



Public Parking Strategy

Council Meeting

February 2, 2026


Agenda

1. Background
2. Strategy Framework
3. Downtown Public Parking Strategy
4. Residential Public Parking Strategy
5. Next Steps

Part 1

Background



An aerial photograph of a city grid, likely Langley, showing a mix of residential, commercial, and industrial areas. A semi-transparent white box is overlaid in the center, containing text. The background shows a dense network of streets, buildings, and green spaces.

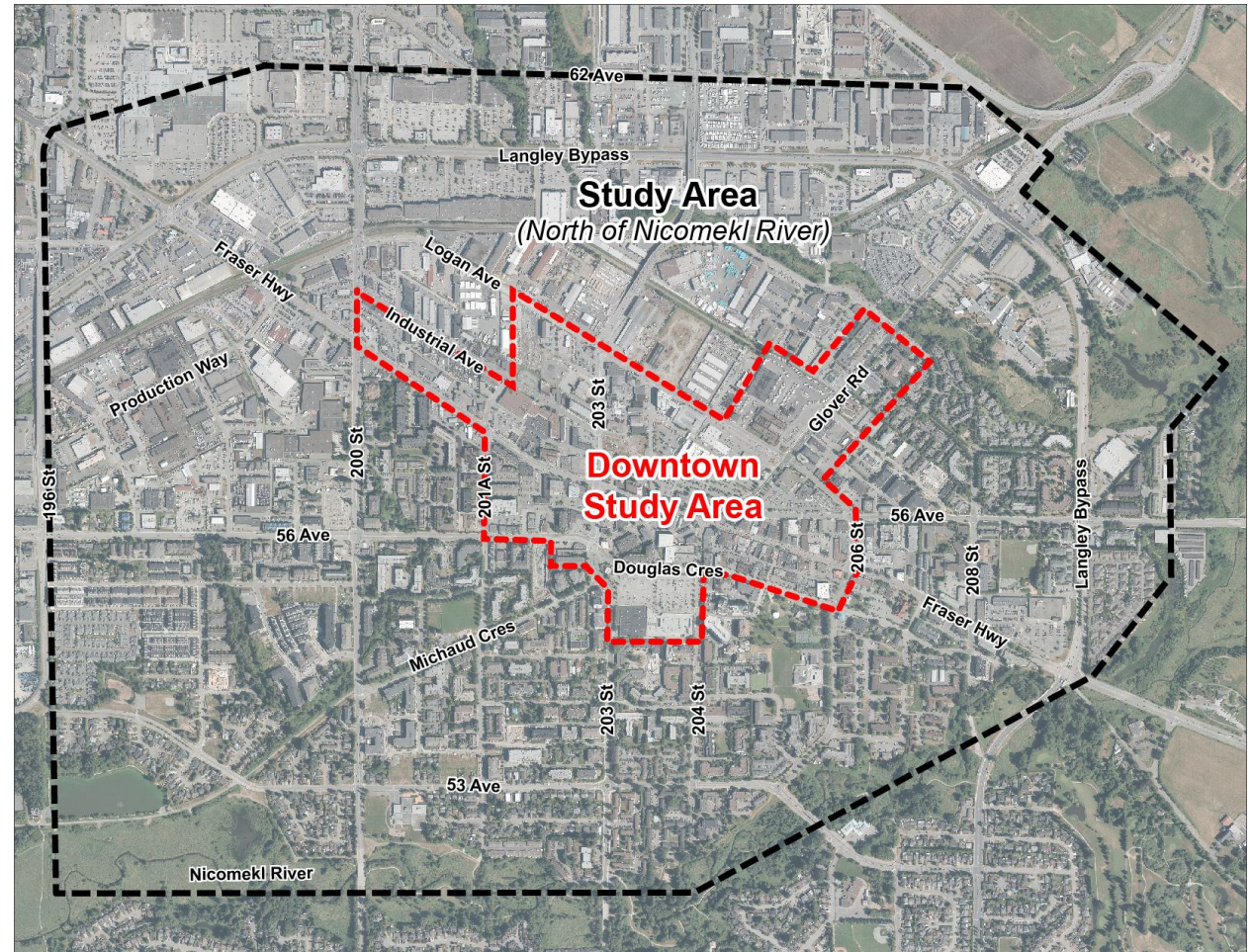
The **Public Parking Strategy** will guide the City's approach to public parking management to ensure residents, businesses, employees, customers, and visitors in Langley have reliable access to public parking options while balancing a variety of needs.

Background

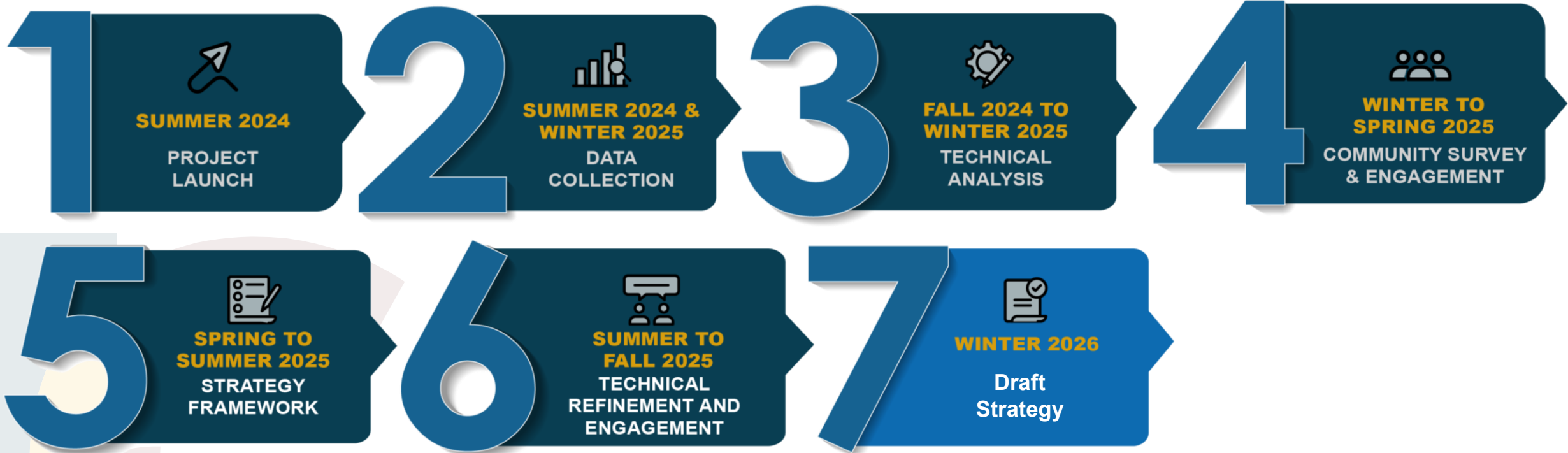
Geographic Scope

Nicomekl and Douglas neighbourhood north of the River, specifically:

- Downtown
- Residential areas (e.g., apartment, townhouse), including:
 - Brydon Park area
 - Michaud Crescent area



Background Timeline




We Are Here

Background

Strategy Development

Six activities to develop the Public Parking Strategy:

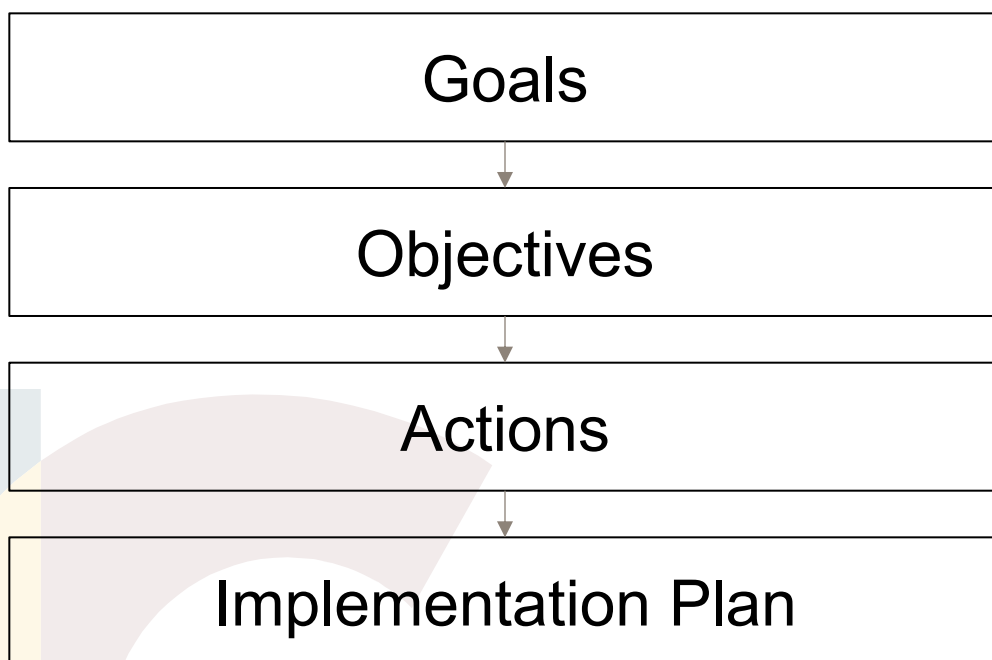
1. Best practice review of leading or comparable communities in Canada and United States
2. Jurisdictional scan of Metro Vancouver municipalities
3. Downtown parking activity assessment
4. Residential parking activity assessment
5. Community survey
6. Stakeholder engagement with member businesses of the Downtown Langley Business Association (DLBA)

Part 2

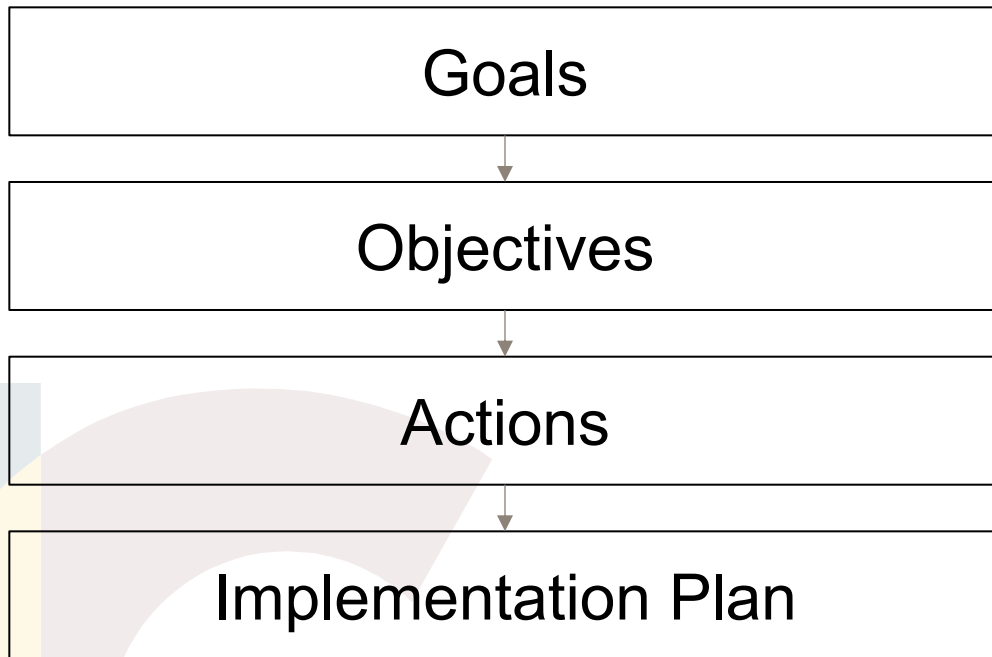
Strategy Framework



Strategy Framework



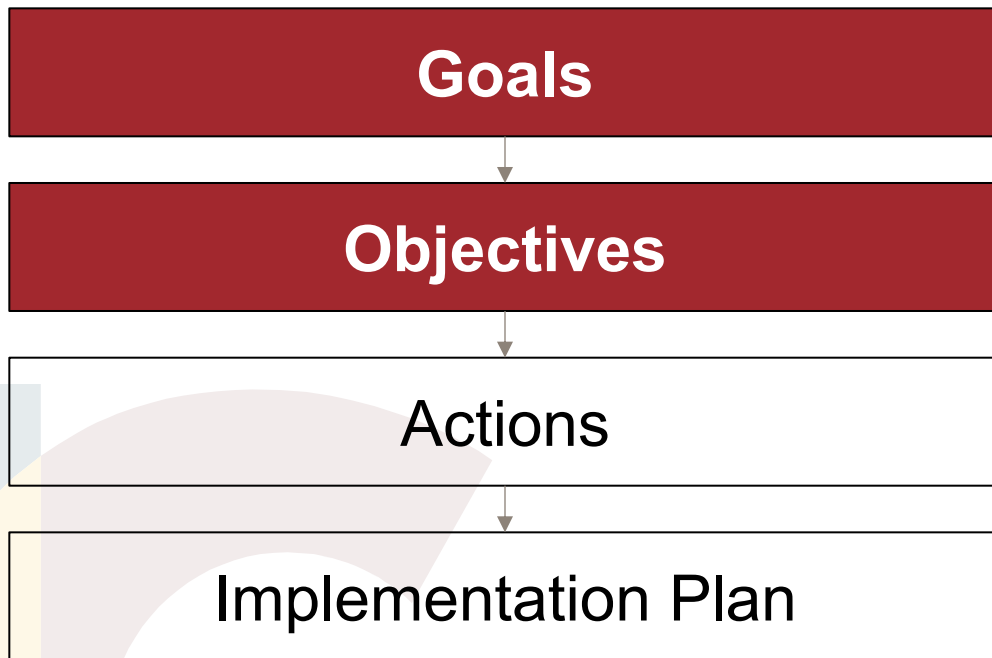
Strategy Framework



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 address the objectives of the Public Parking Strategy, structured under two sub-strategies: the Downtown Parking Strategy and a Residential Parking Strategy
Implementation Plan	Operationalizes the actions of the Public Parking Strategy by identifying: <ul style="list-style-type: none"> • When should the actions be complete • Who will be responsible • How to monitor and evaluate whether the strategy is successful

Strategy Framework



Strategy Framework

Strategy goals aligned with the Transportation 2050 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.

Strategy Framework

Strategy objectives to address core priorities identified from stakeholders and technical work:

- **Objective 1**
Improve the reliability of finding available parking
- **Objective 2**
Create a safe, accessible, and defined parking experience

Strategy Framework

Objective 1: Improve the reliability of finding available parking

- Critical in areas where there is a limited supply of parking spaces, coupled with high demand for parking
- Provide a mix of flexible and well-managed options to serve the diversity of users depending on how long and where they need parking
- Create a more consistent, predictable, and reliable experience for people who need to drive to avoid circling the block multiple times and giving up when unable to find parking

Strategy Framework

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

- Prioritize personal safety, security, comfort, and accessibility that accommodates people of all ages and abilities
- Enable drivers to locate and navigate to clearly defined parking spaces
- Create a more consistent, predictable, and enjoyable experience for people who need to drive, so people are willing and invited to walk a few blocks from their parked vehicle to their destination

Part 3

Downtown Public Parking Strategy



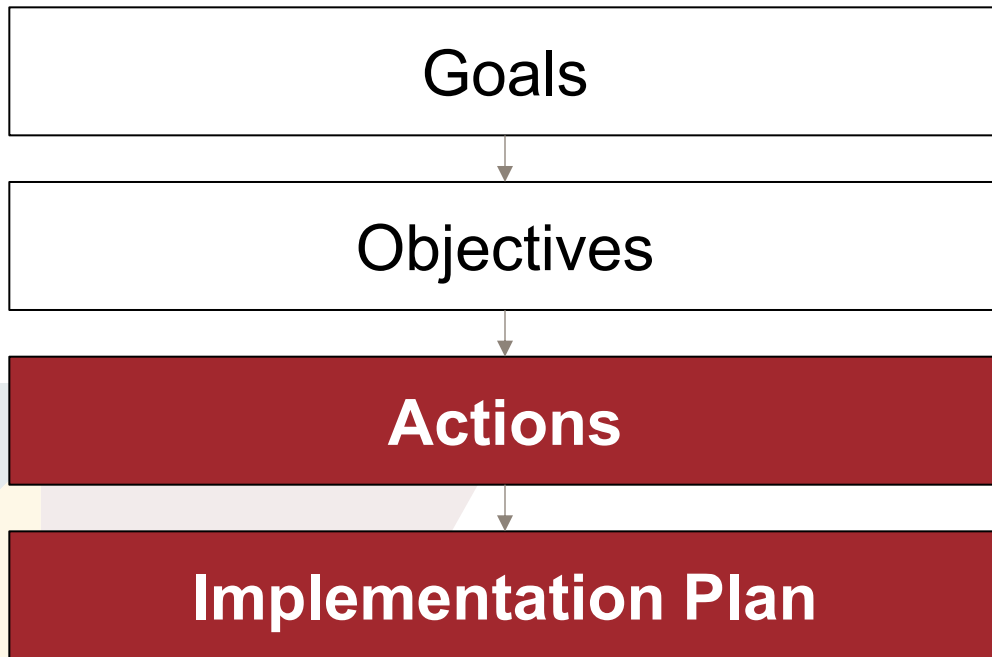


Objective 1
**Improve the reliability of
finding available parking**

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



Downtown Public Parking Strategy Strategy Framework



Downtown Public Parking Strategy

Parking Supply Context



**Public Parking
(On-street & Off-street)**
~900
parking spaces



**Private Parking
(Off-street Surface)**
~3,500 to 4,000
parking spaces

Downtown Public Parking Strategy

Recommended Actions

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

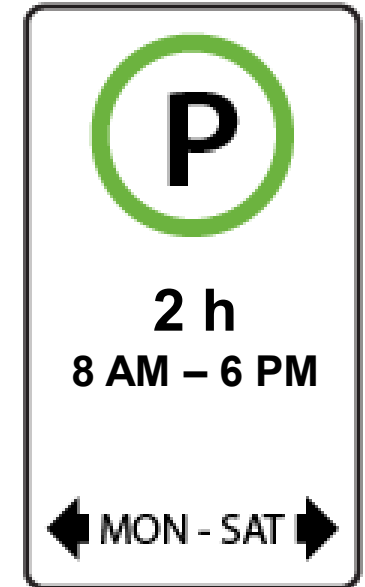
- Action 1.1: Designate short-term on-street parking with 2-hour limit
- Action 1.2: Designate medium-term public off-street parking with 4-hour limit
- Action 1.3: Designate long-term public off-street parking with monthly permit

Downtown Public Parking Strategy

Recommended Actions

Action 1.1: Designate short-term on-street parking

- 2-hour time limit, Monday to Saturday, 8:00 am to 6:00 pm
- 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)
 - 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 observed durations by all parked vehicles (1,717 vehicles) on a typical day

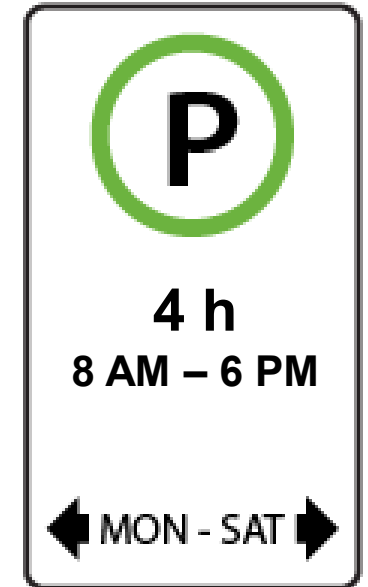


Downtown Public Parking Strategy

Recommended Actions

Action 1.2: Designate medium-term public off-street parking

- 4-hour time limit, Monday to Saturday, 8:00 am to 6:00 pm
- 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 observed durations of all parked vehicles (134 vehicles) on a typical day



Downtown Public Parking Strategy

Recommended Actions

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

No time limit, Monday to Saturday, 6:00 am to 6:00 pm

- 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 and predictable parking options for employees
 - Reliability and predictability 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



Recommended Actions

Action 1.3: Designate long-term public off-street parking lots 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
- Recommended the City initially assume responsibility to retain control, with alternative option to outsource to third-party parking operator
- Establish eligibility requirements to purchase permit:
 - Proof of employment in an organization 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

Downtown Public Parking Strategy

Recommended Actions

On-street Time Limits (Monday to Saturday)



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)

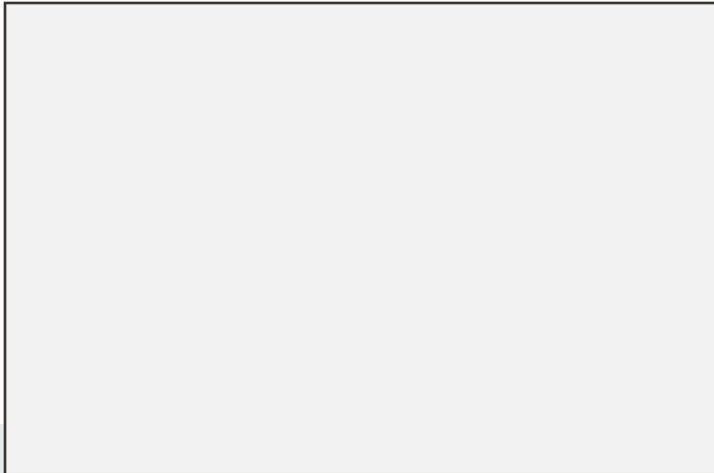
Unrestricted

Note: time limits determined 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

Downtown Public Parking Strategy

Recommended Actions

Public Off-street Time Limits (Monday to Saturday)



Short-Term Public Parking Facility
Not recommended in Parking Strategy at this time; direct drivers to on-street parking






Medium-Term Public Parking Facility
4-hour limit
(8:00 am to 6:00 pm)



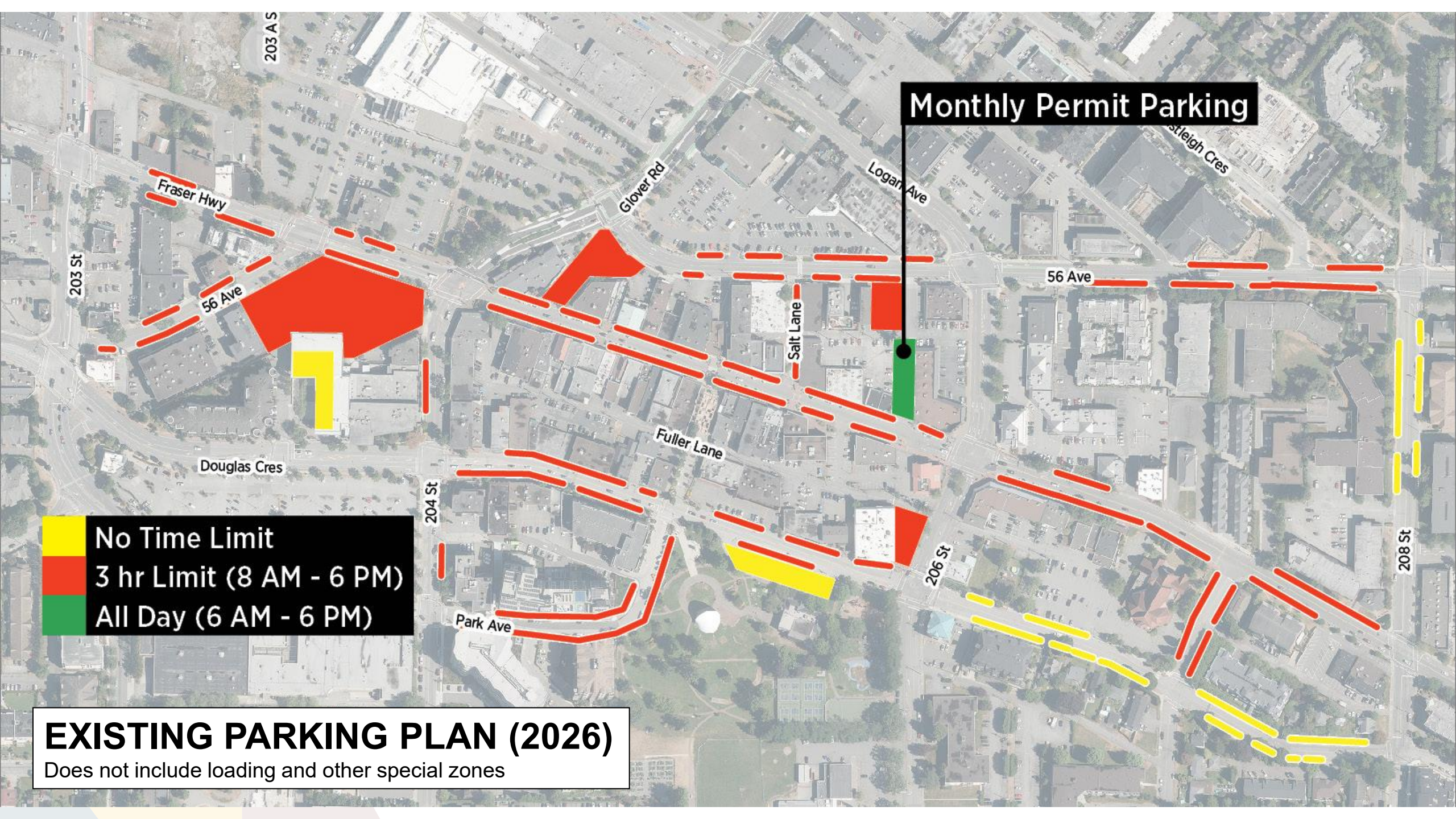
Long-Term Public Parking Facility
All Day with Permit
(6:00 am to 6:00 pm)

Monthly Permit Parking

 No Time Limit
 3 hr Limit (8 AM - 6 PM)
 All Day (6 AM - 6 PM)

EXISTING PARKING PLAN (2026)

Does not include loading and other special zones

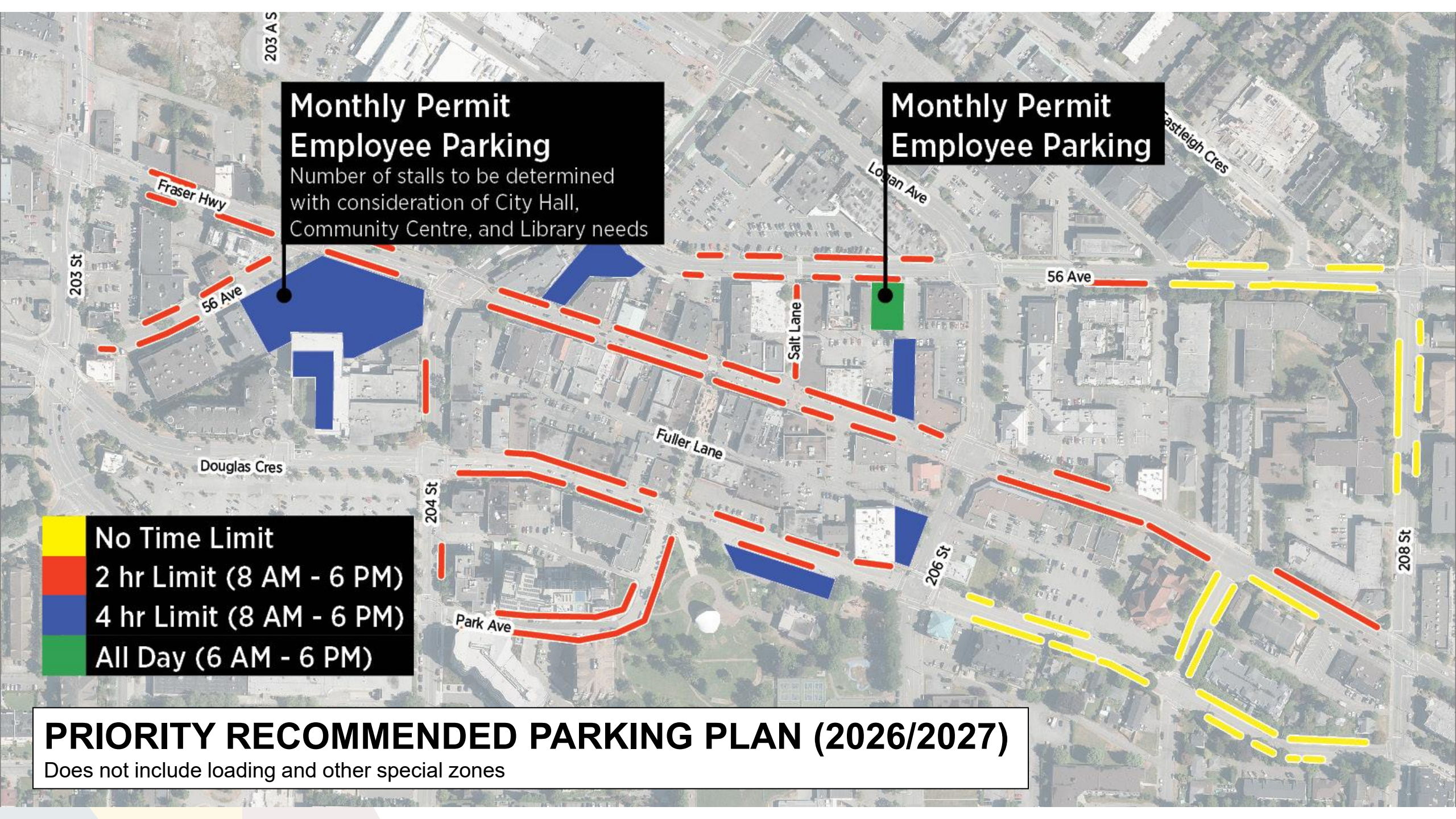


Monthly Permit Employee Parking
Number of stalls to be determined with consideration of City Hall, Community Centre, and Library needs

Monthly Permit Employee Parking

- No Time Limit
- 2 hr Limit (8 AM - 6 PM)
- 4 hr Limit (8 AM - 6 PM)
- All Day (6 AM - 6 PM)

PRIORITY RECOMMENDED PARKING PLAN (2026/2027)
Does not include loading and other special zones

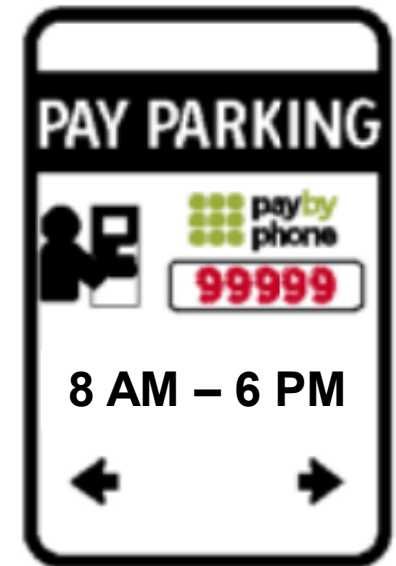


Downtown Public Parking Strategy

Recommended Actions

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

- Important parking management tool when there is high demand for parking and time limits (with enforcement) alone are insufficient
- 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

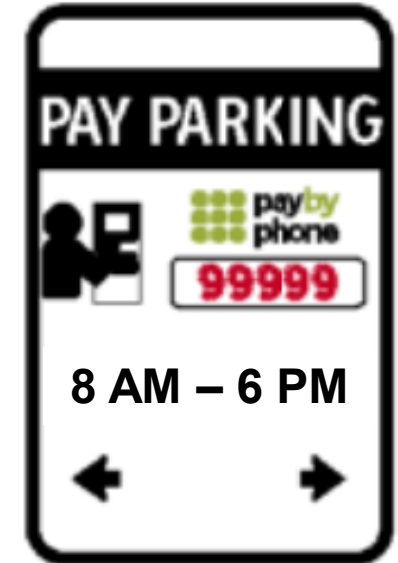
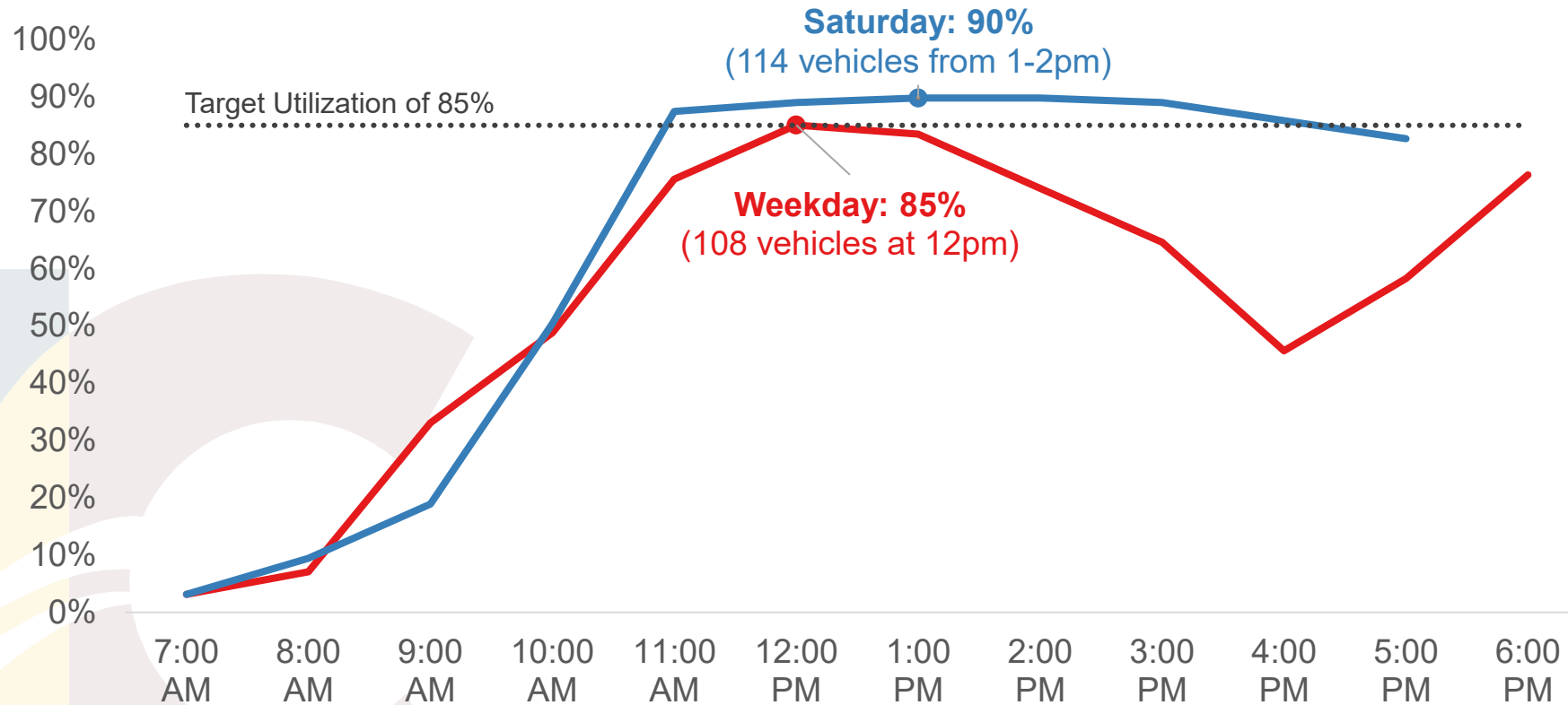


Downtown Public Parking Strategy

Recommended Actions

On-street parking utilization on Fraser One-Way

Number of vehicles divided by number of parking spaces



Recommended Actions

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

- SkyTrain service means introduction of fourth parking user type, adding additional complexity in managing and enforcing public parking options on City streets and lots:
 1. Area customers (e.g., shopping at businesses)
 2. Area visitors (e.g., accessing services, attending class)
 3. Area employees
 4. 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)

Downtown Public Parking Strategy

Recommended Actions

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

- Provides ability for City to shape parking patterns to achieve strategy objectives with greater control than through time limits alone

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"> • \$2.50/hour for off-street • \$4.00/hour for on-street
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"> • Utilization > 85%, increase price by \$0.50/hour • Utilization < 60%, decrease price by \$0.50/hour

Recommended Actions

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

- Aligned with TransLink's forthcoming Regional Parking Management Guidelines (2026) that recommends city centres (with or without SkyTrain) adopt pay parking
- Different pricing approaches depending on priorities; potential structure using City of North Vancouver's program that launched in September 2025 as an 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 option to not pay, with the trade-off of having to park and walk further away

Recommended Actions

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

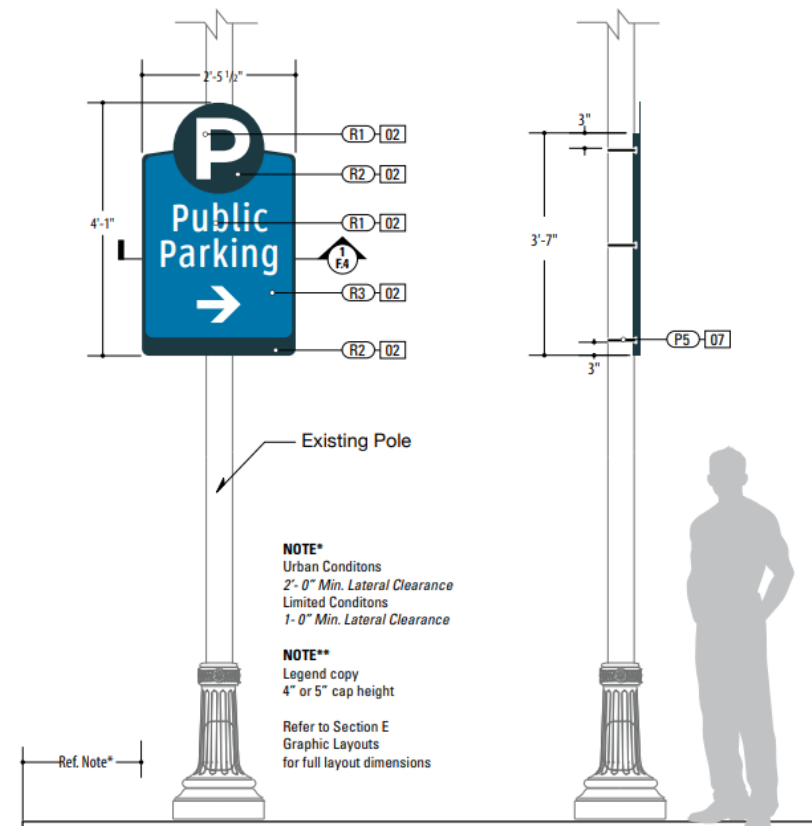
- Pay parking is identified as a locally/regionally important action but recommends further consultation with the community as part of implementation of the Public Parking Strategy
- Staff to develop and refine a specific detailed proposal for future consideration and endorsement by Council

Downtown Public Parking Strategy

Recommended Actions

Action 3: Develop public parking and pedestrian wayfinding strategy

- Public parking is not clearly defined and not legible in a consistent manner throughout downtown
- Key feature of strategy includes provision of signage throughout downtown
- Supports downtown by ensuring drivers can find parking quickly and reduce vehicle congestion
- Complemented by a more comprehensive pedestrian wayfinding strategy to support a vibrant public realm to direct pedestrians to key destinations



Illustrative example only

Downtown Public Parking Strategy

Recommended Actions

Action 4: Modernize and enhance parking enforcement

- Bylaw staff currently rely on chalking
- Automated license plate readers (ALPR) are modern solution
- Adopted by different municipalities across the region to monitor parked vehicles under both time-limited and pay parking approaches:
 - West Vancouver (population of 44,122)
 - North Vancouver City (pop. 91,599)
 - Langley Township (pop. 135,885)
 - Vancouver (pop. 662,248)



Downtown Public Parking Strategy

Recommended Actions

Action 5: Leverage redevelopment opportunities to secure public parking options at Skytrain stations

- Seek out partnerships with developers near stations to secure parking spaces available to the general public
- Undertaking construction and ongoing maintenance of a parkade would be very costly for City of Langley alone
- 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 metre walk (~5 minutes) from SkyTrain station to start of Fraser One-way at 204 St represents a reasonable walking distance



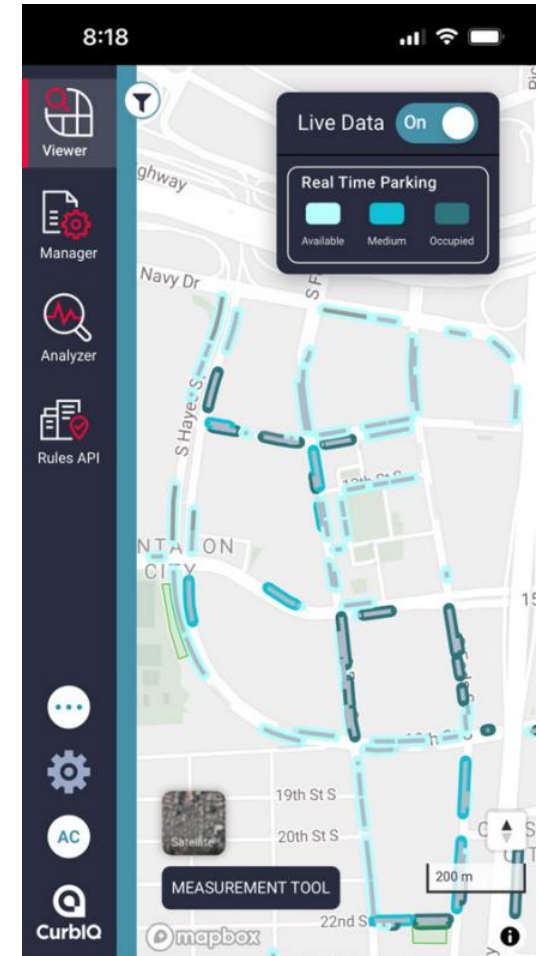
Park-and-ride parking spaces secured by City of Coquitlam as part of Coquitlam Bettie Allard YMCA development by Burquitlam Station

Downtown Public Parking Strategy

Recommended Actions

Action 6: Deploy real-time occupancy monitoring & digital signage technology



- Digital map that displays parking occupancy in real-time, estimated using pay parking transactions or physical parking sensors embedded in ground
- Helps drivers to locate and navigate to available parking spaces, reducing vehicle congestion (e.g., circling the block multiple times)
- Helps City staff to:
 - Monitor and evaluate parking in a smarter, data-driven manner to adjust management and enforcement as needed
 - Track the success of the Public Parking Strategy



Downtown Public Parking Strategy

Recommended Actions

Action 6: Deploy real-time occupancy monitoring & digital signage technology

Getting Around

- [Parking](#)
- [On-Street Parking](#)
- [Parkades & Surface Lots](#)
- [How To Pay For Parking](#)
- [Parking Tickets](#)
- [Accessible Parking](#)
- [EV Charging & Parking](#)
- [Commercial Loading Permits](#)
- [Reserve Street Parking for Your Move](#)


Getting Around | Home & Property | Parks & Recreation | Community & Culture | Building & Business

Find Parkade Spaces

Real-Time Parkade Availability

General | Accessible | 1 Hour Free | 3 Hours Max

<p>Johnson Street</p> <p>188 Spaces Available</p> <p>21% Full</p> <p>Take me to 750 Johnson Street</p>	<p>Centennial Square</p> <p>7 Spaces Available</p> <p>95% Full</p> <p>Take me to 645 Fisgard Street</p>
<p>Yates Street</p> <p>16 Spaces Available</p> <p>94% Full</p> <p>Take me to 575 Yates Street</p>	<p>View Street</p> <p>115 Spaces Available</p> <p>68% Full</p> <p>Take me to 743 View Street</p>



Our community | Parks & recreation | City hall | City services | Business services

Roads & transportation

- + Active transportation
- + Airport
- Parking
 - Electric vehicle (EV) - public charging stations
 - [Find parking / real-time parkade occupancy](#)
 - Parking FAQ
 - Parking details & rates
 - Parking management strategy

Find parking

[Home](#) > [Roads & Transportation](#) > [Parking](#) > [Find parking](#)

<p>Library Parkade</p> <p>108 spaces available</p> <p>Progress bar: 20% full</p>	<p>Memorial Parkade</p> <p>471 spaces available</p> <p>Progress bar: 5% full</p>
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Downtown Public Parking Strategy

Recommended Actions

Action 6: Deploy real-time occupancy monitoring & digital signage technology



Downtown Public Parking Strategy

Recommended Actions

Other Actions *(refer to Draft Working Technical Report)*

- Enhance accessible on-street parking
- Launch a downtown Safe Walk program
- Explore creation of privately-owned shared public parking options

Residential Public Parking Strategy

Implementation

Action	Primary Responsibility	Secondary Responsibility	Timing	
1	Provide a complete range of parking options to serve all parking users			
1.1	Designate short-term on-street parking	<ul style="list-style-type: none"> • Engineering Services • Public Works • Community Safety • Finance • Communications • Downtown Langley Business Association (DLBA) 	Short	
1.2	Designate medium-term public off-street parking with 4-hour limit			
1.3	Designate long-term public off-street parking lots with monthly permit			
2	Adopt pay parking in high-demand areas to increase parking turnover and availability	<ul style="list-style-type: none"> • Engineering Services • Community Safety • Public Works 	<ul style="list-style-type: none"> • Finance • Communications • DLBA 	Short to Medium*

* Pay parking (Action 2), subject to Council endorsement in the future, recommended to launch to coincide with anticipated in-service date of SkyTrain in 2029 to provide time for additional stakeholder engagement, detailed implementation planning, and ensure approach reflects adjusted parking behaviour and patterns following short-term priority improvements from Action 1

Implementation Timing: Short = 2026 to 2027; Medium = 2028 to 2030; Long = 2031 to 2040

Residential Public Parking Strategy Implementation

Action	Primary Responsibility	Secondary Responsibility	Timing
3 Develop public parking wayfinding strategy	<ul style="list-style-type: none"> • Engineering Services • Public Works 	<ul style="list-style-type: none"> • Planning 	Short
4 Modernize and enhance parking enforcement	<ul style="list-style-type: none"> • Community Safety 		Short
5 Leverage redevelopment opportunities to secure public parking options at SkyTrain stations	<ul style="list-style-type: none"> • Planning 		Ongoing
6 Deploy real-time occupancy monitoring & digital signage technology	<ul style="list-style-type: none"> • Engineering Services • Public Works • Communications 	<ul style="list-style-type: none"> • DLBA 	Long

Implementation Timing: Short = 2026 to 2027; Medium = 2028 to 2030; Long = 2031 to 2040

Part 4

Residential Public Parking Strategy



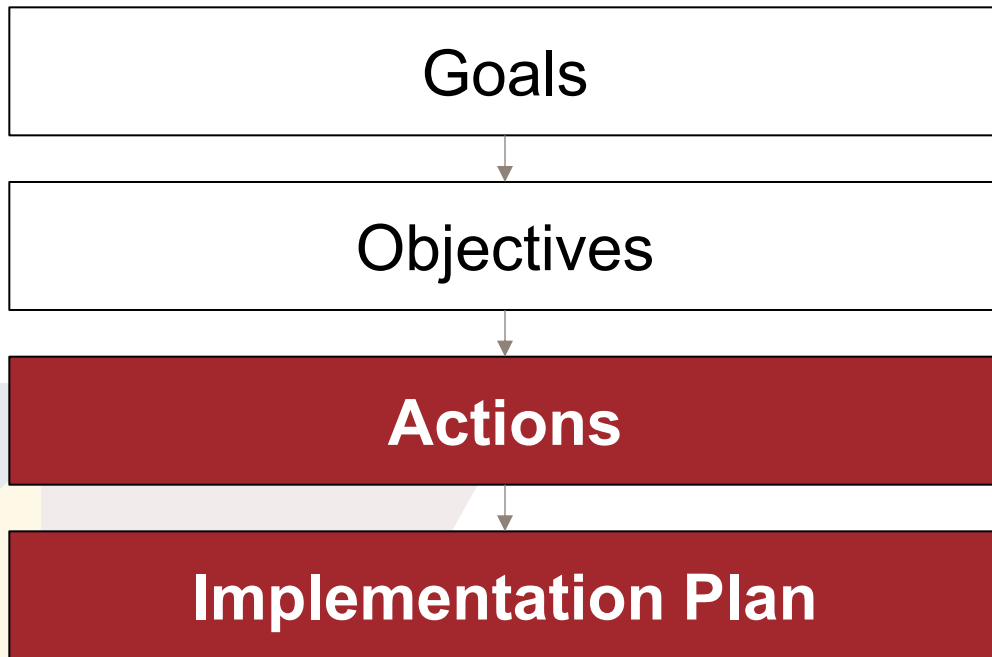


Objective 1
Improve the reliability of finding available parking

Objective 2
Create a safe, accessible, and defined parking experience



Downtown Public Parking Strategy Strategy Framework



Residential Public Parking Strategy

Parking Management Approaches

Option 1
**Unrestricted
Parking**



Option 2
**Resident Only
Parking**



Option 3
**Resident Permit
Parking**



Parking Management Approaches

Option 1
**Unrestricted
Parking**



What?

- Parking is for anyone to use (e.g., residents, visitors)

How does it work?

- Drivers park for free on a first-come, first-served basis
- Residents not guaranteed to have parking in front of their property

What are the trade-offs?

- Can encourage residents to park on the street when they may have dedicated off-street parking options available to them, taking away from limited street parking

Parking Management Approaches

Option 2 **Resident Only Parking**



What?

- Parking for residents only, based on registered address with ICBC
- Non-residents (e.g., visitors) are not permitted to park at any time

How does it work?

- Drivers park for free on a first-come, first-served basis
- Residents not guaranteed to have parking in front of their property

What are the trade-offs?

- Does not solve the underlying issue of demand among residents
- Limits street parking to residents only and makes it inconvenient for visitors, especially if no to limited off-street visitor parking
- Challenging to enforce, as it relies on neighbours reporting violations

Parking Management Approaches

Option 3 Resident Permit Parking



What?

- Parking is only for permit holders (e.g., residents)
- Time-limited parking provided in areas with high demand for non-residents; permit holders are exempt from time limits

How does it work?

- 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

Parking Management Approaches

Option 3 Resident Permit Parking

What are the trade-offs?

- Work required by the municipality to administer, manage, and enforce a resident permit parking program
- Fee associated with purchasing a permit

Where is it used today?

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*)



Residential Public Parking Strategy

Resident Permit Parking Applicability

Reason #1: Chronic high demand among residents for street parking

1. Off-street parking is priced (e.g., monthly fee) and on-street is free
2. Off-street parking is available, but is used for reasons other than parking (e.g., storage)
3. Off-street parking is available, but not suitable for household's vehicle
4. Off-street parking is not available

There will always be demand for street parking due to its convenience



Residential Public Parking Strategy

Resident Permit Parking Applicability

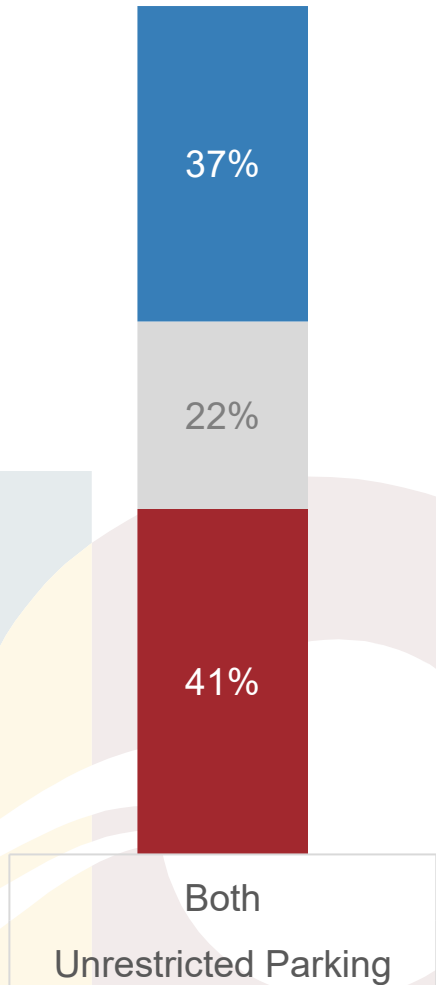
Reason #2: Spillover parking from non-residents accessing a major destination (e.g., SkyTrain station, university)

1. Demand is greater than supply at the destination
2. Pay parking is in effect at the destination (e.g., hourly or daily fee) and drivers are avoiding paying for parking



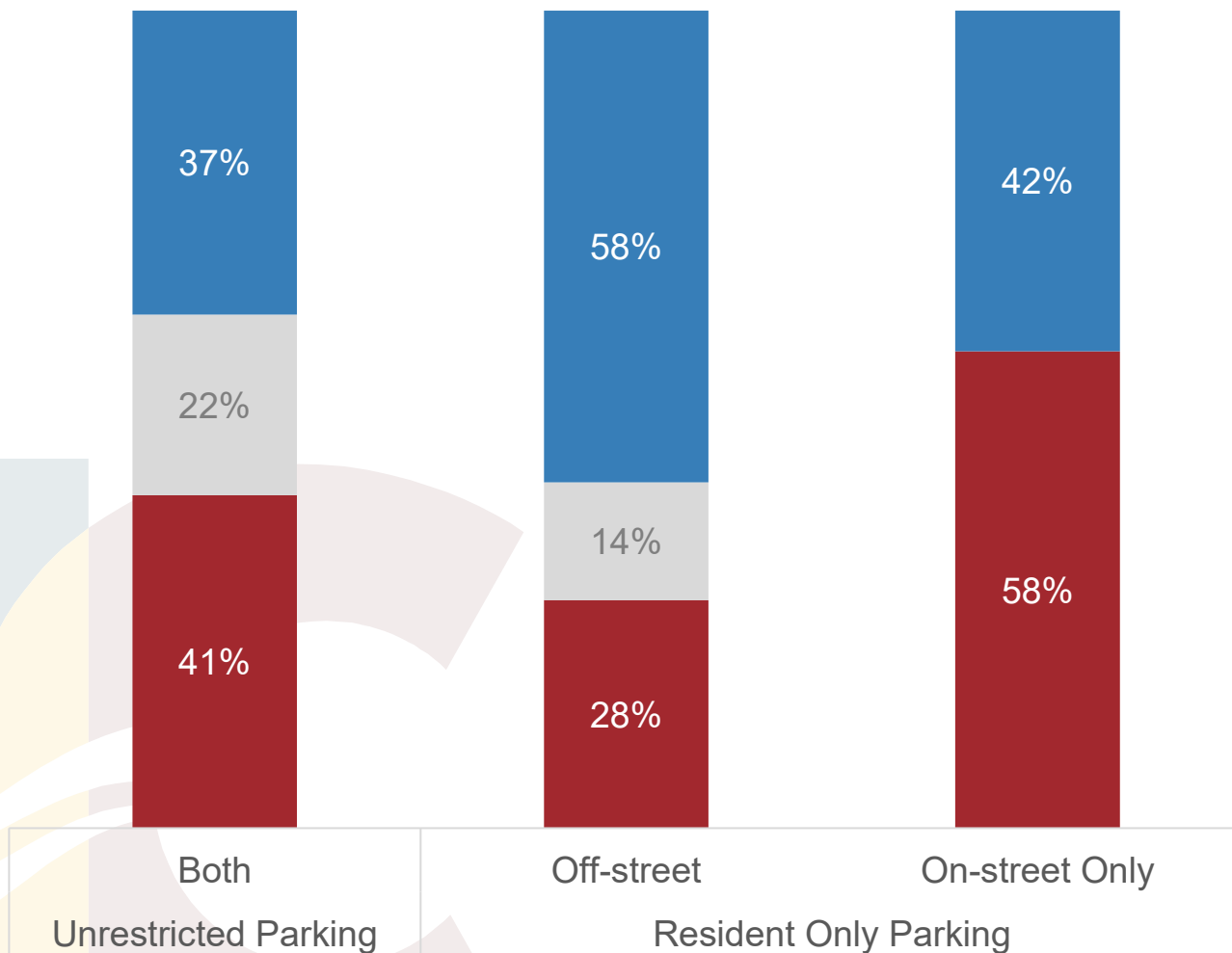
Level of support for parking regulation approach by overnight parking access location

■ Agree ■ Undecided ■ Disagree



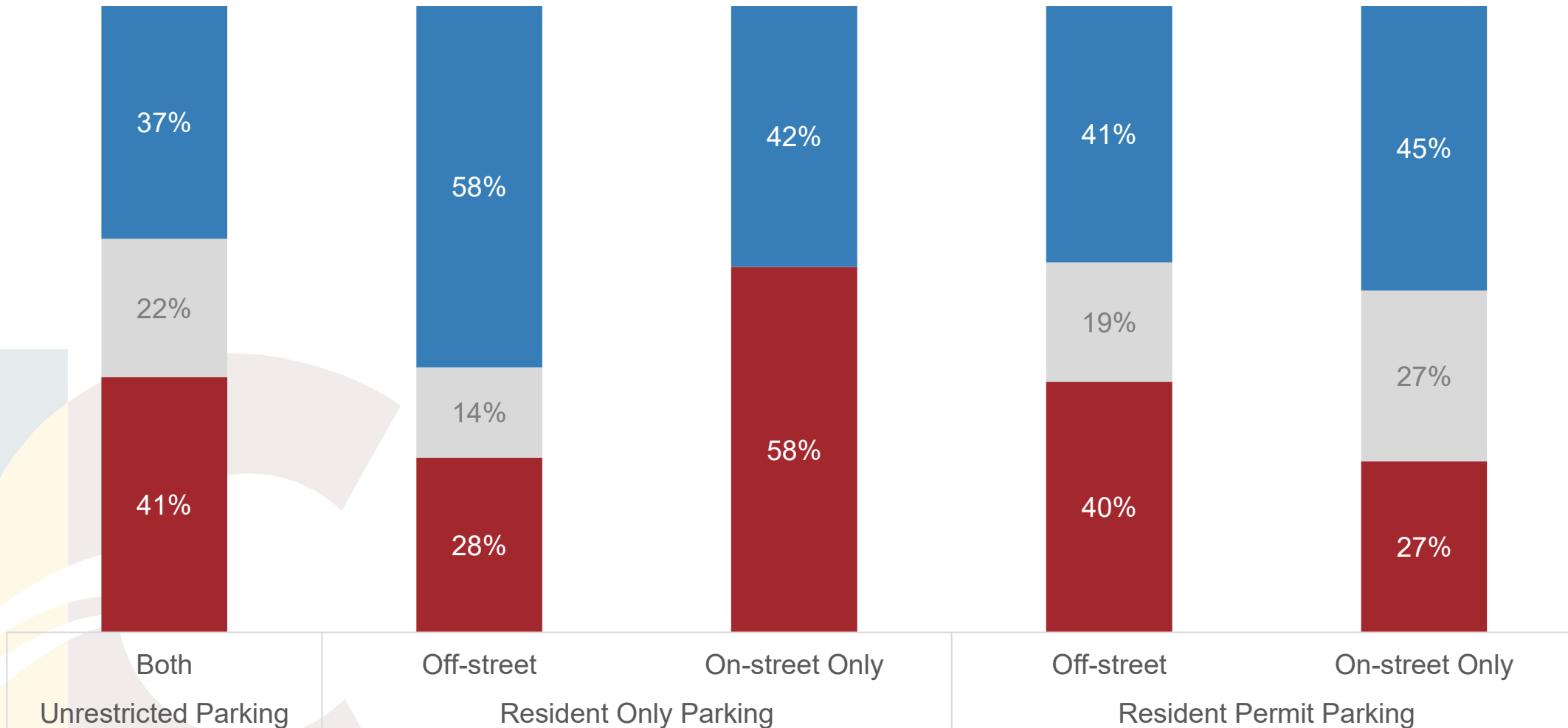
Level of support for parking regulation approach by overnight parking access location

■ Agree ■ Undecided ■ Disagree



Level of support for parking regulation approach by overnight parking access location

■ Agree ■ Undecided ■ Disagree



Residential Public Parking Strategy

What We Heard

Approach	Representative Quote
1 Unrestricted Parking ("Status Quo")	“The current system for on-street parking works fine; no need to make any changes. Any system other than the current system would be extremely inconvenient for our guests, and we entertain often.” “There is a problem ... where Kwantlen Polytechnic University students and staff are parking all day Monday through Friday on our residential street instead of using KPU's parking lots which require payment.” “I live in a purpose built rental building and the parkade is maybe half full of vehicles because the landlord's are charging 100\$ per parking space so lots of people in my building park on the street”

Residential Public Parking Strategy

What We Heard

Approach	Representative Quote
2 Resident Only Parking	<p>“I like the way it is now - first come, first serve, no permit. The parking pinch is coming but not here yet so I am glad Langley is looking into this. With the [number] of multi-family dwellings within the City, resident parking limited to their own block will not work.”</p> <p>“The non-residents still need a place to park. Our condo strata only permits one visitor vehicle per household to park in visitor parking ...”</p>

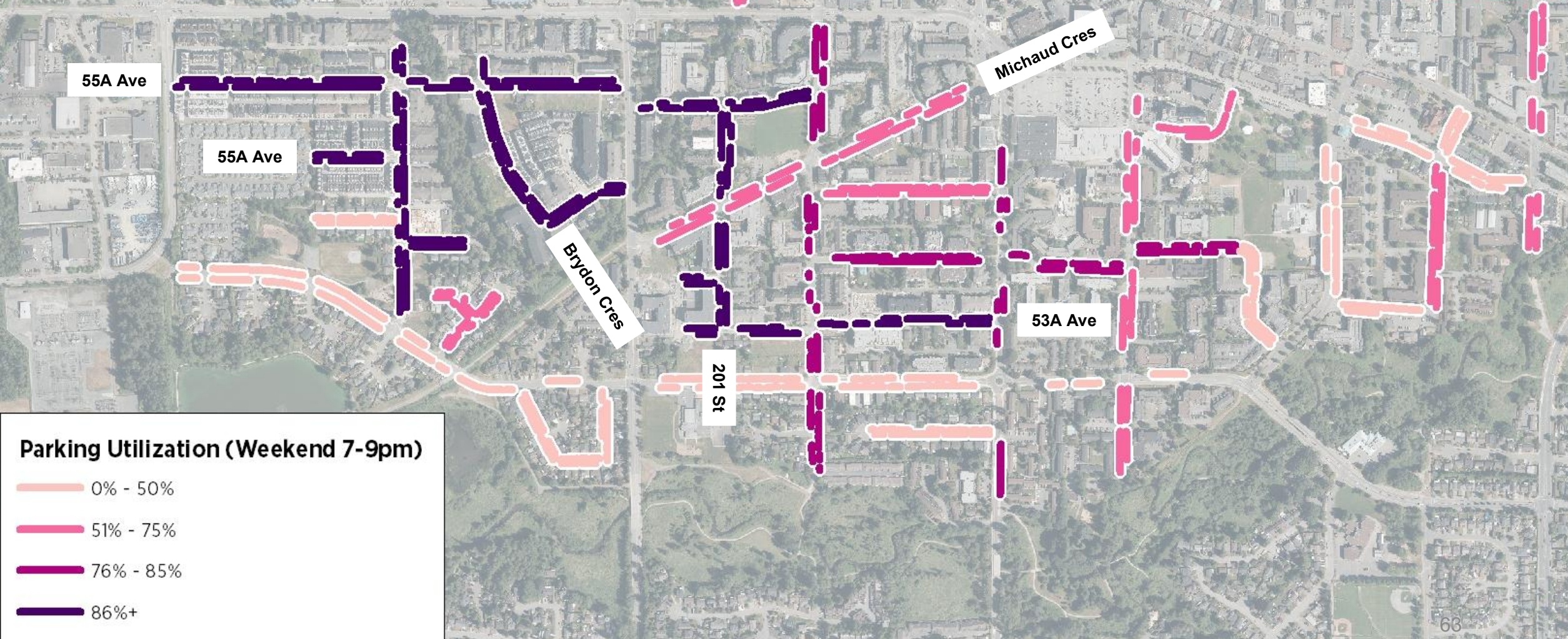
Residential Public Parking Strategy

What We Heard

Approach	Representative Quote
3 Resident Permit Parking	<p>“Depends on location, street parking in my own [single-family] neighbourhood is very easy but much harder in areas with townhouses ... so it make sense to put permit-only limits in these areas”</p> <p>“Parking with permit only sounds effective, but would require the area to be regularly patrolled by parking enforcement.”</p> <p>“On Douglas Crescent it is very difficult to find parking for visitors in the daytime. I think the two hour free parking [except with permit] is about the only option.”</p>

Typical Saturday Evening Demand

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



Residential Public Parking Strategy

Strategic Analysis

Approach		Discussion	
1	Unrestricted Parking (“Status Quo”)	Level of Support	<ul style="list-style-type: none"> 41% of survey respondents are in favour for continued use of unrestricted parking
		Benefits	<ul style="list-style-type: none"> Generally works today in locations where there is low demand for on-street parking; best practice is to only adopt more proactive approaches to parking management in locations where it is warranted Less administrative cost related to enforcement and ongoing maintenance relative to other approaches Potential option to add three hour-time limit from 8:00 am to 6:00 pm for non-residents to be enforced on complaint basis only, similar to City of Vancouver and Burnaby (on top of Langley City’s current 72-hour time limit)
		Challenges	<ul style="list-style-type: none"> Does not address parking availability in locations with chronic high demand Does not address chronic daily spillover parking from major destinations

Residential Public Parking Strategy

Strategic Analysis

Approach	Discussion
2 Resident Only Parking	<p>Level of Support</p> <ul style="list-style-type: none"> • 31% of survey respondents overall are in favour for adoption of resident only parking; support is lower than unrestricted parking (41%) • Greater support among respondents that exclusively rely on street parking (58%) compared to respondents with access to off-street parking (28%) <hr/> <p>Benefits</p> <ul style="list-style-type: none"> • Addresses chronic daily spillover parking from major destinations <hr/> <p>Challenges</p> <ul style="list-style-type: none"> • Does not address parking availability in locations with chronic high demand • Creates challenges for accommodating non-residents (e.g., visitors) • Difficult to enforce as it relies on neighbour complaints

Residential Public Parking Strategy Strategic Analysis

Approach	Discussion
3 Resident Permit Parking	<p>Level of Support</p> <ul style="list-style-type: none"> • 39% of survey respondents overall are in favour for adoption of resident permit parking, which is on par with unrestricted parking (41%) • Disaggregating results by location provides more nuance <ul style="list-style-type: none"> ○ Higher support in apartment & townhouse areas with higher demand ○ Lower support in single-family areas with lower demand • Large share of respondents that are undecided about resident permit parking, requesting more details about approach
	<p>Benefits</p> <ul style="list-style-type: none"> • Addresses chronic high demand among residents by encouraging households to: <ul style="list-style-type: none"> ○ Use available off-street parking in their building ○ Re-evaluate whether using off-street parking for alternative uses is optimal (e.g., storing personal items) • Addresses chronic daily spillover parking from major destinations, providing greater control than resident only parking
	<p>Challenges</p> <ul style="list-style-type: none"> • Additional administration for staff, particularly for enforcement • Concerns around the potential cost of permit

Residential Public Parking Strategy

Strategic Analysis

Approach	Discussion	
1 Unrestricted Parking ("Status Quo")	Level of Support	<ul style="list-style-type: none"> 41% of survey respondents are in favour for continued use of unrestricted parking
	Benefits	<ul style="list-style-type: none"> Generally works today in locations where there is low demand for on-street parking Best practice is to only adopt more proactive approaches to parking management in locations where it is warranted Less administrative cost related to enforcement and ongoing maintenance relative to other approaches
	Challenges	<ul style="list-style-type: none"> Does not address parking availability in locations with chronic high demand Does not address chronic daily spillover parking from major destinations

Recommended Actions

Conclusion

- Further exploring resident permit parking is warranted based on findings from engagement and technical work
- Addresses many existing and anticipated future challenges for parking in residential areas

Recommendation

- Feasibility study to scope and develop a resident permit parking program with greater detail for Council consideration
- Aim would be to make the program as user-friendly as possible and draw on lessons learned in the region where it has been successfully implemented
- Key principle is that permit parking should be strategically used in areas where it is warranted and not applied in a uniform manner across Langley City

Residential Public Parking Strategy

Recommended Actions

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**
- **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)

Part 5

Next Steps



Next Steps

- Launch a third round of engagement to confirm draft strategy reflects community priorities and provide a final opportunity for input and feedback
- Final draft strategy for Council consideration and adoption targeted for spring 2026

Appendix A

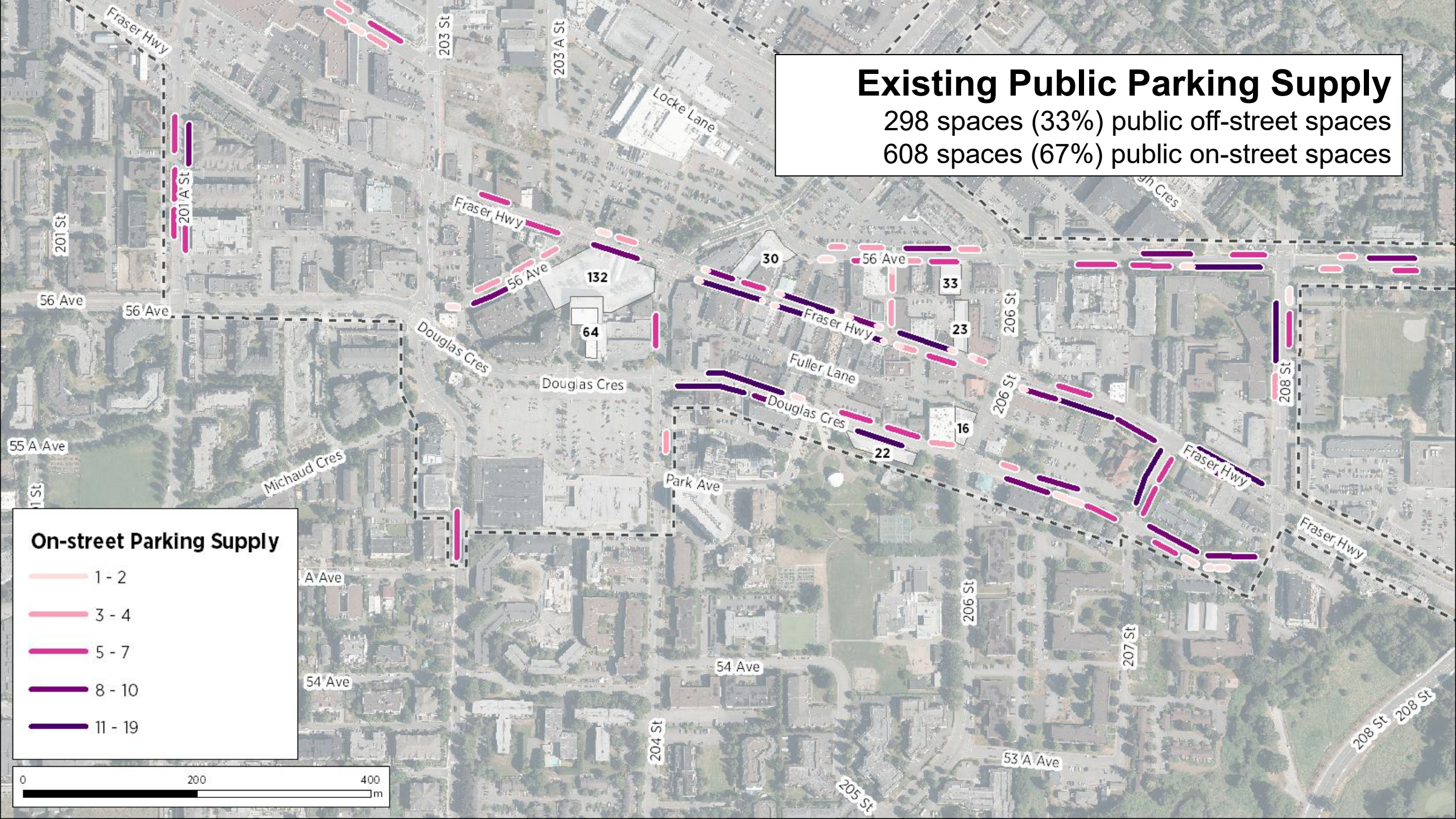
Downtown Parking Findings



Existing Public Parking Supply

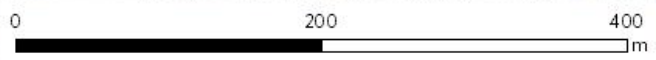
298 spaces (33%) public off-street spaces

608 spaces (67%) public on-street spaces



On-street Parking Supply

- 1 - 2
- 3 - 4
- 5 - 7
- 8 - 10
- 11 - 19



Existing Parking Restriction

● Future SkyTrain Station

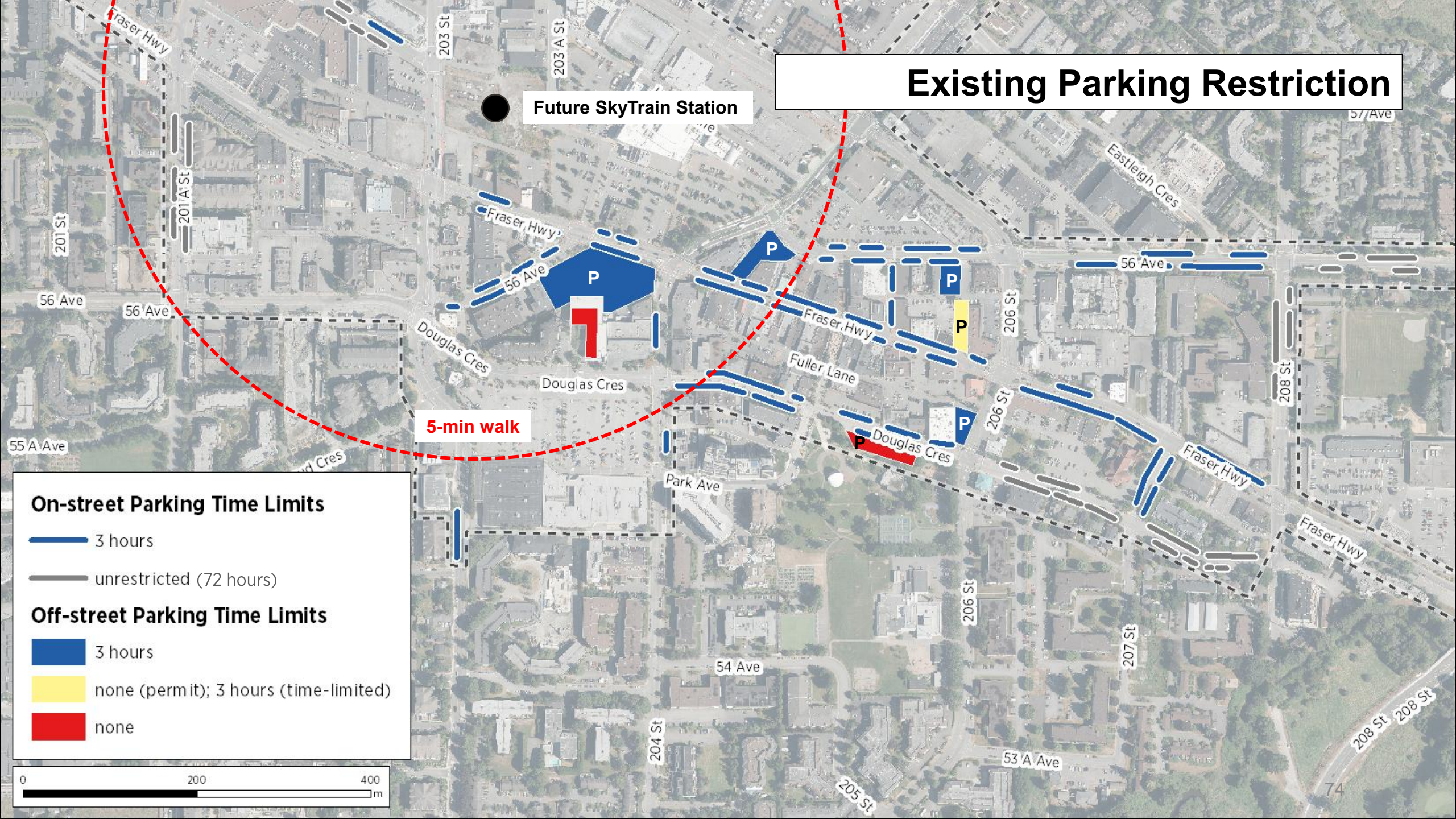
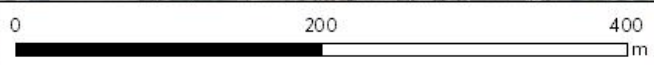
5-min walk

On-street Parking Time Limits

- 3 hours
- unrestricted (72 hours)

Off-street Parking Time Limits

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

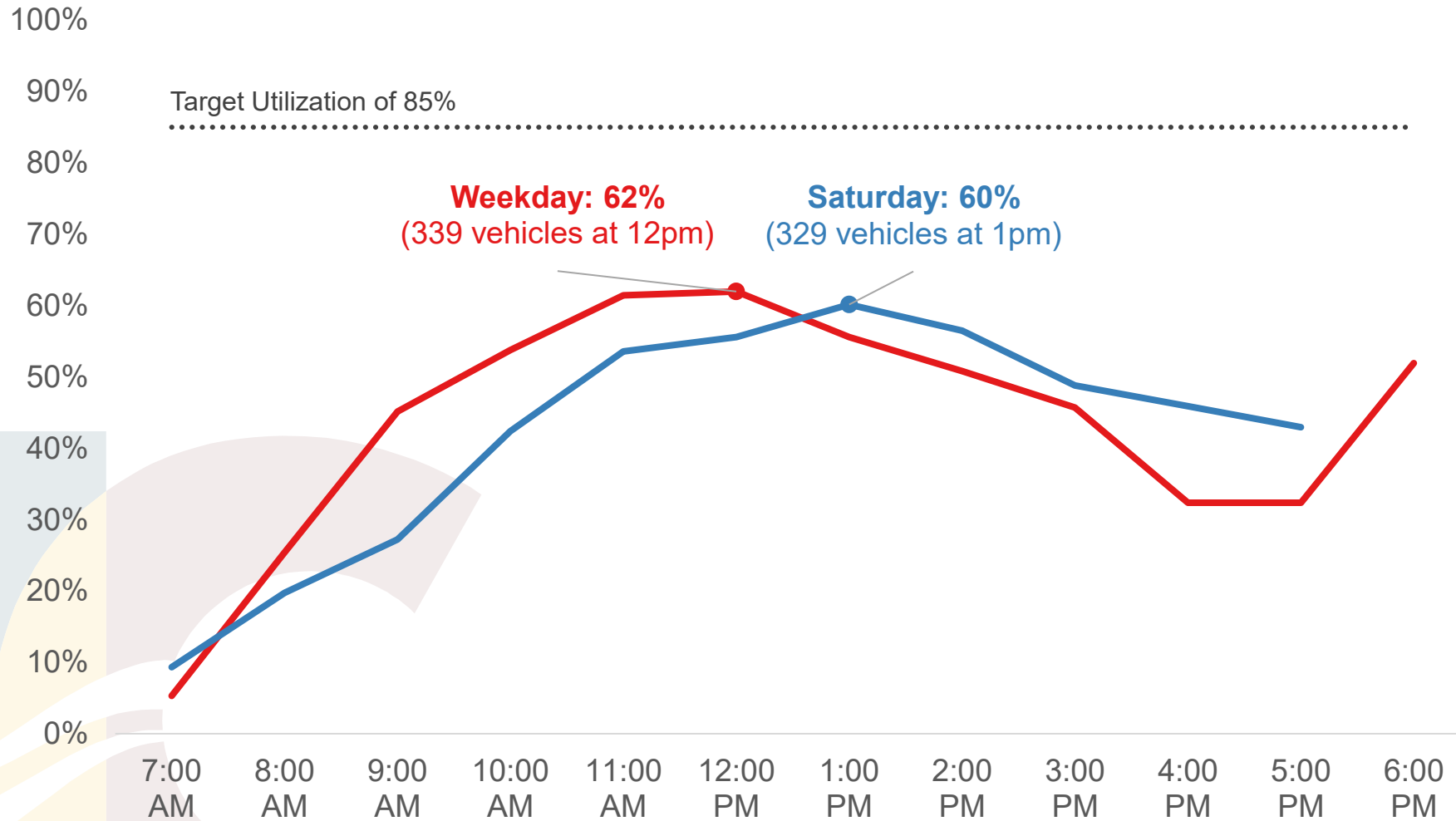




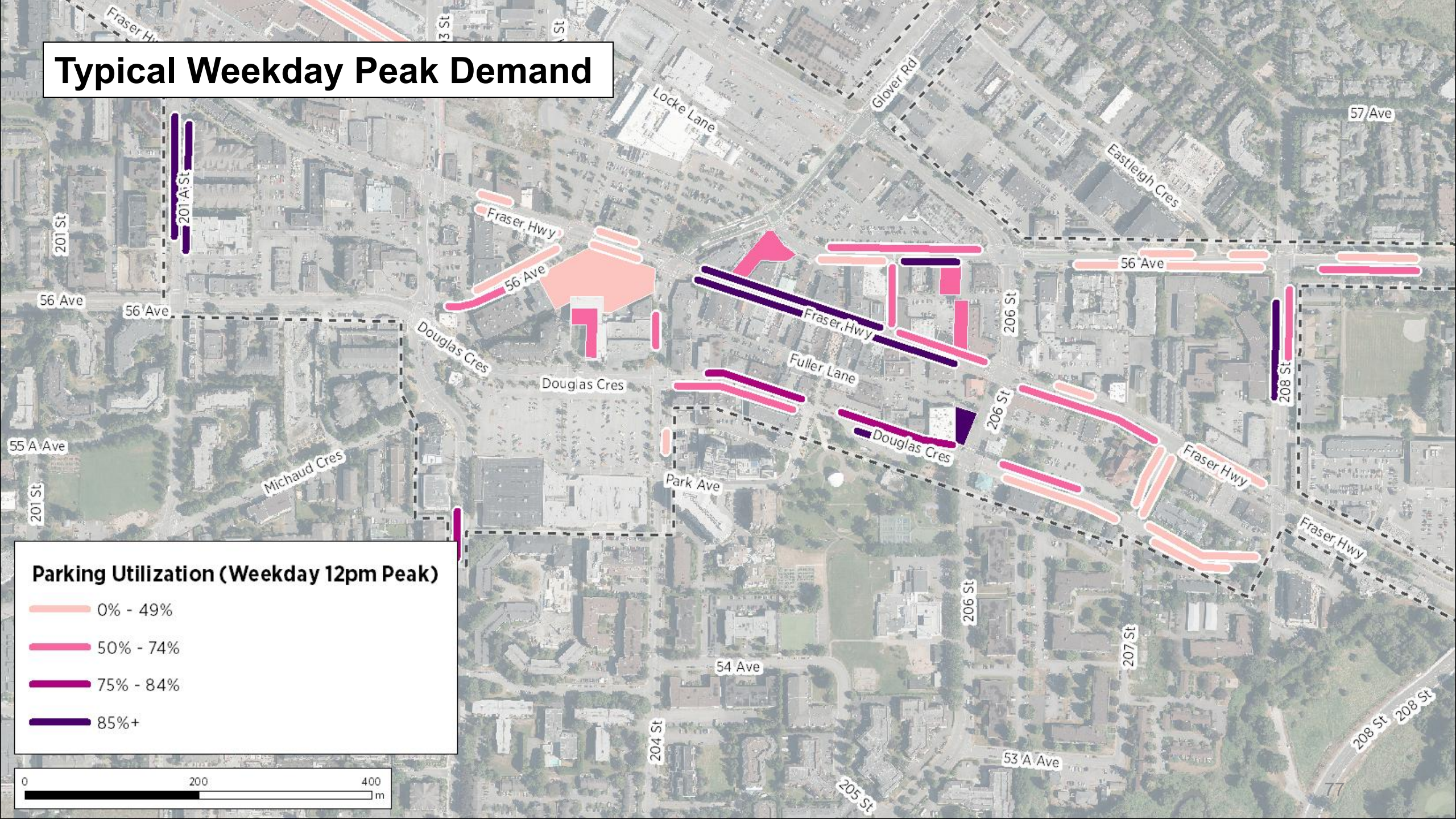
Limited number of accessible parking spaces, provided mostly on Fraser One-way

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

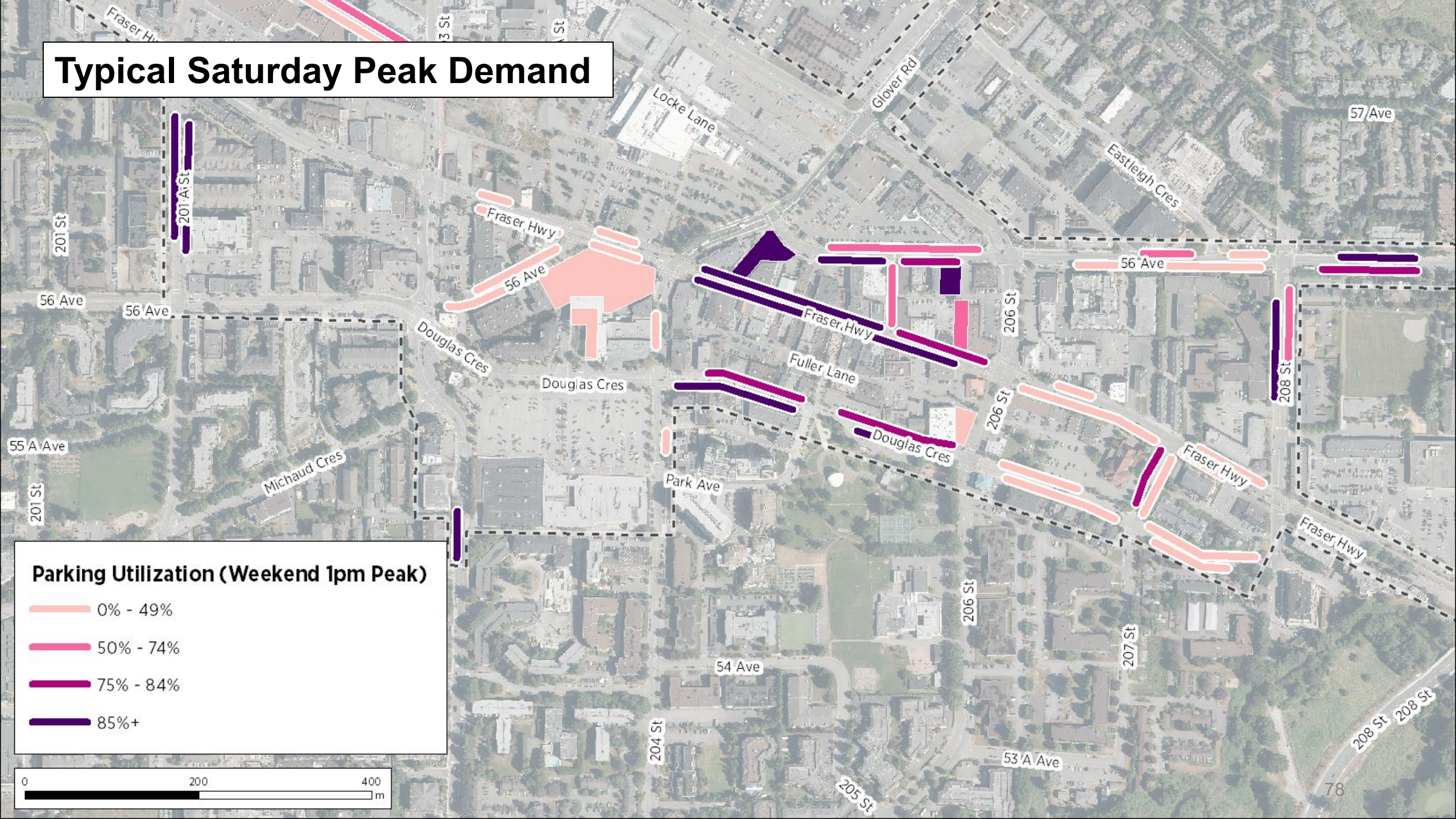
Number of vehicles divided by number of parking spaces



Typical Weekday Peak Demand

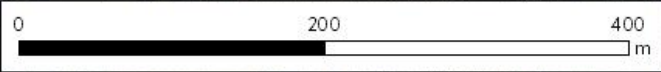


Typical Saturday Peak Demand



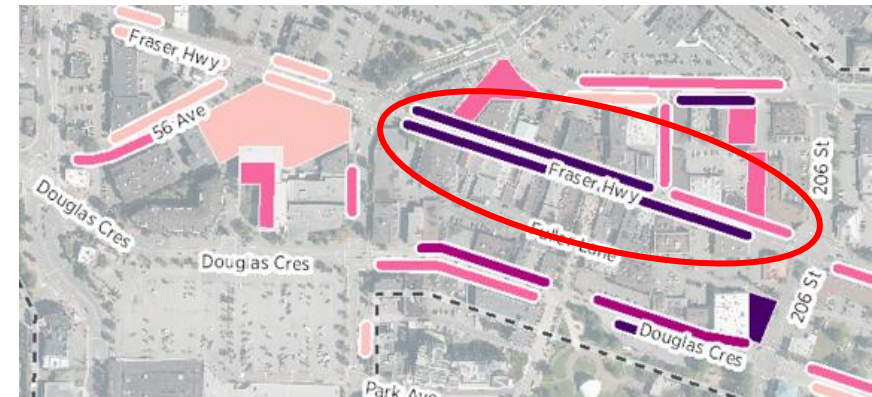
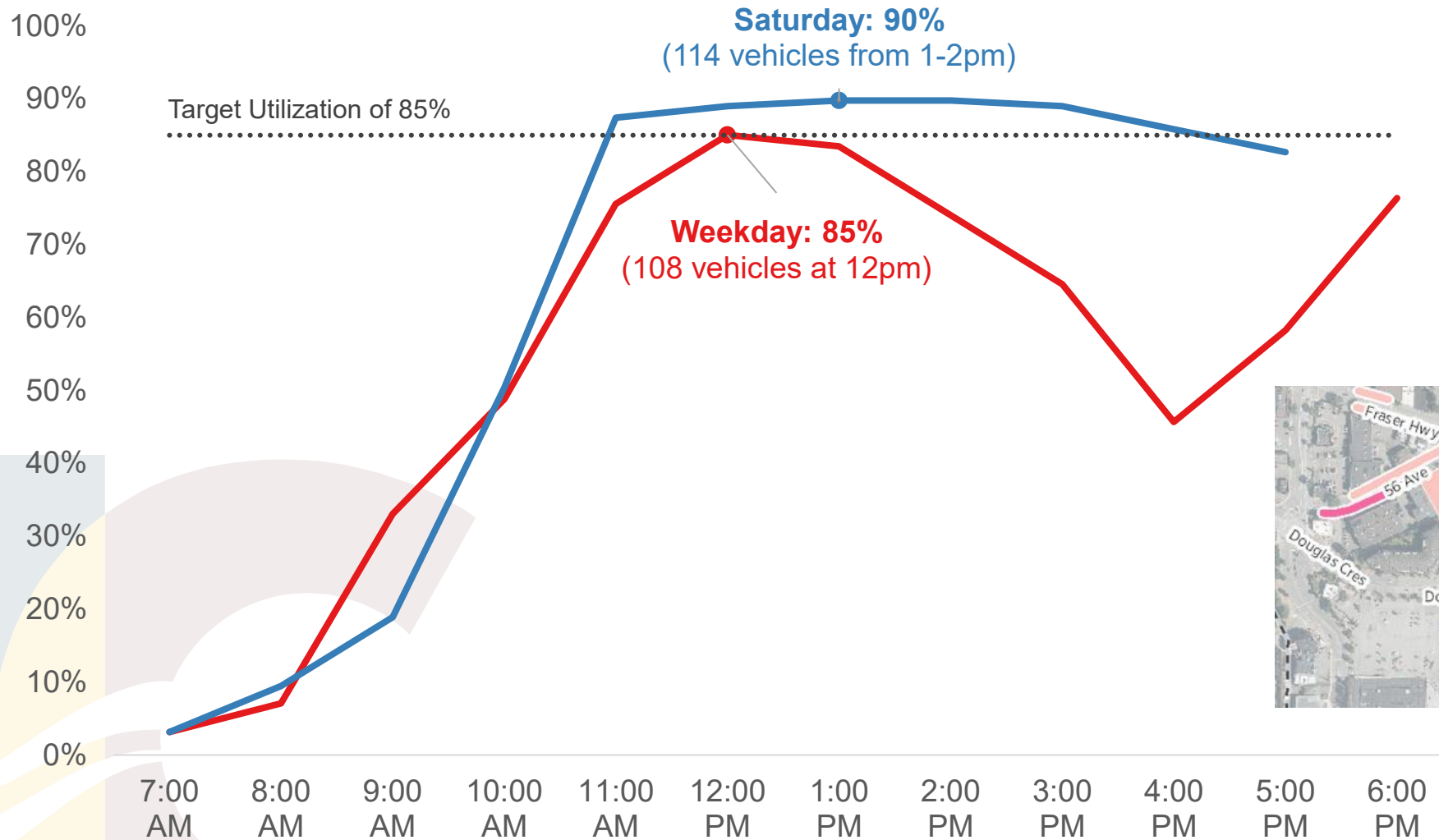
Parking Utilization (Weekend 1pm Peak)

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



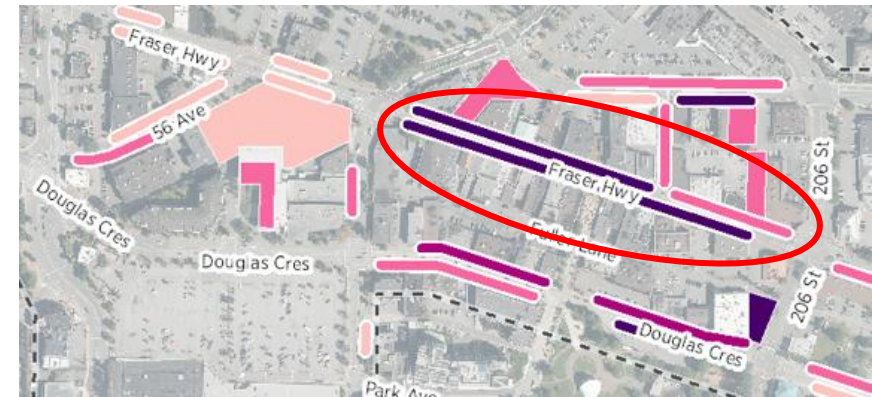
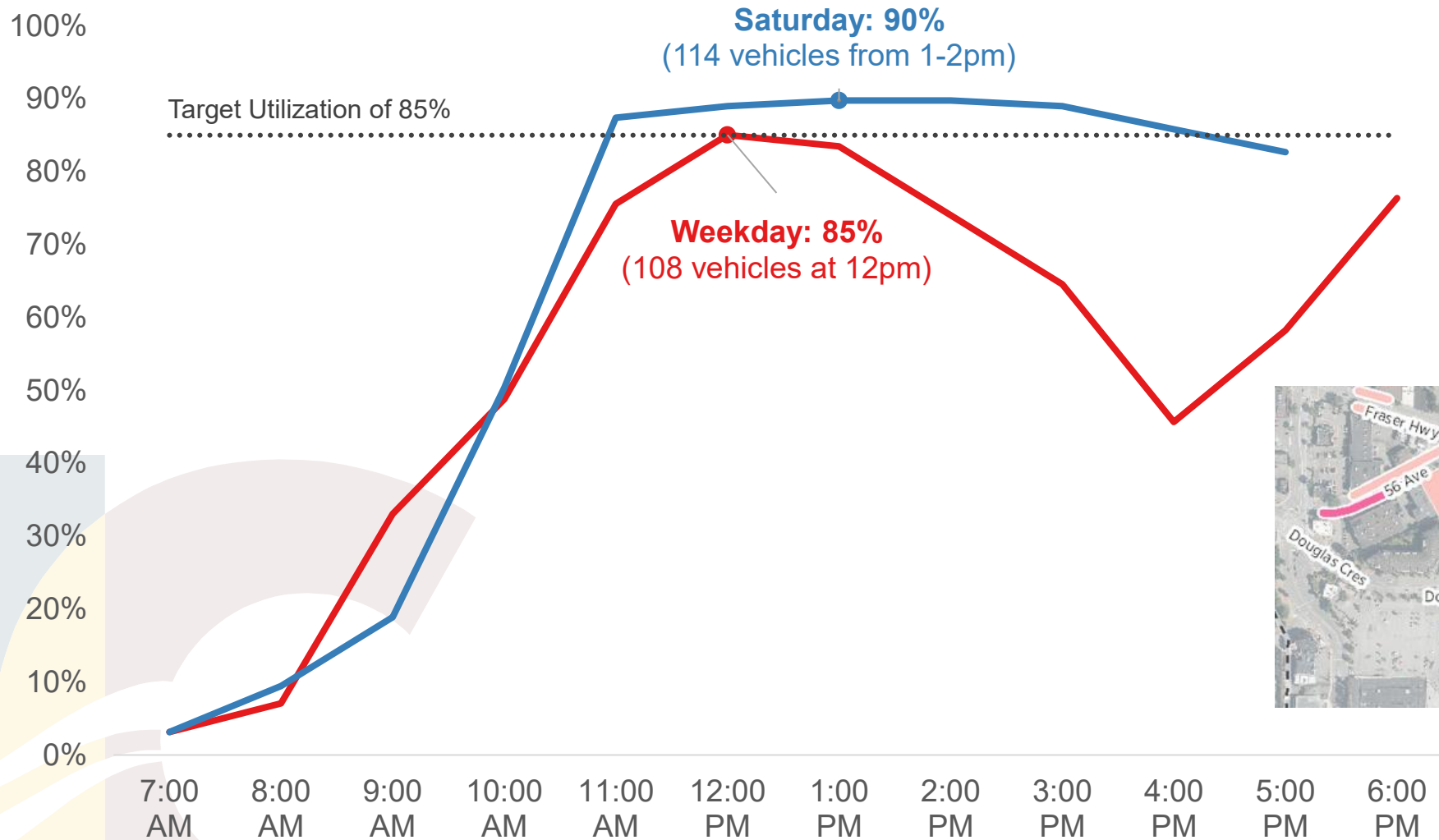
On-street parking utilization on Fraser One-Way

Number of vehicles divided by number of parking spaces



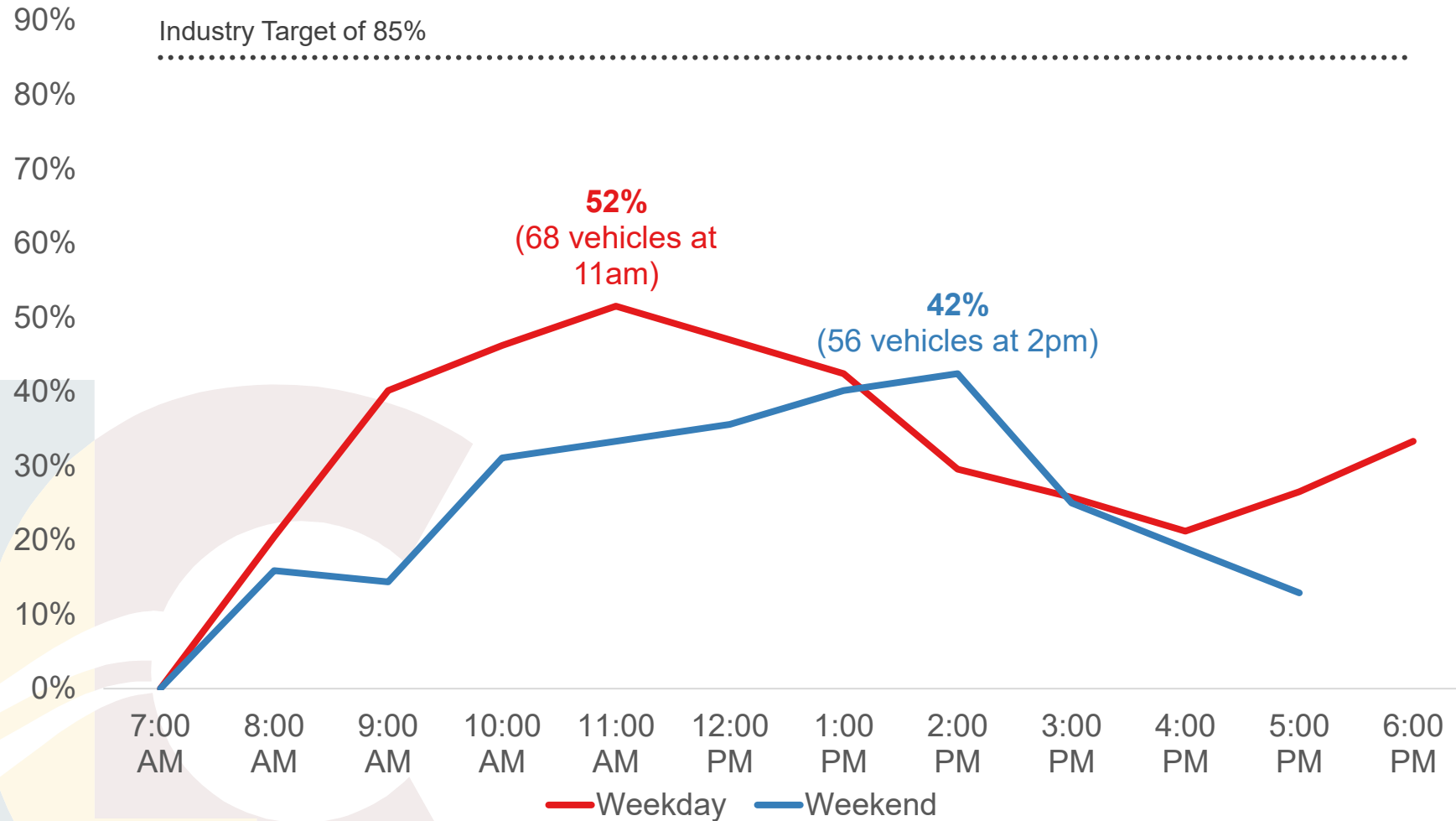
On-street parking utilization on Fraser One-Way

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
100%



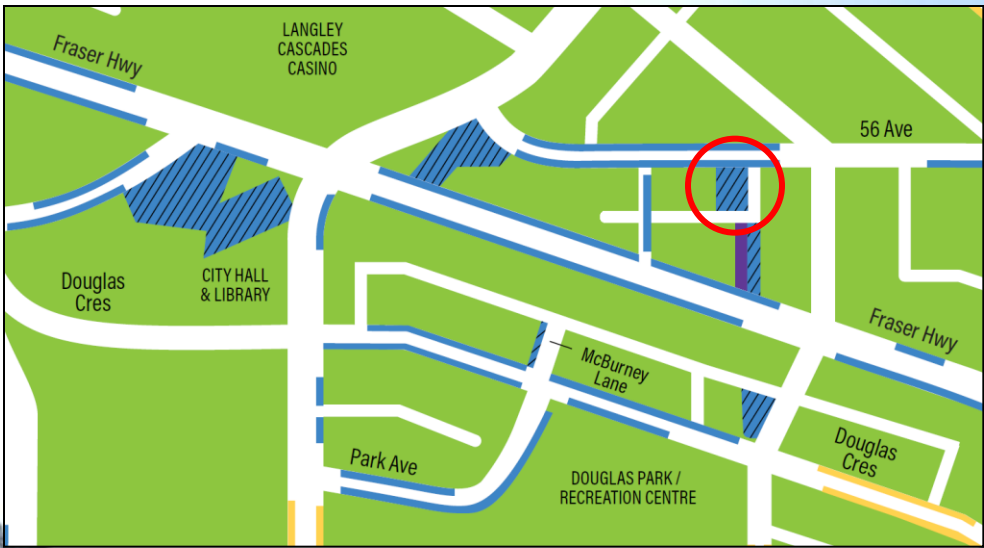
Downtown Parking Assessment

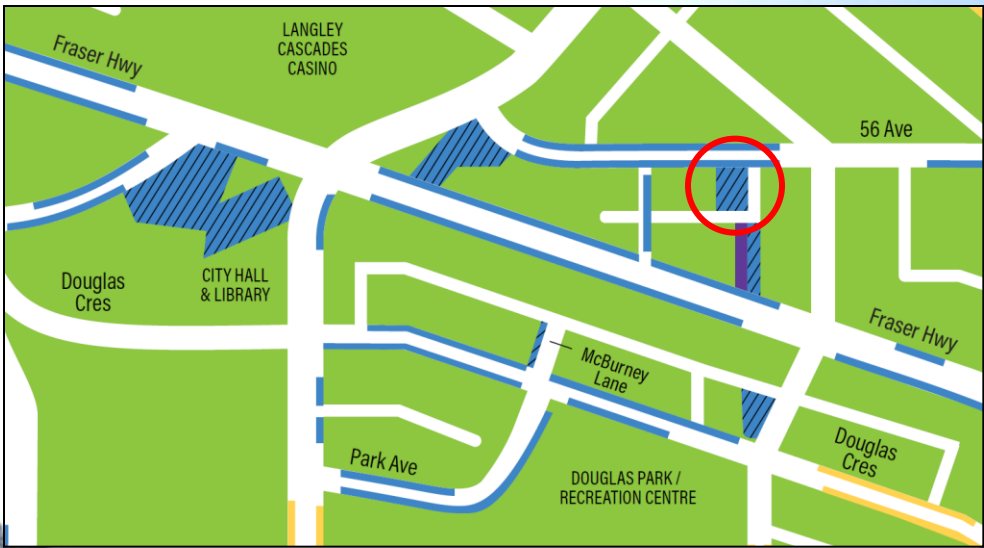
Finding #1

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.





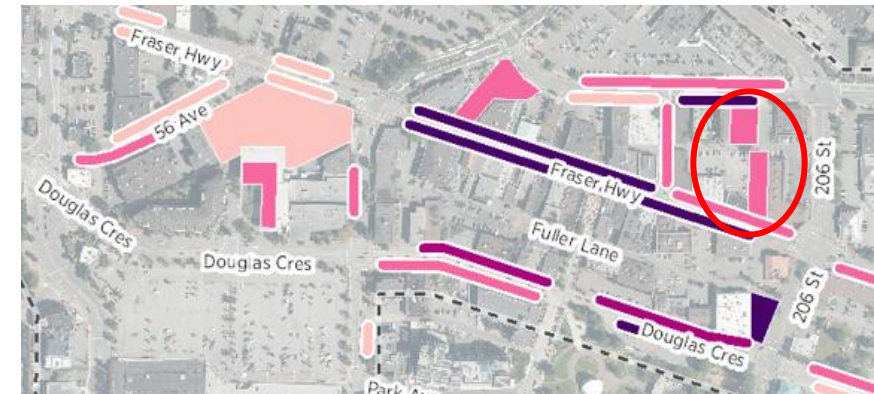
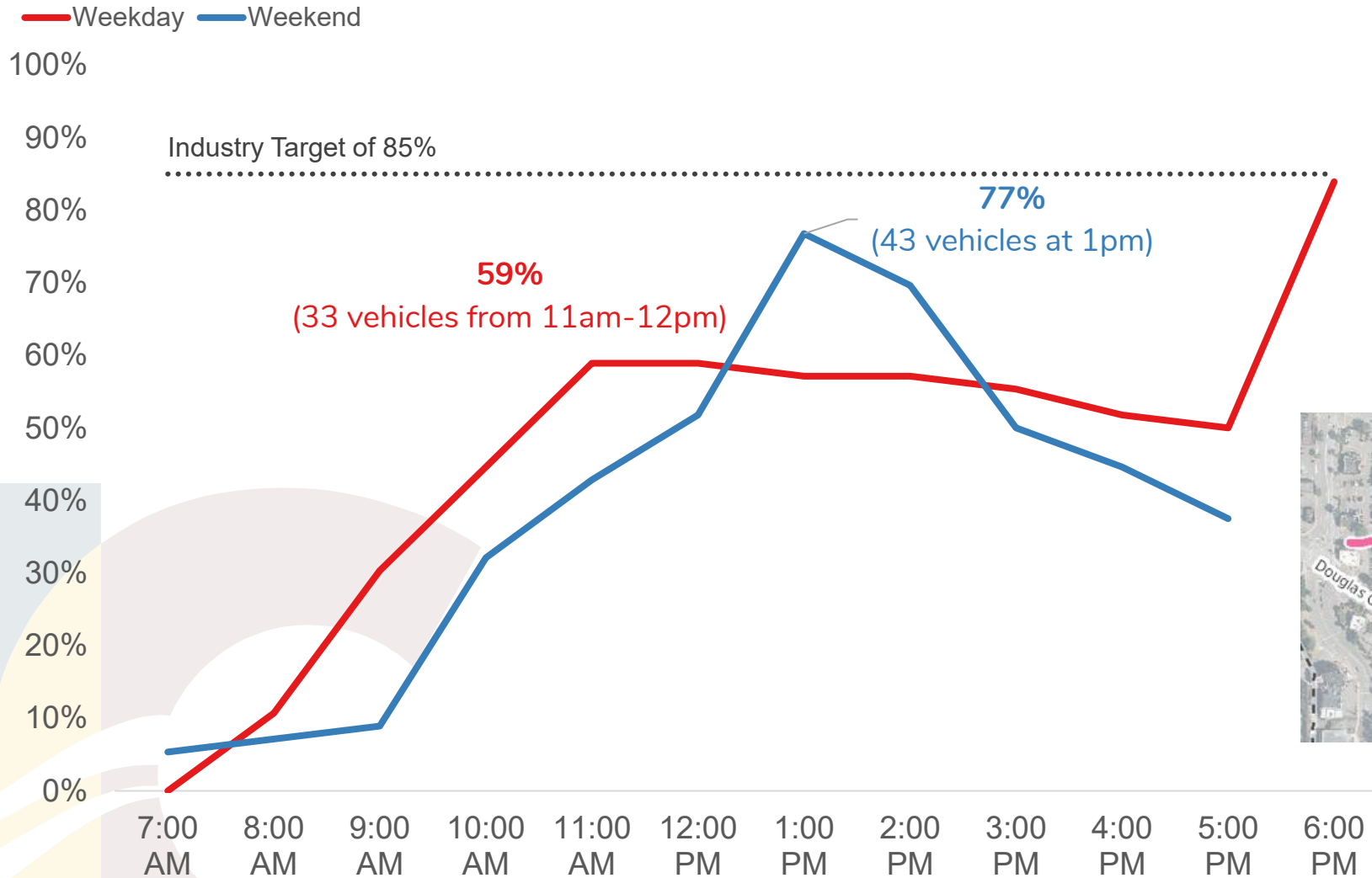
**Private
Parking**



**Public
Parking**

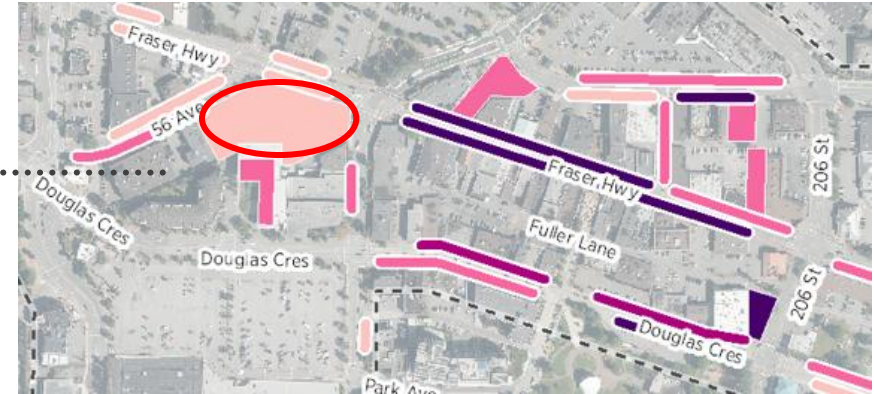
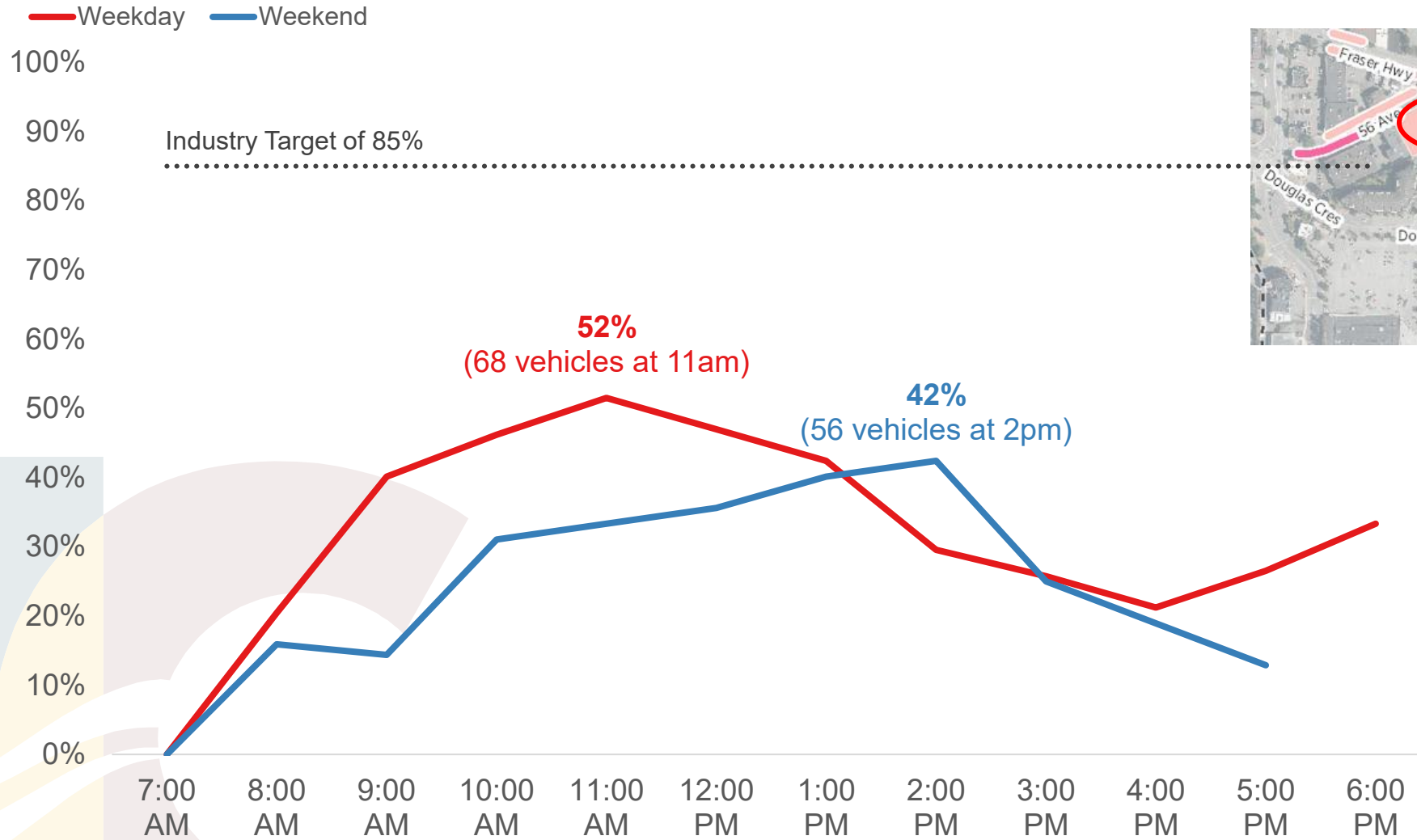
Off-street parking utilization at 206 St lots

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

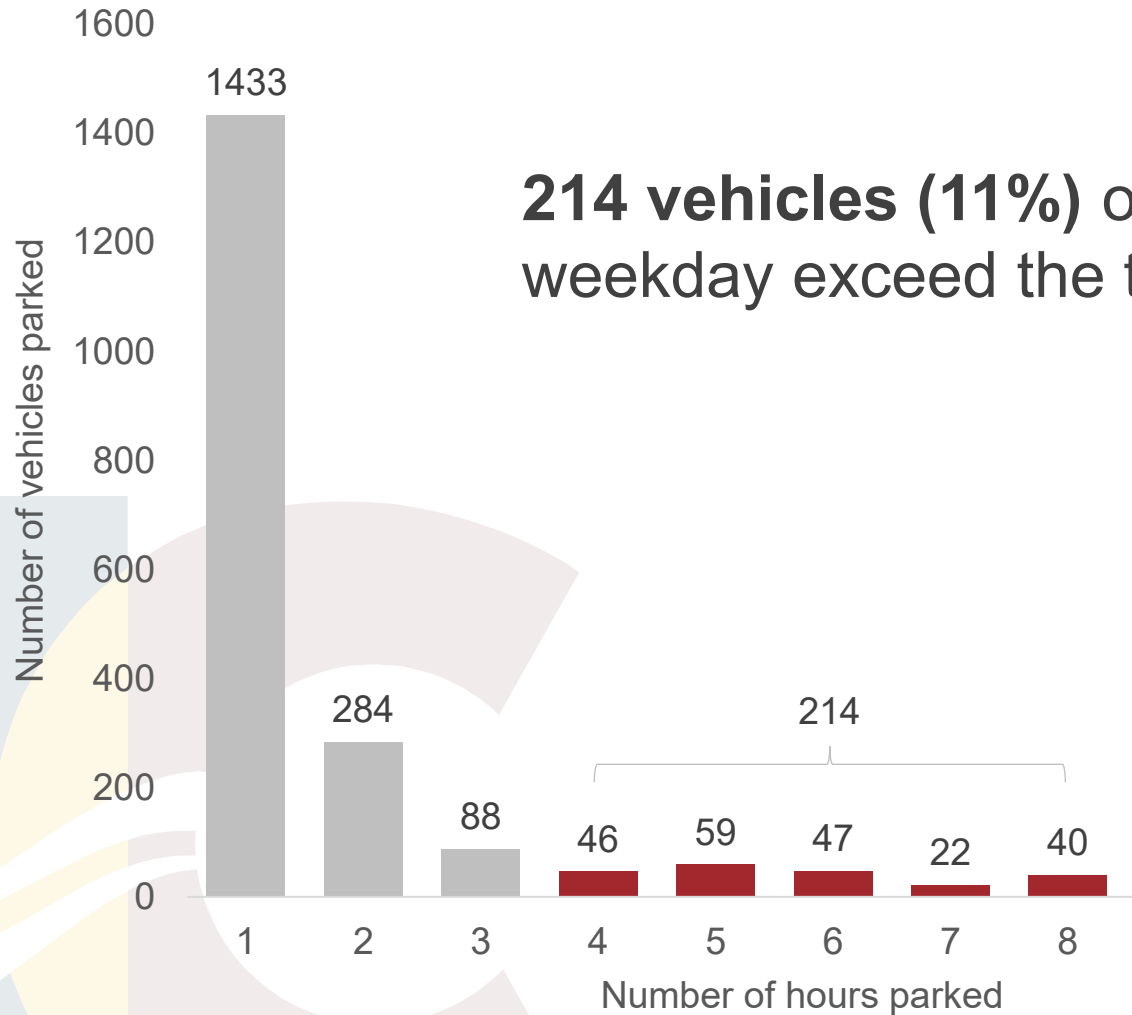
- Public off-street parking options are available within convenient walking distance to key destinations within downtown Langley but are not being used to their full potential.
- Available public off-street options are poorly understood, even among business stakeholders.

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

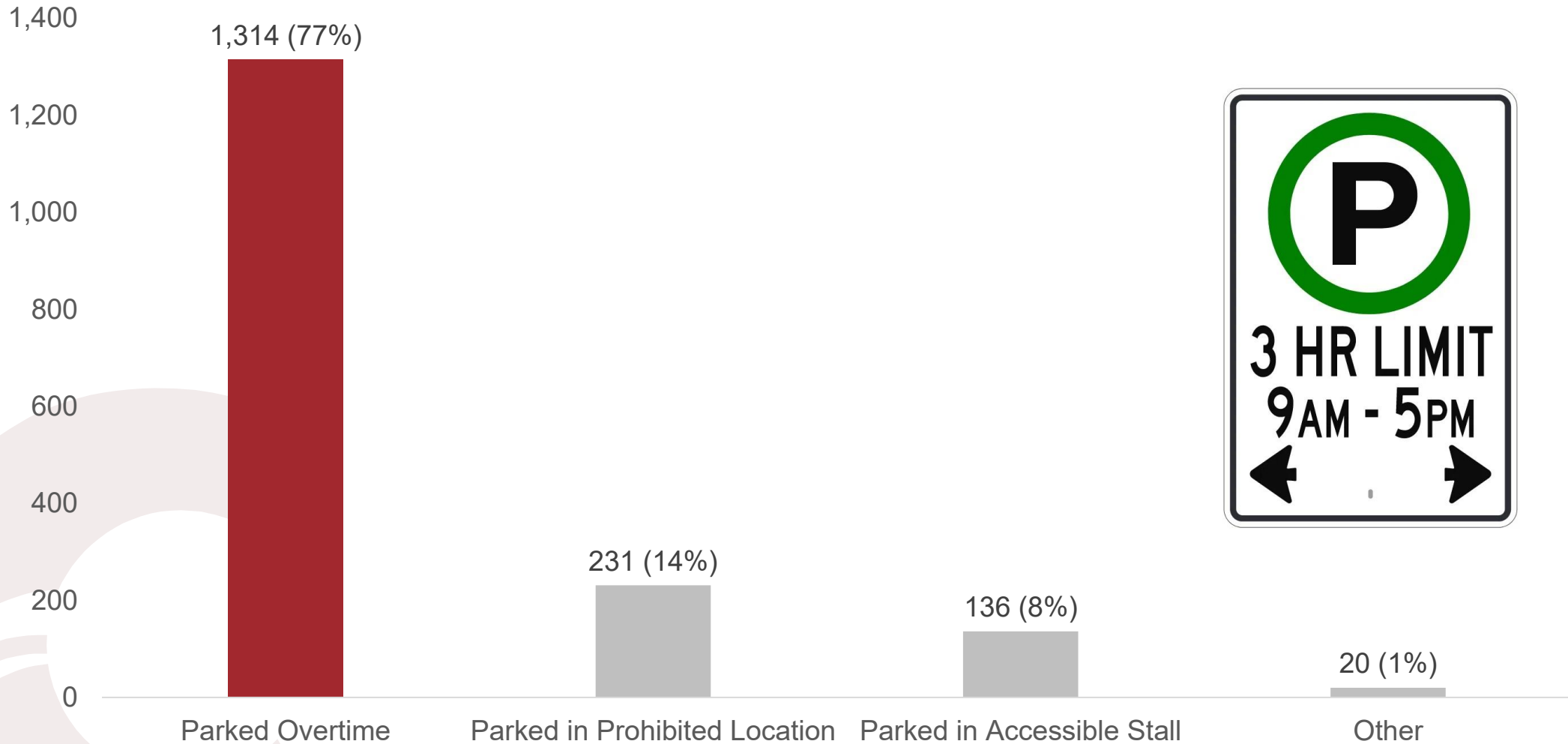


214 vehicles (11%) on a typical weekday exceed the three-hour limit



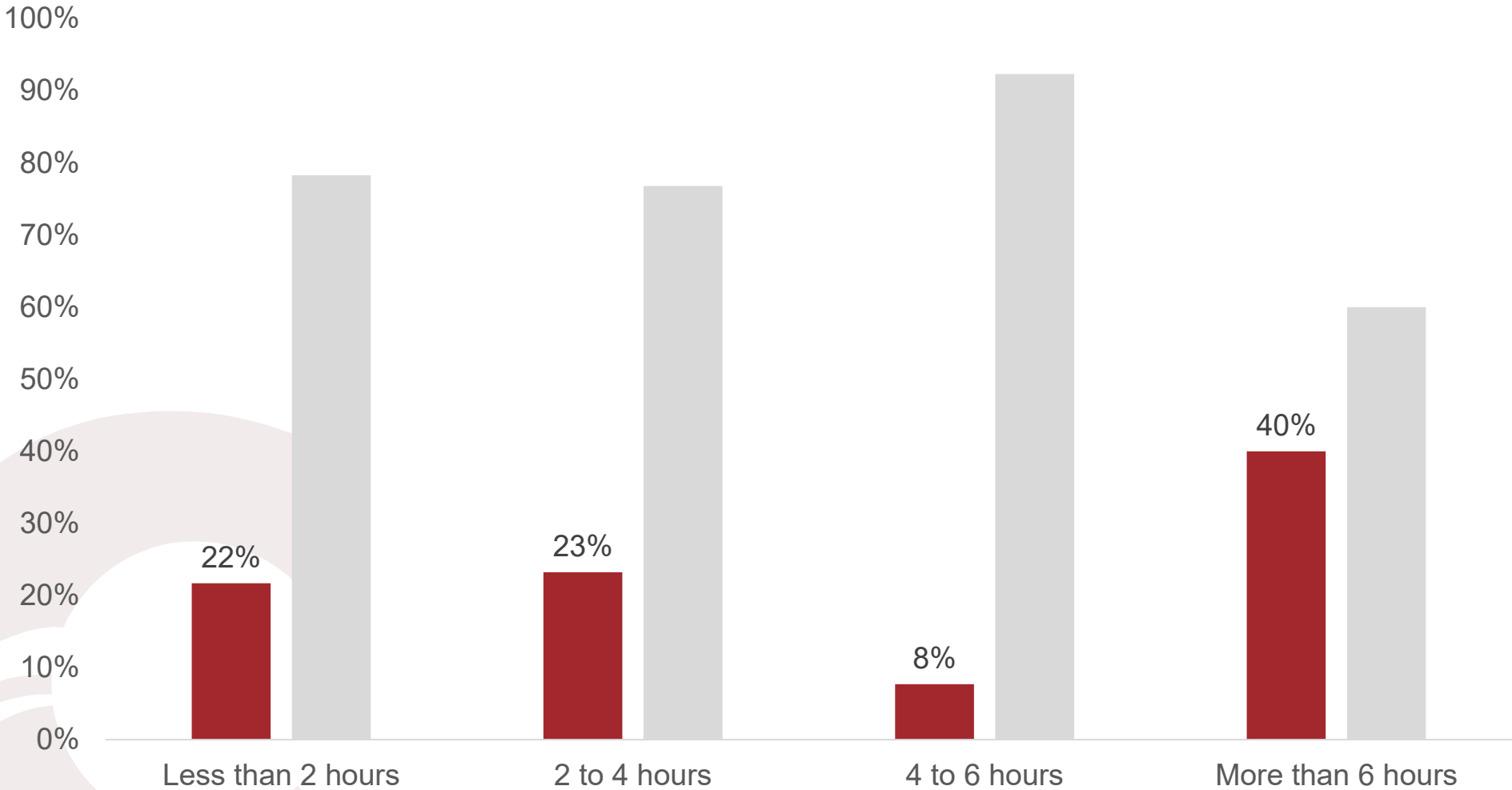
Parking enforcement tickets issued annually in downtown Langley by violation

Number of tickets, 2023



Parking satisfaction among downtown parkers by typical parking duration

■ Dissatisfied ■ Satisfied or Neutral



Downtown Parking Assessment

Finding #3

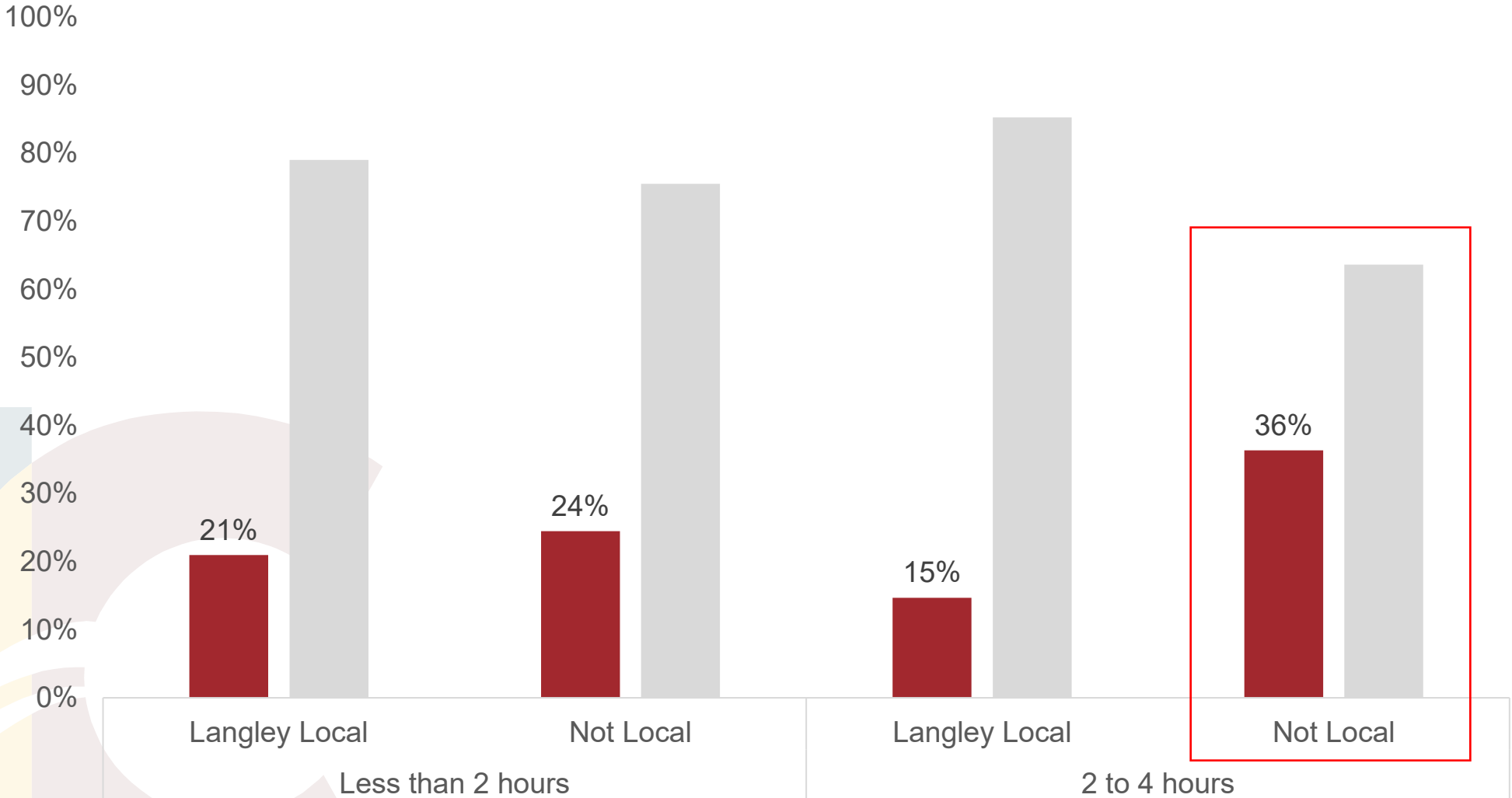
- There are a significant number of vehicles that potentially need medium to long-term parking options for a typical day (four hours or more).
- People who park for 6+ hours are twice as more likely to report being dissatisfied than people who park for 2 or less hours.

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.

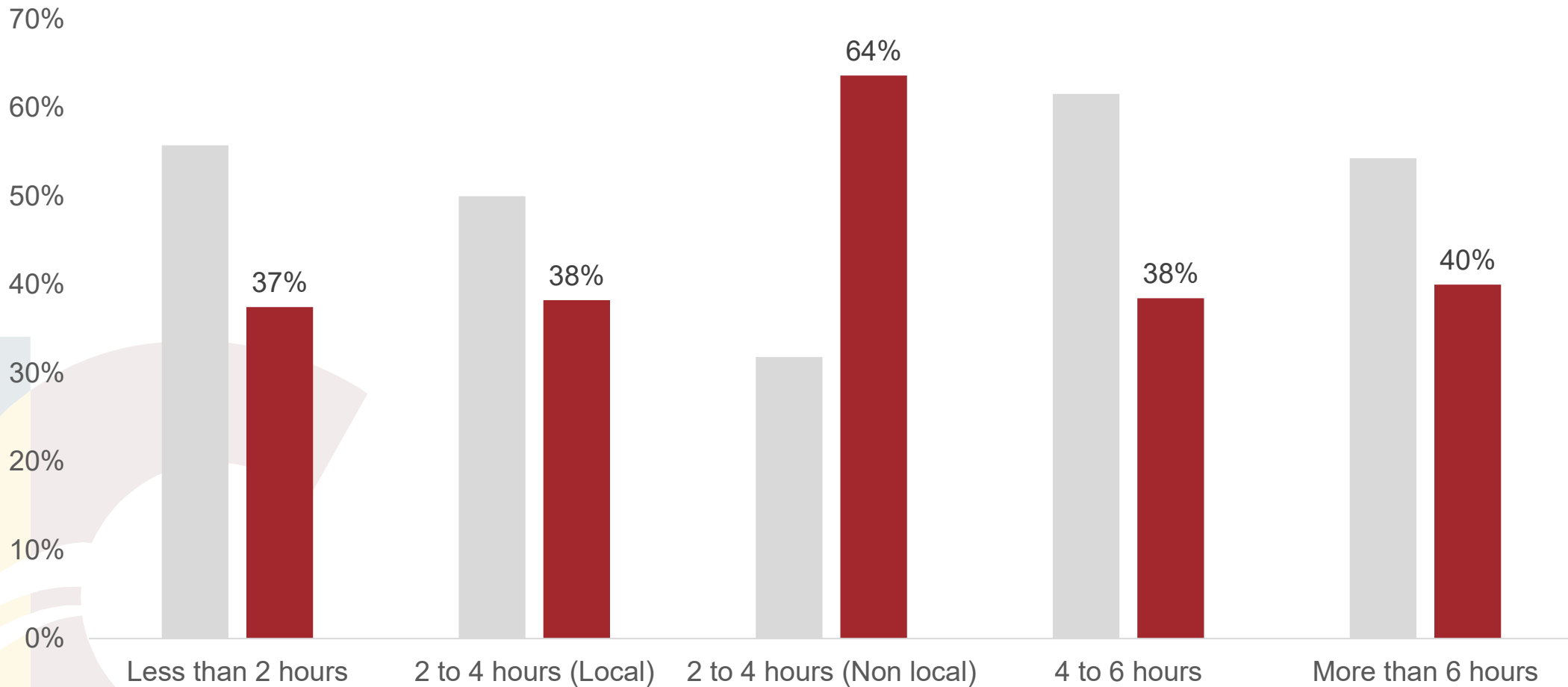
Parking satisfaction among downtown parkers by typical parking duration and place of residence

■ Dissatisfied ■ Satisfied or Neutral



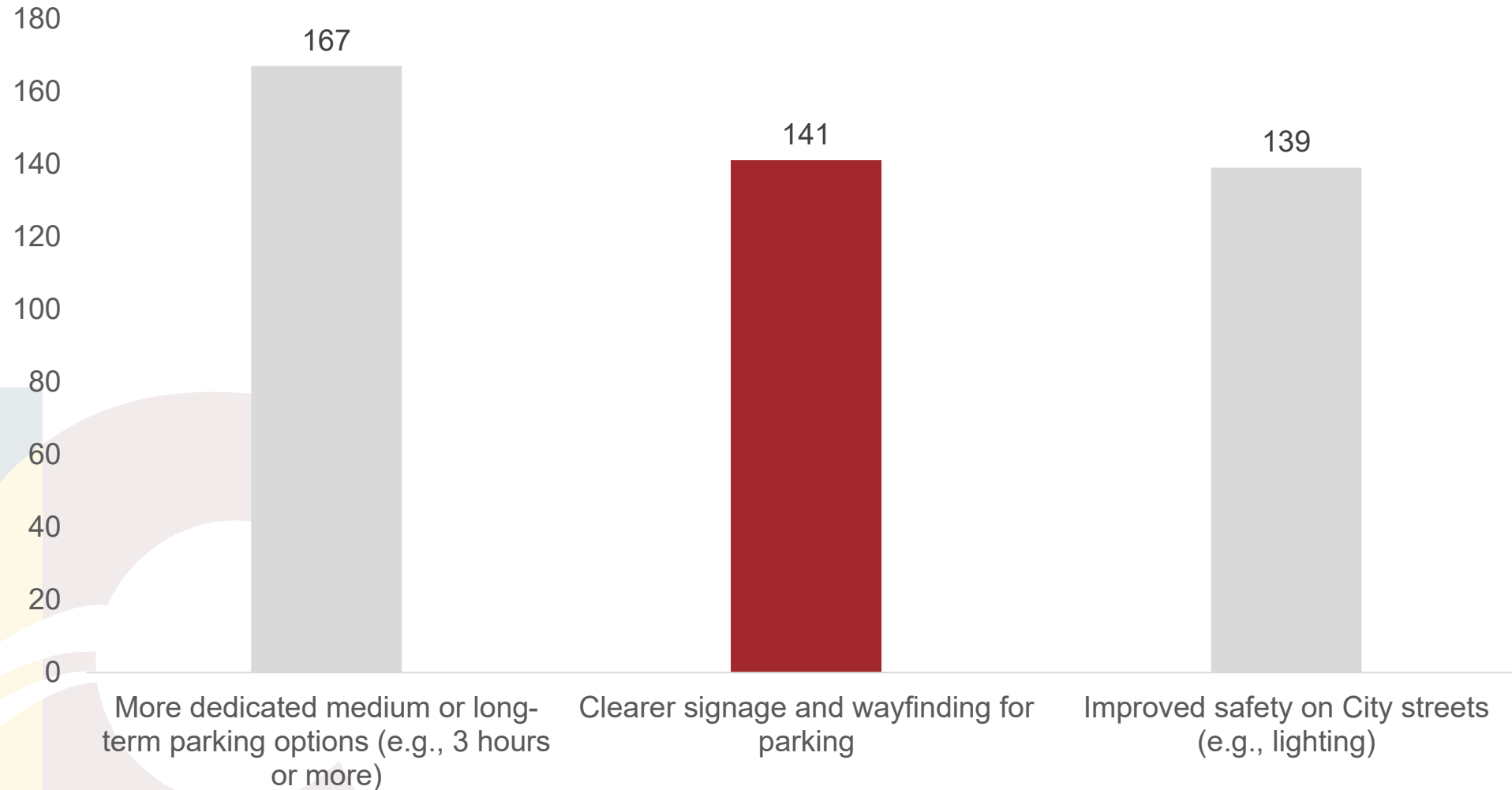
Parking search time among downtown parkers by typical parking duration

- 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.

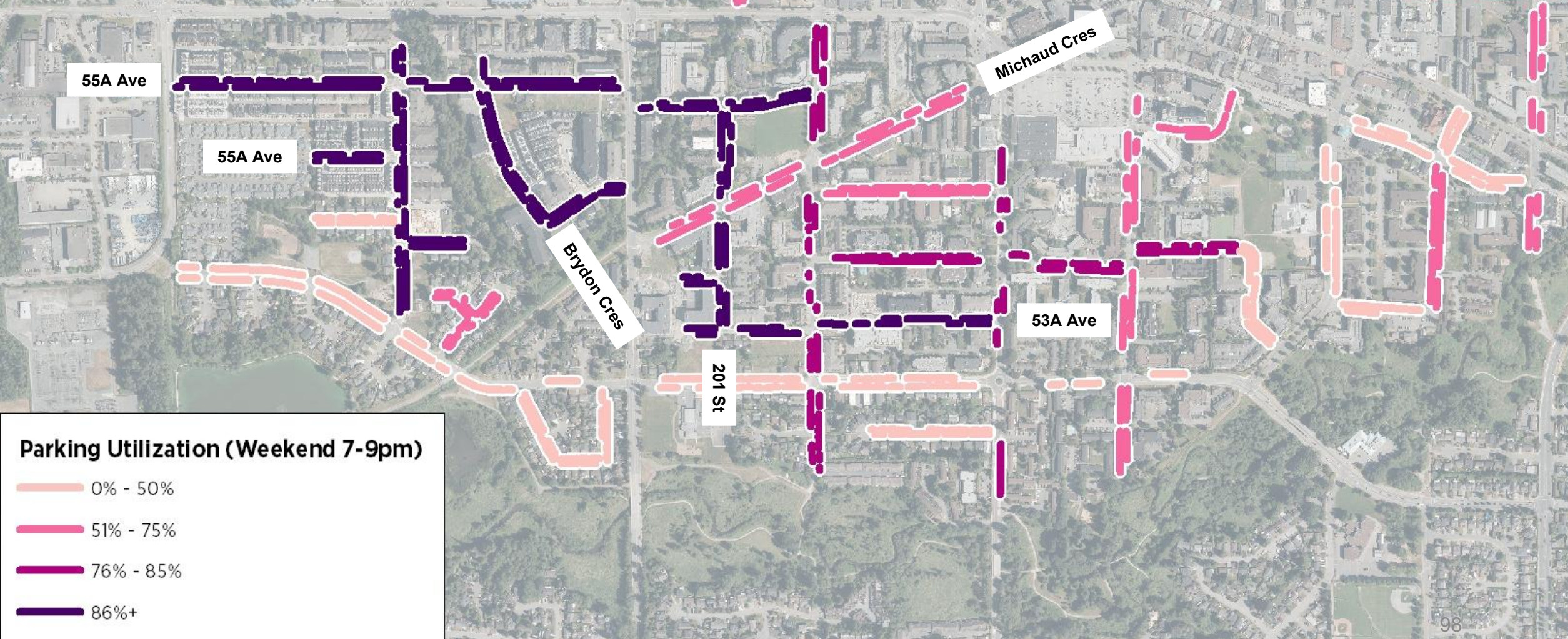
Appendix B

Residential Parking 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

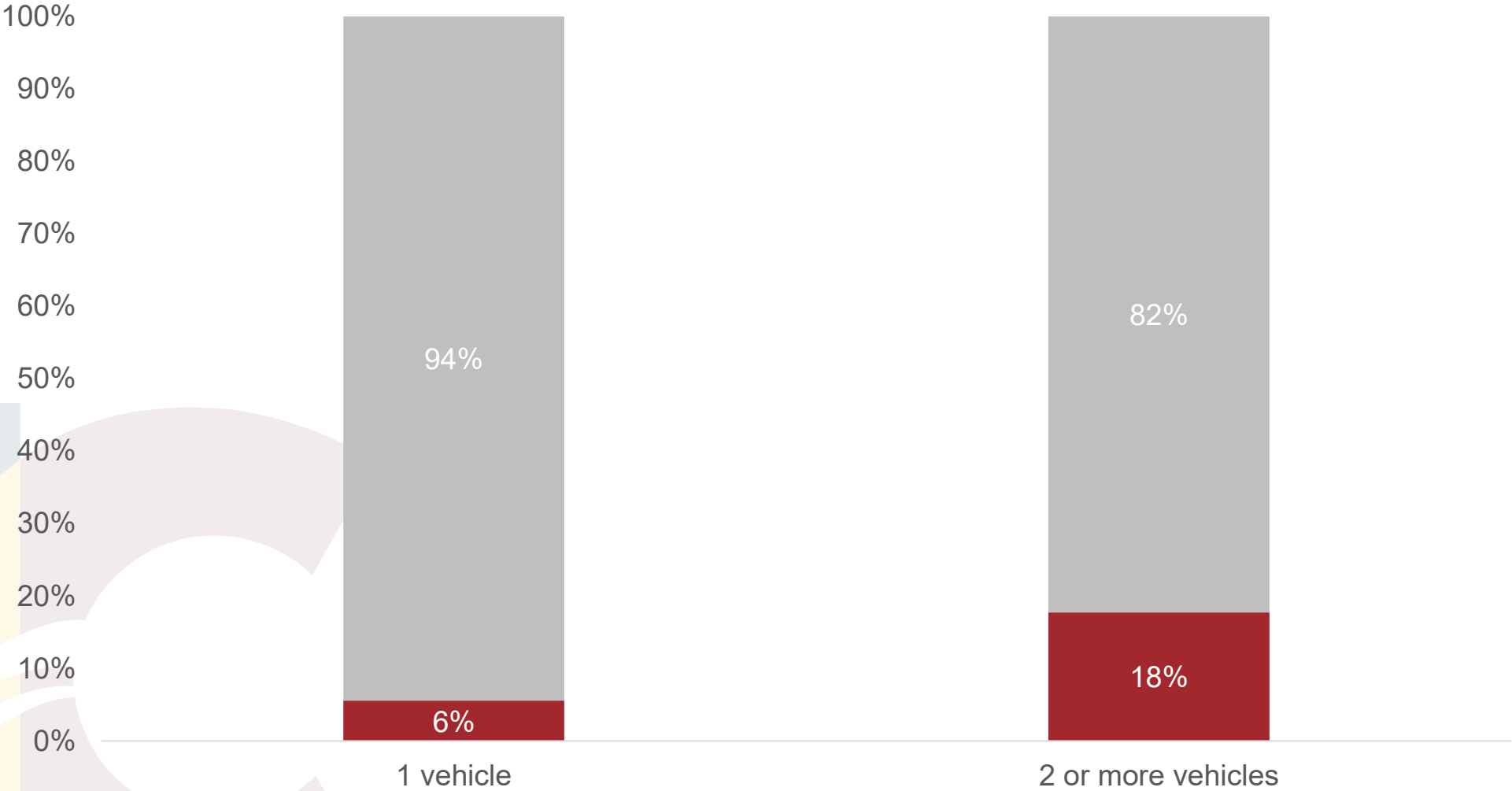
On-street parking in higher density residential areas have low parking availability during periods of high demand, such as weekday and weekend evenings.

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

Additional Slides



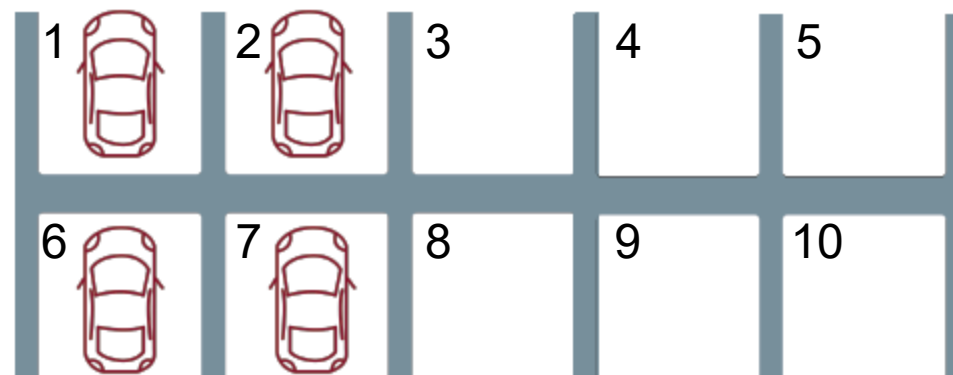
Parking Management Primer

Parking Indicators

Parking utilization:
number of vehicles parked
divided by the number of
parking spaces provided.

Example Parking Scenario

4 out of 10 parking spaces are occupied =
40% full



Parking Indicators

- Aim is to ensure parking is both well-used (most spaces are occupied) and readily available (a few spaces are vacant) for their intended purpose.
- 85% utilization is an industry benchmark and represents an optimal balance between supply and demand.
- When parking **utilization is high (exceeds 85%)**, there is a higher likelihood that drivers will spend more time looking for parking, which exacerbates traffic congestion, and increases fuel consumption and emissions.

Parking Indicators

When parking **utilization is low (60% to 70% or less)**:

- Parking is oversupplied for current land use and incurs unnecessary costs for ongoing operations and maintenance
- May result in less inviting walking environment and less vibrant downtown
- Indicates opportunities for other uses of the space, such as enhanced mobility (e.g., wider sidewalks, bike or bus lanes) and pedestrian realm, (e.g., parklets, patios).

Parking Indicators

Thinking about parking demand through the **duration of time parked** and the **volume of vehicles served over the course of the day**, rather than a snapshot of how many vehicles are parked at any time, can provide greater insights into whether parking is adequately serving an area.

Parking duration: length of time that a vehicle is parked

Parking turnover: total number of vehicles parked for a duration of time

Parking Management Primer

Breaking Down the Elements

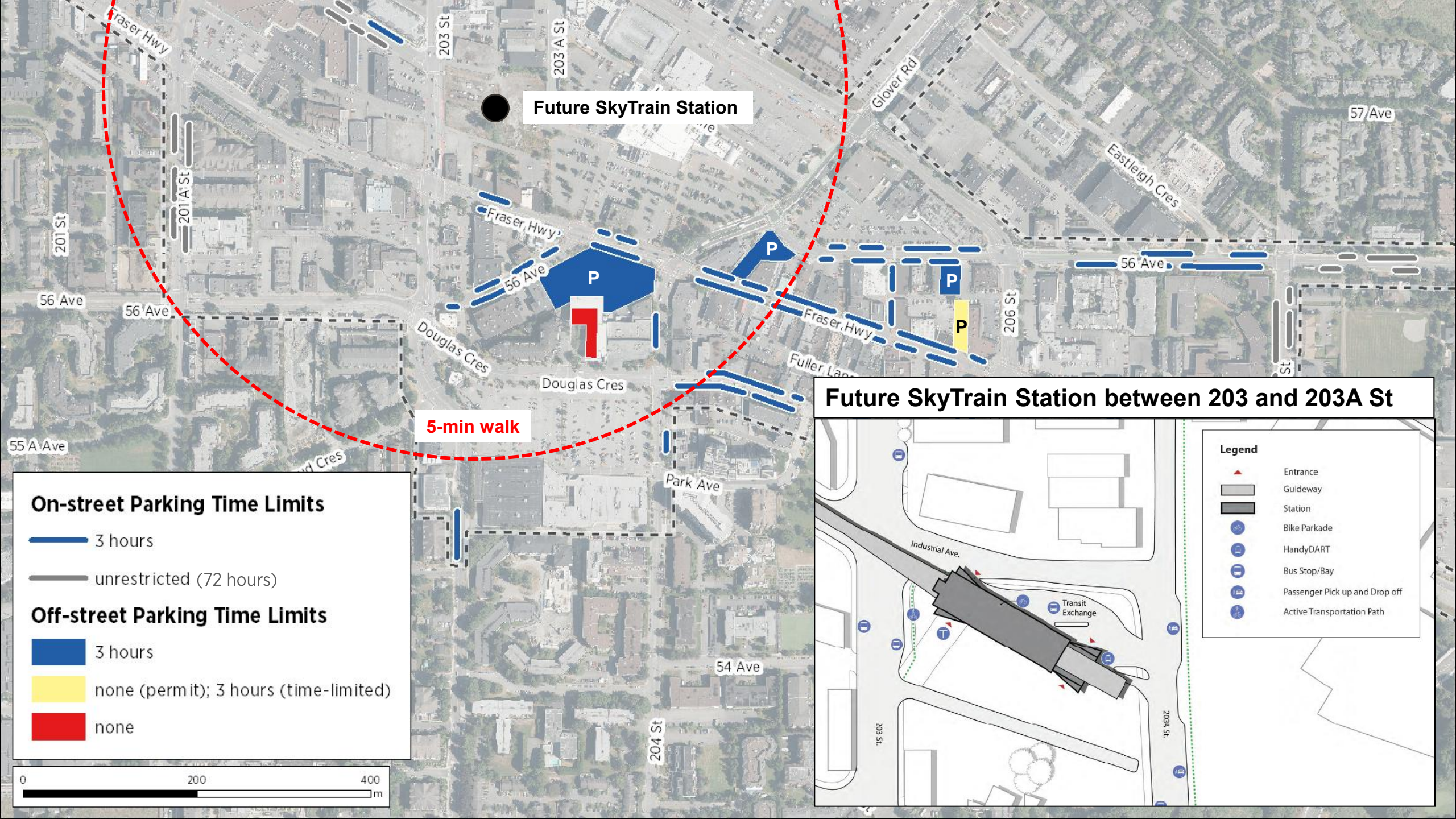
User Group	Area Employees	Area Customers/Visitors	Area Residents	Non-Area Visitors
Time Season	Spring	Summer	Fall	Winter
Time Day of the Week	Weekday	Saturday	Sunday	Holidays
Time Hour of Day	Morning	Afternoon	Evening	Overnight
Land Ownership and Type	Public On-Street	Public Off-Street	Private Off-Street <i>(Publicly Accessible)</i>	Private Off-Street <i>(Privately Accessible)</i>



Legend

- Surrey Langley SkyTrain
- Expo Line
- R1 Rapid Bus
- Municipal Boundary
- Urban Centers
- Agricultural Land Reserve

N
▲
NOT TO SCALE



Future SkyTrain Station

5-min walk

Future SkyTrain Station between 203 and 203A St

On-street Parking Time Limits

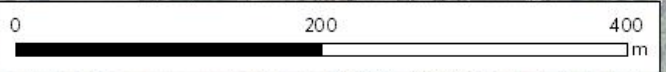
- 3 hours
- unrestricted (72 hours)

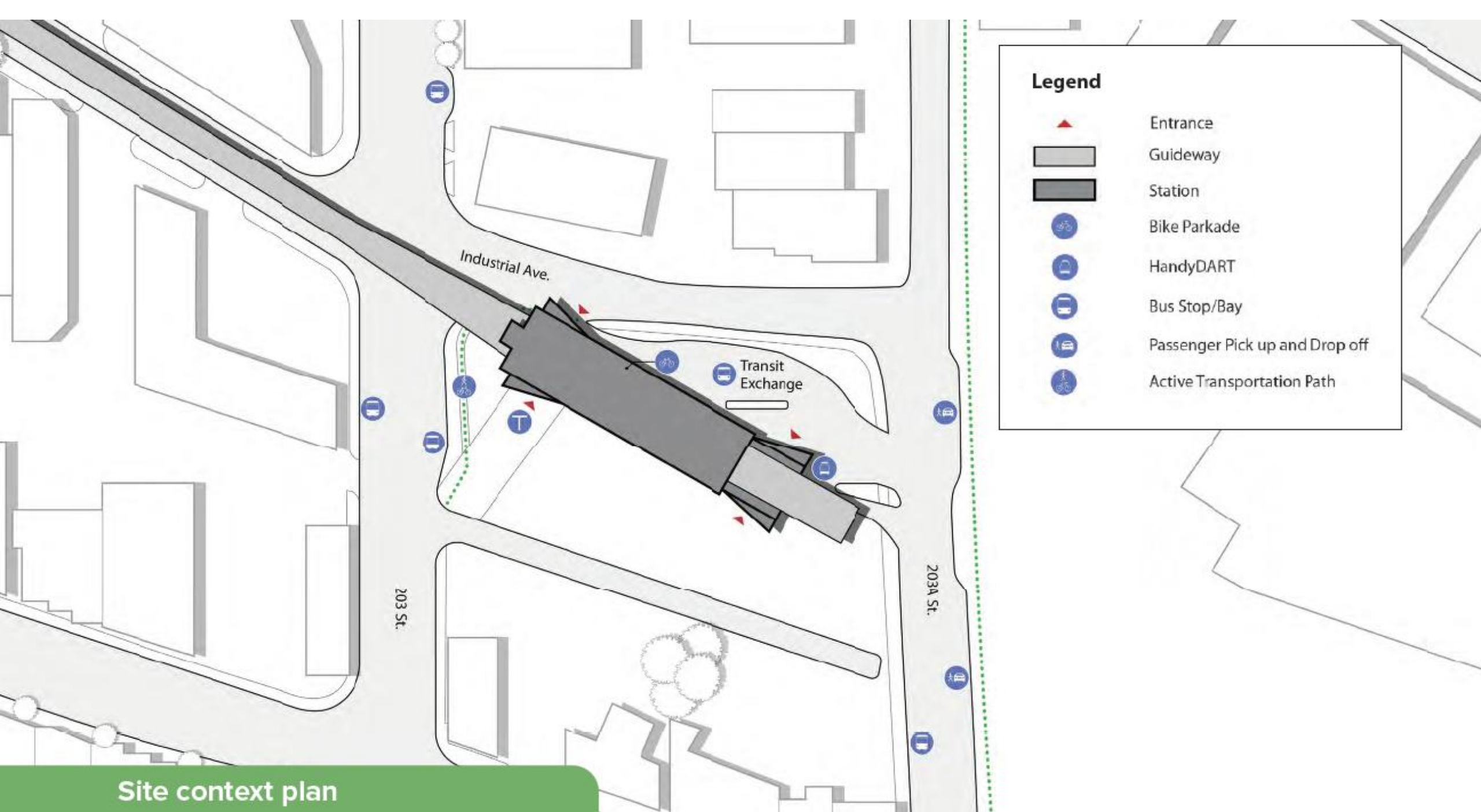
Off-street Parking Time Limits

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

Legend

- Entrance
- Guideway
- Station
- Bike Parkade
- HandyDART
- Bus Stop/Bay
- Passenger Pick up and Drop off
- Active Transportation Path





Legend

- Entrance
- Guideway
- Station
- Bike Parkade
- HandyDART
- Bus Stop/Bay
- Passenger Pick up and Drop off
- Active Transportation Path

Site context plan

3. Land Use

✳ Corner Commercial
 ✳ New Civic Facility
 ✳ New Park / Open Space



 Agriculture	 Historic Downtown Core	 Low Rise Residential	 Parks and Open Space	 Suburban	 University District
 Civic Centre	 Industrial	 Mid Rise Residential	 Potential Study Area	 Transit-Oriented Core	 Urban Residential
 Ground Oriented Residential	 Mixed Use	 Mixed Employment	 Service Commercial	 Transit-Oriented Residential	

