



# CITY OF LANGLEY PUBLIC PARKING STRATEGY

Draft Working Technical Report

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## EXECUTIVE SUMMARY

The Public Parking Strategy guides Langley City's approach to public parking management to ensure residents, businesses, employees, customers, and visitors have reliable access to public parking options while balancing a variety of transportation needs. The Strategy provides a framework in alignment with the Transportation 2050 Plan and Official Community Plan to better manage public parking in downtown Langley and residential apartment and townhouse areas north of Nicomekl River. Enhanced parking management will support the movement of people, goods, and commercial services to the year 2040.

The goals of the Public Parking Strategy help achieve city-wide goals and are aligned with the Transportation 2050 Plan and Official Community Plan:

- **Goal 1 – Mobility:** Support the efficient movement of people, goods, and commercial services in Langley City through well-managed parking supply.
- **Goal 2 – Access:** Support inclusive access to needs, services, and amenities in Langley City through distinct and flexible parking options.
- **Goal 3 – Economic:** Support the economic prosperity and financial sustainability of Langley City through reliable and predictable parking options.

The objectives of the Public Parking Strategy reflect the core priorities, identifies what the problem is, and helps guide the strategic planning and decision-making of parking management. Objectives ensures Langley City and its partners are united together through a set of shared values and understanding of the key issues facing the community.

- **Objective 1: Improve the reliability of finding available parking.** As a shared public space, local governments must actively decide on who should be served by parking and how to regulate parking accordingly. This is critical in areas where there is a limited supply of parking spaces, coupled with high demand for parking. A successful parking environment provides a mix of distinct, flexible, and well-managed options to serve the diversity of users depending on how long and where they need parking. This helps to create a more consistent and reliable parking experience for people who need to drive.
- **Objective 2: Create a safe, accessible, and defined parking experience.** A successful parking environment prioritizes personal safety, security, and comfort; accommodates people of all ages and abilities through accessible and barrier-free design; and enables drivers to locate and navigate to clearly defined parking spaces. This is achieved through high-quality



transportation infrastructure and urban design improvements to encourage and invite people to walk a few blocks away from their parked vehicle to their destination. This helps to create a more consistent and enjoyable parking experience.

The Public Parking Strategy recommends 11 actions to help advance the strategy objectives. They are structured under two sub-strategies: the Downtown Parking Strategy and a Residential Parking Strategy. Three implementation time horizons are established for the short-term (2026 to 2027), medium-term (2028 to 2030), and long-term (2031 to 2040).

### **Downtown Parking Strategy**

- Action 1: Provide a complete range of parking options to serve all parking users
  - Action 1.1, 1.2, 1.3: Designate short-term on-street parking with 2-hour limit / Designate medium-term public off-street parking with 4-hour limit / Designate long-term public off-street parking with monthly permit (2026 to 2027)
  - Action 1.4: Designate shared passenger and goods loading zones (2026 to 2030)
- Action 2: Adopt pay parking in high-demand areas to increase parking turnover and availability (2026 to 2030)\*
- Action 3: Develop public parking and pedestrian wayfinding strategy (2026 to 2027)
- Action 4: Modernize and enhance parking enforcement (2026 to 2027)
- Action 5: Enhance accessible on-street parking (ongoing to 2040)
- Action 6: Launch a downtown Safe Walk program (2028 to 2040)
- Action 7: Leverage redevelopment opportunities to secure public parking options at SkyTrain stations (ongoing to 2040)
- Action 8: Explore creation of privately-owned shared public parking options (2026 to 2030)
- Action 9: Deploy real-time occupancy monitoring & digital signage technology (2040 or beyond)

### **Residential Parking Strategy**

1. Adopt time limits for non-residents in unrestricted parking zones outside of downtown
2. Launch residential permit parking program\*

*\* Actions requires further work and/or consultation with the community to develop and refine a specific detailed proposal for future consideration and endorsement by Council.*



## 1.0 STRATEGY OVERVIEW

The Public Parking Strategy guides Langley City’s approach to public parking management to ensure residents, businesses, employees, customers, and visitors have reliable access to public parking options while balancing a variety of transportation needs. The Strategy provides a framework in alignment with the Transportation 2050 Plan and Official Community Plan to better manage public parking in downtown Langley and residential apartment and townhouse areas north of Nicomekl River. Enhanced parking management will support the movement of people, goods, and commercial services to the year 2040.

The Public Parking Strategy was led by Engineering Services at the City of Langley and prepared by WATT Consulting Group with technical support and peer review by Nelson\Nygaard Consulting Associates.



## 2.0 STRATEGY DEVELOPMENT

The following activities were undertaken to inform the development of the Public Parking Strategy, organized by technical and engagement workstreams.

Activity		Description
<b>1. Technical Workstream</b>		
1	Parking Activity Analysis	<p>A GIS-based inventory was developed that captured on-street parking and loading (at the curb segment level) and City-owned public off-street parking (at the parcel level), with detailed attribute information recorded for each parking facility such as the type of parking restriction and permitted users.</p> <p>Using the inventory, parking occupancy and duration for the downtown and residential areas on a typical weekday and Saturday was collected and analyzed. Data was collected in two rounds on the following dates:<sup>1</sup></p> <ul style="list-style-type: none"> <li>▪ <b>Round #1a – Downtown Langley:</b> Wednesday, August 21 and Saturday, August 24, 2024</li> <li>▪ <b>Round #1b – Fraser One-way:</b> Wednesday, September 18, 2024</li> <li>▪ <b>Round #2 – Apartment and Townhouse Areas:</b> Wednesday, March 12 and Saturday, March 15, 2025</li> </ul>
2	Jurisdictional Scan	Research on parking management practices adopted by other communities in the Metro Vancouver region, with a focus on communities that are served by SkyTrain.
3	Best Practice Review	Research on parking management policies and actions that reflect industry best practice and/or are adopted by leading or comparable communities in Canada and the United States.

<sup>1</sup> Data collection round #1 occurred prior to the construction of the Fraser Highway One-Way Improvement Project.



Activity	Description
<b>2. Engagement Workstream</b>	
1 Project Advisory Group Meetings	<p>Meetings with City staff consisting of representatives from Engineering Services, Planning, Community Safety, and Communications who provided input and feedback to shape the strategy. Three meetings were held:</p> <ul style="list-style-type: none"> <li>▪ <b>Meeting #1 – August 7, 2024 (Project Kick-off):</b> introduced the Project Advisory Group; confirmed project objectives, scope, work plan; identified project challenges and opportunities; and envisioned what a successful strategy would look like</li> <li>▪ <b>Meeting #2 – January 20, 2025 (Technical Findings):</b> presented and discussed the results from the parking activity analysis for downtown and findings from the best practice review</li> <li>▪ <b>Meeting #3 – June 6, 2025 (Strategy Development):</b> collected input and feedback on draft parking management objectives and select actions</li> </ul>
2 Community Surveys	<p>Survey questionnaire for the public to provide input and feedback to shape the strategy. Two surveys were conducted:</p> <ul style="list-style-type: none"> <li>▪ <b>Survey #1 – February 12 to March 9, 2025:</b> collected data on parking behaviour and experiences in downtown and residential apartment &amp; townhouse areas, and ideas for parking improvements in downtown (365 valid responses received)</li> <li>▪ <b>Survey #2 – October 4 to 31, 2025:</b> collected data on the level of support for potential parking management options in residential apartment and townhouse areas (120 valid responses received)</li> </ul>

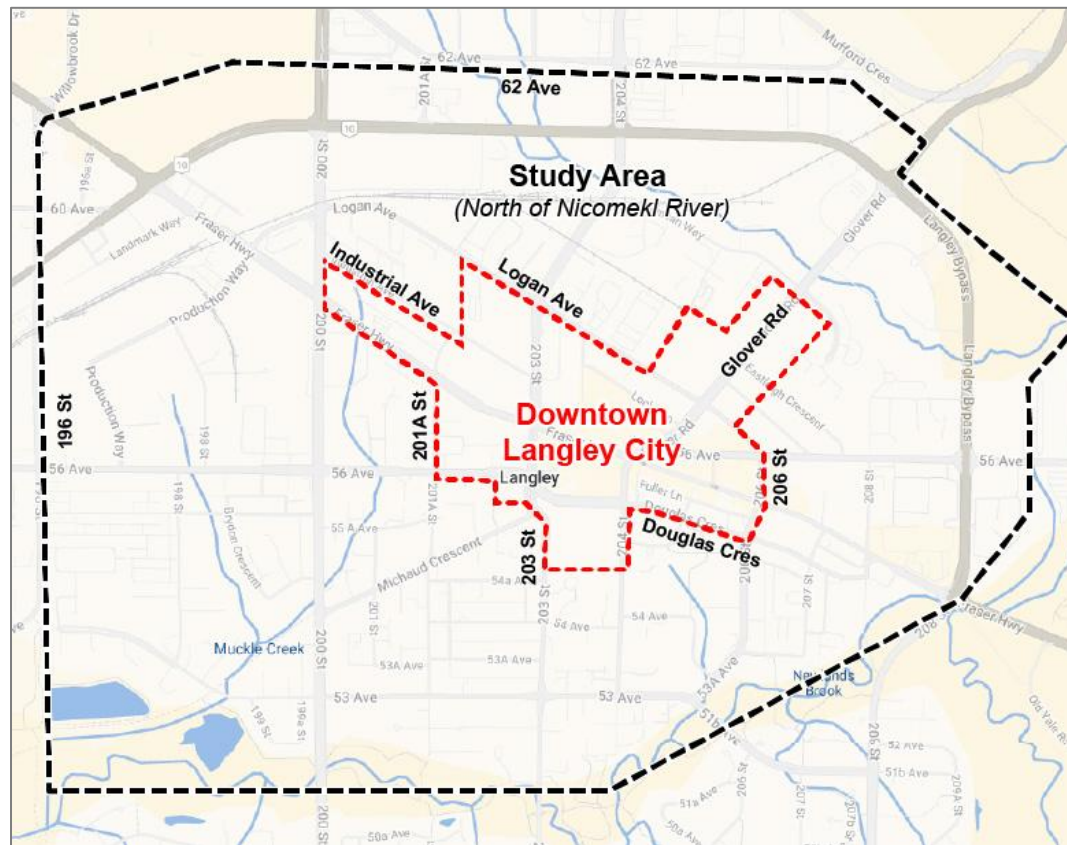


Activity		Description
<b>2. Engagement Workstream</b>		
3	Business Stakeholder Focus Groups	<p>Focus groups with member businesses of the Downtown Langley Business Improvement Association who provided input and feedback to shape the strategy. Two sessions were held:</p> <ul style="list-style-type: none"> <li>▪ <b>Session #1 – April 1 and 8, 2025:</b> collected data on the typical daily parking experience in downtown for employees and customers from the perspective of member businesses, and desired attributes for parking supply and a desirable parking experience (9 businesses represented)</li> <li>▪ <b>Session #2 – July 9, 2025:</b> collected input and feedback on draft parking management objectives and select actions (4 businesses represented)</li> </ul>
4	Council Meetings	<p>Meetings with City Council to present the progress of the development of the strategy. Two meetings have been held to-date:</p> <ul style="list-style-type: none"> <li>▪ <b>Meeting #1 – February 10, 2025:</b> introduced the study scope, objectives, and timeline, and presented the results from the parking activity analysis for downtown</li> <li>▪ <b>Meeting #2 – July 21, 2025:</b> presented the technical and engagement results for downtown and residential apartment and townhouse areas; provided a primer on parking management in the local government context; and presented the draft parking management objectives and select actions</li> </ul>



### 3.0 STRATEGY GEOGRAPHIC SCOPE

The study area is defined as north of the Nicomekl River covering the Nicomekl and Douglas neighbourhoods, with a specific geographic focus on the following areas: Downtown Langley, Brydon Park, and Michaud Crescent. The study area generally coincides with Langley City’s Regional City Centre designation per Metro Vancouver’s Regional Growth Strategy, with the southern boundary of the regional designation along 53 Avenue/51B Avenue.





## 4.0 STRATEGY POLICY SCOPE

Scope Level	Scope Level Definition	Description
Primary	Detailed policy direction and actions to advance the core objectives and priorities of the Strategy.	<ul style="list-style-type: none"> <li>• Public on-street vehicle parking</li> <li>• Public off-street vehicle parking</li> </ul>
Secondary	High-level and/or limited policy direction that is complementary to achieving the core objectives and priorities of the Strategy. Requires further planning and policy development in the future, with potential to be addressed in a separate strategy or policy document.	<ul style="list-style-type: none"> <li>• Public accessible vehicle parking for people with disabilities</li> <li>• Public on-street commercial/goods loading (i.e., deliveries)</li> <li>• Public on-street passenger loading (i.e., pick-up/drop-off)</li> <li>• Curbside management</li> </ul>
Tertiary	Outside the technical scope of the Strategy, with no policy direction and actions provided. May include brief references only.	<ul style="list-style-type: none"> <li>• Public electric vehicle charging</li> <li>• Special event vehicle parking</li> <li>• Film vehicle parking</li> <li>• Private off-street parking</li> <li>• Private off-street loading</li> <li>• Bicycle and micromobility parking</li> <li>• Electric micromobility charging</li> </ul>

Notes: “public” = right-of-way and land that is owned, operated, and/or leased by the City of Langley or other government body; “private” = land that is owned by individuals or organizations other than the City of Langley or other government body.



## 5.0 PLANNING & POLICY CONTEXT

### 5.1 Enabling Policy

Jurisdiction	Policy	Description
City of Langley	Transportation 2050 Plan (2025)	The Transportation 2050 Plan outlines a core priority to manage and optimize parking and loading inventory and demand to support the movement of people, goods, and commercial services. The plan identifies a primary action to conduct a parking study and develop strategies to prepare for SkyTrain and growth in Langley City.
	Official Community Plan (2021)	The Official Community Plan provides direction to develop a public parking strategy to manage public and on-street parking around SkyTrain stations, and to consider a City-owned parkade in the downtown area with the ability to lease out long-term parking spaces to support parking needs among nearby developments and residents.

### 5.2 Supporting Policy

Jurisdiction	Policy	Description
City of Langley	2023–2028 Langley City Strategic Plan (2023)	The Strategic Plan guides municipal decision-making for a five-year period. A core focus area is to provide reliable municipal infrastructure and continue supplying, maintaining, and rehabilitating core infrastructure, including transportation.
TransLink	Regional Parking Management Guidelines (2026) <sup>1</sup>	Forthcoming detailed guidelines on policies and actions for on-street parking, public off-street parking, and curbside management for the Metro Vancouver region, including guidance on when land use and transit service should trigger changes to parking management.

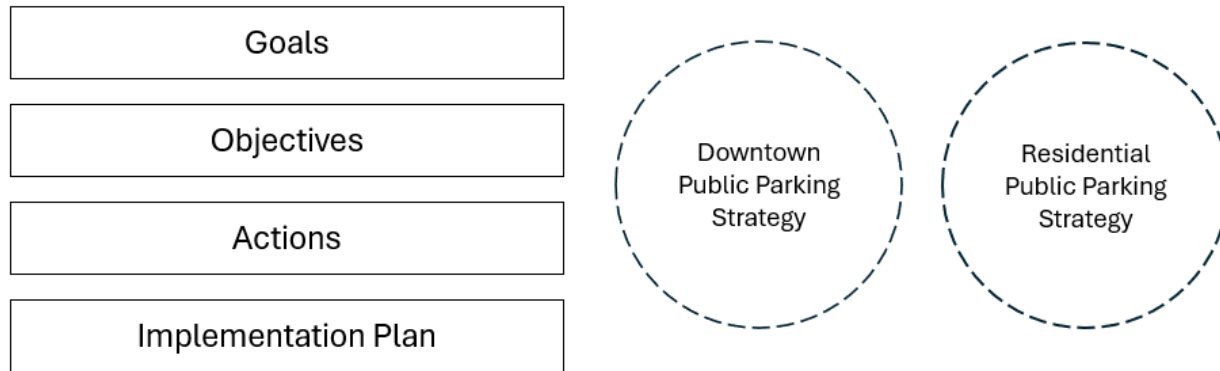
[1] Work-in-progress with expected completion sometime in 2026.



Jurisdiction	Policy	Description
TransLink	Transport 2050: Regional Transportation Strategy (2022)	Transport 2050 outlines a set of strategies and actions to make parking more reliable for those who need to drive and where other modes are not viable. This includes: (1) providing sufficient and designated curbside space to support parking and short-term goods/passenger loading; (2) providing managed, flexible, and adaptable curb space through regulations, pricing, and digital technology; (3) increasing enforcement and fines for illegal parking; and (4) developing a public EV charging network.



## 6.0 STRATEGY FRAMEWORK



Strategy Component	Purpose
Goals	Aligns the Public Parking Strategy with the Transportation 2050 Plan and Official Community Plan to achieve city-wide goals.
Objectives	Defines the Public Parking Strategy’s core priorities based on a shared understanding of issues among stakeholders and are used to guide the strategic planning and decision-making of parking management.
Actions	Outlines specific steps to advance the objectives of the Public Parking Strategy, structured under the two sub-strategies: the Downtown Parking Strategy and a Residential Parking Strategy.
Implementation Plan	Operationalizes the Public Parking Strategy actions by identifying when the actions should be complete, who will be responsible, and how to monitor and evaluate whether the strategy is successful.



## 7.0 STRATEGY GOALS AND OBJECTIVES

### 7.1 Goals

Goals align the Public Parking Strategy with the Transportation 2050 Plan and Official Community Plan to achieve city-wide goals.

- **Goal 1 – Mobility:** Support the efficient movement of people, goods, and commercial services in Langley City through well-managed parking supply.
- **Goal 2 – Access:** Support inclusive access to needs, services, and amenities in Langley City through distinct and flexible parking options.
- **Goal 3 – Economic:** Support the economic prosperity and financial sustainability of Langley City through reliable and predictable parking options.



## 7.2 Objectives

Objectives define the Public Parking Strategy's core priorities, identify what the problem is, and are used to guide the strategic planning and decision-making of parking management. This ensures Langley City and its partners are united together through a set of shared values and understanding of the key issues facing the community. This provides the foundation for creative problem-solving and enables the identification of actions that meaningfully addresses the core priorities. This avoids the common pitfall of proposing actions that may not actually solve the underlying issues, even if the actions seem reasonable at first glance and/or there is popular or political support.

### **Objective 1: Improve the reliability of finding available parking**

As a shared public space, local governments must actively decide on who should be served by parking and how to regulate parking accordingly. This is critical in areas where there is a limited supply of parking spaces, coupled with high demand for parking. A successful parking environment provides a mix of flexible and well-managed options to serve the diversity of users depending on how long and where they need parking. This helps to create a more consistent and reliable parking experience for people who need to drive.

### **Objective 2: Create a safe, accessible, and defined parking experience**

A successful parking environment prioritizes personal safety, security, and comfort; accommodates people of all ages and abilities through accessible and barrier-free design; and enables drivers to locate and navigate to clearly defined parking spaces. This is achieved through high-quality transportation infrastructure and urban design improvements to encourage and invite people to walk a few blocks away from their parked vehicle to their destination. This helps to create a more consistent and enjoyable parking experience for people who need to drive.



## 8.0 DOWNTOWN PUBLIC PARKING STRATEGY

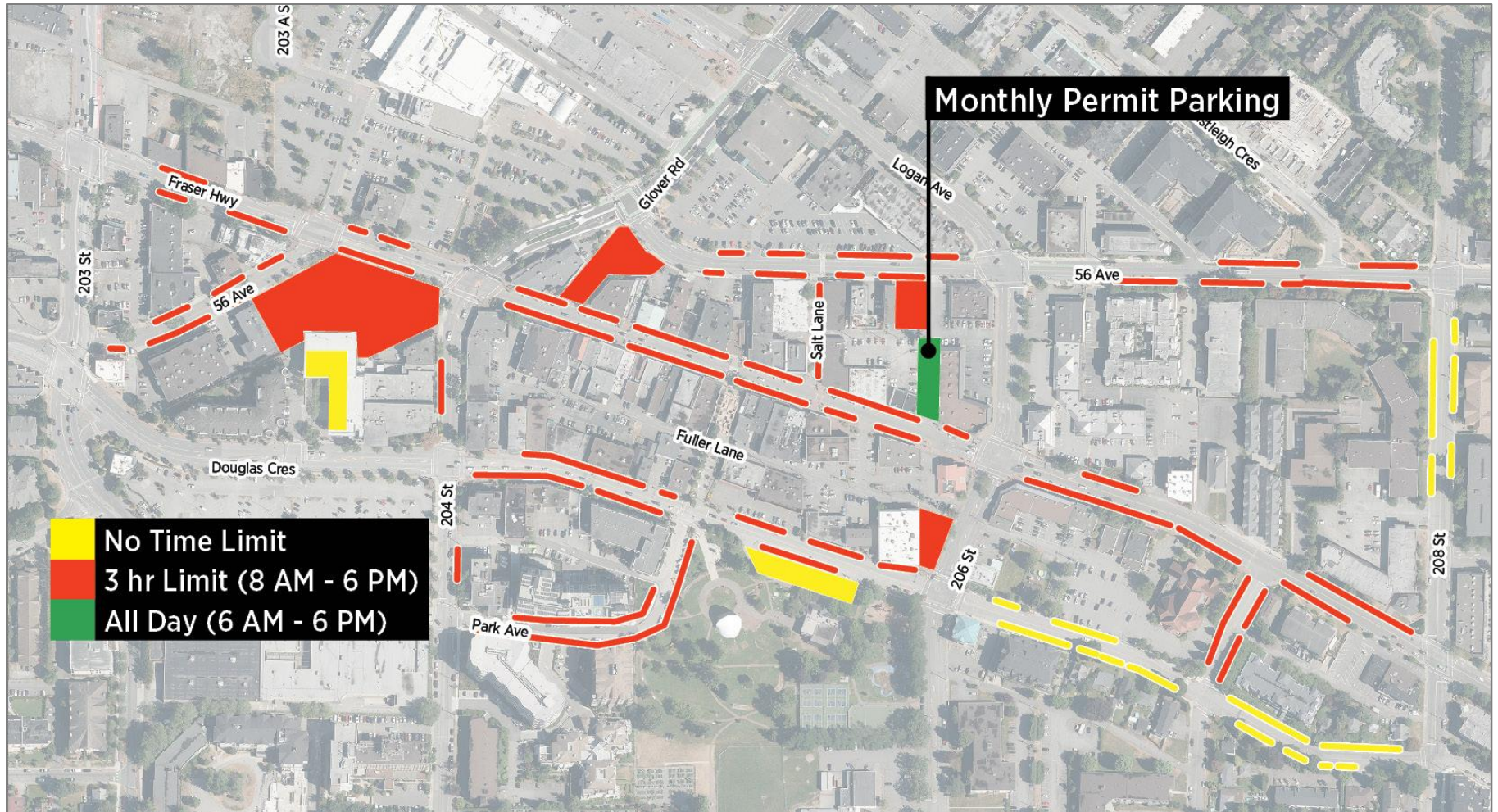
### 8.1 Action 1: Provide a complete range of parking options to serve all parking users

This action consists of four sub-actions:

- Action 1.1: Designate short-term on-street parking with 2-hour limit
- Action 1.2: Designate medium-term public off-street parking with 4-hour limit
- Action 1.3: Designate long-term public off-street parking with monthly permit
- Action 1.4: Designate shared passenger and goods loading zones

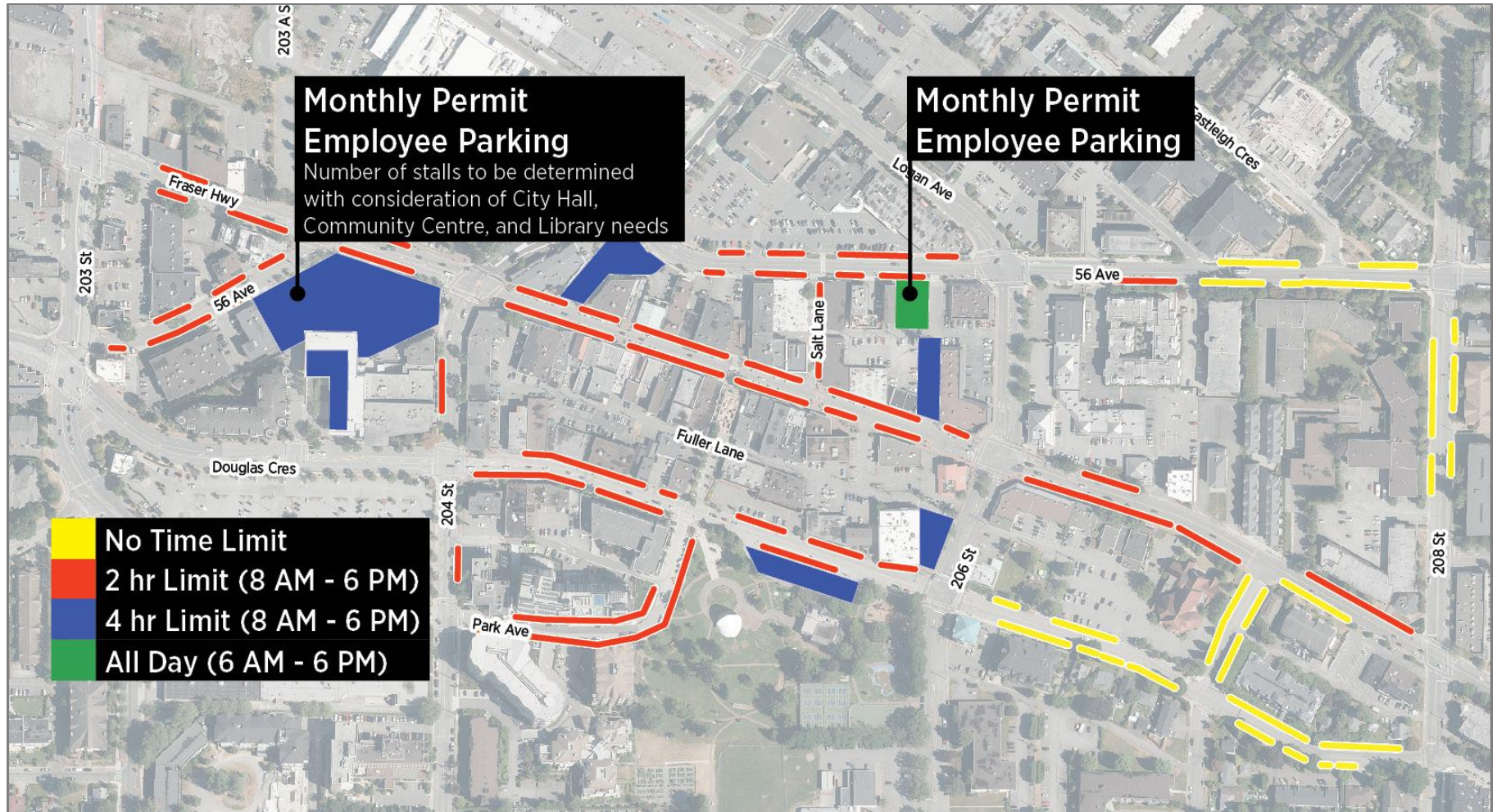


### Existing Parking Plan (2026)





### Recommended Priority Parking Plan (2026/2027)





### 8.1.1 Action 1.1: Designate short-term on-street parking with 2-hour limit

- 2-hour time limit, Monday to Saturday, 8:00 am to 6:00 pm
- Time limits are assigned by street block using Official Community Plan (OCP) land use designation and the existing predominant land use frontage of the street block with consideration of potential spillover from nearby non-residential uses



#### **Non-Residential Frontage**

Downtown Core, Transit-Oriented Core, and Mixed Use

**2-hour limit  
(8:00 am to 6:00 pm)**



#### **Residential Frontage**

Transit-Oriented Residential and Mixed-Use  
(Locations with Spillover Potential)

**2-hour limit  
(8:00 am to 6:00 pm)**



#### **Residential Frontage**

Transit-Oriented Residential and Mixed-Use  
(Locations with Limited Spillover Potential)

**Unrestricted**

- Previous attempts to switch between 2-hour vs. 3-hour parking failed to address the underlying issue that people have distinct parking needs in terms of duration: short-term parking (2 hours or less); medium-term parking (3 to 4 hours); and long-term parking (6+ hours)
- Supports downtown by prioritizing premium parking spaces directly in front of businesses for customers and instead of employees
- 2-hour limit accommodates 85% of the observed durations by all parked vehicles (1,717 vehicles) on a typical day



Land Use Frontage	OCP Land Use Designation	Parking Spillover Potential	Recommended Time Limit	Examples	Discussion
Non-Residential	Downtown Core, Transit-Oriented Core, Mixed Use	Not Applicable	2-hour	Fraser Hwy (from Glover Rd to 206 St)	Select locations deviate from this approach, such as St. Joseph's Catholic Church (20676 Fraser Hwy) due to the high supply of off-street parking. This approach provides a secondary parking option for downtown employees or customers/visitors who want to avoid time limit, with that trade-off that they must park and walk further away to their destination.
Residential	Transit-Oriented Residential, Mixed Use	High	2-hour	Park Avenue (from 204 St to Douglas Cres)	Proximity to Douglas Crescent and Douglas Park suggests this is a natural spillover location for downtown employees or customers/visitors.
		Low	Unrestricted	206 Street (from 56 St to Fraser Hwy)	Parking challenges at these location types could be addressed by potential residential parking permit program given the type of parking users are likely to be residents and residential visitors, rather than downtown employees or customers/visitors. As a result, a time limit is not warranted.



### 8.1.2 Action 1.2: Designate medium-term public off-street parking with 4-hour limit

- 4-hour time limit, Monday to Saturday, 8:00 am to 6:00 pm
- Directs longer parking stays to off-street facilities so on-street parking is prioritized for short-term stays by customers and visitors
- Supports downtown as a local and regional destination for customers and visitors, recognizing some activities need more than 2 hours
- Supports downtown through a more efficient “park once” approach, so people park in one place and visit different destinations by walking rather than driving from one place to another; secondary benefits: encouraging foot traffic, reducing vehicle congestion, etc.
- 4-hour limit accommodates 7% of the observed durations by all parked vehicles (134 vehicles) on a typical day

### 8.1.3 Action 1.3: Designate long-term public off-street parking with monthly permit

- Monthly permit provides access to long-term lots on a first-come, first-served basis, with potential for premium reserved spaces in the future
- Designate long-term parking lots to be available to public during evenings to maximize use of available supply
- Recommend the City initially assume responsibility to retain management control, with alternative option to outsource to third-party parking operator
- Establish eligibility requirements to purchase a monthly permit:
  - Proof of employment in an organization with its physical premises located in downtown Langley
  - Proof of income for reduced cost for low-income households
  - Confirmation that the employee does not have access or has unreliable access to an off-street parking space at the place of employment
- Background



- City currently already has a form of pay parking, with 21 off-street spaces at 206 St lot (between 56 St and Fraser Hwy) that are reserved for monthly permit holders at a cost of \$58.05/month
- Supports downtown by providing reliable parking options for employees; reliability is more important than being close to place of employment according to member business stakeholders
- Lack of options today means employees are parking informally at nearby private parking lots according to stakeholders (e.g., Langley Mall, Cascades Casino) and walking over to their destination in the historic downtown core

**Existing**

Public Off-street Parking Facility		Parking User	Parking Supply	Parking Restriction
A	City Hall (Surface)	Public	132	3-hour, Mon-Sat, 9am-5pm
B	City Hall (Underground)	Public	64	No limit
C	56 <sup>th</sup> Ave & Glover Rd	Public	30	3-hour, Mon-Sat, 9am-5pm
D	56 <sup>th</sup> Ave & 206 St	Employee	33	3-hour, Mon-Sat, 9am-5pm
E	Fraser Hwy & 206 St	Permit Holder	21	No limit, Mon-Sat, 6am-6pm
		Public	2	3-hour, Mon-Sat, 9am-5pm
F	Douglas Cres & 206 St	Public	16	3-hour, Mon-Sat, 9am-5pm
<b>Total</b>			<b>298</b>	



**Recommended**

Analysis suggests there is adequate capacity with the existing off-street public parking supply to accommodate medium-term (4-hour) and long-term (6+ hours) parking users. Due to the difficulty of determining whether vehicles are attributed to employees or residents in the study area, and the unknown number of vehicles that are parking informally at private off-street locations, the long-term parking design volume should be treated with caution. The allocation between medium-term and long-term parking will need to be monitored and adjusted as needed to reflect new parking patterns.

Parking Restriction Designation	Public Off-street Parking Facility		Parking User	Parking Supply	Vehicle Design Volume	Available Parking Spaces (using High Range)
Medium-Term	A	City Hall (Surface)	Public & Site Visitors	110	70 – 75	168
	B	City Hall (Underground)		64		
	C	56 <sup>th</sup> Ave & Glover Rd	Public	30		
	E	Fraser Hwy & 206 St	Public	23		
	F	Douglas Cres & 206 St	Public	16		
<b>Sub-total</b>				<b>243</b>		
Long-Term	A	City Hall (Surface)	Employee	22	30 – 55	0
	D	56 <sup>th</sup> Ave & 206 St	Employee	33		
<b>Sub-total</b>				<b>55</b>		
<b>Total</b>				<b>298</b>	<b>100 – 130</b>	<b>168</b>

Note: Design volume calculated using estimated number of vehicles parked during the peak hour on a typical weekday with an 90% occupancy rate applied to reflect the target utilization to ensure there is some buffer, with an additional 10% applied for long-term parking to account for drivers parking illegally at private off-street lots.

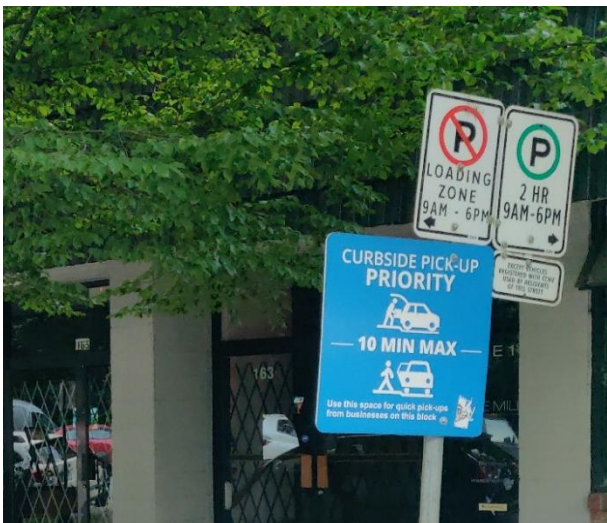


### 8.1.4 Action 1.4: Designate shared passenger and goods loading zones

- Amend the Highway and Traffic Regulation Bylaw to define goods loading (30 minute limit) and passenger loading (5 minute limit); there are currently no dedicated goods or passenger loading zones within the Historic Downtown Core (e.g., Fraser Highway, Douglas Crescent) and Transit-Oriented Core
- Designate zones in the following locations:
  - Target at least one space at the start and end of each street block in the historic core
  - Passenger loading zone by Langley City Centre Station on 203A St to support pick-up/drop-off
- Consider implementing bookable smart loading zones in the future that are equipped with occupancy sensors for commercial operator



Vancouver



North Vancouver City



Omaha, Nebraska



## 8.2 Action 2: Adopt pay parking in high-demand areas to increase parking turnover and availability

**The Public Parking Strategy identifies pay parking as an important action but recommends further consultation with the community to develop and refine a specific detailed proposal for future consideration and endorsement by Council.**

- Pay parking is an important parking management tool when there is high demand for parking and time limits (with enforcement) alone are insufficient, and supports downtown by providing reliable parking options to ensure people and dollars stay within the area
- Primary objective for pay parking is to increase turnover and availability, not to generate revenue; key principle is reinvesting revenue collected back into downtown towards improvements that address community priorities in the form of parking benefit districts
- Different pricing approaches depending on priorities; potential structure using City of North Vancouver’s program that launched in September 2025 is one example:
  - Parking for first 30 minutes is free
  - Parking for next 30 minutes is \$1/hour
  - Parking longer than one hour is \$3/hour from 8:00 am to 6:00 pm
  - Parking is free after 6:00 pm with no restriction
  - Blocks with lower parking utilization can continue to be unrestricted to provide an option to not pay, with the trade-off of having to park and walk further away
- Recommended to provide mobile and physical payment options with a pay station at the beginning and end of the block
- Recommended to launch to coincide with anticipated in-service date of SkyTrain in 2029 to provide time for additional stakeholder engagement, develop detailed implementation plan, and ensure approach reflects adjusted parking behaviour and patterns following implementation of short-term priority improvements from Downtown Action 1 (Complete Range of Parking Options)



- Provides ability for City to shape parking patterns to achieve strategy objectives with greater control than through time limits alone, with two desired outcomes in the downtown Langley context:

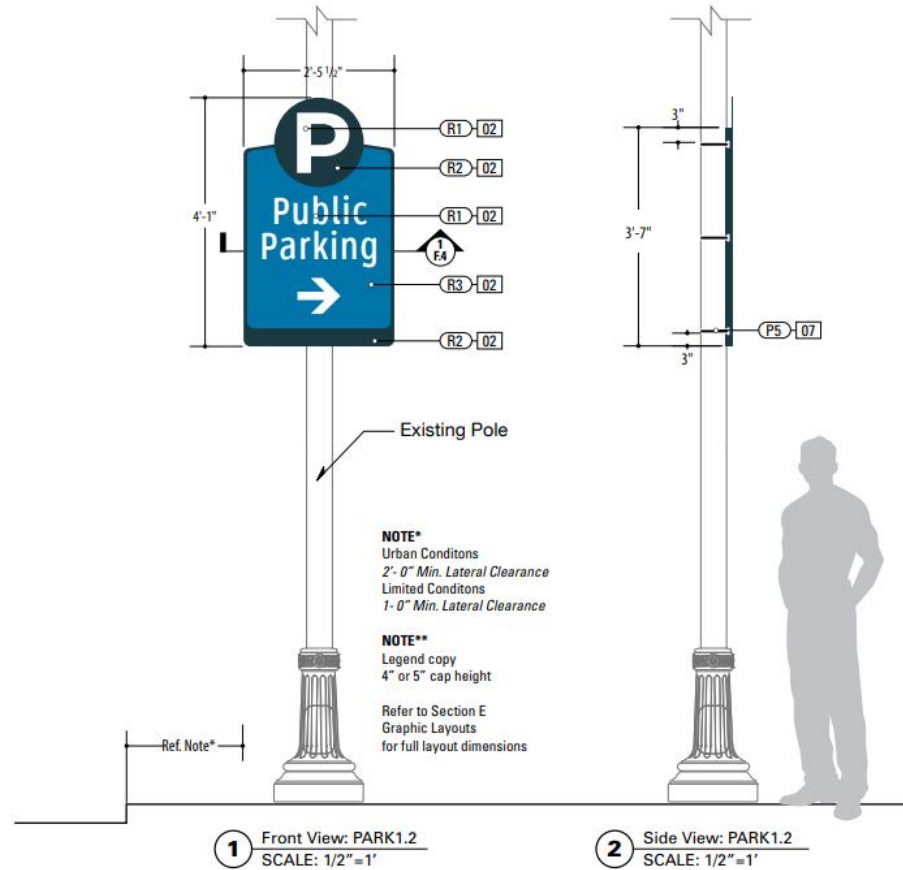
	Desired Outcome	Approach	Example
1	People that need longer-term parking (e.g., 4 hours, 8+ hours) choose off-street parking locations	Off-street parking is priced lower than on-street parking	City of Victoria <ul style="list-style-type: none"> <li>• \$2.50/hour for off-street</li> <li>• \$4.00/hour for on-street</li> </ul>
2	Parking utilization is at a target rate of 85% to 90%, so there are always a few on-street parking spaces available on any given block	Set parking prices to match demand and adjust based on actual usage on a quarterly or annual basis	City of Vancouver <ul style="list-style-type: none"> <li>• Utilization &gt; 85%, increase price by \$0.50/hour</li> <li>• Utilization &lt; 60%, decrease price by \$0.50/hour</li> </ul>

- Background
  - SkyTrain service means introduction of fourth parking user type, adding additional complexity in managing and enforcing public parking options on City streets and lots: area customers (e.g., shopping at businesses); area visitors (e.g., accessing services, attending class); area employees; and non-area commuters/visitors (i.e., people parking near SkyTrain station and taking the SkyTrain to Vancouver, etc. instead of staying downtown)
  - Pay parking in high demand areas (e.g., SkyTrain station, downtown/city centre) has been adopted in at least 11 communities within the Metro Vancouver region, from small to large (e.g., Port Moody, Vancouver)
  - Aligned with TransLink’s forthcoming Regional Parking Management Guidelines (2026) that recommends city centres (with or without SkyTrain) adopt pay parking



### 8.3 Action 3: Develop public parking and pedestrian wayfinding strategy

- Public parking is not clearly defined and not legible in a consistent manner throughout downtown
- Comprehensive wayfinding program helps drivers find parking quickly and reduce vehicle congestion; and benefits everyone, particularly non-local visitors who may be unfamiliar with where to find parking
- Key feature of strategy includes provision of signage throughout downtown
- Complemented by a more comprehensive pedestrian wayfinding strategy to support a vibrant public realm to direct pedestrians to key destinations



### Illustrative Example



#### 8.4 Action 4: Modernize and enhance parking enforcement

- Adopt use of automated license plate reader (ALPR) to provide automated detection of vehicle license plates to monitor vehicles that are parked in time-limited zones and parked beyond the posted time limit
- Can be in the form of a handheld device (bylaw officer walks around) or mounted on a vehicle (bylaw officer drives around); replaces current manual process of chalking a vehicle to reduce staff time and improve efficiency in enforcement even if paid parking is implemented
- \$5,000 to \$10,000+ for camera hardware; \$5,000 for software; \$500 monthly service fee
- Adopted by different municipalities across the region to monitor parked vehicles under both time-limited and pay parking approaches, including:
  - West Vancouver (pop. 44,122)
  - North Vancouver City (pop. 91,599)
  - Langley Township (pop. 135,885)
  - Vancouver (pop. 662,248)



**Vehicle Mounted Option**

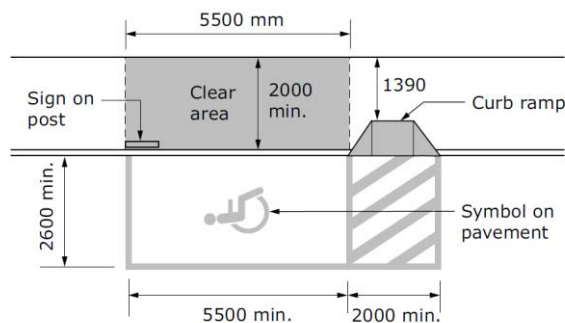


**Handheld Option**



## 8.5 Action 5: Enhance accessible on-street parking

- On-street accessible parking requires special consideration to ensure high-quality and usable design for people with disabilities; current design used in downtown is not compliant with national standards
- Develop accessible on-street parking guidelines and adopt within Engineering Design Criteria Manual
  - Example of guidelines developed by Town of Sidney (pop. 12,318) with input provided by Saanich Peninsula Accessibility Advisory Committee
- Create an inventory of all accessible parking stalls and document their existing conditions against the guidelines to identify gaps and deficiencies in terms of their planning, design, and maintenance
- Create a prioritization plan to address gaps and deficiencies in the current state of accessible parking stalls, which may include some or all of the following actions:
  - Retrofitting existing parking stalls to ensure they meet design standards.
  - Decommissioning existing parking stalls that may pose an active safety hazard.
  - Planning new parking stalls to be designed according to design standards.
  - Reviewing operational policies and practices that may affect the usability of existing accessible parking stalls (e.g., snow plowing)



CSA B651:23 Accessible Design for the Built Environment

Accessible Parking Space on Salt Lane



### 8.6 Action 6: Launch a downtown Safe Walk program

- Launch a Safe Walk program in partnership with the Downtown Langley Business Association (DLBA) to help alleviate safety and security concerns, particularly for employees who work in the evening or during months of the year where it gets darker towards the end of the business day; could be integrated as part of the Downtown Langley Ambassadors Program
- Requires signage in strategic locations that provides contact information for people to call to request a Safe Walk



City of Seattle SafeWalk



City of Victoria SafeWalk



### 8.7 Action 7: Leverage redevelopment opportunities to secure public parking options at SkyTrain stations

- Seek out shared parking partnerships with developers near stations to secure parking spaces available to the general public
  - Priority would be for Langley Centre SkyTrain station due to its location within downtown and beginning of the line as a catchment for commuters from Fraser Valley
  - 300 to 400 metres from SkyTrain station to start of Fraser One-way at 204 St represents a reasonable walking distance of 5 minutes
- Undertaking construction and ongoing maintenance of a parkade would be very costly for City of Langley alone
- TransLink identifies various non-TransLink and non-government owned park and ride facilities in the region
  - City of Coquitlam secured public parking spaces as part of Coquitlam Bettie Allard YMCA development by Burquitlam Station
  - River Rock Casino by Bridgeport Station in Richmond

### 8.8 Action 8: Explore creation of privately-owned shared public parking options

- Employees and other long-term parking users in downtown Langley are currently illegally/informally parking at private lots; locations reported by stakeholders include Langley Mall (5501 204 St) and Cascades Casino/Coast Langley City Hotel & Convention Centre (20393 Fraser Hwy)
- Establishing public-private partnerships (City of Langley) or private-private partnership (Downtown Business Association) with private property owners that have a dedicated off-street parking facility under a shared parking arrangement could potentially unlock parking supply already available and quickly deliver public parking options with minimal capital investment
- Properties would be targeted on the basis of three eligibility criteria:
  - If the property is vacant



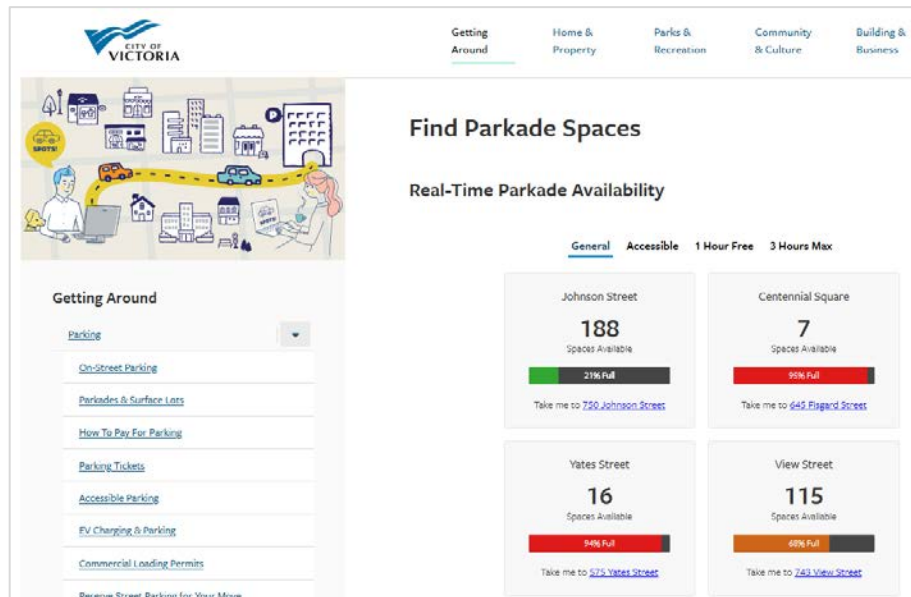
- If the business has supportive operating hours relative to the neighbourhood parking demand profile (e.g., operating hours outside the weekday morning and early afternoon)
- If the business has low off-street parking utilization
- The City or the DLBA could directly lease parking from the private landowner for use of public parking; leasing arrangements would specify the number of spaces that are leased and when those spaces can be made available, such as certain hours or days of the week
- Potential properties to target:
  - **Langley Mall (5501 204 St):** site is planned to be redeveloped in the future, but currently, there is excess amount of off-street parking available (approximately 450+ parking spaces and 30% occupied according to stakeholders and Google Maps/Street View imagery)
  - **Cascades Casino (20393 Fraser Hwy):** estimated to be approximately 450+ parking spaces in the structured parking facility (excluding surface parking) with unknown utilization; this is a very prime location due to its direct proximity to the future Langley City Centre SkyTrain Station and would provide a valuable parking option for both SkyTrain commuters (as a park and ride) and downtown employees/customers/visitors

### 8.9 Action 9: Deploy real-time occupancy monitoring & digital signage technology

- Develop and provide a digital map that displays parking occupancy in real-time, estimated using pay parking transactions, physical parking sensors embedded in ground, or use of license plate readers for enforcement and installation of (virtual) access control at off-street parking facilities
  - Real-time occupancy information can provide valuable information to drivers. For example, drivers could access the information and navigate to areas that have lower parking utilization rather than circle around an area to find an empty space at their preferred parking location. This reduces pressure at popular parking facilities, reduces congestion, and enables more efficient use of an area's parking supply. Drivers can use real-time information to plan their trip accordingly.



- Parking technology can provide powerful reporting capabilities. For example, historical and/or predicted parking occupancy information by day of the week and time of the day could be communicated in advance to downtown users that support trip planning and allow drivers to make more informed travel choices that align with their schedule (e.g., “I normally drive to work out of convenience, but I know on Tuesdays the parking lot I usually use is full by the time I arrive so I will take a different travel mode that day”). If parking was shown to be busy, drivers may opt to take an alternative mode of transportation or opt to not make the trip at all.
  - Helps City staff to monitor and evaluate parking in a smarter, data-driven manner to adjust management and enforcement as needed; and track the success of the Public Parking Strategy
- Can be supplemented with digital signage technology; typical application is for off-street parkades, but on-street parking is an emerging use case





## 9.0 RESIDENTIAL PUBLIC PARKING STRATEGY

### 9.1 Action 1: Adopt time limits for non-residents in unrestricted parking zones outside of downtown

- Amend Highway and Traffic Regulation Bylaw to add a three-hour daily time limit from 8:00 am to 6:00 pm for non-residents in unrestricted parking zones (similar to City of Vancouver and City of Burnaby) outside of downtown that includes a buffer zone before transitioning to residential portion of the study area
  - Boundary needs to be defined to avoid overlap with unrestricted parking options in downtown to provide secondary parking option for parking users wanting to avoid time limits or potential pay parking
- Example: City of Vancouver Street and Traffic Bylaw, Section 17.6(f): *An owner, registered owner, lessee or operator of a vehicle must not cause, allow or permit that vehicle to park: on a street abutting premises used for residential or commercial purposes for more than 3 hours between 8:00 a.m. and 6:00 p.m., provided that this limitation in time shall not apply where:*
  - (i) the premises are on the same block as the property or residence of the person;
  - (ii) the person is an employee of the business or other enterprise operating at the premises;
  - (iii) the street or portion of street is restricted to the parking of vehicles of residents of that street;
  - (iv) the street or portion of street is restricted to the parking of vehicles of residents bearing a valid decal issued by the City Engineer and authorizing its parking provided that the vehicle is located within the area named on the decal and provided further that where the area is regulated pursuant to section 22.1 this subclause (iii) shall only apply during the time of the event;
  - (v) the driver of a motorcycle or motor assisted cycle, or a rider of a bicycle parks in a clearance parking area, in which case a 24 hour time limit is to apply; or
  - (vi) the driver of a shared vehicle displaying a valid permit issued under section 23.2, in which case no time limit is to apply;



- Recommended to be enforced on a complaint basis only to address spillover parking from non-residents (e.g., Kwantlen Polytechnic University) as an interim measure before moving towards a more comprehensive residential parking management program
- Spillover occurs when demand is greater than supply at the destination or pay parking is in effect at the destination (e.g., hourly or daily fee) and drivers are avoiding paying for parking

## 9.2 Action 2: Launch residential permit parking program

**The Public Parking Strategy identifies residential permit parking as an important action but recommends further work to develop a specific detailed proposal for future consideration and endorsement by Council.**

- There will always be demand for street parking due to its convenience, but residential permit is appropriate when there is chronic high demand among residents for street parking due to:
  - Off-street parking is priced (e.g., monthly fee) and on-street is free
  - Off-street parking is available, but is used for reasons other than parking (e.g., storage)
  - Off-street parking is available, but not suitable for household's vehicle
  - Off-street parking is not available
- Permit zones means parking is only for permit holders (e.g., residents) and time-limited parking provided in areas with high demand for non-residents where permit holders are exempt from time limits
  - Permit zones can range from single street block to multiple blocks
  - Residents
    - Purchase annual permit; park on first-come, first-served basis
    - Not guaranteed to have parking in front of their property
  - Visitors (approach varies, but example of one approach provided)
    - Park for free without a permit in “time-limited parking except with permit” areas (e.g., up to 2 hours)



- Park with purchase of short-term permit to stay beyond posted time limit or in “no parking except with permit” areas
- Used throughout Metro Vancouver region when there is high demand for street parking and/or areas with spillover parking, including:
  - Port Moody (population of 33,535)
  - North Vancouver District (pop. 58,120)
  - New Westminster (pop. 78,916)
  - North Vancouver City (pop. 91,599)
  - Vancouver (pop. 662,248)
- Further details of a program need to be established, such as:
  - Criteria on when a parking permit zone is warranted
  - Location of permit zones and their boundaries
  - Cost
  - How to purchase a parking permit and the cost (e.g., online, by phone, in-person)
  - The form of the permit (e.g., displaying a physical decal on the vehicle, digital only permit where a City bylaw officer scans license plate)
  - Accommodating special scenarios (e.g., courtesy or rental vehicles, tradesperson or contractor’s vehicle, borrowing a friend or family member’s vehicle, accessible parking needs)



## 10.0 IMPLEMENTATION PLAN

The implementation plan operationalizes the strategy actions by identifying when the actions should be complete by, who will be responsible, and how to monitor and evaluate whether the strategy is successful.

### 10.1 Action Plan

The strategy actions are presented in the form of an action plan that identifies who is responsible for each action, how the actions can be implemented, and the target timeframe that each action should be completed. Six implementation approaches are identified:

- **Capital Project:** Financing through a one-time expenditure to construct, refurbish, and maintain assets.
- **Operating Expenditure:** Financing through a planned recurring expenditures defined via the annual budget process to provide a good or service.
- **Policy & Management:** Establishing new or amending existing policies, procedures, practices, and guidelines.
- **Program & Service:** Providing an ongoing set of activities that have a clear mandate and delivering resources that benefit members of the community.
- **Partnership & Advocacy:** Partnering with and advocating to external stakeholders to achieve a desired action.
- **Planning & Study:** Initiating a planning process to identify appropriate next steps, including conducting technical studies.

Three implementation time horizons are identified, assuming a base year of 2026:

- **Short-Term:** 2026 to 2027
- **Medium-Term:** 2028 to 2030
- **Long-Term:** 2031 to 2040



Action		Responsibility		Approach						Time Horizon
		Primary	Secondary	Capital Project	Operating Expenditure	Policy & Operations	Program & Service	Partnership & Advocacy	Planning & Study	
<b>Downtown Public Parking Strategy</b>										
1.1	Designate short-term on-street parking with 2-hour limit	<ul style="list-style-type: none"> <li>Engineering Services</li> <li>Public Works</li> </ul>	<ul style="list-style-type: none"> <li>Community Safety</li> <li>Communications</li> </ul>	•		•				Short
1.2	Designate medium-term public off-street parking with 4-hour limit	<ul style="list-style-type: none"> <li>Engineering Services</li> <li>Public Works</li> </ul>	<ul style="list-style-type: none"> <li>Community Safety</li> <li>Communications</li> </ul>	•	•	•				Short
1.3	Designate long-term public off-street parking with monthly permit	<ul style="list-style-type: none"> <li>Engineering Services</li> <li>Public Works</li> </ul>	<ul style="list-style-type: none"> <li>Community Safety</li> <li>Finance</li> <li>Communications</li> <li>DLBA</li> </ul>	•	•	•	•	•	•	Short
1.4	Designate shared passenger and goods loading zones	<ul style="list-style-type: none"> <li>Engineering Services</li> <li>Public Works</li> </ul>	<ul style="list-style-type: none"> <li>Community Safety</li> <li>Communications</li> <li>DLBA</li> </ul>	•	•	•		•		Short to Medium
2	Adopt pay parking in high-demand areas to increase parking turnover and availability	<ul style="list-style-type: none"> <li>Engineering Services</li> <li>Public Works</li> </ul>	<ul style="list-style-type: none"> <li>Finance</li> <li>Communications</li> <li>DLBA</li> </ul>	•	•	•	•	•	•	Short to Medium
3	Develop public parking and pedestrian wayfinding strategy	<ul style="list-style-type: none"> <li>Engineering Services</li> <li>Public Works</li> </ul>	<ul style="list-style-type: none"> <li>Planning</li> </ul>	•	•		•			Short



Action		Responsibility		Approach						Timing
		Primary	Secondary	Capital Project	Operating Expenditure	Policy & Operations	Program & Service	Partnership & Advocacy	Planning & Study	
<b>Downtown Public Parking Strategy (continued)</b>										
4	Modernize and enhance parking enforcement	<ul style="list-style-type: none"> <li>Community Safety</li> </ul>		•	•	•	•		•	Short
5	Enhance accessible on-street parking	<ul style="list-style-type: none"> <li>Engineering Services</li> <li>Public Works</li> </ul>	<ul style="list-style-type: none"> <li>Accessibility Advisory Committee</li> </ul>							Ongoing
6	Launch a downtown Safe Walk program	<ul style="list-style-type: none"> <li>City of Langley or DLBA</li> </ul>	<ul style="list-style-type: none"> <li>Crime Prevention Committee</li> </ul>		•		•	•		Medium to Long
7	Leverage redevelopment opportunities to secure public parking options at SkyTrain stations	<ul style="list-style-type: none"> <li>Planning</li> </ul>					•	•	•	Ongoing
8	Explore creation of privately-owned shared public parking options	<ul style="list-style-type: none"> <li>Planning</li> </ul>	<ul style="list-style-type: none"> <li>DLBA</li> </ul>				•	•		Short to Medium



Action		Responsibility		Approach					Timing	
		Primary	Secondary	Capital Project	Operating Expenditure	Policy & Operations	Program & Service	Partnership & Advocacy		Planning & Study
<b>Downtown Public Parking Strategy (continued)</b>										
9	Deploy real-time occupancy monitoring & digital signage technology	<ul style="list-style-type: none"> <li>Engineering Services</li> <li>Public Works</li> <li>Communications</li> </ul>	<ul style="list-style-type: none"> <li>DLBA</li> </ul>	•	•		•	•		Long (and beyond)
<b>Residential Public Parking Strategy</b>										
1	Adopt time limits for non-residents in unrestricted parking zones outside of downtown	<ul style="list-style-type: none"> <li>Engineering Services</li> <li>Community Safety</li> </ul>				•			•	Short
2	Launch residential permit parking program	<ul style="list-style-type: none"> <li>Engineering Services</li> <li>Community Safety</li> </ul>	<ul style="list-style-type: none"> <li>Public Works</li> <li>Finance</li> <li>Communications</li> </ul>	•	•	•	•		•	Medium



## 10.2 Monitoring & Evaluation Framework

A monitoring and evaluation framework will ensure the Public Parking Strategy is having the desired and intended impact in achieving the strategy objectives. Successful monitoring and evaluation will identify what aspects of the strategy may need adjustment or modification and will help to improve learning and capacity-building among City staff and its partners.

Key indicators that should be reviewed on a regular basis to evaluate the success of the Parking Management Strategy are outlined that identifies the data source, responsibility, and recommended timeframe.

Objective	Indicator	Source	Responsibility	Example
Objective 1: Improve the reliability of finding available parking	Parking supply	Parking Survey	City/Consultant	Three Years
	Parking utilization	Parking Survey	City/Consultant	Three Years <sup>1</sup>
	Employee parking permit count	Database	City	Annual
	Resident parking permit count	Database	City	Annual
	Bylaw enforcement notices (fines)	Database	City	Annual
	Bylaw enforcement notices (warnings)	Database	City	Annual
	Parking satisfaction by parking duration	Questionnaire	City or DLBA	Three Years <sup>1</sup>
	Real-time parking monitoring website hits	Database	City	Annual
Objective 2: Create a safe, accessible, and defined parking experience	Parking satisfaction for accessible parking users	Questionnaire	City	Three Years
	Safe Walk request count	Database	City or DLBA	Annual

<sup>1,2</sup> Parking utilization survey and satisfaction questionnaire to be conducted after Action 1 (Complete Range of Parking Options) and before and after Action 7 (Pay Parking)



## APPENDIX A: DOWNTOWN TECHNICAL & ENGAGEMENT FINDINGS



# Existing Parking Restriction

● Future SkyTrain Station

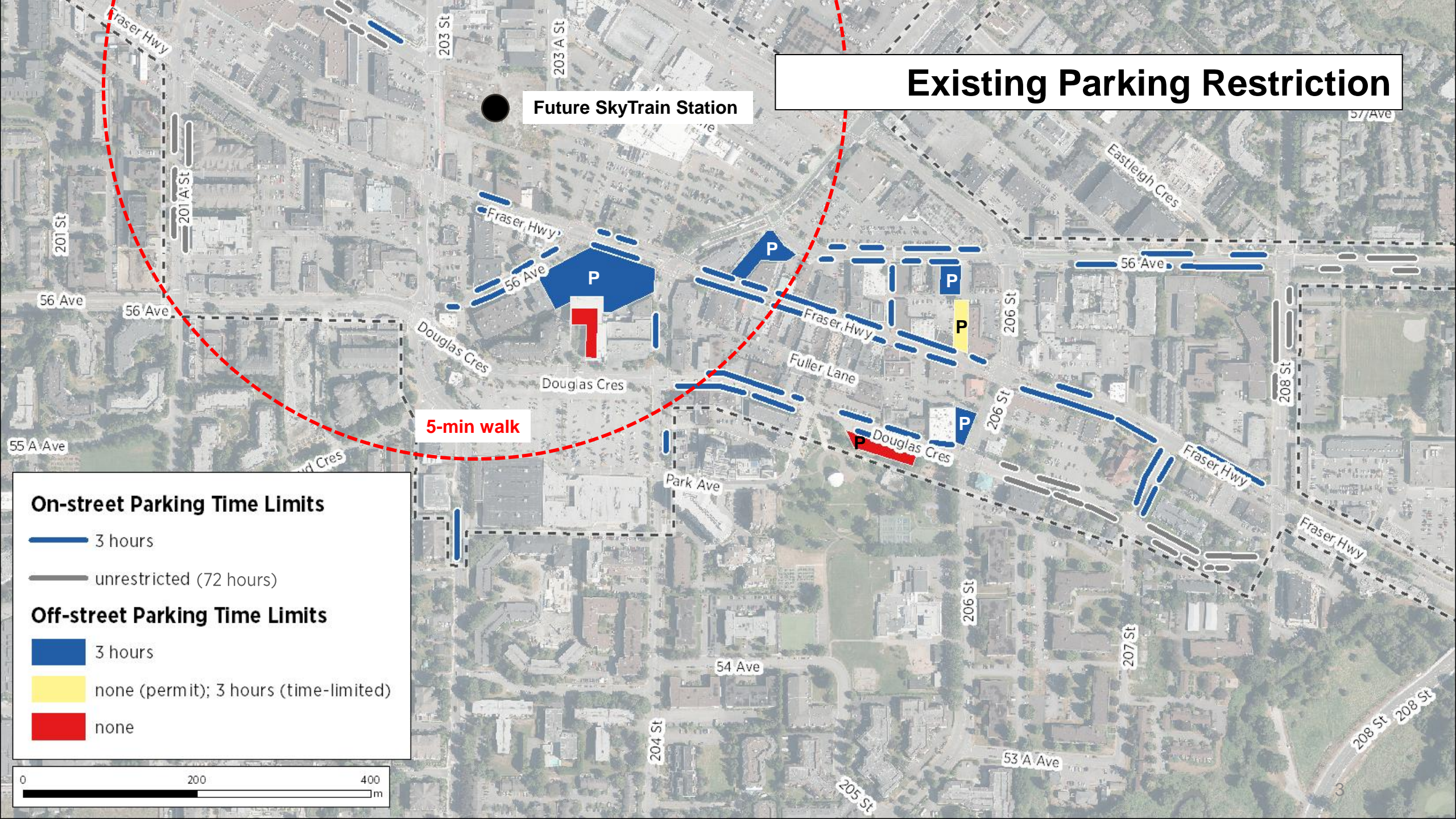
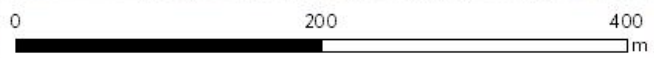
5-min walk

## On-street Parking Time Limits

- 3 hours
- unrestricted (72 hours)

## Off-street Parking Time Limits

- 3 hours
- none (permit); 3 hours (time-limited)
- none

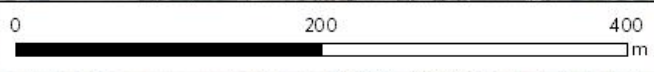


**Limited number of accessible parking spaces, provided mostly on Fraser One-way**



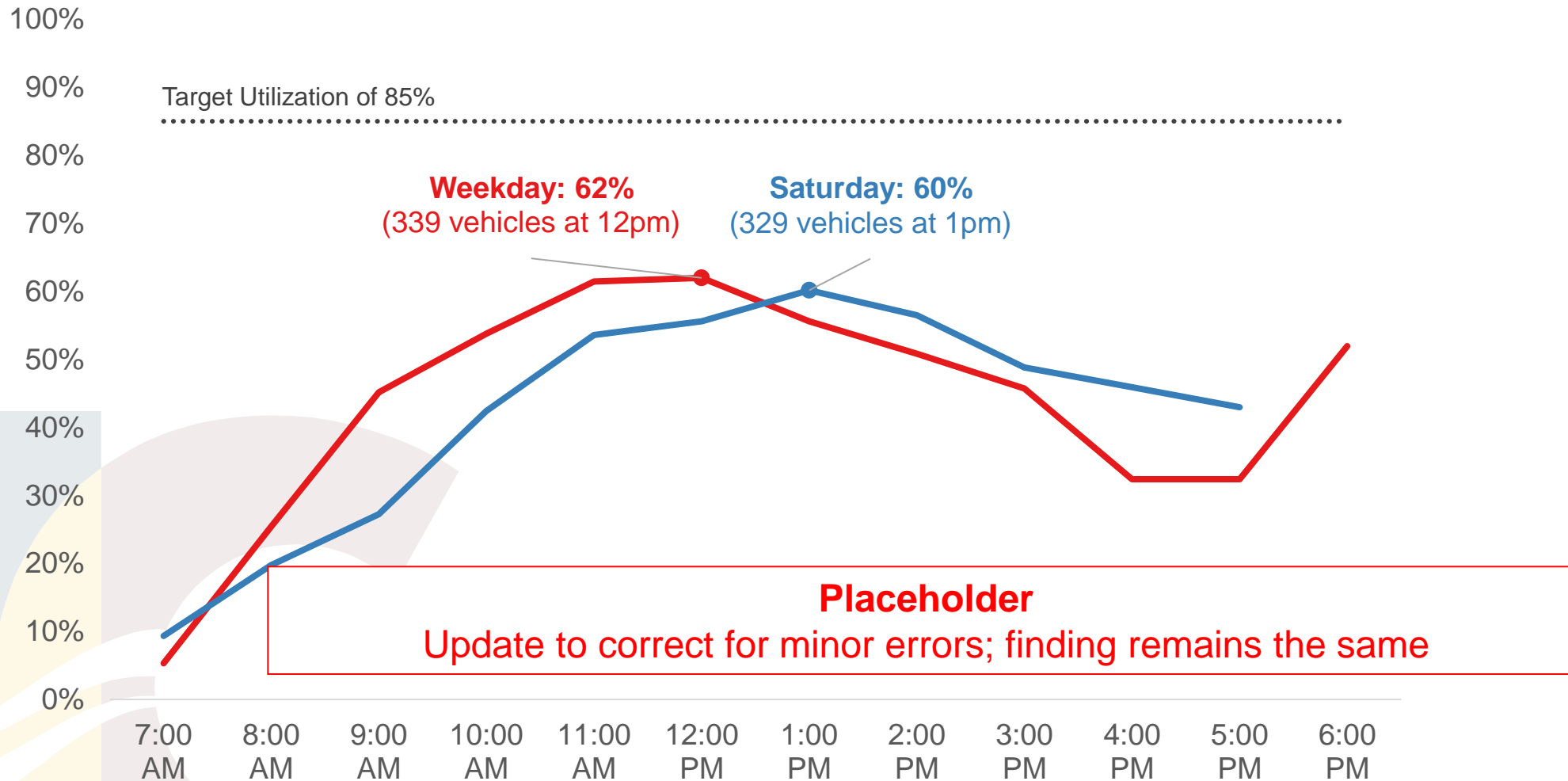
**On-street Parking User**

- standard (non-ev)
- accessible (non-ev)
- motorcycle

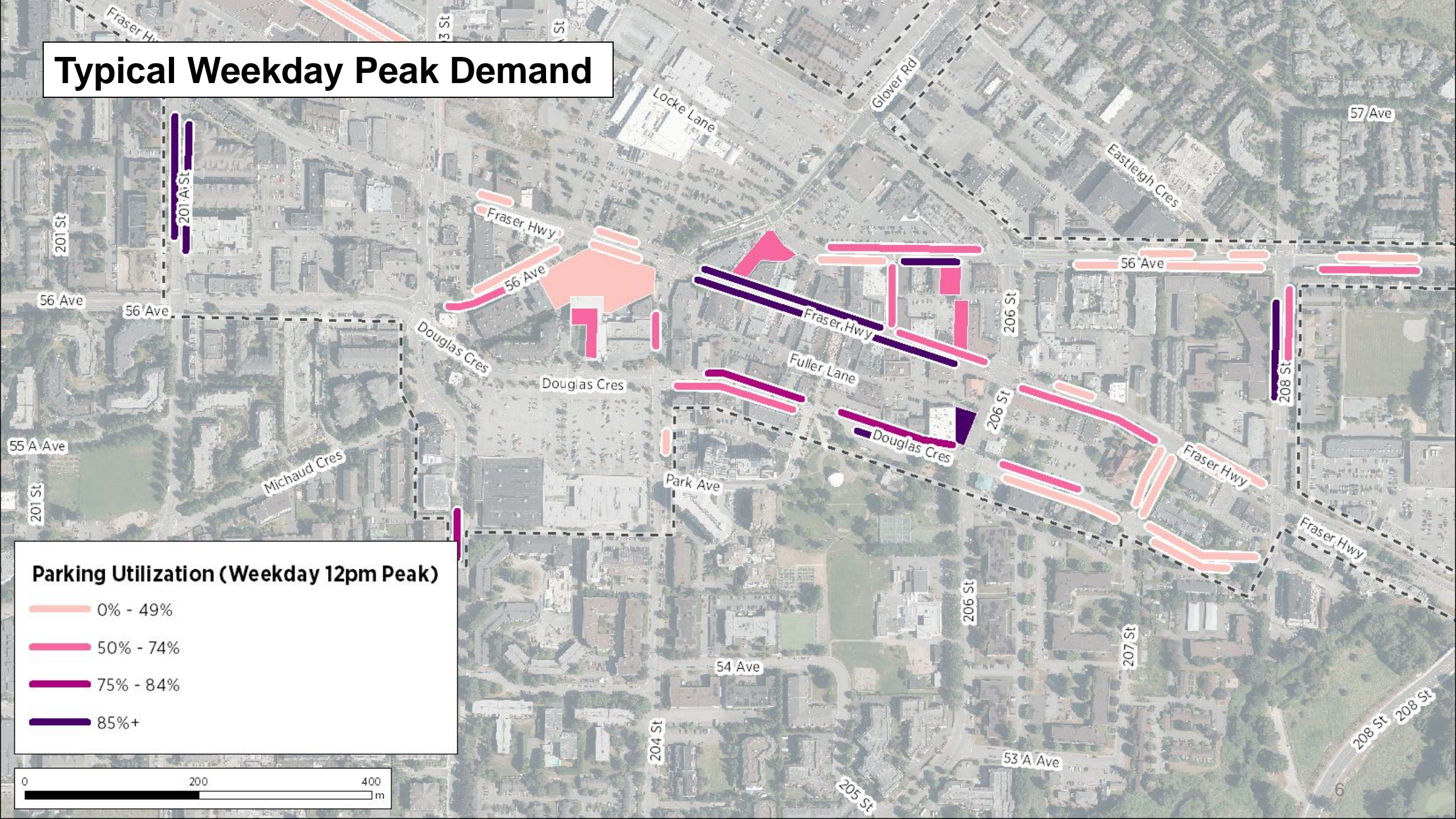


# On-street & public off-street parking utilization in Downtown Langley

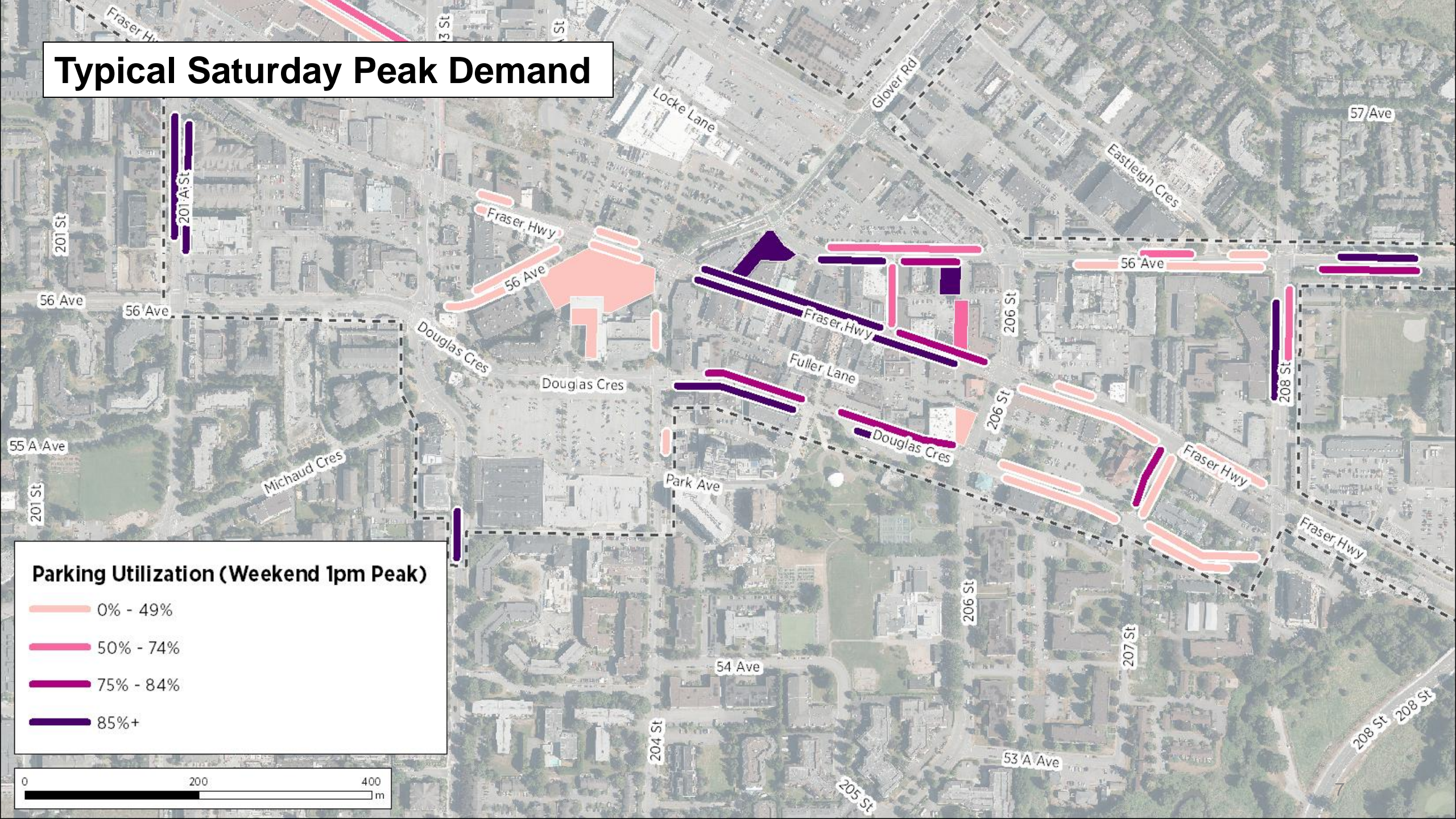
Number of vehicles divided by number of parking spaces



# Typical Weekday Peak Demand

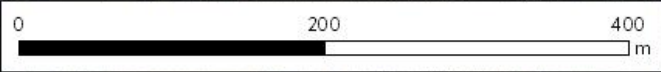


# Typical Saturday Peak Demand



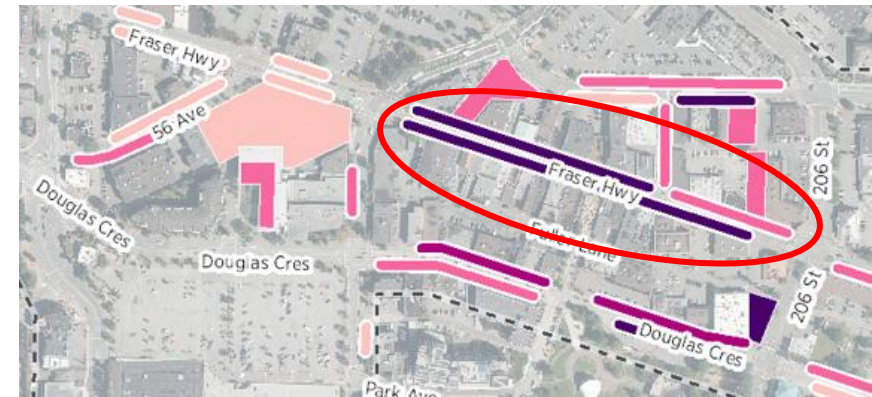
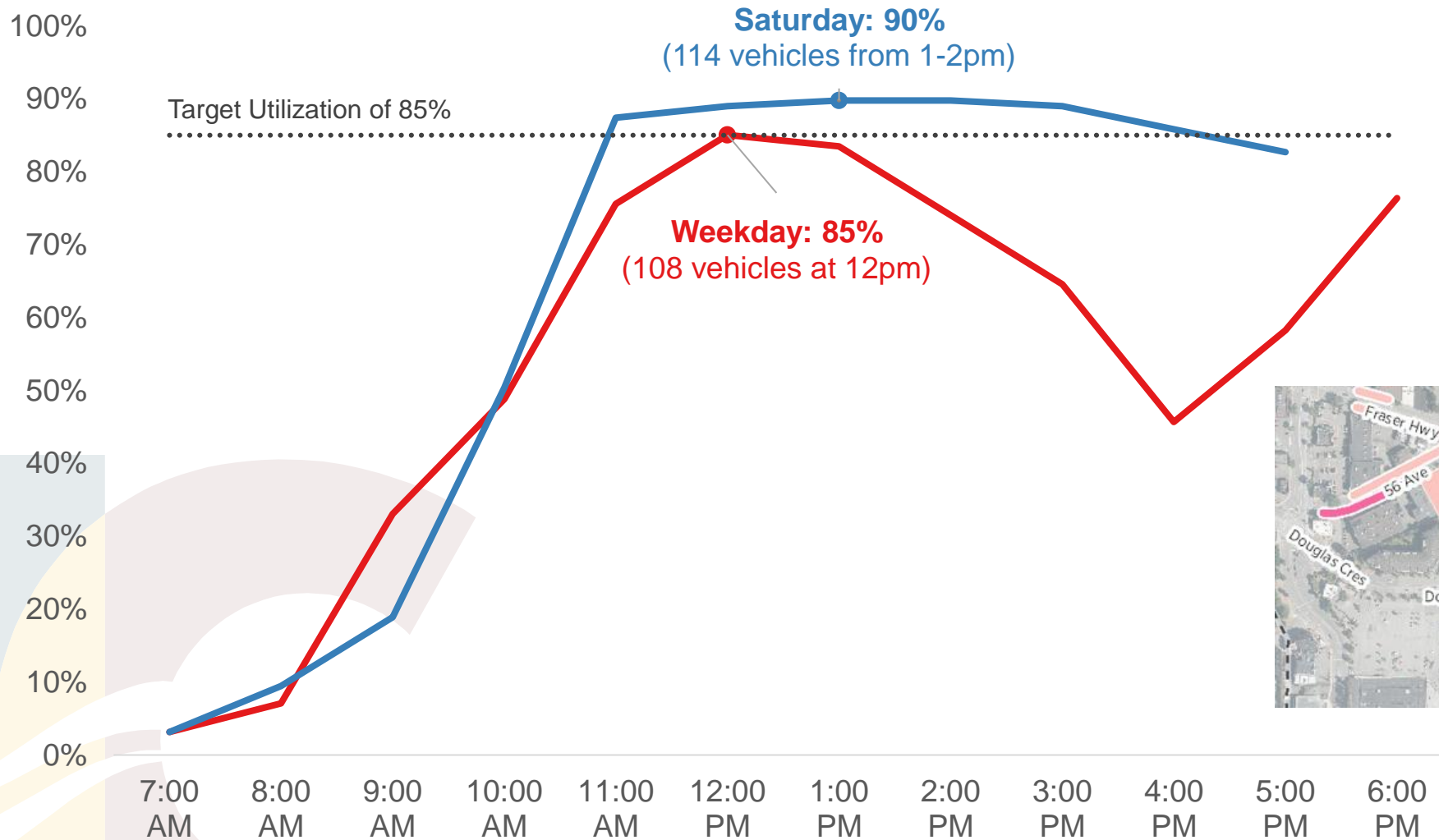
**Parking Utilization (Weekend 1pm Peak)**

- 0% - 49%
- 50% - 74%
- 75% - 84%
- 85%+



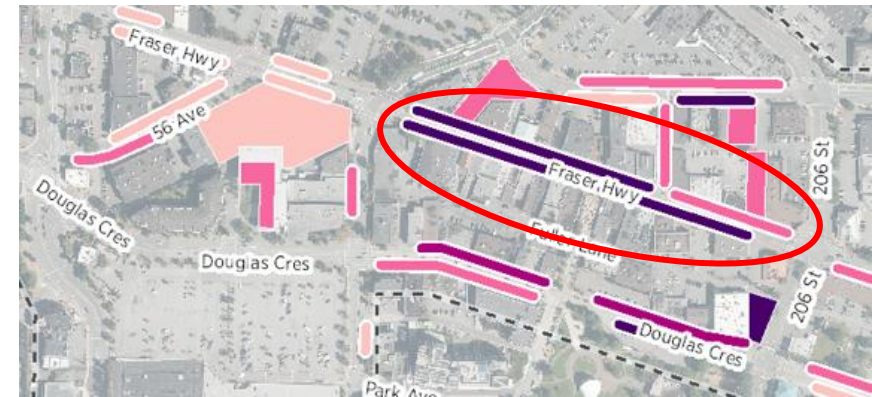
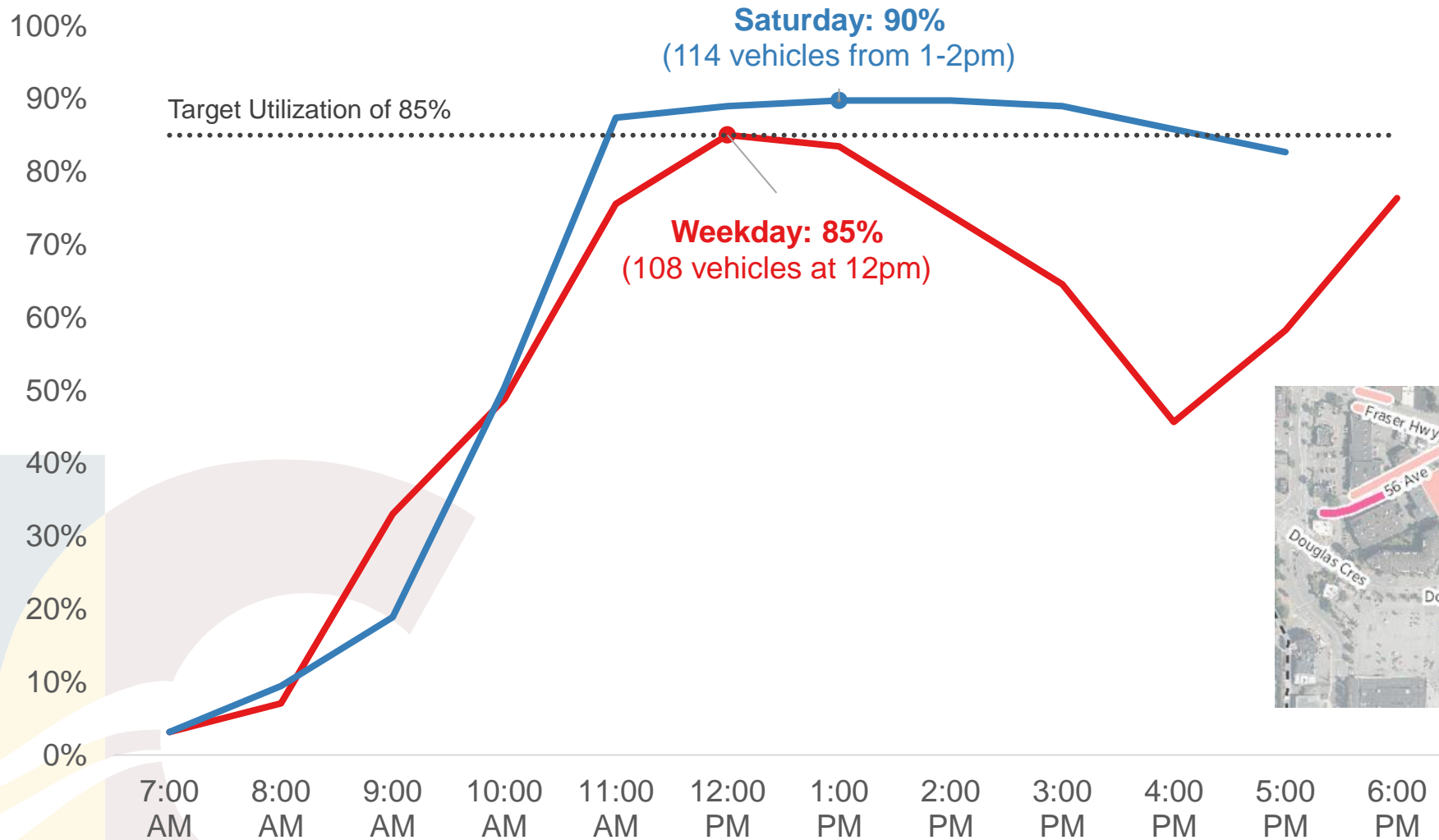
# On-street parking utilization on Fraser One-Way

Number of vehicles divided by number of parking spaces



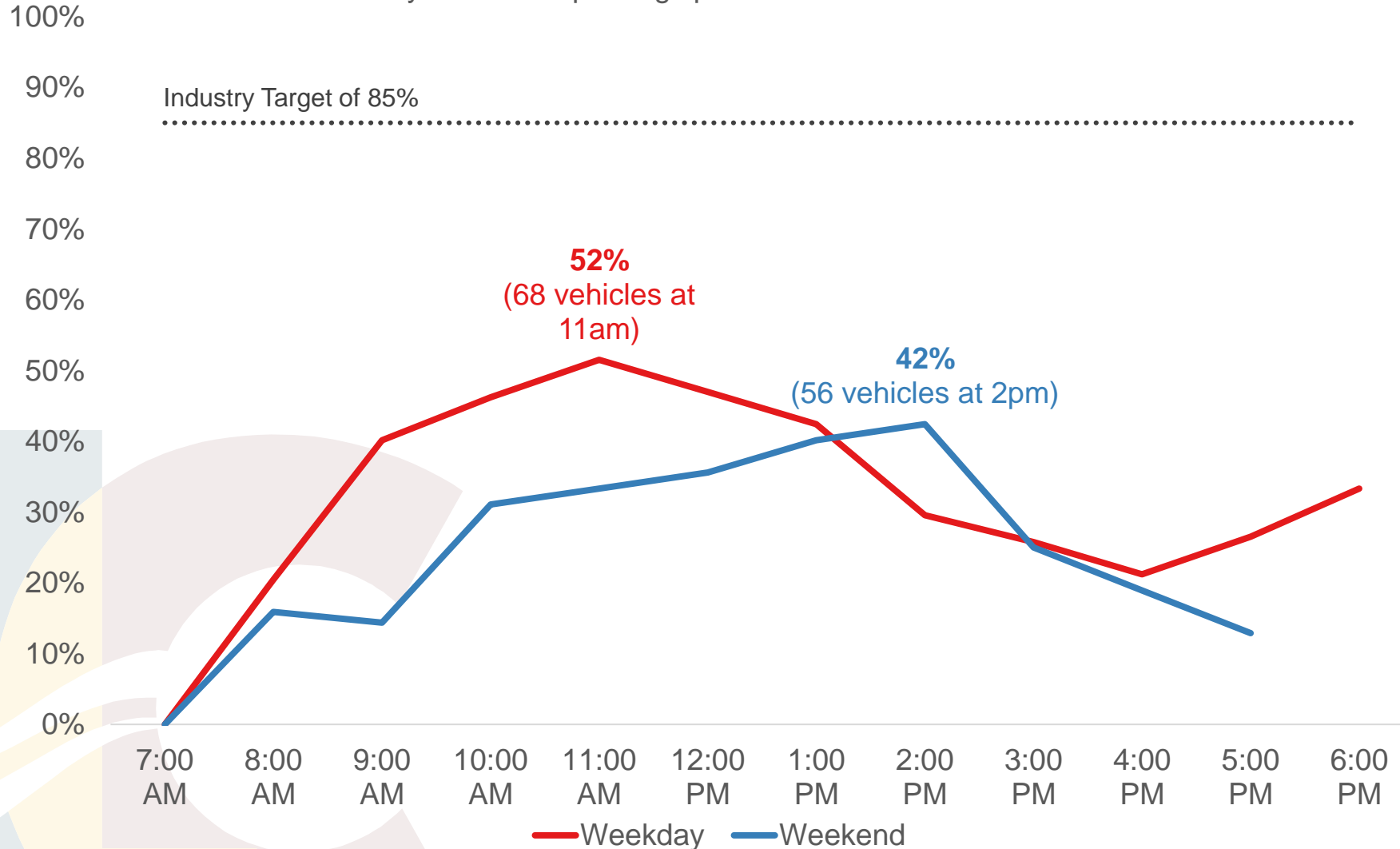
# On-street parking utilization on Fraser One-Way

Number of vehicles divided by number of parking spaces



# Off-street Parking utilization at City Hall Surface Lot

Number of vehicles divided by number of parking spaces



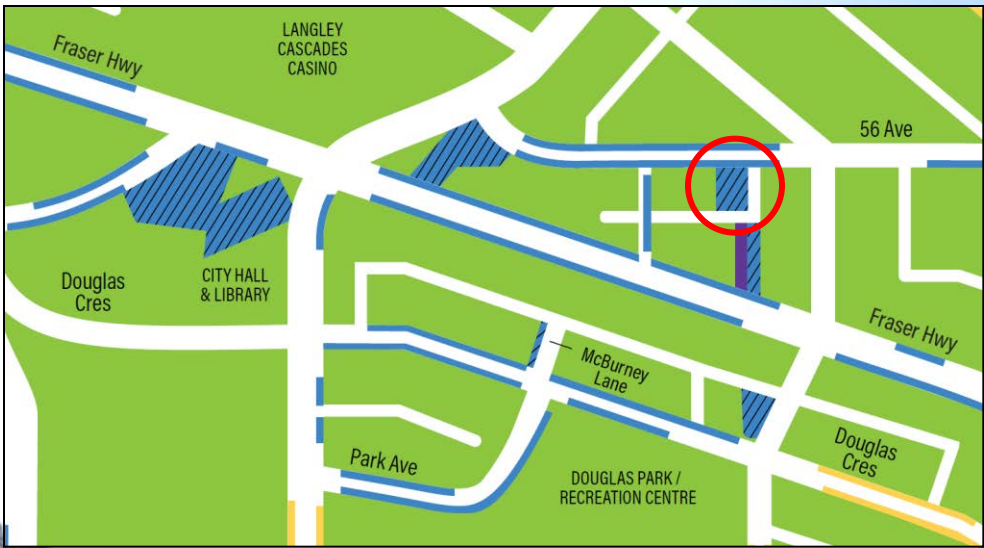
# Downtown Parking Assessment

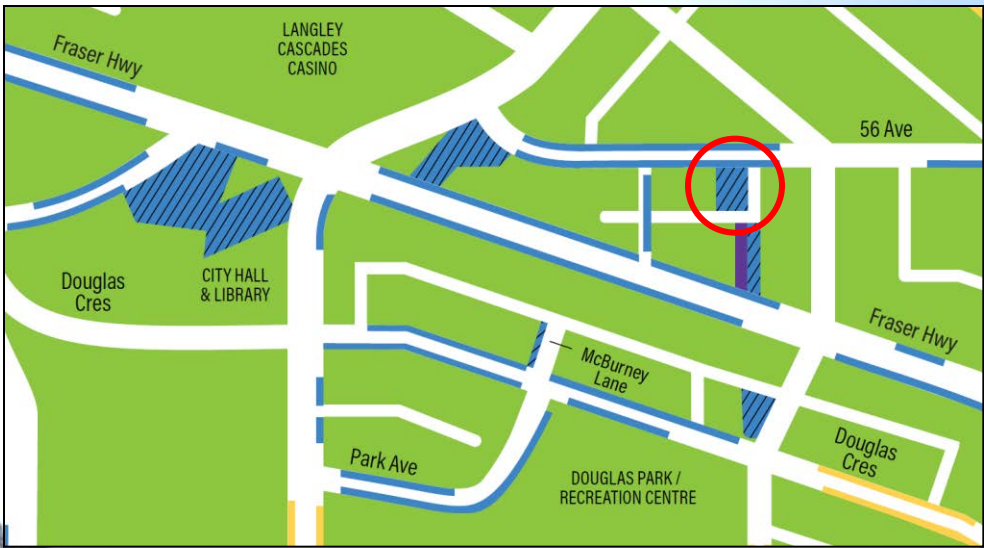
## Finding #1

There is sufficient parking availability in downtown Langley overall. However, there are hotspots of excess demand (e.g., Fraser One-Way) that may negatively skew public perception on the availability of parking.

### *What does it mean?*

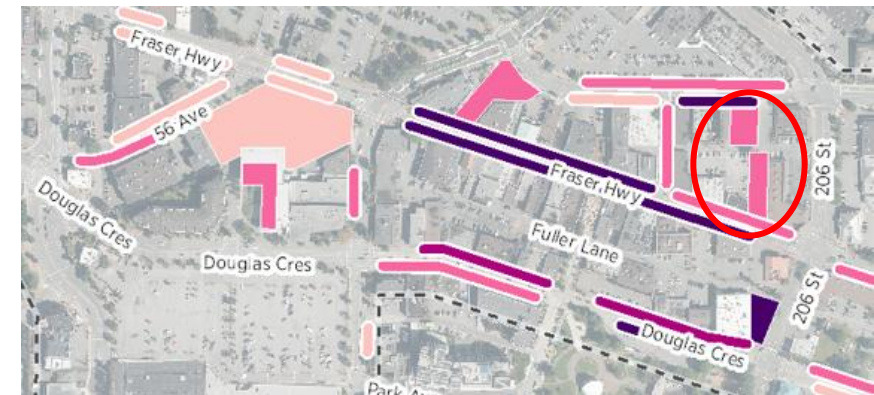
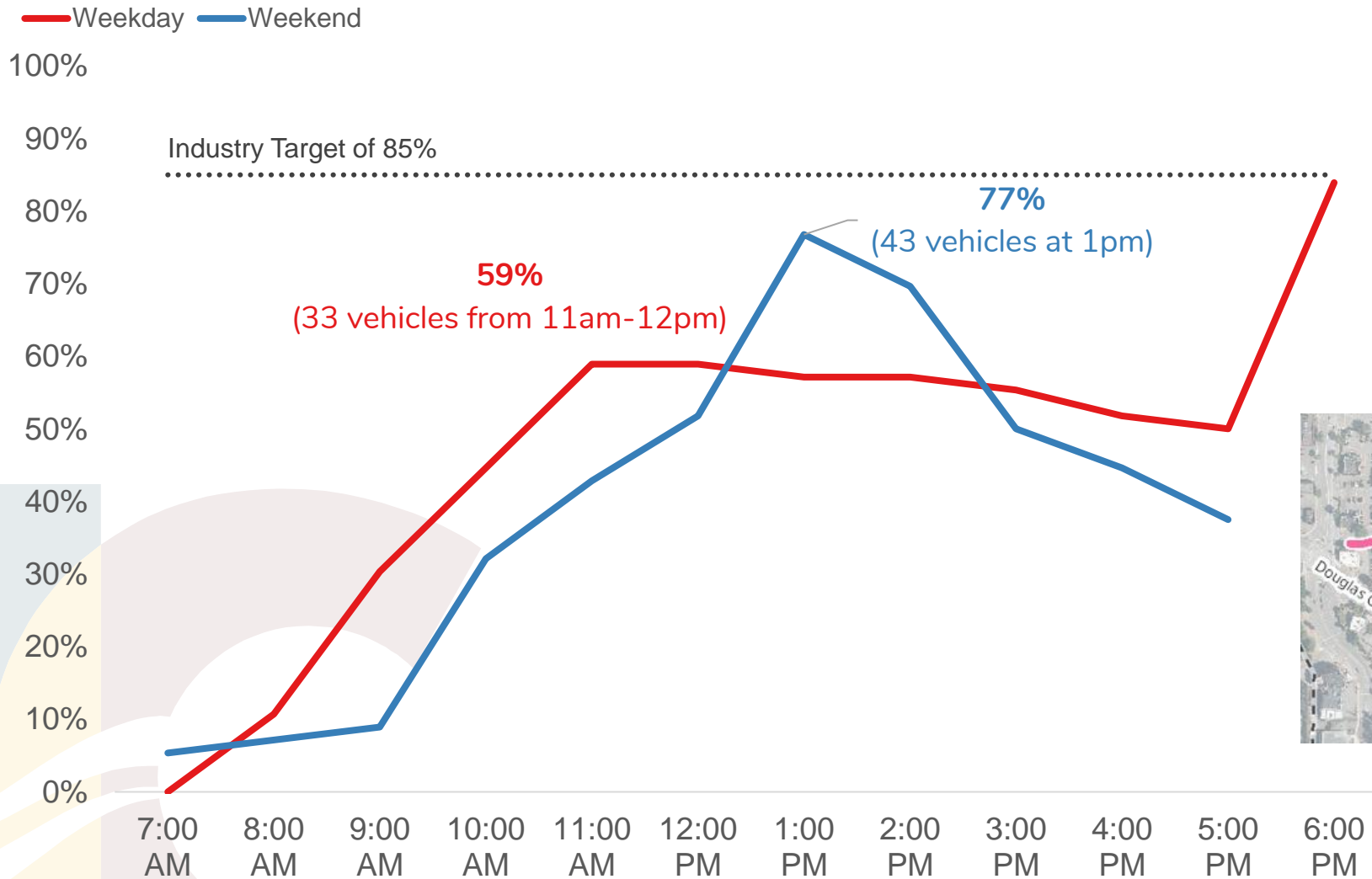
- Parking is a very localized experience. One street can have a significant demand for parking while spaces just around the corner sit vacant.
- A comprehensive review of parking supply and demand can provide valuable insights that no one single person can alone offer.





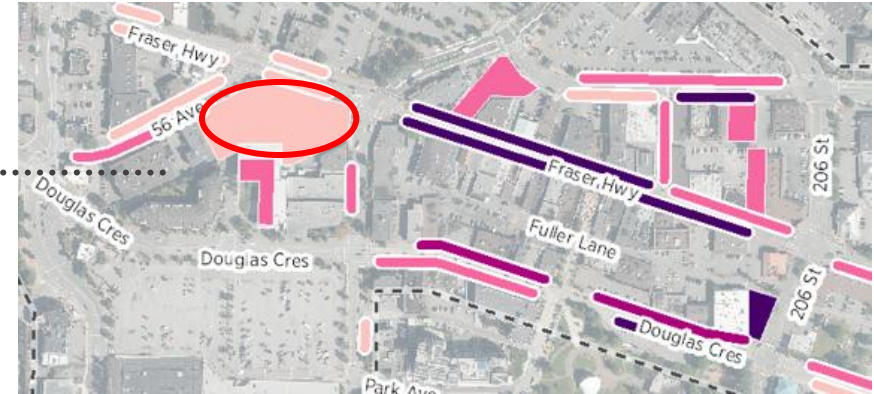
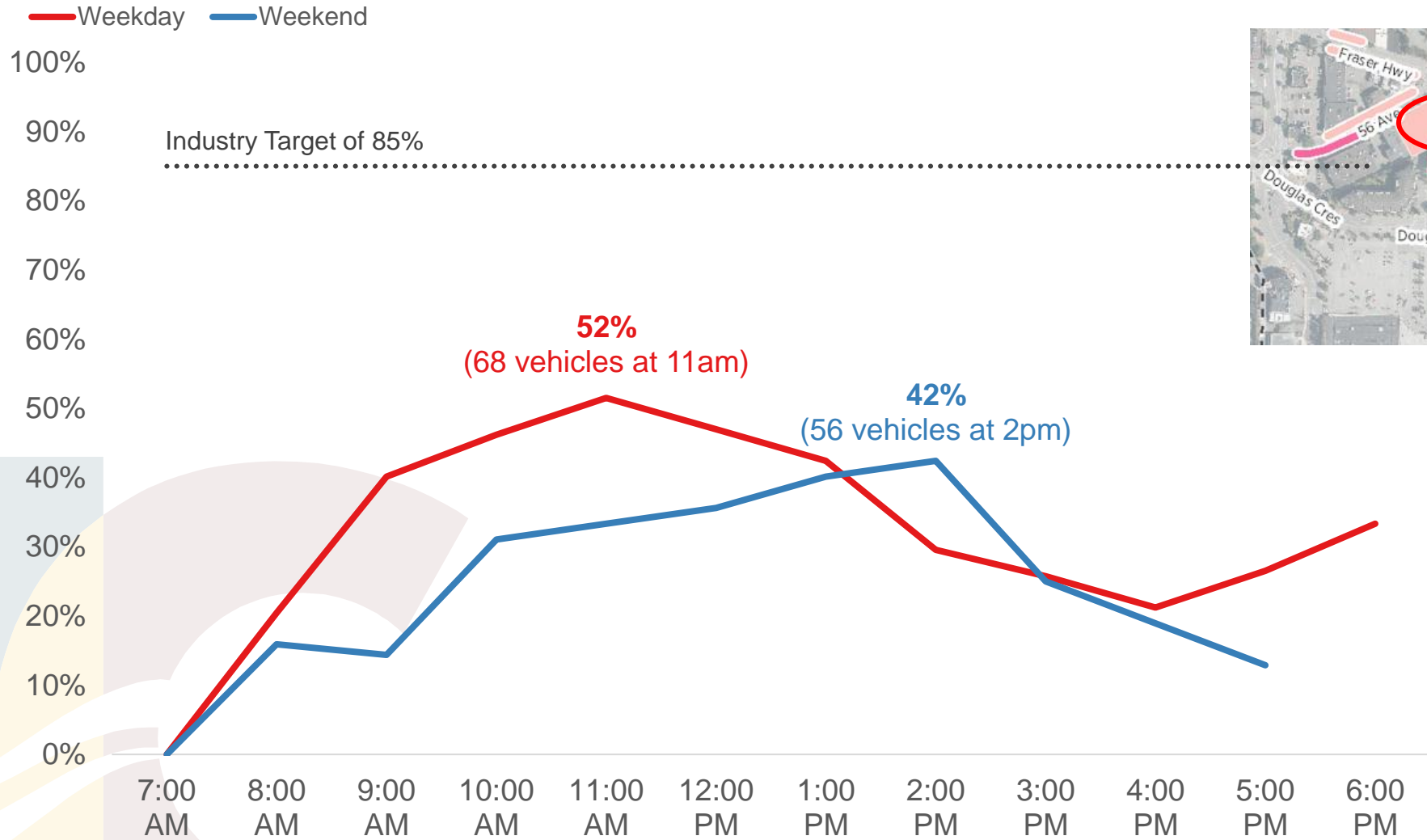
# Off-street parking utilization at 206 St lots

Number of vehicles divided by number of parking spaces



# Off-street parking utilization at City Hall lot

Number of vehicles divided by number of parking spaces



# Downtown Parking Assessment

## Finding #2

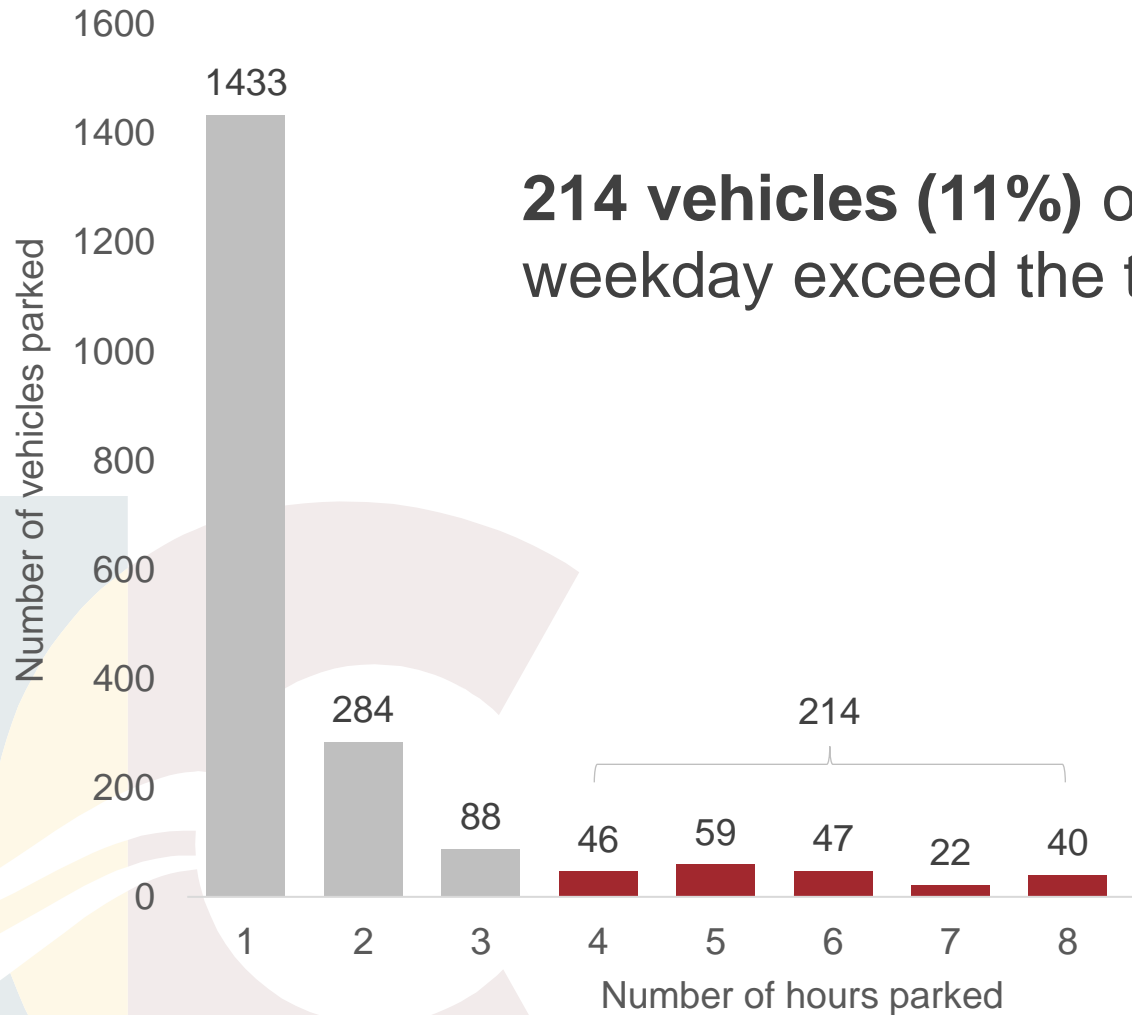
- Public off-street parking options are available within convenient walking distance to key destinations within downtown Langley but are not being used to their full potential.
- Available public off-street options are poorly understood, even among business stakeholders.

### *What does it mean?*

- Parking consumes a lot of space and can be used for other important local government objectives (e.g., transportation, public space, housing).
- If a city provides a dedicated off-street facility, it should be a good investment that is well used.

# On-street & public off-street weekday parking duration in downtown Langley

Number of vehicles by length of stay in hours from 7am to 7pm

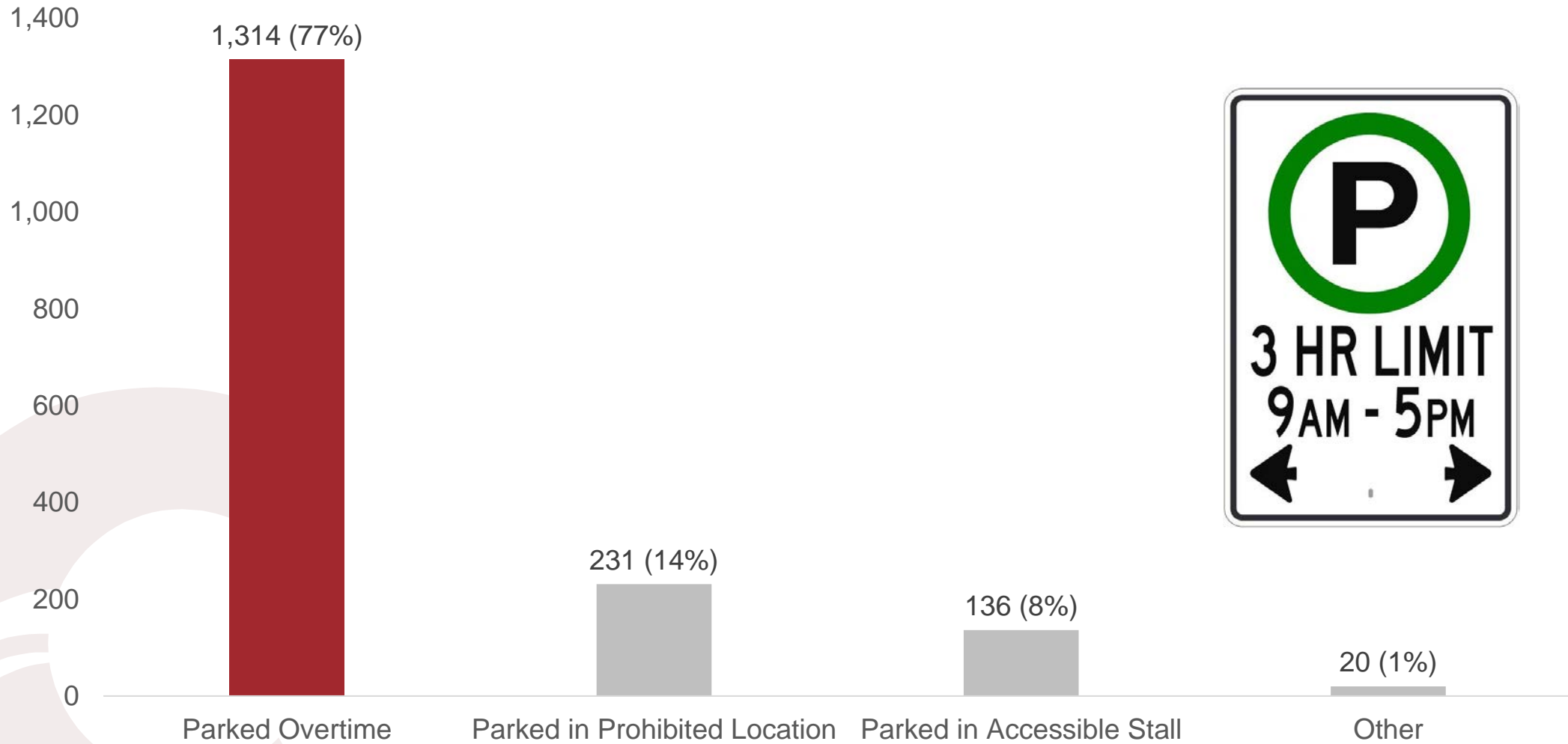


**214 vehicles (11%)** on a typical weekday exceed the three-hour limit



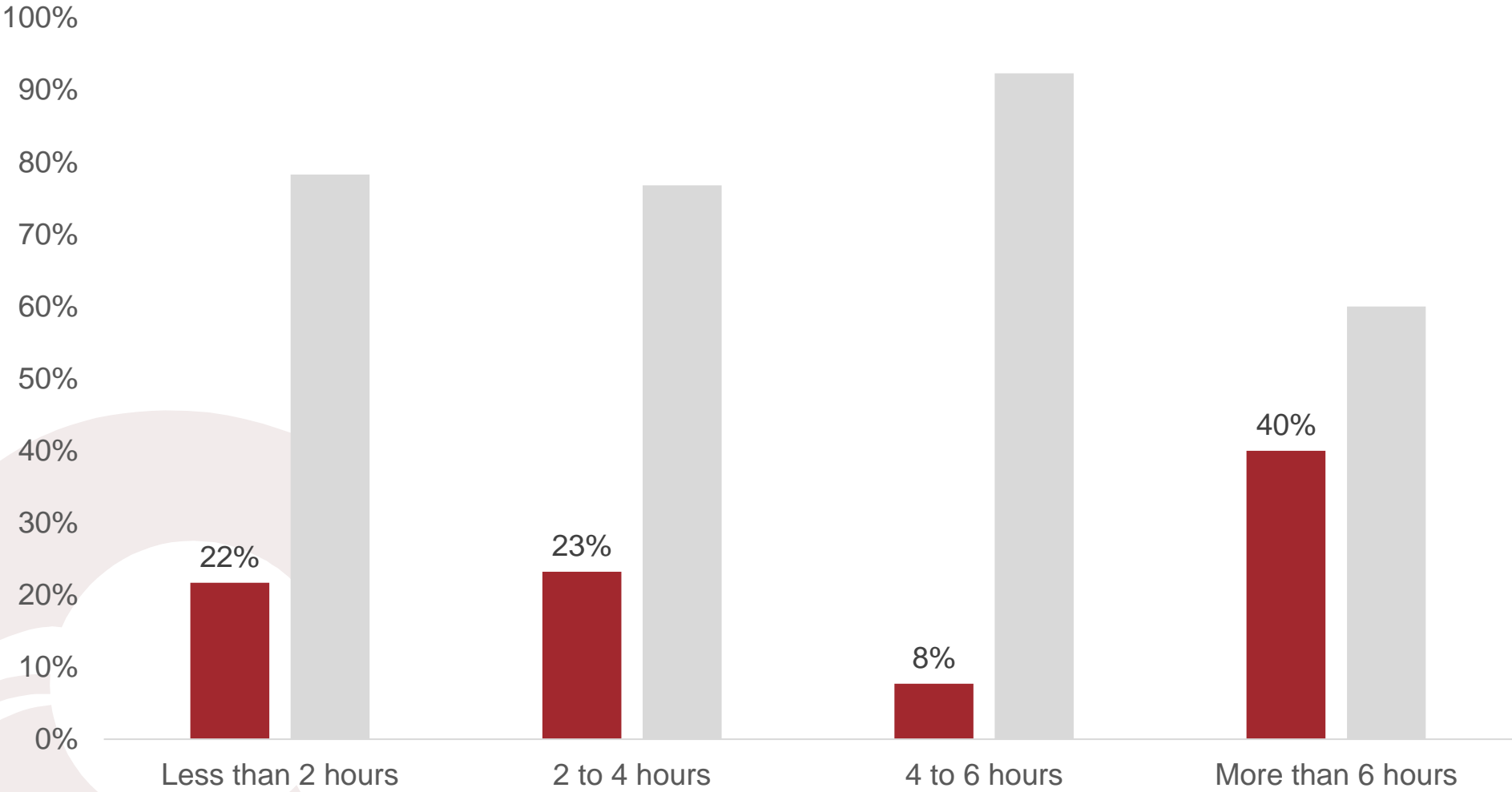
# Parking enforcement tickets issued annually in downtown Langley by violation

Number of tickets, 2023



# Parking satisfaction among downtown parkers by typical parking duration

■ Dissatisfied ■ Satisfied or Neutral



# Downtown Parking Assessment

## Finding #3

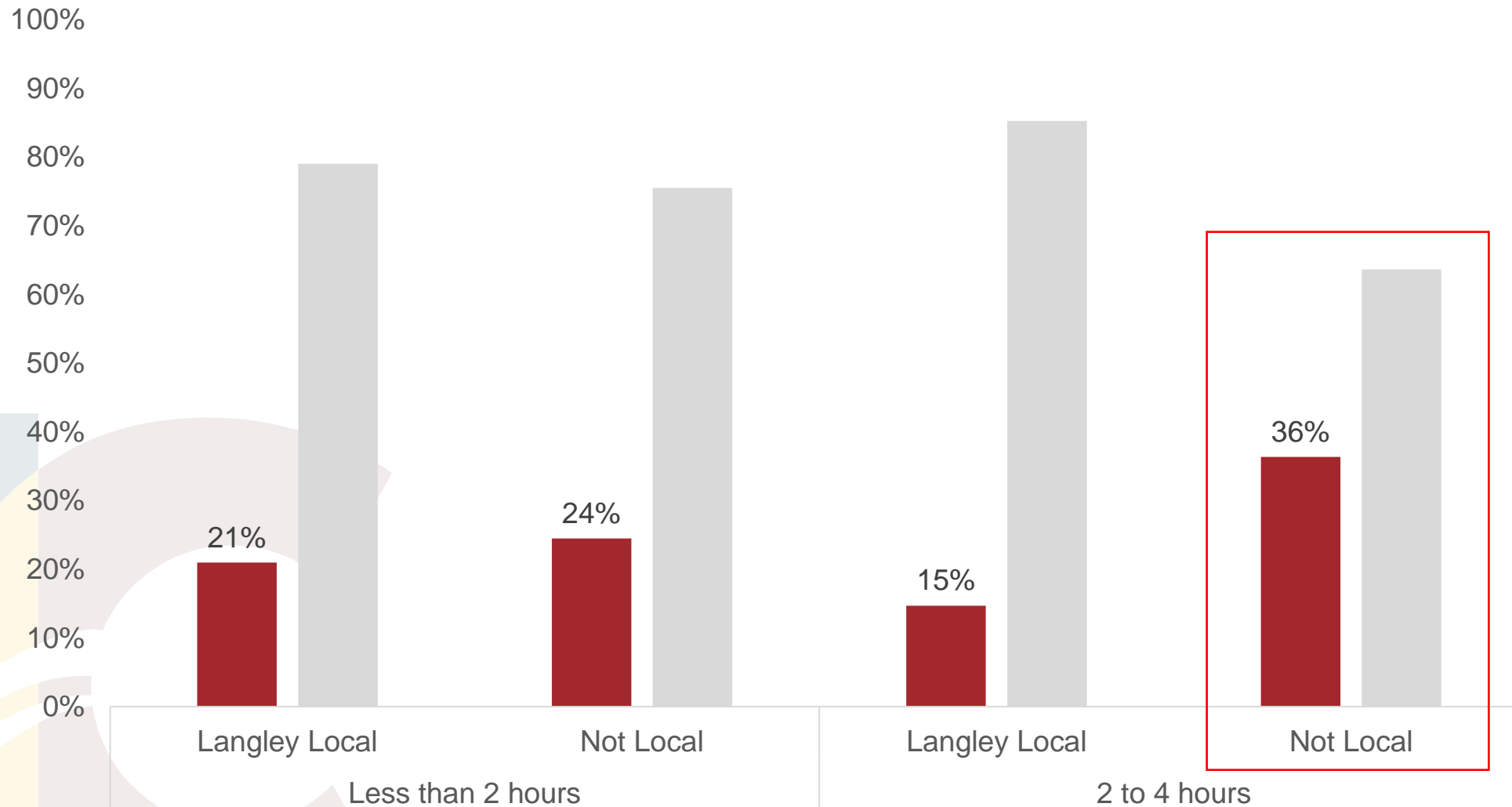
- There are a significant number of vehicles that potentially need medium to long-term parking options for a typical day (four hours or more).
- People who park for 6+ hours are twice as more likely to report being dissatisfied than people who park for 2 or less hours.

### *What does it mean?*

- Thinking about how long and when people need to park, rather than a snapshot of how many vehicles are parked, can provide greater insights into whether parking is adequately serving an area.
- Emphasizes the importance of thinking about groups of people with distinct needs (e.g., employees, customers) rather than lumping everyone together.

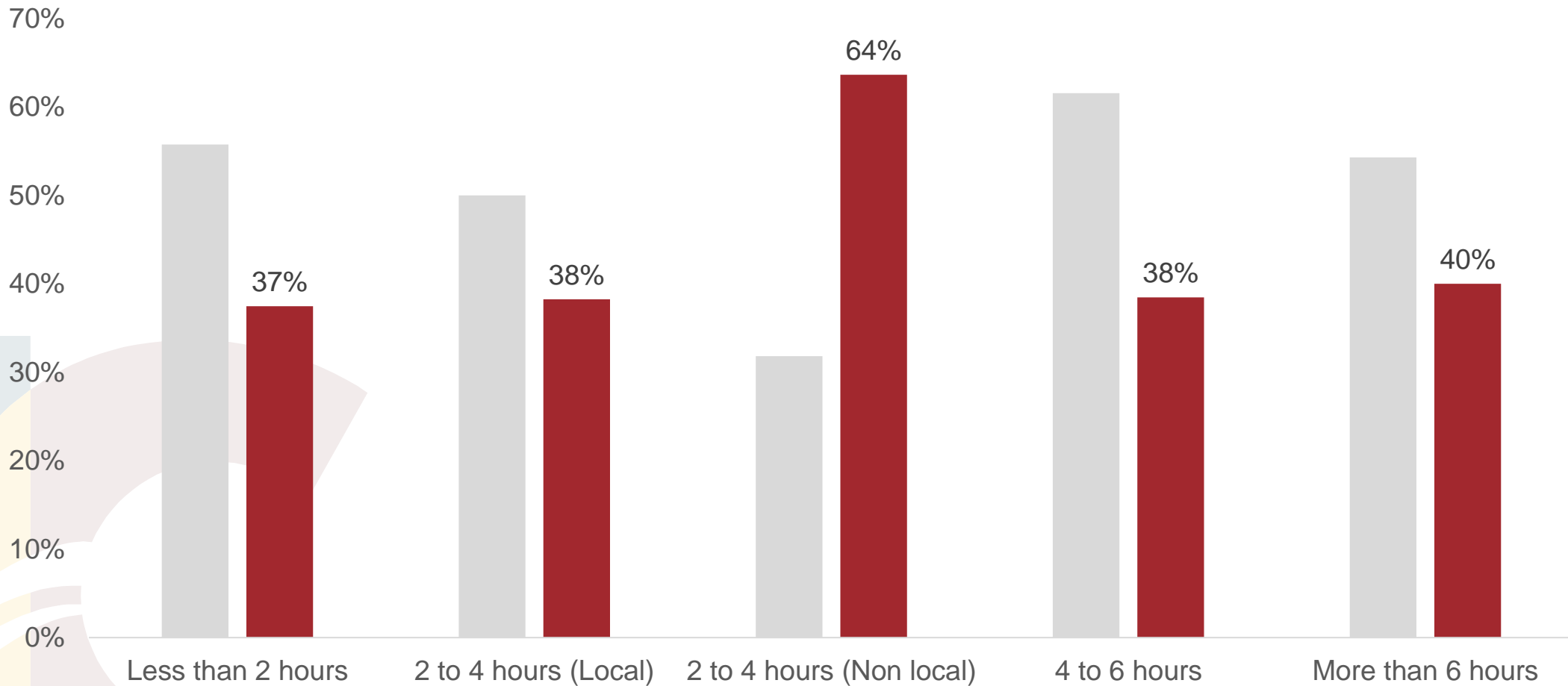
# Parking satisfaction among downtown parkers by typical parking duration and place of residence

■ Dissatisfied ■ Satisfied or Neutral



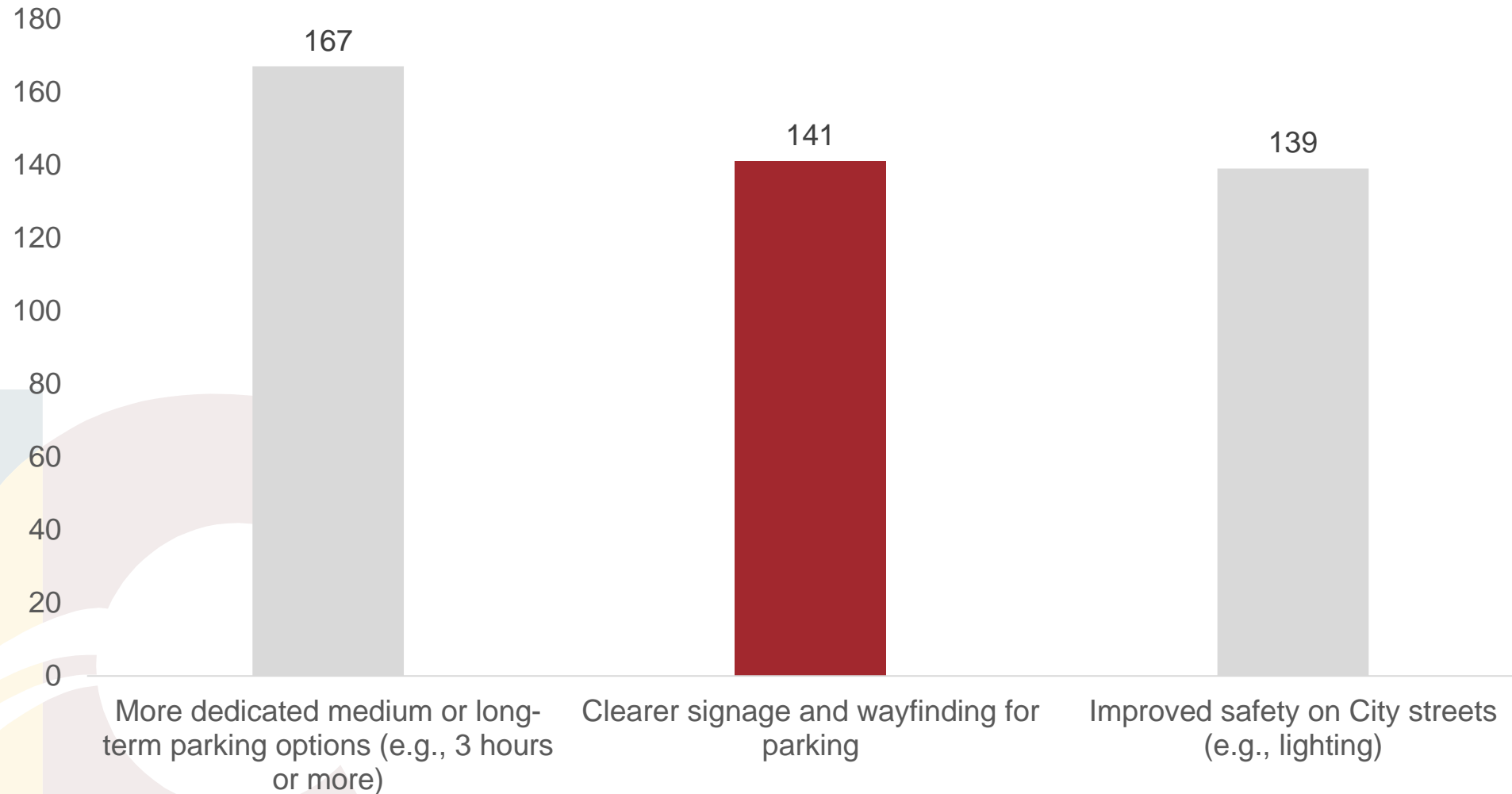
# Parking search time among downtown parkers by typical parking duration

- No wait time, find parking right away (0 to 5 minutes)
- I have to circle around my destination to find parking (5 to 10 minutes)



## Top 3 community-supported ideas for improving downtown parking

Number of responses



# Downtown Parking Assessment

## Finding #4

Non-local visitors are more likely to report being dissatisfied with parking and having to spend more time searching for parking in downtown Langley compared to local residents.

### *What does it mean?*

- One-third (32%) of all vehicle trips in Langley City originate from outside the community, representing a significant customer base.
- Drivers who are unfamiliar with an area need additional support such as clear signage and wayfinding to find parking that meets their needs.

# Downtown Parking Assessment

## Summary

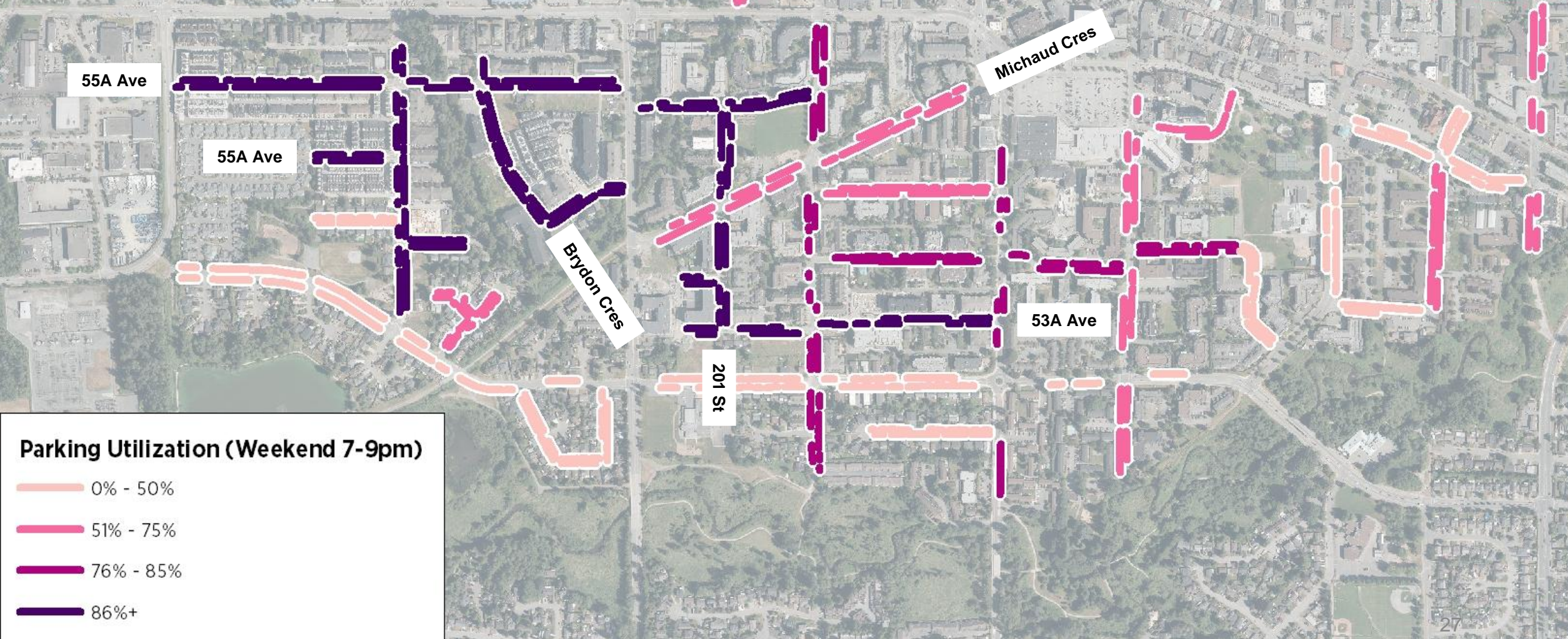
1. There is sufficient parking availability in downtown Langley overall. However, there are hotspots of excess demand (e.g., Fraser One-Way) that may negatively skew public perception on the availability of parking.
2. Public off-street parking options are available within convenient walking distance to key destinations within downtown Langley but are not being used to their full potential.
3. Available public off-street options are poorly understood, even among business.
4. There are a significant number of vehicles that potentially need medium to long-term parking options for a typical day (four hours or more).
5. People who park for 6+ hours are twice as more likely to report being dissatisfied than people who park for 2 or less hours.
6. Non-local visitors are more likely to report being dissatisfied with parking and having to spend more time searching for parking in downtown Langley compared to local residents.



## APPENDIX B: RESIDENTIAL TECHNICAL & ENGAGEMENT FINDINGS

# Typical Saturday Evening Demand

Data is indicative only; utilization is currently shown for entire corridor for some areas and not block-by-block



# Residential Parking Assessment

## Finding #5

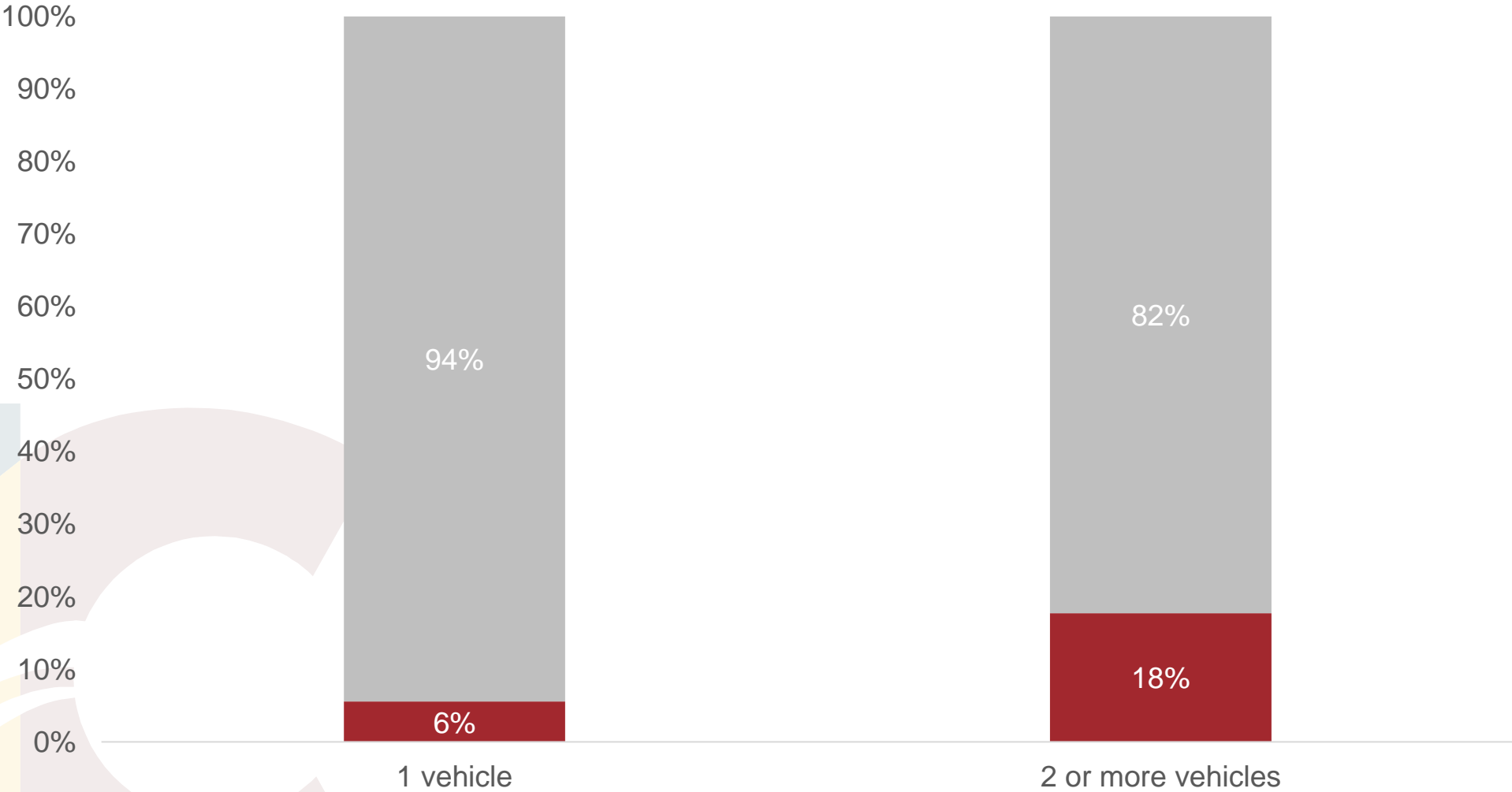
On-street parking in higher density residential areas have low parking availability during periods of high demand, such as weekday and weekend evenings.

### *What does it mean?*

- On-street demand driven primarily by residents and their visitors. Households are making economically rational decisions between:
  - Off-street parking: monthly rental cost or included in home purchase cost
  - On-street parking: unregulated and free
- Need to manage residential parking demand proactively when warranted.

# Parking satisfaction in residential areas among residents by vehicle ownership

■ Dissatisfied ■ Satisfied or Neutral



# Residential Parking Assessment

## Finding #6

Higher vehicle ownership households (2+ vehicles) are two times more likely to report being dissatisfied with parking than single-vehicle households.

### *What does it mean?*

- Unregulated on-street parking can encourage vehicle ownership when households don't need to think about the cost of parking.
- Limited alternatives for sustainable transportation options (e.g., walking, cycling, transit, etc.) means people will opt to own a vehicle, exacerbating parking issues.

# Residential Parking Assessment

## Summary

1. On-street parking in higher density residential areas have low parking availability during periods of high demand, such as weekday and weekend evenings.
2. Higher vehicle ownership households (2+ vehicles) are three times more likely to report being dissatisfied with parking than single-vehicle households.



## APPENDIX C: BEST PRACTICE REVIEW

Public Parking Strategy  
**Best Practice  
Preview**



# Station Area Parking Management

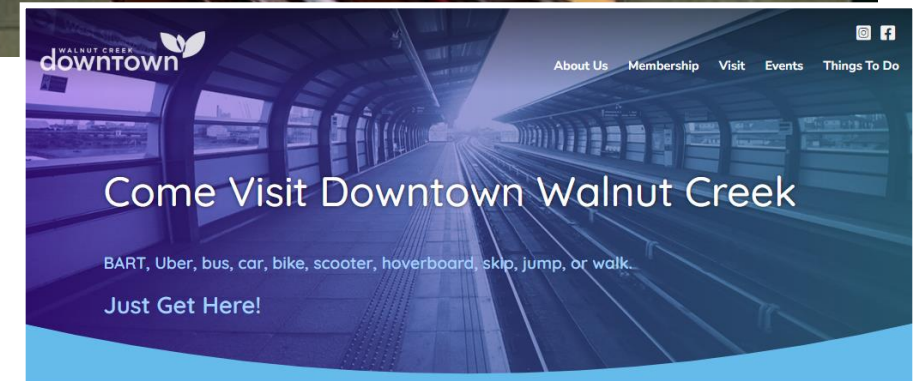
- Paid Parking
- Parking Permits
- Employee Parking



	<b>Station Area Parking Management</b>
<b>Questions</b>	<ol style="list-style-type: none"> <li>1. What is the value of parking management in commercial/mixed-use/transit-oriented development areas?</li> <li>2. How should a city manage parking and the station area when there are no parking minimums in place?</li> </ol>
<b>Strategies &amp; Benefits</b>	<p><b>Paid Parking</b></p> <ul style="list-style-type: none"> <li>• Generates revenue to be reinvested back into parking management, mobility, and business district</li> <li>• Prioritizes short-term parking for customers/visitors and increases turnover</li> </ul> <p><b>Parking Permits &amp; Employee Options</b></p> <ul style="list-style-type: none"> <li>• Reduces congestion from time spent searching for parking</li> <li>• Allows long-term parking without taking up spaces for customers</li> <li>• Discourages employees from parking in high-demand, “front-door” spots</li> <li>• Reserves off-street parking spaces for employees</li> </ul>

# Walnut Creek, CA

- Suburban-oriented, commuter station area with access to urban amenities
  - BART station located in downtown Walnut Creek, 37-min BART ride from San Francisco
- Vibrant, mixed-use downtown that offers farmer's markets, shopping, and outdoor festivals
  - Includes a Business Improvement District within the downtown borders (similar to Downtown Langley Business Association)
- Implemented paid parking to manage demand and improve parking availability



## PARKING DOWNTOWN

### City Garages (hourly)

Downtown garages are all open to the public. Current fees are \$1.25 per hour with the first hour will be free.

- Leshner Center Garage (664 spaces) - 1625 Locust Street (Special Parking Rates may apply during Leshner Center Performances)
- South Locust Street Parking Garage (250 spaces) - 1350 Locust Street (Between Mt. Diablo Blvd. and Cypress Street)
- Broadway Parking Garage (464 spaces) - 1390 Broadway (One block South of the downtown Library)
- There are also many privately owned garages and parking lots throughout downtown Walnut Creek. Pricing and time limits vary.

### Meter Parking (hourly)

- Downtown Core green meters are operating 7 days a week: \$2 per hour with 3-hour time limits.
- Purple parking meters are operating 7 days a week: \$1 per hour with 10-hour time limits.

Use the [Parkmobile app](#) to pay for parking, extend your parking time and avoid touching the parking meters.

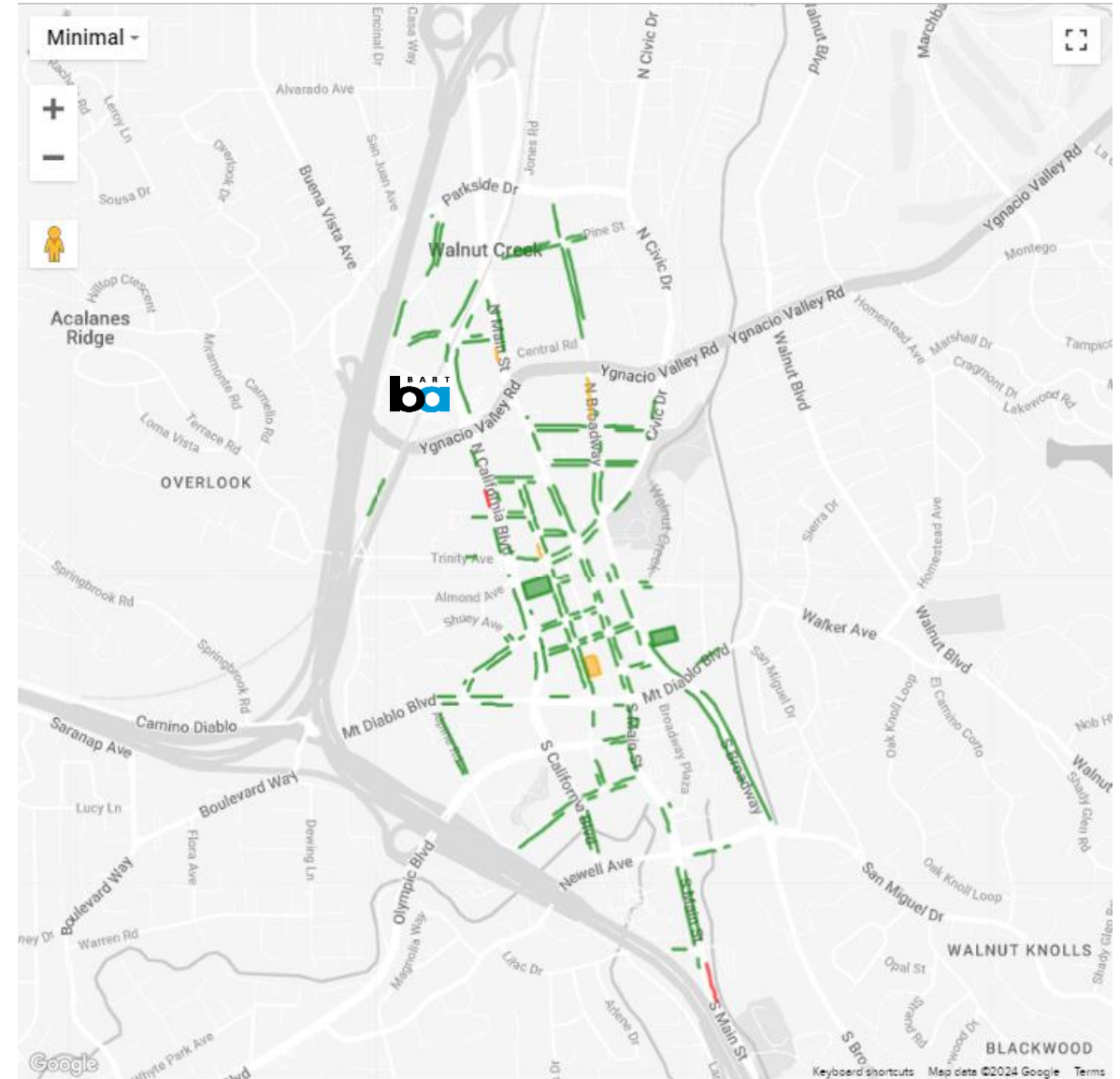


Download Parkmobile App

# Walnut Creek, CA

## Paid Parking

- **On-street parking (meters)**
  - 10 a.m. to 8 p.m., Mon-Sun
  - Core: \$2/hr. with 3 hr. limits
  - Outside core: \$1/hr. with 10 hr. limits
  
- **Off-street parking (garages, lots)**
  - Open 24 hr./day
  - 1<sup>st</sup> hr. FREE, then \$1.25/hr
  - Monthly parking passes available at City garages
  
- **Employee and long-term visitor parking**
  - SpotHero app used to reserve spots
  - ParkSmart app offers discounts & carpool opportunities



# Walnut Creek, CA

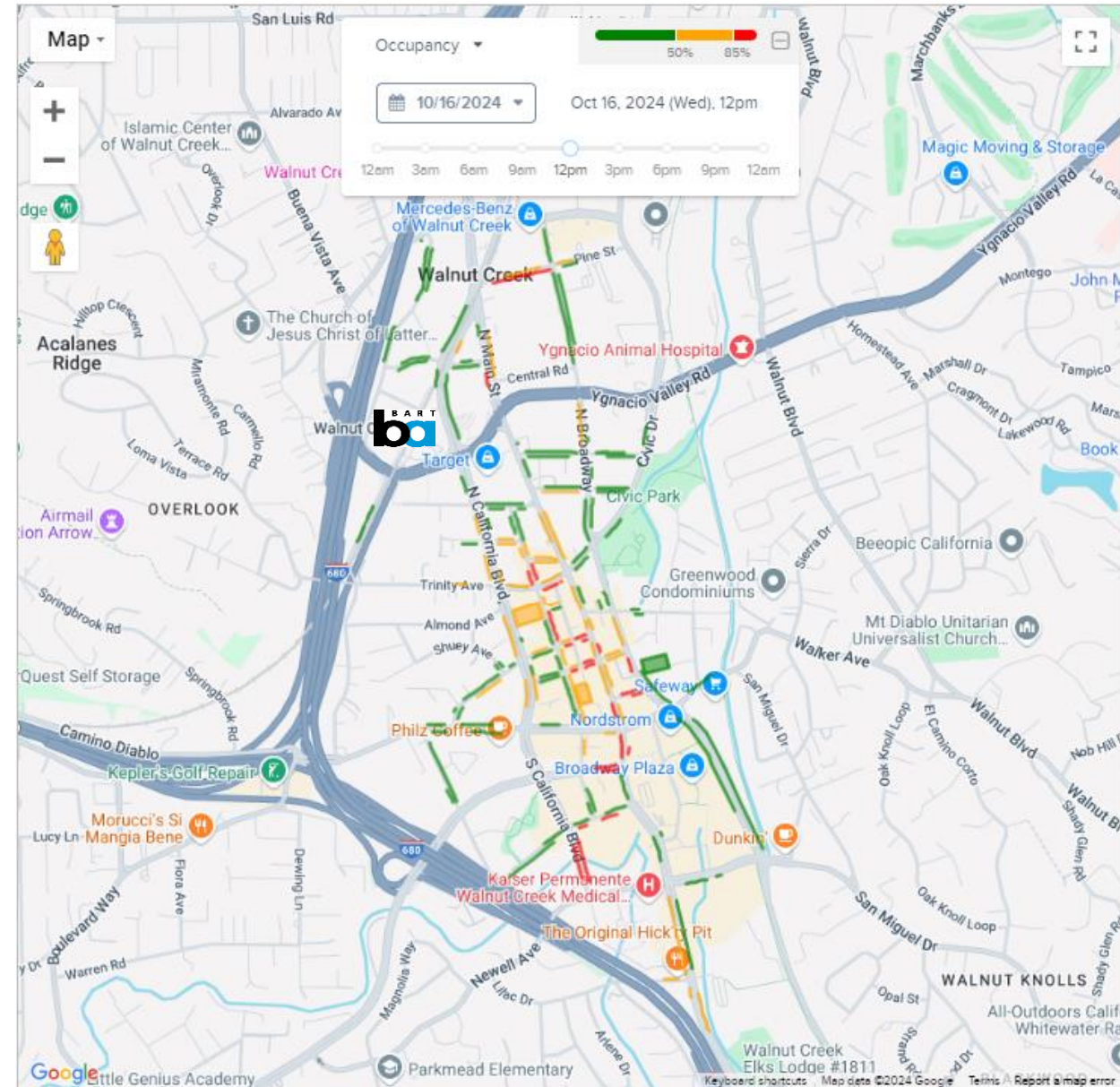
## Paid Parking

### Dynamic Parking Data Map

- Displays occupancy data, calculated from paid transactions from meters and mobile payments
- 3<sup>rd</sup>-party vendor - Smarking, Inc.

### Benefits

- Better management and understanding of parking demand
- Improves parking availability by supporting turnover, as a higher volume of customers can visit businesses in area
- Parking revenue reinvested back into Downtown Walnut Creek—landscaping, sidewalk cleaning, Free Downtown Trolley, policing, and community events



# Redwood City, CA

- Suburban rail community connected to San Francisco and Peninsula via Caltrain
  - Caltrain station located adjacent to downtown
- Downtown Redwood City offers housing, employment, recreation, entertainment, education, and City services
- The Redwood City Improvement Association's Parking Committee is responsible for implementing solutions to better guide traffic, parking, and transportation (beyond what is currently provided by the City)
- Implemented Downtown Parking Program to manage parking availability and improve visitor experience



# Redwood City, CA

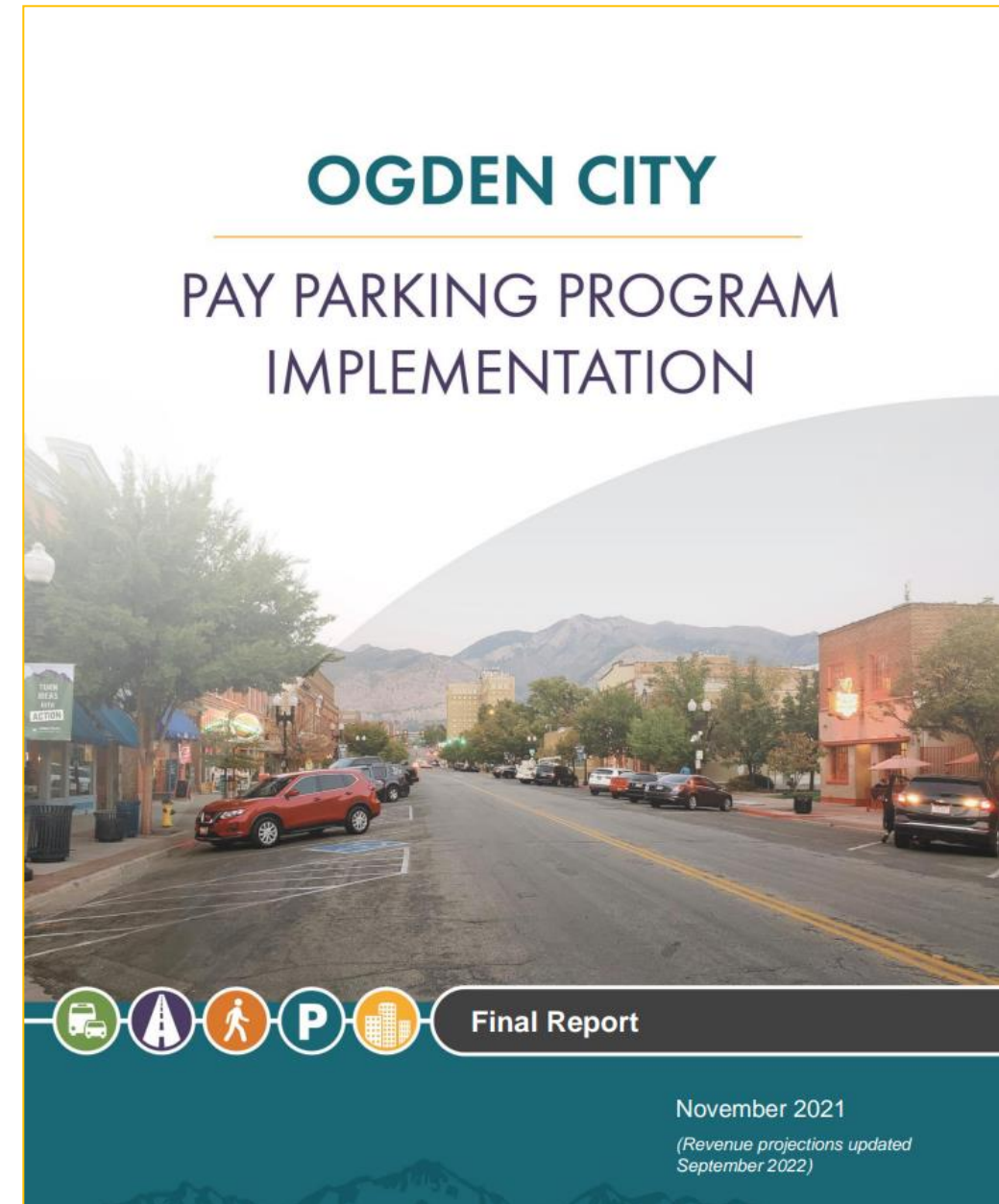
## Paid Parking

- **Downtown Parking Program**
  - Downtown core: \$1 /hr. Mon-Sat
  - Downtown periphery: \$0.50/hr. Mon-Sat (increase to \$0.50/hr. in 2023)
  - Parking garages: first 1.5 hrs. free, then \$1-2.50/hr.
- **Downtown Parking Guidance System**
  - Partnered with Redwood City Improvement Association to provide real-time parking information to visitors to downtown, through installation of parking sensors and digital signs throughout downtown
  - Parking information available through City website and mobile app



# Ogden, UT

- Ogden (population 87,000) is a 60-min train ride from Salt Lake City
- Parking downtown is an existing and pressing issue
  - 2021 parking study recommended creating a parking management area and implementing paid parking in prioritized phases. Currently, downtown businesses grapple with parking constraints.
- Implementing Make Ogden (Downtown Master Plan)
  - New development (residential, commercial space, hotel, grocery store, and two parking garages) expected to increase parking demand
  - Planned transportation enhancements include new BRT, protected bike lanes, scooters and bikeshare, free downtown trolley, improved pedestrian paths to parking areas



# Ogden, UT

## Paid Parking

- In 2024, [attempted to introduce paid parking](#) to downtown Ogden
  - Goal of encouraging use of [Ogden Express \(OGX\)](#) (new Bus Rapid Transit route, every 10 min on weekdays)
  - Planned to use revenue from paid parking to fund parking management (hourly fees range from \$1-1.50/hr off-street and \$1.50-2/hr on-street)
  - As part of phased implementation, first few months parking would be free for drivers that use the parking payment app
- Paid parking effort paused as of October 2024
  - Mix of responses from downtown Ogden business owners

complained that their business is being harmed by congested parking.

- The City's positive upcoming *Make Ogden* developments, which will dramatically add residences/businesses/employees and enhance our overall economic vitality, will overwhelm existing parking capacity.

### 2. How will businesses benefit from managed parking?

Based on the experiences from communities that have implemented managed paid parking systems, impacted businesses have benefitted in a number of ways, including:

- More reliably available parking for customers – due to higher turnover in the most convenient and high-demand parking spots.
- More vibrant, attractive downtown shopping area for customers – due to increased walkability/bike-ability.
- More attractive downtown for additional investment in residential and commercial development – creating more businesses, jobs, residences downtown – and therefore more potential customers during both the daytime



Historic 25<sup>th</sup> Street, Downtown Ogden – Ogden City Business Development

So why is pay parking so important to the health and vibrancy of a developing downtown? Simply stated, pay parking allows for the equitable and efficient management of a limited resource.

By charging for parking, urban centers can help create turn-over within the most convenient and desirable public parking supplies, generally on-street spaces, while managing off-street resources appropriately. A well-run public parking system will cover operating expenses and may generate additional income to maintain public infrastructure, build new facilities, incentivize new development, reduce traffic congestion,

wer levels of crime in

# Ogden, UT

## Paid Parking

Supportive responses show understanding of benefits

- Business owners were excited that paid parking will **increase turnover and make it easier for customers to get to their business**
- Businesses in favour liked that paid parking would **deter visitors from occupying spaces for extended periods** of time and decreased length of stay meant more visitors coming to downtown
- Proponents liked that paid parking allow for more fluid traffic flow and **increased odds of finding an open spot** near business



# Ogden, UT

## Paid Parking

Listen to concerns from businesses to inform next steps

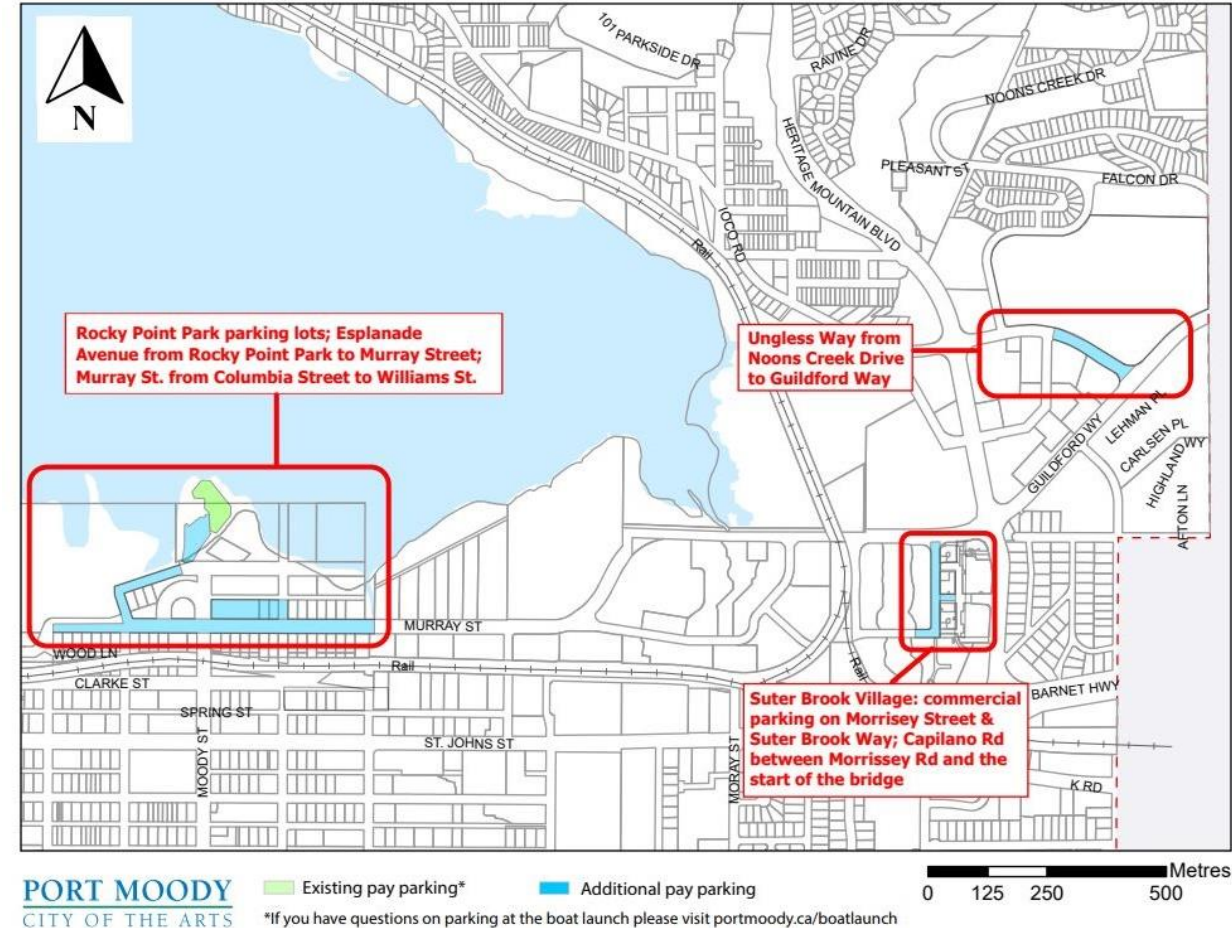
- Businesses concerned about **charging employees for parking** as plan proposed (free) parking permits for residents, but not employees, meaning employees pay to go to work
- All business owners acknowledge there is a parking issue impacting downtown, but **did not feel engaged** in the process of finding a solution. Business owners did not feel like they had the time to attend engagement events.
- Moving forward, Ogden hopes to re-engage businesses by meeting them where they are.



# Port Moody, BC

## Paid Parking

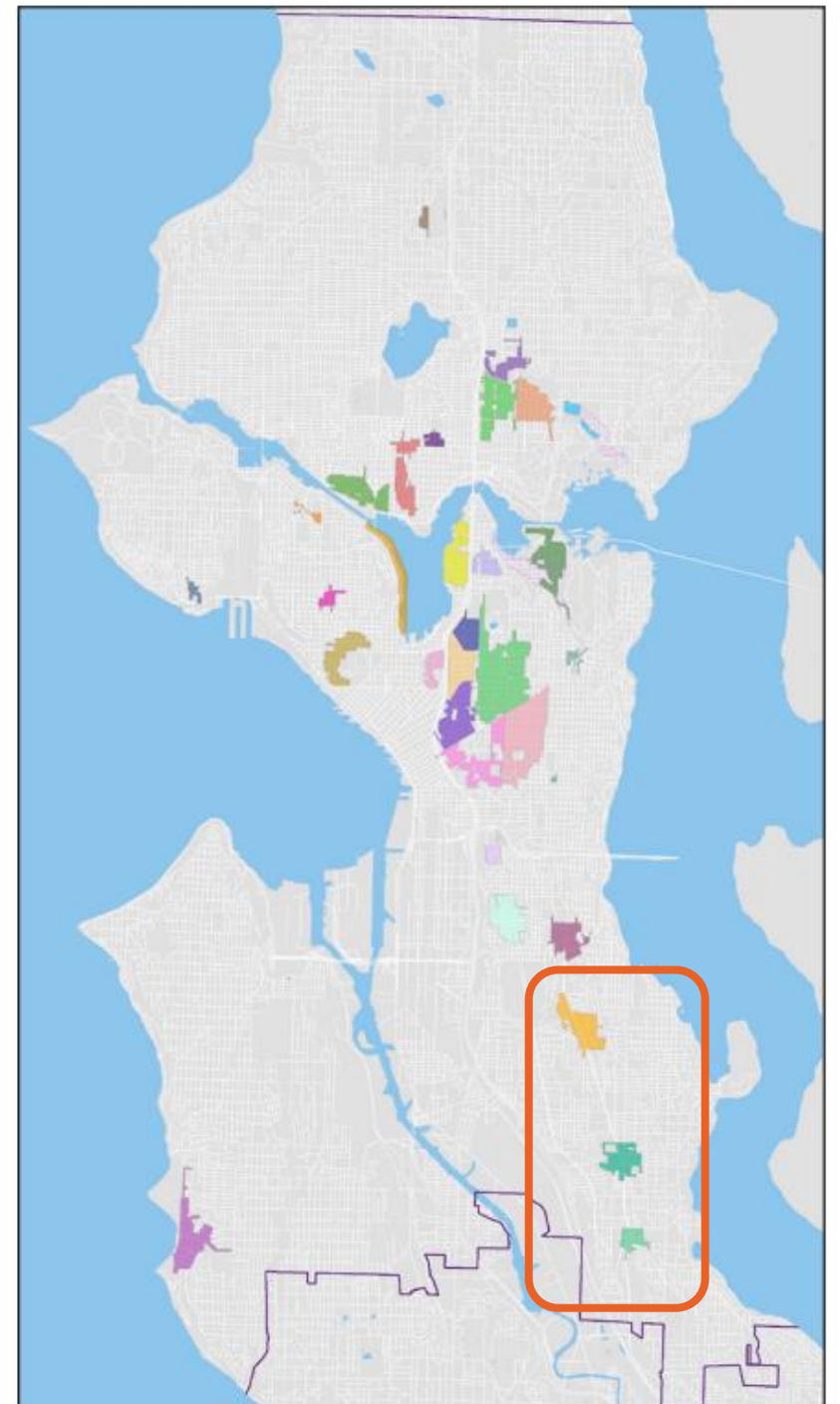
- Introduced paid parking with time limits in 2024 at five popular locations
  - Encourage turnover to improve parking availability
  - Align with goals for climate action by encouraging people to choose alternative modes of transportation such as walking, cycling, or public transit
  - Paid parking located near commercial, retail, and hospitals, as well as near both SkyTrain stations
- Multi-Family Residential Parking Permit Program (near Inlet Centre Station or Moody Centre Station) remains in place
- Parking revenue covers cost of operating a paid parking system and support cost associated with maintaining parks and other City services



# Seattle, WA

## Parking Permits

- Restricted Parking Zones (RPZs) are residential areas around commuter trip generators where on-street parking is restricted except for residents and short-term visitors.
- Many RPZs are near suburban-oriented light rail stations, including Columbia City, Othello, and Rainier Beach
- Permits include residential, guest, discounted, short-term, temporary, and business
  - Residential permit cost is \$95 each and each address is eligible for up to four permits, some zones are partially or fully subsidized
  - Businesses located in specific zones are eligible to acquire permits for employees and volunteers, and up to two guest permits



# Sacramento, CA

## Employee Parking

- Where off-street parking for employees is not available or limited, local merchants may request Merchant Parking e-Permits for on-street parking
- E-permits grant exemptions from posted time limits and meter payment requirements during specified times
- Employees can receive discounts based on earnings
  - Discounted Employee Parking Program (DEPP)
  - Part-time Employee Parking Program (P-TEP)
  - Applicable to employees within specific areas
  - Applications require most recent paystub to show wages and hours worked

### APPLICATION & AGREEMENT

DEPP ◆ PTEP ◆ AMCO



City of  
**SACRAMENTO**  
Department of Public Works

CITY OF SACRAMENTO USE ONLY

Program:  DEPP  PTEP  AMCO

ID# \_\_\_\_\_

**SECTION A – PERSONAL INFORMATION (REQUIRED)**

Name: \_\_\_\_\_  
(First) (Last)

Home Address: \_\_\_\_\_

City: \_\_\_\_\_

State/Zip: \_\_\_\_\_  
(State) (Zip)

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

**SECTION B – EMPLOYER INFORMATION (REQUIRED)**

Employer: \_\_\_\_\_

Work Address: \_\_\_\_\_

City: \_\_\_\_\_

State/Zip: \_\_\_\_\_  
(State) (Zip)

Work Phone: \_\_\_\_\_

**AMCO instructions: Please sign and initial page 1, then complete sections A & B on page 2.**

**SECTION C – DEPP: DISCOUNTED EMPLOYEE PARKING PROGRAM (To be completed by employer) (PAYROLL CHECK STUB REQUIRED FOR PAID POSITIONS)**

I certify that my company or I currently employ the person completing this application, and that this person meets DEPP program requirements.

Please Check One:

Employee earns less than \$20.00 per hour (including tips and commissions)

Intern (paid or unpaid, company verification letter required)

Volunteer (company verification letter required)

Average number of hours per week: \_\_\_\_\_ Hourly pay rate: \_\_\_\_\_

Commissioned Employee?  Yes  No Tips?  Yes  No

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Print Name: \_\_\_\_\_

**SECTION D – PTEP: PART TIME EMPLOYEE PROGRAM (PAYROLL CHECK STUB REQUIRED) (To be completed by employer)**

I certify that my company or I currently employ the person completing this application. I also certify that this employee works less than 30 hours per week and earns less than \$25.00 per hour.

Average number of hours per week: \_\_\_\_\_ Hourly pay rate: \_\_\_\_\_

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Print Name: \_\_\_\_\_

**PREFERRED GARAGE DESIGNATION, subject to availability (PLEASE SELECT ONE):**

Capitol Garage (10<sup>th</sup> & L Street) (AMCO only)

Memorial (14<sup>th</sup> and H St.)

Tower Bridge (Neasham Circle at Front St. and Capitol Mall) (Does not accept DEPP)

City Hall (10<sup>th</sup> and I St.) (AMCO only)

Old Sacramento (2<sup>nd</sup> and I St.)

# Station Area Parking Management

- Develop paid parking pricing structure that nudges people to park in the right location:
  - On-street parking for short-term stays
  - Off-street parking for medium- and long-term stays
- Provide an informative and convenient parking experience through technology (e.g., smartphone apps, digital displays)
- Implement paid parking in a sensitive manner, backed by strong business engagement and strong partnerships, that outlines the benefits across multiple aspects
- Pursue proactive management through tools like parking permits that address the needs of multiple user groups (e.g., residents, residential visitors, employees)
- Don't forget about employees, particularly for downtown businesses with limited on-site parking

# Parking Benefit Districts

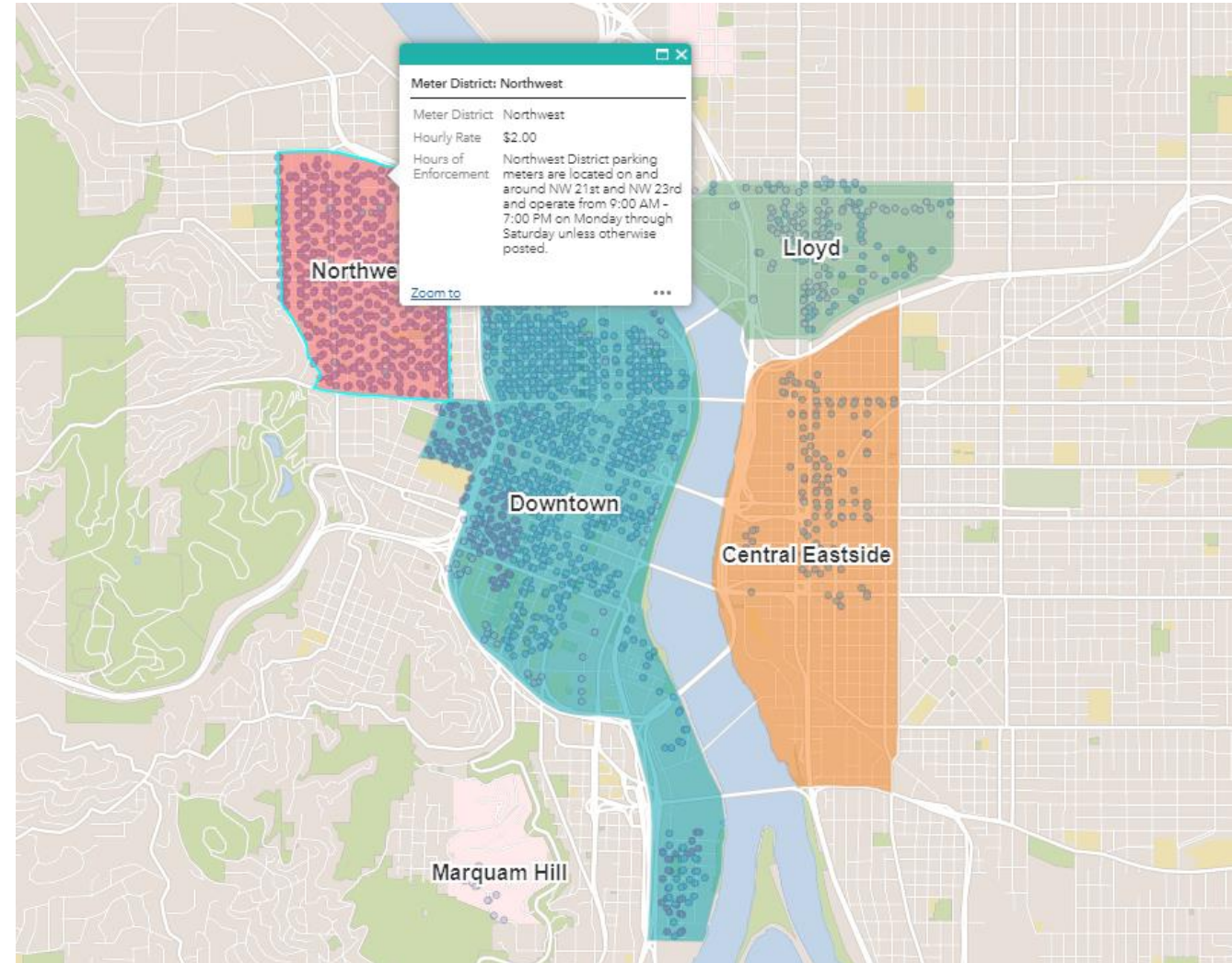


	<b>Parking Benefit Districts</b>
<b>Questions</b>	<ol style="list-style-type: none"><li>1. How can district-based management support reinvestment in district vitality and multimodal options for residents and employees?</li></ol>
<b>Strategies &amp; Benefits</b>	<p><b>Parking Benefit Districts (PBD)</b></p> <ul style="list-style-type: none"><li>• Creates an approach to manage parking comprehensively, not on a parcel-by-parcel and ad hoc basis</li><li>• Parking revenue can fund district improvements for residents and businesses</li><li>• Parking revenue can also be used to fund transportation options for residents and employees within district</li><li>• Can be integrated with established business improvement areas (BIAs)</li><li>• Offers transparency on where parking revenue is invested</li></ul>

# Portland, OR

## Parking Benefit District

- 4 parking districts
- Example: Northwest Parking District
  - Created in 2013, adopted NW District Parking Management Plan
  - NW Parking District Stakeholder Advisory Committee includes 4 reps from NW District Association, 4 reps from NW Business Association and 5 at-large individuals
  - Reinvests revenue from parking meters and district parking permits revenue to manage parking assets and invest in TDM programs



# Walnut Creek, CA

## Parking Benefit District

- Downtown Parking Enterprise and Enhancement Fund collects all parking revenue and reinvests back into Downtown Walnut Creek
- Investments: landscaping, sidewalk cleaning, Free Downtown Trolley, Downtown policing, community events



# Austin, TX

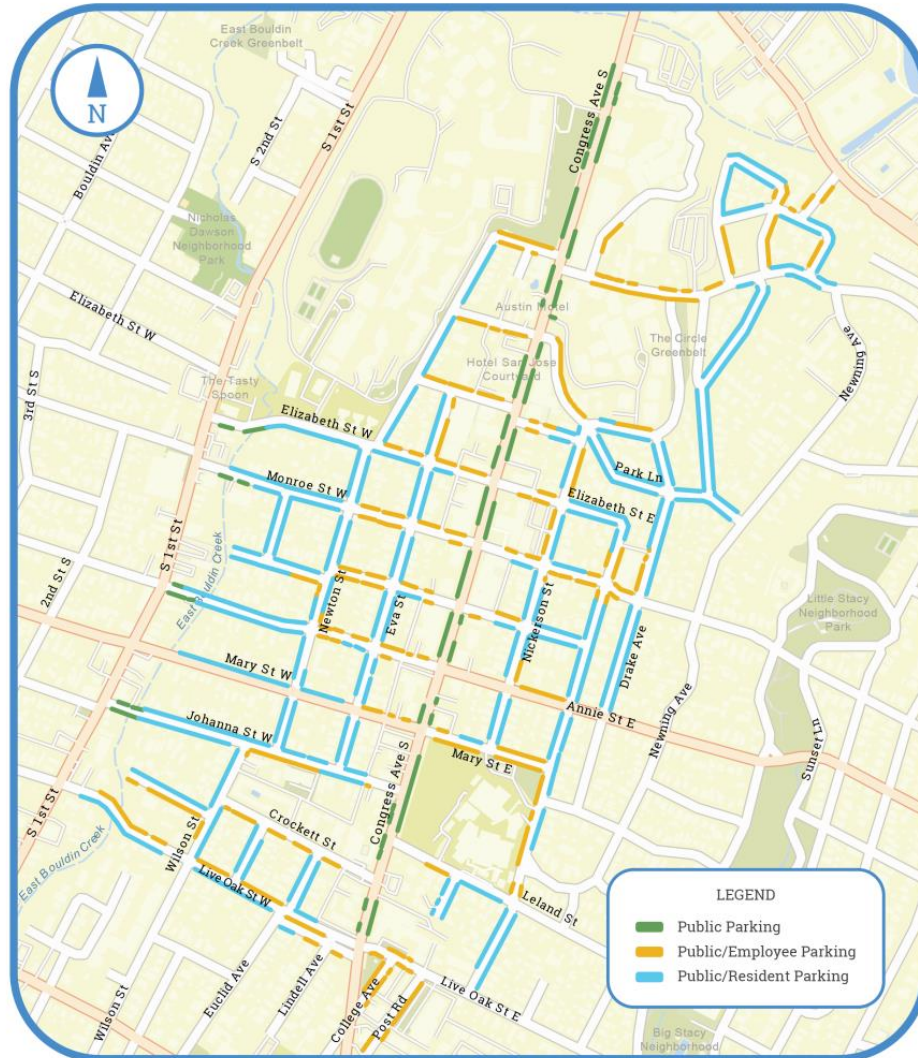
## Parking Benefit District

- South Congress Avenue is a vibrant mixed-use district where residents, visitors, and customer compete for scarce parking
- A light rail station is planned for South Congress, with construction expected to start in 2027
- In response, a Parking & Transportation Management District (PTMD) was implemented in 2023
- Paid parking now funds parking management, permit programs, streetscape enhancements, and mobility investments.



# Austin, TX

## Parking Benefit District



Map of South Congress PTMD

- The PTMD dedicates 51% of public paid parking revenue, less City expenses, to help with mobility improvements within the established district and can include park maintenance, signage, wayfinding and sidewalk improvements.

# Shared Parking and Public-Private Partnerships



	<b>Shared Parking and Public-Private Partnerships</b>
<b>Questions</b>	<ol style="list-style-type: none"><li>1. How can parking management address perceptions of “no parking” and maximize use of existing parking facilities?</li><li>2. How can shared management help businesses?</li></ol>
<b>Strategies &amp; Benefits</b>	<p><b>Shared Parking through Public/Private Partnerships</b></p> <ul style="list-style-type: none"><li>• Facilitated through transit-oriented development (TOD), especially when parking minimums are eliminated and mixed-uses can share parking to fulfill parking needs</li><li>• Implementing shared parking means more effective use of existing parking facilities</li><li>• Offers parking operators and property owners parking revenue when facility would typically be underused</li><li>• Offers parking users a guaranteed spot that is in/near businesses and commercial areas</li></ul>

# Walnut Creek, CA

## Shared Parking

- Walnut Creek has created a district of daily/monthly parking options for all types of users
- District parking includes public parking lots as well as spaces available in private parking lots that are shared with businesses in the area
- Sharing parking facilities with private businesses optimizes use of existing parking facilities and provides proximate parking access
- System allows users to reserve/book parking in advance guarantees parking availability

**Parking Map** 2 hours 10/15/2024 2:11pm

Parking Type:  Daily  Monthly

Filter: Amenities ▼

Sort By: Most Popular ▼

1556 Mt Diablo Blvd Parkin	\$0.00
1556 Mt Diablo Blvd 0.20 miles - 4 minute walk	
Broadway Plaza Mall	\$0.00
1275 Broadway Plaza 0.50 miles - 10 minute walk	
Library Garage	\$2.00
1254 Lincoln Ave 0.20 miles - 4 minute walk	
500 Ygnacio Parking Gar...	\$2.00
500 Ygnacio Valley Rd 0.48 miles - 10 minute walk	

**Parking Map** 8 hours 10/25/2024 8:01am

Parking Type:  Daily  Monthly

Filter: Amenities ▼

Sort By: Most Popular ▼

Sasa Lot	\$16.00
1432 N Main St 0.25 miles - 5 minute walk	
Lettuce Lot	\$16.00
1632 Locust St 0.40 miles - 8 minute walk	
Plaza Escuela (Cheeseca..	\$16.00
1171 Locust St 0.18 miles - 4 minute walk	
Plaza Escuela (Ruth Chris)	\$16.00
1136 Locust St 0.13 miles - 3 minute walk	
Talbots	\$16.00
1201 S Main St 0.09 miles - 2 minute walk	

# Walnut Creek, CA

## Shared Parking

**Parking Map** 2 hours

Parking Type: Daily Monthly

Filter: Amenities

Sort By: Most Popular

<p><b>South Locust Garage</b> 1350 Locust St 0.21 miles - 5 minute walk</p> <p><b>\$50.00</b></p>	
<p><b>1103 S California Blvd Pa...</b> 1103 S California Blvd 0.00 miles - 0 minute walk</p> <p><b>\$60.00</b></p>	
<p><b>Alpine Square</b> 1777 Botelho Dr 0.22 miles - 5 minute walk</p> <p><b>\$65.00</b></p>	

**1103 S California Blv...** **\$60.00**  
1103 S California Blvd 0.00 Miles

Rates not available

**INRIX ParkMe**

**1103 S California Blvd Parking**  
Surface Lot • 250 Spaces •

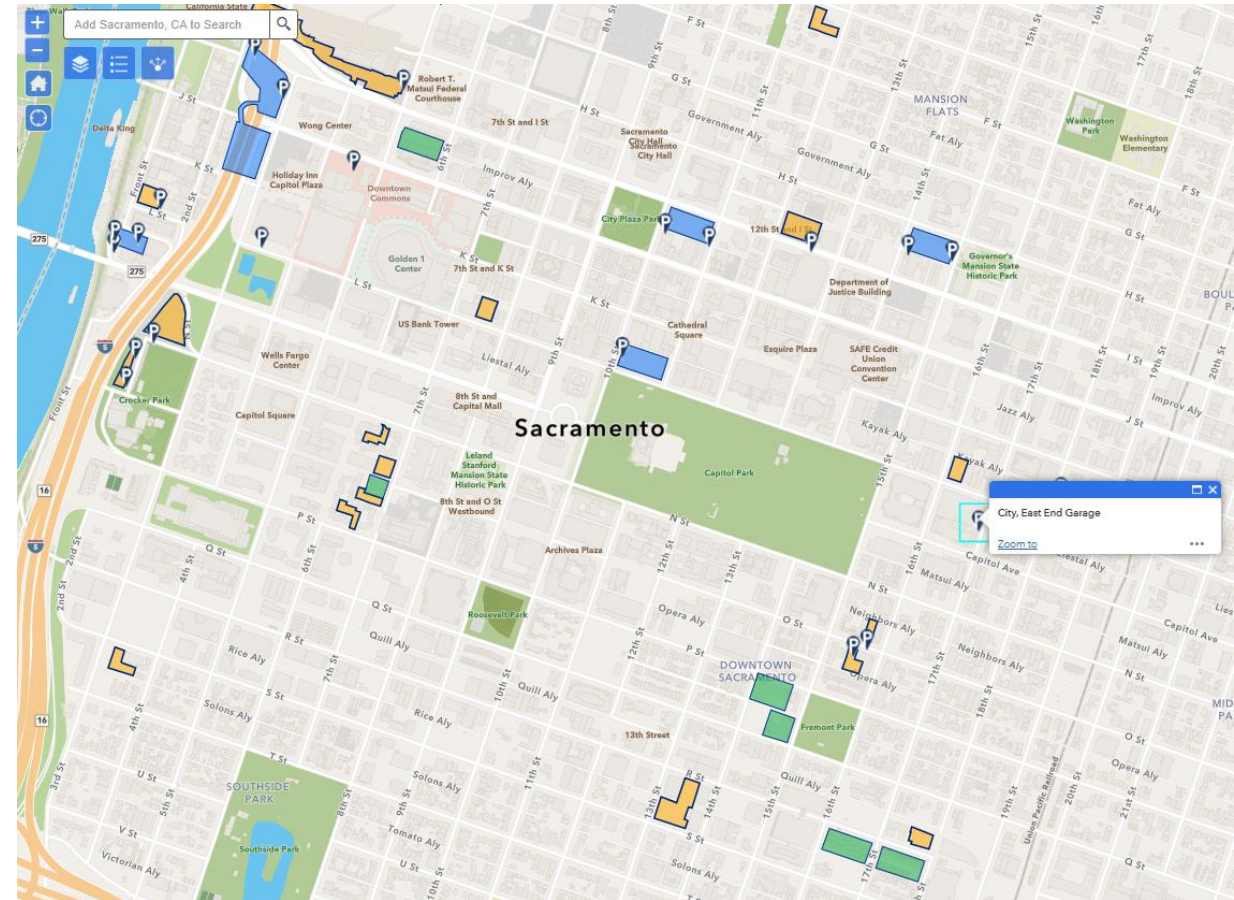


CVS and shopping center surface parking lot that leases underutilized spaces to downtown employees for longer-term parking stays

# Sacramento, CA

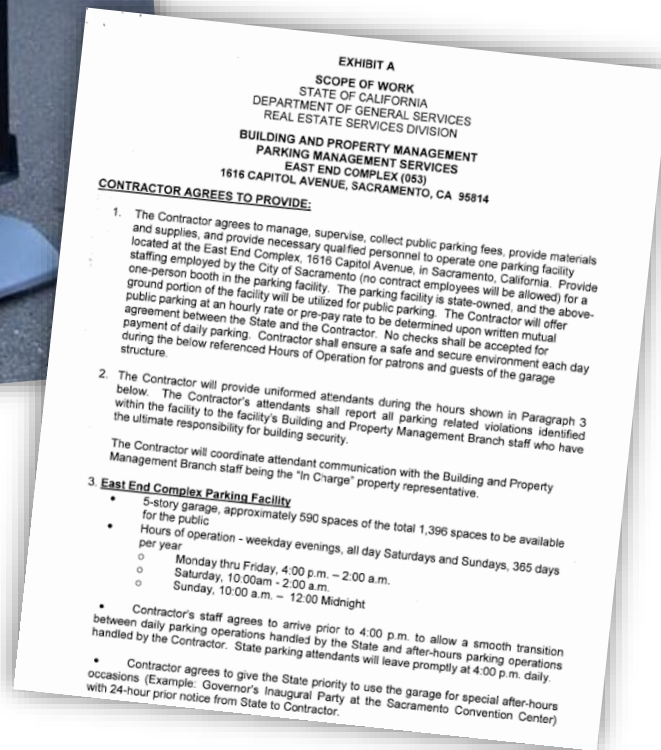
## Shared Parking

- Since 2012, City has directly engaged private facilities to secure additional public parking
  - Reduces City's short- and long-term costs of acquiring parking and open up underutilized private parking
- Agreements vary by location, but usually City takes on enforcement, liability and insurance, and upgrades. City pays itself back until break-even and may profit-share with owner.
- Example: East End Garage
  - Owned by State. ~600 of 1,400 spaces open to public (M-F after 4 p.m., all day weekends). \$2 flat rate. Must be out by 6 a.m. on weekdays.



# Sacramento, CA

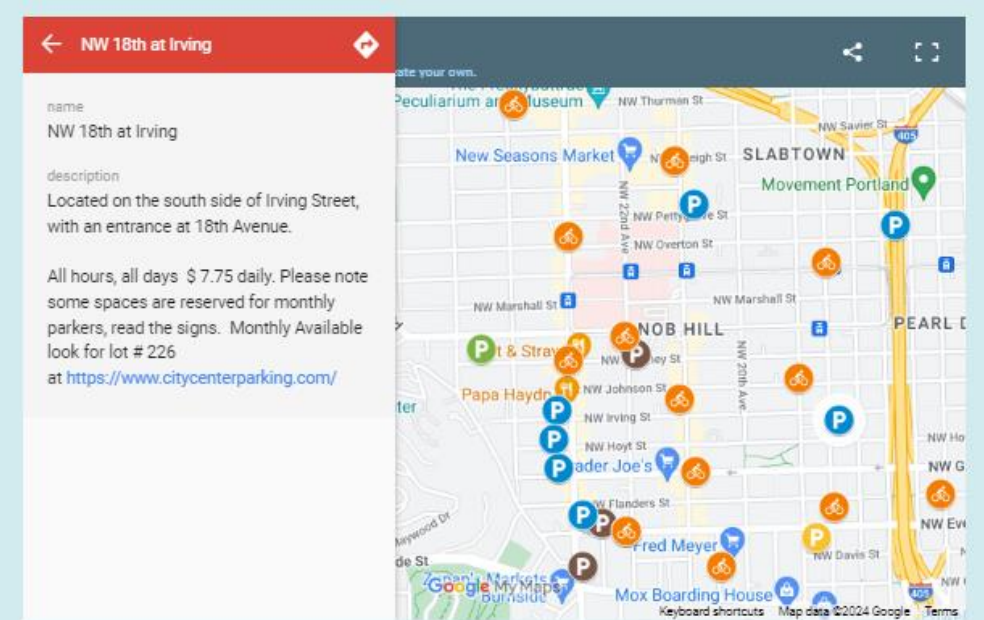
## Shared Parking



# Portland, OR

## Shared Parking

- Partnership between Northwest Business Association and Portland Bureau of Transportation
- Implemented new signage and wayfinding for private surface lots to accept public parking in NW Portland.
- Managed by a 3<sup>rd</sup>-party vendor – universal signage, wayfinding, and payment systems



### Things to Keep in Mind When Using Off-Street Visitor Lots

1. Please take note that not all of the parking lots included in the map, above, are open to the public all the time. Some of them are shared lots. This means that they are owned by private institutions, and are only open to the public during their proprietors' off hours.

... by third party operators, not by the City of ... association, each lot has its own set of rules and its ... our, day or month). Please honor the rules and rate ... Violations may be subject to citation or tow, so



Looking for a visitor lot? You'll know you're on track when you see signs like this!



# Portland, OR

## Shared Parking

Find Parking

**The Douglas Parking Facility**  
1835 S River Drive

4.3 miles

**Starting at \$180.00 /mo**

[Details](#) [Park Here →](#)

---

**SW Broadway & Market**  
SW Broadway & Market

4.6 miles

**Starting at \$240.00 /mo**

[Details](#) [Apply For Parking](#)

---

**SW 10th & Columbia**  
SW 10th & Columbia

4.6 miles

**Starting at \$235.00 /mo**

[Details](#) [Park Here →](#)

---

**World Trade Center Garage**  
56 SW Taylor St.

4.8 miles



# Coquitlam, BC

## Shared Parking

- Bettie Allard YMCA offers a shared-use underground parking facility to Burquitlam Station, less than 200m away:
  - Co-owned by the YMCA and the City
  - 50 park-and-ride spaces, and seven stalls dedicated for the Community Police Station
  - Listed as [TransLink Park and Ride Facility](#)

