

TECHNICAL MEMORANDUM

TO: Attention Erich Jaeger, J.M.C. Properties Ltd.
FROM: Aaron Chan, P.Eng., Creative Transportation Solutions Ltd. (CTS)
DATE: 13 March 2020
RE: 20416 Park Avenue Parking Study
FILE NO: 7191-01

CTS was retained by J.M.C. Properties Ltd. on 27 January 2020 to conduct a parking assessment for a multi-family development at 20416 Park Avenue, in the City of Langley BC.

The primary objectives of this study were as follows:

- To conduct a parking assessment to assess the feasibility of a variance in the number of provided visitor parking stalls;
- To document the analysis in a technical memo that meets the requirements of the City of Langley

This report documents our analyses and findings.

1.0 BACKGROUND

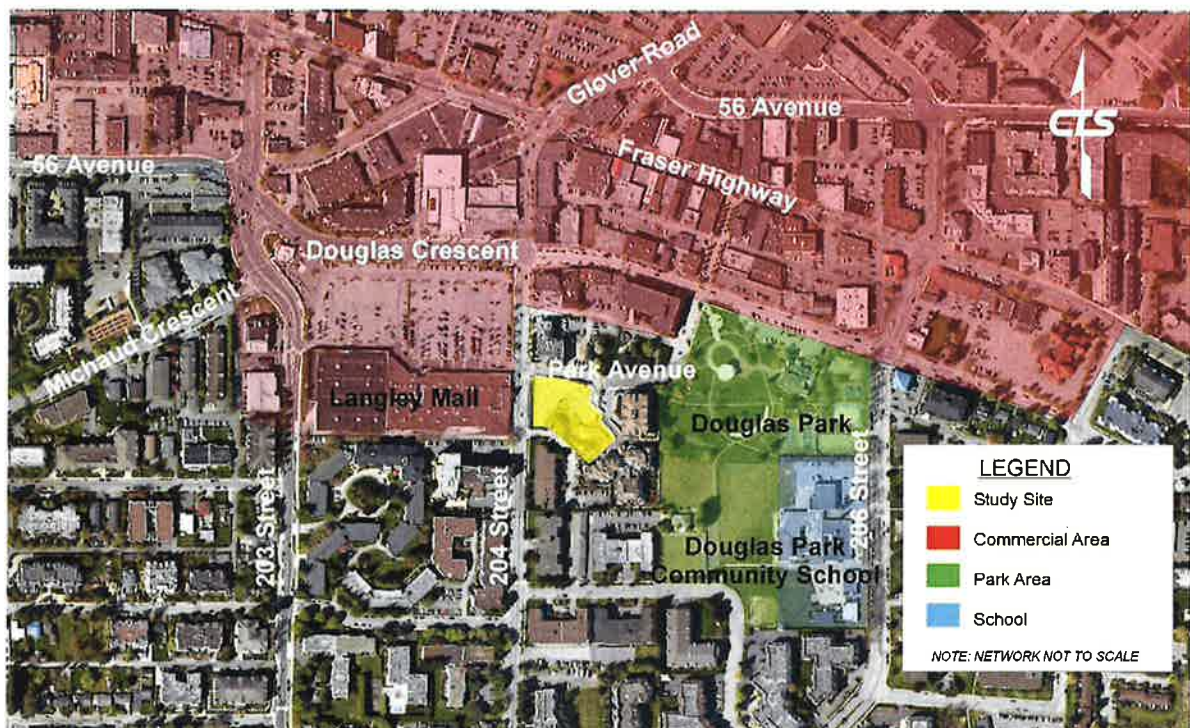
J.M.C. Properties is developing a 6-storey multi-family development consisting of 69 dwelling units. This development will contain a mix of 2 to 3-bedroom units.

The development site is currently zoned as C1 - Downtown Commercial Zone. The development is within the City of Langley Downtown Master Plan in the area noted as Park Avenue, and is adjacent to the Langley Mall.

2.0 EXISTING CONDITION

The development site is illustrated in **FIGURE 1** and is highlighted in YELLOW. The nearby commercial areas, park area, and school are also noted.

**FIGURE 1
STUDY SITE**



The site is conveniently located on the edge of the City of Langley Downtown. It has direct access to the Langley Mall, Douglas Park, as well as Douglas Park Community School (Elementary School).

The proposed development site is currently undergoing construction. Adjacent to the site directly to the east and southeast, is the properties of 20448 Park Avenue (James Court) and 20458 Park Avenue (The Place on Park Avenue), which are also multi-family developments. Due to construction, they are currently sharing surface visitor parking, which can be accessed off of Park Avenue via City Crescent.

It is noted that on Park Avenue adjacent to the development site, on-street parking is available for 3 Hours from 9 AM – 5 PM and Monday to Saturday. This regulation is for both sides of the road and extends to Douglas Park.

When built out, the proposed development will have a single primary access on 204 Street, for accessing the underground residential parkade as well as the surface visitor parking.

2.1 Alternative Transportation Infrastructure

The development location is noted as having a high walkability and good cycling access.

There are grocery stores available, numerous restaurants, services such as post office, hair salons, clothing cleaners and more within the adjacent Langley Mall.

The Translink Metro Vancouver cycling map notes 203 Street, Douglas Crescent, and 206 Street within the study area as informal bicycle routes, and are identified as Major Streets with a Shared Lane.

There are two bus stops located within 100 meters of the development, which serve the following routes:

- Route 560 Murrayville/Langley Centre
- Route 840 Brookwood School

In addition, within a 10-minute walking distance to the north, is the Langley Centre Transit Exchange, which provides several connections to other municipalities.

3.0 VISITOR PARKING ASSESSMENT

3.1 Visitor Parking Requirement

As per the City of Langley's *Zoning Bylaw 2100* the visitor parking requirements are described as:

- *E.2.(c) – All visitor parking stalls shall be located at grade.*
- *E.4.(ii) – A minimum of 0.2 parking spaces per unit shall be designated with signage as Visitor Parking spaces in Multiple-Unit Residential.*

It is noted that this visitor parking requirement is the same for any residential development within the City of Langley.

For a total of 69 units, the requirement for visitor parking as per the Zoning Bylaw is 14 vehicle parking stalls.

It is being proposed that 11 vehicle parking stalls be provided at grade for the proposed development, of which, one (1) will be designated as a handicapped parking stall. This will require a variance of three (3) visitor parking stalls.

3.2 Data Collection

In order to consider the feasibility of a variance in the provision of visitor parking stalls, parking surveys were conducted to measure the existing visitor parking demand in the area.

The two adjacent multifamily developments were surveyed in order to understand the local visitor parking demand. As previously noted, both existing developments are currently sharing visitor parking.

James Court is noted as a 4-storey multi-family development with 50 units.

The Place on Park Avenue is noted as a 5-storey luxury rental apartment development with 37 units.

Between the two developments, there is a shared visitor parking area that provides space for up to five (5) vehicles, with one space noted as handicapped parking. Four (4) spaces are oriented perpendicular to the driveway aisle and one (1) space is oriented parallel to the driveway aisle. These spaces are outlined with different colored tiles.

Parking accumulation counts were conducted on the following days:

- Thursday 20 February 2020 (3:00 PM – 11:00 PM)
- Saturday 22 February 2020 (2:00 PM – 11:00 PM)

These time periods were selected to capture the expected peak demand times for residential visitors.

The parking accumulation data summarized and reviewed to ensure data integrity and validity. Data was recorded in 15-minute intervals, and are illustrated in **FIGURE 2** and **FIGURE 3**.

FIGURE 2
PARKING ACCUMULATION SURVEY RESULTS (THURSDAY 20 MARCH 2020)



FIGURE 3
PARKING ACCUMULATION SURVEY RESULTS (SATURDAY 22 FEBRUARY 2020)



FIGURE 2 illustrates the observed parking demand by time of day in 15-minute intervals for Thursday 20 February 2020. The maximum observed number of parked vehicles in the study area was 3 vehicles, and this occurred at 3:15 PM and lasted for one-hour or less.

FIGURE 3 illustrates the observed parking demand by time of day in 15-minute intervals for Saturday 22 February 2020. The maximum observed number of parked vehicles in the study area was 3 vehicles, and this occurred at 3:45 and lasted for 15 minutes or less.

At all times throughout the survey period, the available visitor parking inventory was not at capacity. In each survey day, a peak demand of 3 parked vehicles was observed to occur once, and last a short period of time.

It was observed that during the peak parking periods, no vehicles entered the surveyed lot in search of visitor parking. The only vehicles to enter, proceeded to the underground residential parking during these times.

The Urban Land Institute's Shared Parking Manual 3rd Edition notes that the typical peak period for residential visitor parking is between 7 PM – 10 PM. During this period, the observed parking demand was 2 vehicles on Thursday, and 1 vehicle on Saturday.

3.3 Forecast Visitor Parking Demand

The observed visitor parking data is used to consider a variance in the provision of visitor parking for the proposed development.

A peak parking demand of 3 vehicles was noted throughout both survey periods. As the visitor lot was never at capacity, this is taken to be a true peak parking demand.

As previously noted, these visitor parking stalls are currently being used to serve two developments, that contain an overall total of 87 dwelling units. A conservative assumption of 90% occupancy is made for both buildings.

Within the study area, the locally observed peak visitor parking demand is equivalent to a ratio of 0.038 per occupied dwelling unit. Applied to the proposed development, this would be equivalent to a forecasted average peak visitor parking demand of 3 parked vehicles.

This visitor parking demand is low. This may be attributed to several factors related to the specific study area. Such as having a location within the City of Langley downtown, being adjacent to large commercial areas or adjacent to the park, or the availability of on-street parking.

As the proposed development will be located within the same area, it is expected that visitors of the proposed development will behave similarly.

The observed visitor parking data suggests that the provision of 11 visitor parking stalls for the usage of 69 dwelling units will be sufficient for this proposed development.

A visitor parking ratio of 0.16 visitor stalls per dwelling unit is being proposed. This is consistent with data from the Shared Parking Manual 3rd Edition, that suggests a base provision of 0.15 visitor stalls per dwelling unit for residential uses. This provision is also in line with other municipalities that require a lower visitor parking rate within downtown areas, such as within the City of Surrey, City of New Westminster, and City of Port Moody, which range from a ratio of 0.10 to 0.16.

4.0 CONCLUSIONS & RECOMMENDATIONS

4.1 Conclusions

CTS assessed the feasibility of a parking variance in the supply of required on-site visitor parking spaces by undertaking:

- A review of the study area and the nearby amenities that promote alternative modes of travel and endorse a more walkable community;
- A parking accumulation survey on Thursday 20 February 2020 and Saturday 22 February 2020 to capture local data on peak residential visitor parking demand;
- An analysis of the overall forecasted peak parking demand that demonstrates that the expected average peak visitor parking demand of this proposed development, can be supported by the proposed 11 vehicle parking stalls.

4.2 Recommendations

Based on the findings of this Parking Assessment, CTS recommends the following:


1. That the City of Langley approve the proposed development's application request for a visitor parking variance of 3 parking stalls.

We would like to take this opportunity to thank you for this unique project and we look forward to working with you again in the future. Please call the undersigned should you have any questions or comments.

Yours truly,

CREATIVE TRANSPORTATION SOLUTIONS LTD.

Reviewed by:


Aaron Chan, P.Eng.
Senior Traffic Engineer



13 Mar 2020

Prepared by:


Dominique Bram Guevarra, EIT
Junior Traffic Engineer

Attachment

Appendix A

Architectural Drawing

LEGEND

LB = LEVIN BLANK
CB = CATCH BASIN
MB = MAIN HOLE
LS = LIGHT STANDARDS
LSE = LIGHT STANDARDS ROLL AND
AD = APPLE DRINK
PD = PLANETOR GRIND

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LEGACY ON PARK AVENUE
20416 PARK AVENUE
LANGLEY
SHEET 0010
SITE PLAN - OVERALL

File Name: 10-1-20	Print & Settings: OK
Include Annotations:	A2.0B
Print Date: 17-01-20	
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