvements that actually serve our community where it's needed most.

Increased street parking not only hampers transit, it impacts ride-hailing and active forms of transportation, such as walking and biking. (Look no further than the number of vehicles that park over the bike lane on Keith Road as an example.) I ask that Council reject this bylaw and address the growing problem of private vehicles relying on public spaces for parking.

Sincerely,

Melinda Slater
1058 Keith Road
West Vancouver

(Please do not redact this correspondence.)