



**REGULAR COUNCIL MEETING  
AGENDA**

**Monday, May 25, 2026  
7:00 P.M.  
Council Chambers, Langley City Hall  
20399 Douglas Crescent**

*Public meetings held in Council Chambers are livestreamed and recorded. The video recordings are available on the City's website for public viewing.*

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**1. LAND ACKNOWLEDGEMENT**

The land on which we gather is on the traditional unceded territory of the Katzie, Kwantlen, Matsqui and Semiahmoo First Nations.

**2. ADOPTION OF AGENDA  
RECOMMENDATION:**

THAT the May 25, 2026 regular agenda be adopted as circulated.

**3. COMMITTEE OF THE WHOLE**

*A Committee of the Whole meeting provides Council a greater opportunity to speak to and debate specific agenda items.*

**RECOMMENDATION:**

THAT Council commence the Committee of the Whole.

**3.a Bylaw 3339 - 2025-2029 Financial Plan Bylaw Amendment**

Introduced by:

Alex Chang, Director of Financial Services

***Opportunity for Public Input***

*\*Please refer to item 4.b.1 "Consent Agenda - Bylaws" to view the Bylaw 3339 - 2025-2029 Financial Plan Amendment bylaw document.*

**RECOMMENDATION:**

THAT the Committee rise and report.

**4. CONSENT AGENDA**

*Before the motion is made to approve the Consent Agenda, a Council member may request*

*that an item be removed from the Consent Agenda and dealt with separately; additionally, a Council member may request that one or more items on the Regular Council Agenda be included on the Consent Agenda, and if no one objects, it will be so listed and considered.*

*Where no recommendation is noted, the agenda item is deemed to be received for information.*

**RECOMMENDATION:**

THAT the following item(s) be approved:

**4.a Adoption of Minutes**

4.a.1 Regular Meeting Minutes from May 11, 2026

**RECOMMENDATION:**

THAT the minutes of the regular meeting held on May 11, 2026 be adopted as circulated.

4.a.2 Special (Pre-Closed) Meeting Minutes from May 4 and 11, 2026

**RECOMMENDATION:**

THAT the minutes of the special (pre-closed) meetings held on May 4 and 11, 2026 be adopted as circulated.

4.a.3 Special Meeting Minutes from May 19, 2026

**RECOMMENDATION:**

THAT the minutes of the special meeting held on May 19, 2026 be adopted as circulated.

**4.b Bylaws**

*See also "Bylaws" section below*

4.b.1 Bylaw 3339 - Financial Plan 2025-2029 Bylaw Amendment

Final reading of a bylaw to amend the Financial Plan for 2025-2029.

**RECOMMENDATION:**

THAT the bylaw cited as "Financial Plan 2025 – 2029 Bylaw, 2025, No. 3308, Amendment No. 2, Bylaw No. 3339" be read a final time.

**5. ADOPTION OF THE MINUTES**

*See Consent Agenda*

## 6. DELEGATIONS

- 6.a **Langley Bee Club - Consider Becoming a Certified Bee City**  
Celene Hoag, Langley Bee Club

## 7. COUNCIL MEMBER REPORTS

- 7.a **Upcoming Regular Meetings**  
June 15, 2026  
June 29, 2026

- 7.b **Council Advisory Bodies Update**

## 8. BYLAWS

- 8.a **Bylaw 3340 - Financial Plan 2026-2030 Bylaw Amendment**  
First, second and third reading of a bylaw to amend the 2026-2030 Financial Plan Bylaw.

### **RECOMMENATION:**

THAT the bylaw cited as "Financial Plan 2026 – 2030 Bylaw, 2026, No. 3340, Amendment No. 1, Bylaw No. 3340" be read a first, second, and third time.

- 8.b **Bylaw 3310 - Zoning Bylaw Amendment No. 220**  
Final reading of a bylaw to rezone the properties located at 4505-4535 200A Street from RS1 Single Family Residential Zone to CD109 Comprehensive Development Zone to permit a 27-unit townhome development.

### **RECOMMENDATION:**

THAT the bylaw cited as "Zoning Bylaw 1996, No. 2100 Amendment No. 220, 2025, No. 3310" be read a final time.

- 8.b.1 **Approval of Development Permit DP 08-24**  
4505-4535 200A Street

### **RECOMMENDATION:**

THAT Development Permit No. 08-24 to permit the development of a 27-unit townhome development at 4505-4535 200A Street be approved.

## 9. COMMITTEE REPORTS

- 9.a **Arts, Recreation, Culture and Heritage Committee - Bat House at Michaud House**  
Report dated: May 15, 2026

From: Chair Wallace

**RECOMMENDATION:**

1. THAT Council approve the purchase of a bat house at a cost of \$250 for installation at the Michaud House;
2. THAT the funding to support the purchase of a bat house at a cost of \$250 be allocated from the Enterprise Fund.

**10. ADMINISTRATIVE REPORTS**

**10.a Final Public Parking Strategy – Technical Report**

Report dated: May 25, 2026

From: Director of Engineering, Parks & Environment

Presentation from: Victor Ngo, Senior Transportation Planner, Watt Consulting Group

**RECOMMENDATION:**

THAT Council receive the May 25, 2026 presentation titled "Public Parking Strategy" from Watt Consulting Group, for information.

**RECOMMENDATION:**

THAT the "Public Parking Strategy Technical Report" be received.

**10.b Streetscape Garbage and Dog Waste Strategy**

Report dated: May 25, 2026

From: Manager of Engineering and Parks Operations

**RECOMMENDATION:**

THAT the Streetscape Garbage and Dog Waste Strategy be received for information.

**11. OTHER BUSINESS**

**11.a Motions/Notices of Motion**

**11.a.1 Save the Bees - Councillor Mack**

**RECOMMENDATION:**

WHEREAS pollinators play a vital role in supporting healthy ecosystems, biodiversity, and local food systems; and

WHEREAS protecting pollinator habitats through native planting, habitat

restoration, and  
environmentally responsible practices supports long-term environmental  
stewardship  
and community resilience;

THAT Council direct staff to work with the Langley Bee Club to determine  
next steps for  
the City of Langley to pursue certification as a Bee City through Bee City  
Canada.

12. **CORRESPONDENCE**

*See Consent Agenda*

13. **ADJOURNMENT**

**RECOMMENDATION:**

THAT the meeting adjourn.



## MINUTES OF A REGULAR COUNCIL MEETING

Monday, May 11, 2026  
7:00 p.m.  
Council Chambers, Langley City Hall  
20399 Douglas Crescent

Present: Mayor Pachal  
Councillor Albrecht  
Councillor James, via videoconference  
Councillor Mack  
Councillor Wallace

Absent: Councillor Solyom  
Councillor White

Staff Present: F. Cheung, Chief Administrative Officer  
G. Flack, Deputy Chief Administrative Officer  
A. Chang, Director of Financial Services  
J. Filkov, Manager of Financial Planning and Reporting  
K. Hilton, Director of Recreation, Culture and Community Services  
R. Hull, Deputy Fire Chief  
C. Johannsen, Director of Development Services  
P. Kusack, Deputy Corporate Officer  
D. Pollock, Director of Engineering, Parks and Environment

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### 1. **LAND ACKNOWLEDGEMENT**

Mayor Pachal acknowledged that the land on which we gather is on the traditional unceded territory of the Katzie, Kwantlen, Matsqui and Semiahmoo First Nations.

### 2. **ADOPTION OF AGENDA**

It was MOVED and SECONDED

THAT the May 11, 2026 regular agenda be adopted as circulated.

**CARRIED**

**3. CONSENT AGENDA**

It was MOVED and SECONDED

THAT the following items be approved:

a. Adoption of Minutes

1. Regular Meeting Minutes from April 27, 2026

THAT the minutes of the regular meeting held on April 27, 2026 be adopted as circulated.

2. Special (Pre-Closed) Meeting Minutes from April 27 and May 4, 2026

THAT the minutes of the special (pre-closed) meetings held on April 27 and May 4, 2026 be adopted as circulated.

3. Special Meeting Minutes from April 23, 2026

THAT the minutes of the special meeting held on April 23, 2026 be adopted as circulated.

b. Correspondence

1. DCC Reform - A Temporary Reduction

Independent Contractors and Businesses Association (ICBA)

2. Environmental Sensitivities/Multiple Chemical Sensitivity (ES/MCS) Awareness Day

Environmental Health Association of Manitoba

3. The Moose Hide Campaign Day - May 14, 2026

Moose Hide Campaign

4. Response Letter from the Minister of Infrastructure

Re: Long-Term Care Beds

CARRIED

**4. ADOPTION OF THE MINUTES**

*See Consent Agenda*

**5. DELEGATIONS**

- a. City of Langley 2025 Audit Report

Verbal report from:

Alex Chang, Director of Financial Services

Kristine Simpson, Partner, FCPA, FCA, BDO Canada

The Director of Financial Services provided a presentation regarding the City's 2025 Consolidated Financial Statements.

IT was MOVED and SECONDED

THAT Council extend the time limit for the Delegation presentation up to 20 minutes.

CARRIED

Ms. Simpson, Partner, BDO Canada provided the results of the City's 2025 Audit Report.

1. Staff Report - 2025 Consolidated Financial Statements  
Report dated: May 7, 2026  
From: Director of Financial Services

It was MOVED and SECONDED

THAT City Council approve the 2025 Consolidated Financial Statements.

BEFORE THE QUESTION WAS CALLED staff responded to questions from Council.

THE QUESTION WAS CALLED and same was

CARRIED

## 6. COUNCIL MEMBER REPORTS

- a. Upcoming Regular Meetings

May 25, 2026

June 15, 2026

- b. Council Advisory Bodies Update

Councillor Wallace provided a verbal report from the Metro Vancouver Air Quality Committee noting a heightened risk of wildfire due to reduced snowpack and rainfall.

She further advised of the current and upcoming water restrictions.

## 7. BYLAWS

- a. Bylaw 3336 - 2026 Tax Rate Bylaw

Final reading of a bylaw to levy property value taxes for municipal purposes for the year 2026.

It was MOVED and SECONDED

THAT the bylaw cited as "2026 Tax Rate Bylaw, 2026, No. 3336" be read a final time.

CARRIED

Opposed: Councillor Mack

b. Bylaw 3339 - Financial Plan Bylaw Amendment

First, second and third reading of a bylaw to amend the Financial Plan for 2025-2029.

It was MOVED and SECONDED

THAT the bylaw cited as "Financial Plan 2025 – 2029 Bylaw, 2025, No. 3308, Amendment No. 2, Bylaw No. 3339" be read a first, second, and third time.

CARRIED

**8. COMMITTEE REPORTS**

a. Environmental Sustainability Committee - Pleasantdale Creek Salmon Release Sign

Report dated: May 11, 2026

From: Environmental Sustainability Committee Chair

It was MOVED and SECONDED

THAT the installation of interpretive signage identifying the salmon release location at Pleasantdale Creek be approved;

AND THAT the \$3,500 cost to supply and install the sign be funded from the Enterprise Fund.

CARRIED

**9. ADMINISTRATIVE REPORTS**

a. FIFA Funding Request

Report dated: April 28, 2026

From: Recreation Supervisor

It was MOVED and SECONDED

1. THAT Council approve \$10,000 in one-time funding to support the delivery of four FIFA viewing parties within the City of Langley.

2. THAT the \$10,000 in one-time funding to support the delivery of four FIFA viewing parties within the City of Langley be allocated from the Council Enterprise Fund.

BEFORE THE QUESTION WAS CALLED Council discussion ensued about the event.

THE QUESTION WAS CALLED and same was

CARRIED

Councillor Mack called a point of order advising that she inadvertently voted in favour of item 7a) Bylaw 3336 - 2026 Tax Rate Bylaw and wished to change her vote to 'opposed'.

There was unanimous consent of council members present to allow Councillor Mack to correct her vote and oppose final reading of the bylaw, and the correction was noted in the minutes.

- b. Zero Waste Strategy  
Report dated: April 27, 2026  
From: Manager of Engineering Services

It was MOVED and SECONDED

1. THAT the Zero Waste Strategy be endorsed;
2. THAT the Zero Waste Strategy be implemented on a phased basis;  
and
3. THAT the City review the efficacy of each phase before expanding to the next phase.

BEFORE THE QUESTION WAS CALLED Council discussion ensued about the strategy and its implementation and staff responded to questions.

THE QUESTION WAS CALLED and same was

CARRIED

- c. Crime Prevention Committee: Proposed Committee Name Change and Terms of Reference Update  
Report dated: May 6, 2026  
From: Deputy Corporate Officer

It was MOVED and SECONDED

1. THAT Council approve a committee name change from the Crime Prevention Committee to the Community Safety Awareness Committee; and
2. THAT Council approve the updated committee terms of reference to reflect the new name and expanded mandate.

CARRIED

10. **OTHER BUSINESS**

- a. Motions/Notices of Motion

11. **CORRESPONDENCE**

*See Consent Agenda*

12. **ADJOURNMENT**

**RECOMMENDATION:**

THAT the meeting adjourn at 7:26pm.

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Signed:

MAYOR

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Certified Correct:

CORPORATE OFFICER



## MINUTES OF A SPECIAL (PRE-CLOSED) COUNCIL MEETING

Wednesday, May 4, 2026  
at 3:00 p.m.

CKF Boardroom, Langley City Hall  
20399 Douglas Crescent

Present: Mayor Pachal  
Councillor Albrecht  
Councillor James (via video conference)  
Councillor Mack  
Councillor Solyom  
Councillor Wallace  
Councillor White

Staff Present: F. Cheung, Chief Administrative Officer

### 1. **MOTION TO HOLD A CLOSED MEETING**

It was MOVED and SECONDED

THAT the Council Meeting immediately following this meeting be closed to the public as the subject matter being considered relates to items which comply with the following closed meeting criteria specified in Section 90 of the *Community Charter*:

- (1) (a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the municipality or another position appointed by the municipality;
- (c) labour relations or other employee relations; and
- (i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

**CARRIED**

2. **ADJOURNMENT**

It was MOVED and SECONDED

THAT the Special (pre-closed) Council meeting adjourn at 3:01 pm.

CARRIED

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Signed:

MAYOR

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Certified Correct:

CHIEF ADMINISTRATIVE OFFICER



## MINUTES OF A SPECIAL (PRE-CLOSED) COUNCIL MEETING

Monday, May 11, 2026  
6:00 p.m.  
Council Chambers, Langley City Hall  
20399 Douglas Crescent

Present: Mayor Pachal  
Councillor Albrecht  
Councillor James (via Video Conference)  
Councillor Mack  
Councillor Wallace

Absent: Councillor Solyom  
Councillor White

Staff Present: F. Cheung, Chief Administrative Officer  
G. Flack, Deputy Chief Administrative Officer

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### 1. **MOTION TO HOLD A CLOSED MEETING**

IT was MOVED and SECONDED

THAT the Council Meeting immediately following this meeting be closed to the public as the subject matter being considered relates to items which comply with the following closed meeting criteria specified in Section 90 of the *Community Charter*.

- (1)(c) labour relations or other employee relations;
- (g) litigation or potential litigation affecting the municipality;
- (l) discussions with municipal officers and employees respecting municipal objectives, measures and progress reports for the purposes of preparing an annual report under section 98 [annual municipal report];
- (m) a matter that, under another enactment, is such that the public may be excluded from the meeting;
- (2)(b) the consideration of information received and held in confidence relating to negotiations;
- (i) between the municipality and a provincial government or the federal government, or both, or between a provincial government or the federal government, or both, and a third party.

2. **ADJOURNMENT**

IT was MOVED and SECONDED

THAT the Special (pre-closed) Council meeting adjourn at 6:01 p.m.

CARRIED

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Signed:

MAYOR

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Certified Correct:

CHIEF ADMINISTRATIVE OFFICER



## MINUTES OF THE SPECIAL COUNCIL MEETING

Tuesday, May 19, 2026

3:30 pm

Council Chambers, Langley City Hall  
20399 Douglas Crescent

- Present: Mayor Pachal  
Councillor Albrecht  
Councillor James – via videoconference  
Councillor Mack  
Councillor Solyom  
Councillor Wallace  
Councillor White
- Staff Present: F. Cheung, Chief Administrative Officer  
G. Flack, Deputy Chief Administrative Officer  
C. Baird, Assistant Corporate Officer  
R. Beddow, Deputy Director of Development Services  
A. Chang, Director of Financial Services  
K. Hilton, Director of Recreation, Culture and Community Services  
C. Johannsen, Director of Development Services
- Guest Present: Heather McNell, Deputy CAO, Policy & Planning, Metro Vancouver

### 1. **LAND ACKNOWLEDGEMENT**

Mayor Pachal acknowledged that the land on which we gather is on the traditional unceded territory of the Katzie, Kwantlen, Matsqui and Semiahmoo First Nations.

### 2. **ADOPTION OF AGENDA**

It was MOVED and SECONDED

THAT the May 19, 2026 special meeting agenda be adopted as circulated.

CARRIED

### 3. **COMMITTEE OF THE WHOLE**

It was MOVED and SECONDED

THAT Council commence Committee of the Whole.

CARRIED

- a. Metro Vancouver Board Governance Review - Exploring Changes to Board Size and Structure

Heather McNell, Deputy CAO, Policy & Planning, Metro Vancouver

It was MOVED and SECONDED

THAT Council receive the presentation, dated May 19, 2026, titled "Metro Vancouver Board Governance Review - Exploring Changes to Board Size and Structure" from Metro Vancouver, for information.

CARRIED

**4. COMMITTEE OF THE WHOLE - RISE AND REPORT**

It was MOVED and SECONDED

THAT Committee of the Whole rise and report.

CARRIED

**5. BUSINESS ARISING FROM COMMITTEE OF THE WHOLE**

THAT the following recommendation from the Committee of the Whole be ratified:

It was MOVED and SECONDED

THAT Council receive the presentation, dated May 19, 2026, titled "Metro Vancouver Board Governance Review - Exploring Changes to Board Size and Structure" from Metro Vancouver, for information.

CARRIED

**6. MOTION TO HOLD A CLOSED MEETING**

It was MOVED and SECONDED

THAT the Council Meeting immediately following this meeting be closed to the public as the subject matter being considered relates to items which comply with the following closed meeting criteria specified in Section 90 of the Community Charter:

1(g) litigation or potential litigation affecting the municipality;

(i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose;

(k) negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public;

(m) a matter that, under another enactment, is such that the public may be excluded from the meeting.

CARRIED

7. **ADJOURNMENT**

It was MOVED and SECONDED

THAT the meeting adjourn at 3:57 pm.

CARRIED

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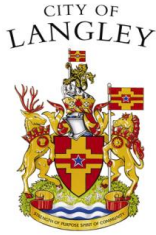
Signed:

MAYOR

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Certified Correct:

ASSISTANT CORPORATE OFFICER



## EXPLANATORY NOTE

### BYLAW No. 3339

The purpose of Bylaw No. 3339 is to amend the 2025 – 2029 Financial Plan to authorize the final expenditures and reserve transfers reflected in the 2025 Consolidated Financial Statements which were approved by City Council on May 11, 2026, and to amend 2025 – 2029 Capital Improvement Plan to reflect grant funding received.

**1. 56 Ave, 200 St to 203 St - S011 (#68218)**

The Transit Related Road Infrastructure Program (TRRIP) has awarded a grant of \$48,362.89 for pavement rehabilitation and accessibility improvements throughout the City.

**2. Emergency Operations Centres Equipment and Training - UBCM (#75150)**

UBCM has awarded a grant of \$39,870.25 for the 2025 Emergency Operations Centres Equipment and Training under the Community Emergency Preparedness Fund

**3. Bicycle Facilities - TRRIP (#70172)**

TRRIP has awarded a grant of \$16,258.00 towards an ongoing Bicycle Facilities project initiated in 2024.

**4. Community Emergency Preparedness - UBCM (#75137)**

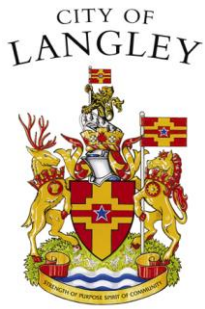
UBCM has awarded an additional grant of \$13,565.30 towards City of Langley Emergency Preparedness.

**5. Emergency Management – Indigenous Engagement (#75138)**

UBCM has awarded an additional grant of \$2,000.00 towards City of Langley Emergency Management engagement with Indigenous Organizations.

**6. Fraser Hwy (204 St to 206 St) (#60062)**

Langley Foundation has awarded a grant of \$27,000 towards 10 trees on the Fraser Highway One Way.



**FINANCIAL PLAN 2025 – 2029 BYLAW, 2025, No. 3308  
AMENDMENT NO. 2,  
BYLAW NO. 3339**

A Bylaw to amend the Financial Plan for 2025-2029.

The Council of the City of Langley, in open meeting assembled, enacts as follows:

**1. Title**

This bylaw shall be cited as the “Financial Plan 2025 – 2029 Bylaw, 2025, No. 3308, Amendment No. 2, Bylaw No. 3339”.

**2. Amendment**

(1) Financial Plan 2025 – 2029 Bylaw, 2025, No. 3308 is hereby amended by deleting Schedule “A” and substituting a new Schedule “A” attached to and forming part of this bylaw.

**3. Amendment**

(1) Financial Plan 2025 – 2029 Bylaw, 2025, No. 3308 is hereby amended by deleting Schedule “B” and substituting a new Schedule “B” attached to and forming part of this bylaw.

READ A FIRST, SECOND AND THIRD TIME this eleventh day of May, 2026.

OPPORTUNITY FOR PUBLIC INPUT this \_\_\_\_ day of \_\_\_\_, 2026.

ADOPTED this \_\_\_\_ day of \_\_\_\_, 2026.

\_\_\_\_\_  
**MAYOR**

\_\_\_\_\_  
**CORPORATE OFFICER**

	2025 Amended Financial Plan Amendment #2	2025 Financial Plan Bylaw 3308	2025 Financial Plan Change Plus/(minus)	%
<b>Revenues</b>				
Property tax revenue	\$ 44,795,231	\$ 45,363,750	\$ (568,519)	-1.3%
User fees and other revenue	22,415,310	21,734,230	681,080	3.1%
Gaming proceeds	7,033,777	7,500,000	(466,223)	-
Government transfers	2,372,552	2,351,310	21,242	0.9%
Investment earnings	3,408,241	1,842,000	1,566,241	85.0%
	<u>80,025,111</u>	<u>78,791,290</u>	<u>1,233,821</u>	<u>1.6%</u>
<b>Expenses</b>				
General government services	8,902,766	8,911,530	(8,764)	-0.1%
Police service	18,189,045	18,631,800	(442,755)	-2.4%
Fire service	7,699,465	7,918,750	(219,285)	-2.8%
Other protective services	991,362	1,087,960	(96,598)	-8.9%
Engineering operations	4,030,181	4,244,890	(214,709)	-5.1%
Water utility	5,283,124	5,277,610	5,514	0.1%
Sewer and drainage utility	5,231,758	5,703,170	(471,412)	-8.3%
Development services	1,740,875	2,046,770	(305,895)	-15.0%
Solid waste	1,290,962	1,250,960	40,002	3.2%
Recreation services	6,711,997	6,886,140	(174,143)	-2.5%
Parks	2,903,125	2,860,760	42,365	1.5%
Amortization	7,346,026	7,000,000	346,026	4.9%
	<u>70,320,686</u>	<u>71,820,340</u>	<u>(1,499,654)</u>	<u>-2.1%</u>
<b>Transfers</b>				
Debt retirement	969,838	948,670	21,168	2.2%
Transfer from Reserve Accounts	(616,688)	(927,570)	310,882	-33.5%
Transfer to Reserve Accounts	12,437,946	10,975,700	1,462,246	13.3%
Transfer to Reserve Funds	4,236,426	2,974,150	1,262,276	42.4%
	<u>17,027,522</u>	<u>13,970,950</u>	<u>3,056,572</u>	<u>21.9%</u>
<b>Surplus reduction for amortization</b>	<b>(7,346,026)</b>	<b>(7,000,000)</b>	<b>(346,026)</b>	<b>4.9%</b>
<b>Operating surplus</b>	<u>22,929</u>	<u>-</u>	<u>22,929</u>	

**Schedule "B"**

**CAPITAL IMPROVEMENT PLAN - SUMMARY**

<u>Capital Projects</u>	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
General Government	1,196,588	972,180	115,000	305,000	95,000	245,000	270,000	165,000	285,000	285,000
Protective Services	2,065,436	675,000	31,196,440	42,050,000	50,000	50,000	50,000	50,000	50,000	50,000
Engineering Operations	5,660,258	22,052,965	6,509,234	6,250,000	8,483,593	11,812,229	7,297,000	6,342,000	9,320,578	4,125,000
Parks	385,375	1,960,000	1,942,500	1,581,611	1,857,715	2,059,153	667,500	1,357,500	1,395,363	1,851,188
Recreation	578,280	246,015	126,000	60,500	50,000	150,000	20,000	-	20,000	-
Sewer & Drainage Utility	4,588,513	1,412,120	2,210,000	1,810,000	1,580,000	2,544,474	2,350,000	2,150,000	2,940,113	1,700,000
Water Utility	4,313,540	1,480,000	2,909,400	2,771,776	1,715,695	2,128,037	2,124,365	2,025,000	1,250,000	2,893,000
<b>Total Projects</b>	<b>18,787,990</b>	<b>28,798,280</b>	<b>45,008,574</b>	<b>54,828,887</b>	<b>13,632,003</b>	<b>18,988,893</b>	<b>12,778,865</b>	<b>12,089,500</b>	<b>15,261,054</b>	<b>10,884,188</b>
<u>Available funding</u>										
Capital Works Reserve	3,739,715	10,413,016	2,580,245	2,276,990	65,000	215,000	818,795	140,000	692,261	240,000
Casino Revenues	6,920,255	7,372,897	6,712,435	6,867,435	4,711,965	6,191,776	6,707,435	5,682,898	6,707,435	5,875,863
Community Amenity Funds	405,570	1,381,028	-	20,000	1,397,090	20,000	20,000	20,000	20,000	20,000
Community Works (Gas Tax)	157,060	157,060	163,340	163,340	163,340	163,340	163,340	163,340	163,340	163,340
DCC's	2,794,875	4,370,739	2,097,018	3,122,503	4,152,922	9,339,373	2,173,981	1,499,033	5,431,607	1,186,807
Fire Department Equipment	-	-	-	-	-	-	-	-	-	-
Future Police Cost Reserve	-	-	181,440	181,440	35,000	35,000	35,000	35,000	35,000	35,000
Grants	1,546,190	2,968,667	31,000	10,040,500	30,000	150,000	-	-	-	-
Growing Community Fund	-	-	-	-	-	-	-	-	-	-
Machinery Replacement	497,000	500,000	300,000	400,000	230,000	300,000	230,000	450,000	150,000	150,000
Major P&R Reserve	46,000	-	-	-	-	-	-	-	-	-
Municipal Road Network Reserve	210,000	-	750,000	100,000	750,000	500,000	500,000	1,000,000	500,000	500,000
Office Equipment	45,000	-	50,000	50,000	45,000	45,000	45,000	40,000	40,000	40,000
Parks & Recreation	303,280	67,300	142,970	67,724	143,026	2,712	74,571	503,504	144,754	321,749
Prosperity Fund	-	-	-	-	-	-	-	-	-	-
Sewer Future Capital	1,053,045	1,187,573	938,225	1,010,000	970,902	1,015,411	950,000	978,225	726,657	1,100,000
Special Bond Reserve	-	-	-	-	-	-	-	-	-	-
Water Future Capital	1,070,000	380,000	1,061,900	528,955	937,758	1,011,280	1,060,744	1,577,500	650,000	1,251,430
<b>Total Funding</b>	<b>18,787,990</b>	<b>28,798,280</b>	<b>15,008,574</b>	<b>24,828,887</b>	<b>13,632,003</b>	<b>18,988,893</b>	<b>12,778,865</b>	<b>12,089,500</b>	<b>15,261,054</b>	<b>10,884,188</b>
Project Specific Borrowing	-	-	30,000,000	30,000,000	-	-	-	-	-	-
Unfunded Projects	-	-	-	-	-	-	-	-	-	-
<b>Debt Require to Fund Projects</b>	<b>-</b>	<b>-</b>	<b>30,000,000</b>	<b>30,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

<b>Debt Cost</b>										
Repayment @ 4% over 20 yrs	-	-	2,260,832	2,260,832	-	-	-	-	-	-
Cumulative Repayment	-	-	2,260,832	4,521,665	4,521,665	4,521,665	4,521,665	4,521,665	4,521,665	4,521,665
Cumulative Tax Impact Percentage	0.0%	0.0%	5.4%	10.8%	10.8%	10.8%	10.8%	10.8%	10.8%	10.8%



## REQUEST TO APPEAR AS A DELEGATION / COMMUNITY SPOTLIGHT

To appear before Council as a Delegation or Community Spotlight at a Council Meeting, please submit a written request to the Corporate Officer by 12:00 pm, on the Wednesday prior to the scheduled Council Meeting. You may complete this form, or provide a letter, however please ensure the letter contains the information requested on this form.

You can submit your request by email to: [councilmeetings@langleycity.ca](mailto:councilmeetings@langleycity.ca), in person or by mail to the attention of the Deputy Corporate Officer, Langley City Hall, 20399 Douglas Crescent, Langley, BC V3A 4B3, or by fax to 604-514-2838. A staff member will contact you to confirm the meeting date at which you are scheduled to appear before Council.

A **Delegation** is defined as an individual, group or organization making a request of Council and is limited to a five (5) minute presentation time.

A **Community Spotlight** is an individual, group or organization providing information or updates on an event or activity and is limited to a ten (10) minute presentation. You may speak on more than one topic but you must keep your presentation within the prescribed time limit. Please include with this form, any material that you wish Council to review in advance of the meeting and be advised that it will be included in a public agenda and/or available to members of the public upon request.

Date: May 11, 2026

Requested Meeting Date: May 25, 2026

Applicant Name:

Celene Hoag

Organization Name:

Langley Bee Club

Presenter Name(s):

Celene Hoag

Address: 22 (1)

Phone Number: 22 (1)

Email Address: [celene@chopsconsulting.com](mailto:celene@chopsconsulting.com)

Presentation Topic:

Bee City Certification

Audio/ Visual Needs (if yes, specify): [Screen to present PowerPoint](#)

Action You Wish Council to Take:

That Council direct staff to explore the City of Langley becoming a certified Bee City and report back to Council with recommendations.



Download the fillable form to your device, save, and email the completed form to [councilmeetings@langleycity.ca](mailto:councilmeetings@langleycity.ca).



# Becoming a Certified Bee City

Presented by Celene Hoag, Langley Bee Club



# Langley Bee Club

## Mission:

- To promote sustainable beekeeping through honey bee health and education.
- To increase awareness of what makes a healthy habitat for pollinators.

We provide education and promote best practices in beekeeping, gathering monthly to hear from bee research experts.

We have worked with BC's Agriculture Ministry to monitor invasive Asian Giant Hornet and Small Hive Beetle pests along our border with Washington State between Abbotsford and Surrey.

We also provide public education at events such as Langley City's Earth Day celebration.



# Why Pollinators Matter

**Pollinators are essential for food security and biodiversity.**

- Around 35% of global food production (and 70% of the world's top 100 food crops) volume relies on animal pollinators.
- Over 80% of flowering plants rely on pollinators to reproduce.
- Bees are a crucial part of our ecosystem, supporting clean air, vibrant gardens and resilient food systems.
- Pollinators include honeybees (introduced), over 600 native bee species (bumble bees, mason bees), butterflies and wasps.
- Honeybees contribute \$538 million annually to the BC Economy.



# Bees are at Risk

Bees and other Pollinators are facing critical declines due to factors such as:

- Habitat loss
- Pesticide use
- Diseases and introduced pests
- Climate change

Urgent action is required to protect these essential species and ensure the **health of our ecosystems.**



# Langley City as a Bee-Friendly Leader

**Our Parks Department already does an excellent job promoting pollinator health** through its parks and green spaces, integrating diverse flowering plants and creating habitats that support bees and other pollinators.

This includes using pollinator-friendly plants downtown, native plants in City Park behind Al Anderson, pesticide control bylaw, and, of course, wildflowers in our beautiful trail system.

Becoming a *certified* Bee City creates a formal framework for continuing these practices in future years and allows Langley City to be recognized for these efforts.



# What Is Bee City Canada

## A National Framework for Pollinators

Bee City Canada is a **collaborative initiative** enhancing pollinator habitats, educating communities, and celebrating biodiversity. The program empowers cities to develop sustainable practices and connect with a nationwide network.

### Steps:

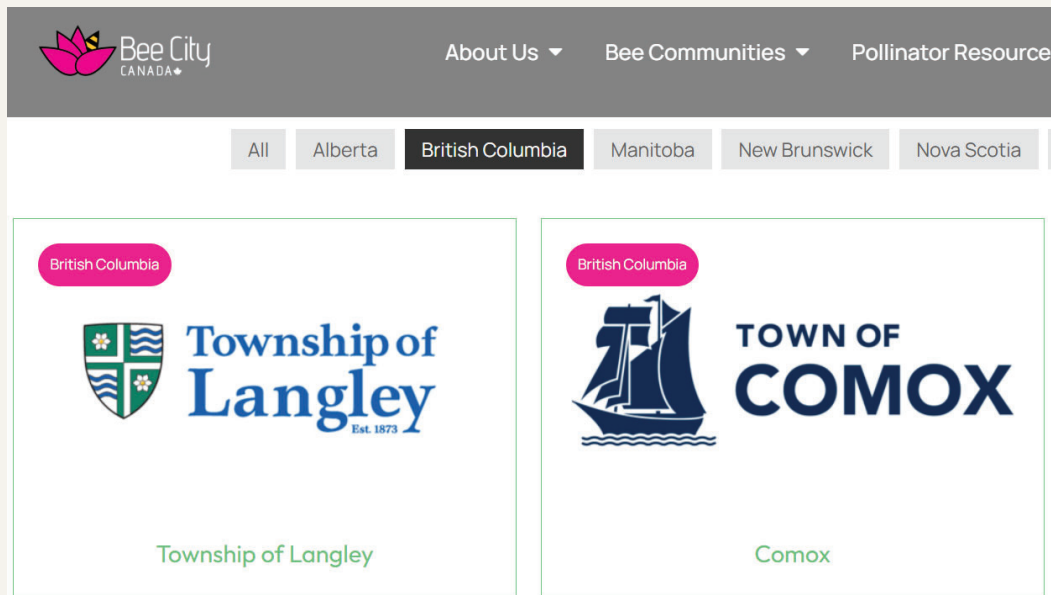
- Create a committee (or nominate a liaison)
- Pass and sign a resolution
- Submit application
- Pay annual fee (\$300) and submit progress report

3 Main Pillars: Habitat Creation, Education & Engagement, Pollinator Week Celebration



# Langley Township Sets the Standard

Over the past year, the Langley Bee Club worked with the Township to be certified as a Bee City. This success provides an opportunity for Langley City to join in this vital regional initiative and share in the recognition.





# Join us in supporting pollinators

Today, we are asking you to take the first step towards becoming a certified Bee City by directing staff to explore the feasibility of certification and to report back to the Council with recommendations.

The Langley Bee Club is happy to collaborate in these efforts as needed, including consultation regarding bee-friendly policies, native perennial list, and the certification process itself.

# References

- [Bee City Canada Handbook](#)
- [Langley Bee Club](#)
- [BC Government, Bees and bee health in British Columbia](#)
- [FAO Global Action on Pollination Services](#)
- [Klein et al., Importance of pollinators in changing landscapes for world crops](#)
- [BC Bee Atlas, Native Bee Society of BC](#)
- [IPBES Assessment Report on Pollinators, Pollination and Food Production](#)



**FINANCIAL PLAN 2026 – 2030 BYLAW, 2025, No. 3318 AMENDMENT  
No 1, BYLAW No. 3340**

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Prepared by:



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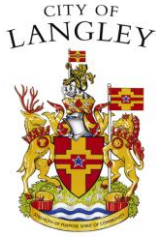
Alex Chang, Director of Financial Services

Reviewed by:



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Francis Cheung, Chief Administrative Officer



## EXPLANATORY NOTE

### BYLAW No. 3340

The purpose of Bylaw No. 3340 is to amend the 2026 – 2030 Capital Improvement Plan.

**1. Computer Workstation Upgrades (#65023)**

The additional \$57,000 is requested to replace aging computer workstations, ensuring staff have reliable, secure, and efficient technology to support current software requirements and maintain productivity. This project will be funded from Office Equipment Reserve.

**2. Portage Park Picnic Shelter (#63216)**

The additional \$70,000 is requested due to increased cost of labour and materials required for the replacement of the picnic shelter which was damaged due to fire. This project will be funded from Capital Works Reserve.

**3. Turnout Gear (#65241)**

The additional \$180,000 is requested for the purchase of new turnout gear (PSAF free) to provide a new set of turnouts for everyone in the department. Funded through savings from other Fire capital projects.

**4. Unit 307 (new)**

\$82,288 is requested towards our second line Engine (unit 307) for repairs/repaint. This truck was heat damaged during a fire last summer. ICBC will be looking after the heat related damage and repainting a portion of the truck. Funded through savings from other Fire capital projects.

**5. Efficiency and Effectiveness Review (new)**

\$125,000 is requested to undertake an efficiency and effectiveness review to identify opportunities to improve service delivery, optimize processes, and support informed decision-making. This project will be funded from Capital Works Reserve.

**6. Social, Cultural, and Economic Development Catalyst Fund (new)**

\$20,000 is requested to help Langley City secure and leverage external funding opportunities, partnerships, and shared resources to support community safety, well-being, resilience, and broader social, cultural, and economic development priorities. By providing early investment support, the Fund helps attract senior government funding, strengthen partnerships, encourage community innovation, and expand projects that create long-term benefits for the community beyond what municipal funding and mandates alone could achieve. This project will be funded from the 2025 operating surplus which currently resides in the Capital Works Reserve.

**7. Workforce Succession, Strategic Capacity and Temporary Coverage (new)**

\$600,000 is requested to support workforce succession planning in advance of anticipated retirements; provide temporary staffing capacity to cover long-term leaves and unplanned absences; and enable the completion of special one-time projects or regulatory requirements. This project will be funded from the 2025 operating surplus which currently resides in the Capital Works Reserve.

**8. Legal Fees – Labour Matters**

This \$500,000 budget amendment provides for unanticipated legal and professional costs related to labour, employment and investigation matters. The adjustment ensures the City can respond appropriately to complex issues while meeting its legal and governance responsibilities. This project will be funded from the 2025 operating surplus which currently resides in the Capital Works Reserve.

**9. Policing Arbitration and Mediation**

\$900,000 is requested to support the costs related to the negotiation, arbitration and mediation of policing partnership agreements. This project will be funded using Future Police Cost Reserve.



**FINANCIAL PLAN 2026 – 2030 BYLAW, 2025, No. 3318  
AMENDMENT No. 1,  
BYLAW No. 3340**

A Bylaw to amend the Financial Plan for 2026 – 2030.

The Council of the City of Langley, in open meeting assembled, enacts as follows:

**1. Title**

This bylaw shall be cited as the “Financial Plan 2026 – 2030 Bylaw, 2025, No. 3318, Amendment No. 1, Bylaw No. 3340”.

**2. Amendment**

(1) Financial Plan 2026 – 2030 Bylaw, 2026, No. 3318 is hereby amended by deleting Schedule “B” and substituting a new Schedule “B” attached to and forming part of this bylaw.

READ A FIRST, SECOND AND THIRD TIME this \_\_\_\_ day of \_\_\_\_, 2026.

OPPORTUNITY FOR PUBLIC INPUT this \_\_\_\_ day of \_\_\_\_, 2026.

ADOPTED this \_\_\_\_ day of \_\_\_\_, 2026.

\_\_\_\_\_  
**MAYOR**

\_\_\_\_\_  
**CORPORATE OFFICER**

**Schedule "B"**

**CAPITAL IMPROVEMENT PLAN - SUMMARY**

	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
<b>Capital Projects</b>										
General Government	2,274,180	115,000	305,000	95,000	245,000	270,000	165,000	285,000	265,000	285,000
Protective Services	1,575,000	31,196,440	42,050,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
Engineering Operations	22,052,965	6,509,234	6,250,000	8,483,693	11,812,229	7,297,000	6,342,000	9,320,578	4,125,000	5,085,000
Parks	2,030,000	1,942,500	1,581,811	1,857,715	2,059,153	667,500	1,357,500	1,395,363	1,851,188	722,250
Recreation	246,015	126,000	60,500	50,000	150,000	20,000	-	20,000	-	-
Sewer & Drainage Utility	1,412,120	2,210,000	1,810,000	1,580,000	2,544,474	2,350,000	2,150,000	2,940,113	1,700,000	1,350,000
Water Utility	1,480,000	2,909,400	2,771,776	1,715,895	2,128,037	2,124,365	2,025,000	1,250,000	2,893,000	1,950,000
<b>Total Projects</b>	<b>31,070,280</b>	<b>45,008,574</b>	<b>54,828,887</b>	<b>13,832,003</b>	<b>18,988,893</b>	<b>12,778,865</b>	<b>12,089,500</b>	<b>15,261,054</b>	<b>10,884,188</b>	<b>9,402,250</b>
<b>Available funding</b>										
Capital Works Reserve	11,728,018	2,580,245	2,276,990	65,000	215,000	818,795	140,000	692,261	240,000	240,000
Casino Revenues	7,372,897	6,712,435	6,867,435	4,711,965	6,191,776	6,707,435	5,682,898	6,707,435	5,875,863	5,442,613
Community Amenity Funds	1,381,028	-	20,000	1,397,090	20,000	20,000	20,000	20,000	20,000	-
Community Works (Gas Tax)	157,060	163,340	163,340	163,340	163,340	163,340	163,340	163,340	163,340	163,340
DCC's	4,370,739	2,097,018	3,122,503	4,152,922	9,339,373	2,173,981	1,499,033	5,431,807	1,186,807	1,316,405
Fire Department Equipment	-	-	-	-	-	-	-	-	-	-
Future Police Cost Reserve	900,000	181,440	181,440	35,000	35,000	35,000	35,000	35,000	35,000	35,000
Grants	2,968,667	31,000	10,040,500	30,000	150,000	-	-	-	-	-
Growing Community Fund	-	-	-	-	-	-	-	-	-	-
Machinery Replacement	500,000	300,000	400,000	230,000	300,000	230,000	450,000	150,000	150,000	150,000
Major P&R Reserve	-	-	-	-	-	-	-	-	-	-
Municipal Road Network Reserve	-	750,000	100,000	750,000	500,000	500,000	1,000,000	500,000	500,000	300,000
Office Equipment	57,000	47,301	43,801	40,301	41,801	43,301	40,000	40,000	40,000	40,000
Parks & Recreation	67,300	142,970	67,724	143,026	2,712	74,571	503,504	144,754	321,749	14,892
Prosperity Fund	-	-	-	-	-	-	-	-	-	-
Sewer Future Capital	1,187,573	938,225	1,010,000	970,902	1,015,411	950,000	978,225	726,657	1,100,000	750,000
Special Bond Reserve	-	-	-	-	-	-	-	-	-	-
Water Future Capital	380,000	1,061,900	528,955	937,758	1,011,280	1,060,744	1,577,500	650,000	1,251,430	950,000
<b>Total Funding</b>	<b>31,070,280</b>	<b>15,005,875</b>	<b>24,822,688</b>	<b>13,627,304</b>	<b>18,985,694</b>	<b>12,777,166</b>	<b>12,089,500</b>	<b>15,261,054</b>	<b>10,884,188</b>	<b>9,402,250</b>
Project Specific Borrowing	-	30,000,000	30,000,000	-	-	-	-	-	-	-
Unfunded Projects	-	2,699	6,199	4,699	3,199	1,699	-	-	-	-
<b>Debt Require to Fund Projects</b>	<b>-</b>	<b>30,002,699</b>	<b>30,006,199</b>	<b>4,699</b>	<b>3,199</b>	<b>1,699</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Debt Cost</b>										
Repayment @ 4% over 20 yrs	-	2,261,036	2,261,300	354	241	128	-	-	-	-
Cumulative Repayment	-	2,261,036	4,522,335	4,522,689	4,522,930	4,523,058	4,523,058	4,523,058	4,523,058	4,523,058
Cumulative Tax Impact Percentage	0.0%	5.4%	10.8%	10.8%	10.8%	10.8%	10.8%	10.8%	10.8%	10.8%

Figures impacted by Financial Plan Amendment No 1, Bylaw No. 3340



ZONING BYLAW, 1996, No. 2100  
 AMENDMENT No. 220, 2025, BYLAW No. 3310  
 DEVELOPMENT PERMIT APPLICATION DP 08-24

To consider rezoning and Development Permit applications from Leone Homes Inc. to accommodate a 27-unit townhome development.

The subject properties are currently zoned RS1 Single Family Residential in Zoning Bylaw No. 2100 and designated “Ground Oriented Residential” in the Official Community Plan Land Use Map. All lands designated “Ground Oriented Residential” are subject to a Development Permit to address building form and character.

**Background Information:**

<b>Applicant:</b>	Leone Homes Inc.
<b>Civic Addresses:</b>	4505-4535 200A Street
<b>Legal Description:</b>	Lots 326-329, Section 35, Township 7, New Westminster District, Plan 49277
<b>Site Area:</b>	3,308 m <sup>2</sup> (35,607 ft <sup>2</sup> )
<b>Number of Units:</b>	27 townhomes
<b>Gross Floor Area:</b>	3,785 m <sup>2</sup> (40,743 ft <sup>2</sup> )
<b>Floor Area Ratio:</b>	1.144
<b>Lot Coverage:</b>	45%
<b>Total Parking Required:</b>	59 spaces (including 1 h/c space)
<b>Parking Provided:</b>	
<b>Resident</b>	54 spaces
<b><u>Visitor</u></b>	<u>6 spaces</u>
<b>Total</b>	60 spaces (including 1 h/c space)
<b>OCP Designation:</b>	Ground Oriented Residential
<b>Existing Zoning:</b>	RS1 Single Family Residential
<b>Proposed Zoning:</b>	CD109 Comprehensive Development Zone
<b>Development Cost Charges:</b>	\$853,521.00 (City - \$317,945.00, GVS&DD - \$224,633.00, GVWD - \$221,845.00, MV Parks – \$9,970.00, SD35 - \$20,300.00, TransLink - \$58,828.00)
<b>Community Amenity Contributions (CACs):</b>	\$108,000.00



**ZONING BYLAW, 1996, No. 2100  
AMENDMENT NO. 220**

**BYLAW NO. 3310**

A Bylaw to amend City of Langley Zoning Bylaw, 1996, No. 2100 to rezone the properties located at 4505-4535 200A Street to the CD109 Comprehensive Development Zone.

WHEREAS the *Local Government Act* authorizes a local government to zone areas of a municipality and to make regulations pursuant to zoning;

NOW THEREFORE the Council of the City of Langley, in open meeting assembled, enacts as follows:

**1. Title**

This bylaw shall be cited as the “Zoning Bylaw 1996, No. 2100 Amendment No. 220, 2025, No. 3310”.

**2. Amendment**

(1) Bylaw No. 2100, cited as the “Zoning Bylaw, 1996, No. 2100” is hereby amended by adding in Part VII Comprehensive Development Zones the following as the new Zone classification of Comprehensive Development – 109 (CD109) Zone immediately after Comprehensive Development – 108 (CD108) Zone:

**“AAAAA. CD109 COMPREHENSIVE DEVELOPMENT ZONE**

**1. Intent**

This Zone is intended to accommodate and regulate a 27-unit townhome development.

**2. Permitted Uses**

The Land, buildings, and structures shall be used for the following uses only:

- (a) Multiple-Unit Residential; and
- (b) Accessory uses limited to the following:

- (i) *Home Occupations* excluding bed and breakfast and *child care centre*.

### **3. Site Dimensions**

The following lots shall form the site and shall be zoned CD109 Comprehensive Development Zone on the Zoning Map, City of Langley Zoning Bylaw, 1996, No. 2100, Schedule "A":

- (a) PID: 006-380-123  
Lot 326, Section 35, Township 7, New Westminster District, Plan 49277
- (b) PID: 002-979-969  
Lot 327, Section 35, Township 7, New Westminster District, Plan 49277
- (c) PID: 006-380-140  
Lot 328, Section 35, Township 7, New Westminster District, Plan 49277
- (d) PID: 006-380-166  
Lot 329, Section 35, Township 7, New Westminster District, Plan 49277

### **4. Siting and Size of Buildings and Structures and Site Coverage**

The location, size, and site coverage of the buildings and structures of the development shall generally conform to the plans and specifications prepared by Flat Architecture Inc. (dated May 6, 2025) and PMG Landscape Architects (dated May 13, 2025), one copy each of which is attached to Development Permit No. 08-24.

### **5. Other regulations**

In addition, land use regulations including the following are applicable:

- (a) General provisions on use are set out in Section I.D. of this bylaw;
- (b) Building Permits shall be subject to the City of Langley Building and Plumbing Regulation Bylaw and the Development Cost Charge Bylaw; and
- (c) Subdivisions shall be subject to the City of Langley Subdivision and Development Servicing Bylaw and the *Land Title Act*.

(2) Bylaw No. 2100, cited as the “Zoning Bylaw, 1996, No. 2100” is hereby amended by changing the zone classification of:

- (a) PID: 006-380-123  
Lot 326, Section 35, Township 7, New Westminster District, Plan 49277
- (b) PID: 002-979-969  
Lot 327, Section 35, Township 7, New Westminster District, Plan 49277
- (c) PID: 006-380-140  
Lot 328, Section 35, Township 7, New Westminster District, Plan 49277
- (d) PID: 006-380-166  
Lot 329, Section 35, Township 7, New Westminster District, Plan 49277

from the RS1 Single Family Residential Zone to the CD109 Comprehensive Development Zone in Schedule “A” – Official Zoning Map.

READ A FIRST AND SECOND TIME this ninth day of June, 2025.

READ A THIRD TIME this twenty-third day of June, 2025.

FINALLY ADOPTED this    day of    , XXXX.

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**MAYOR**

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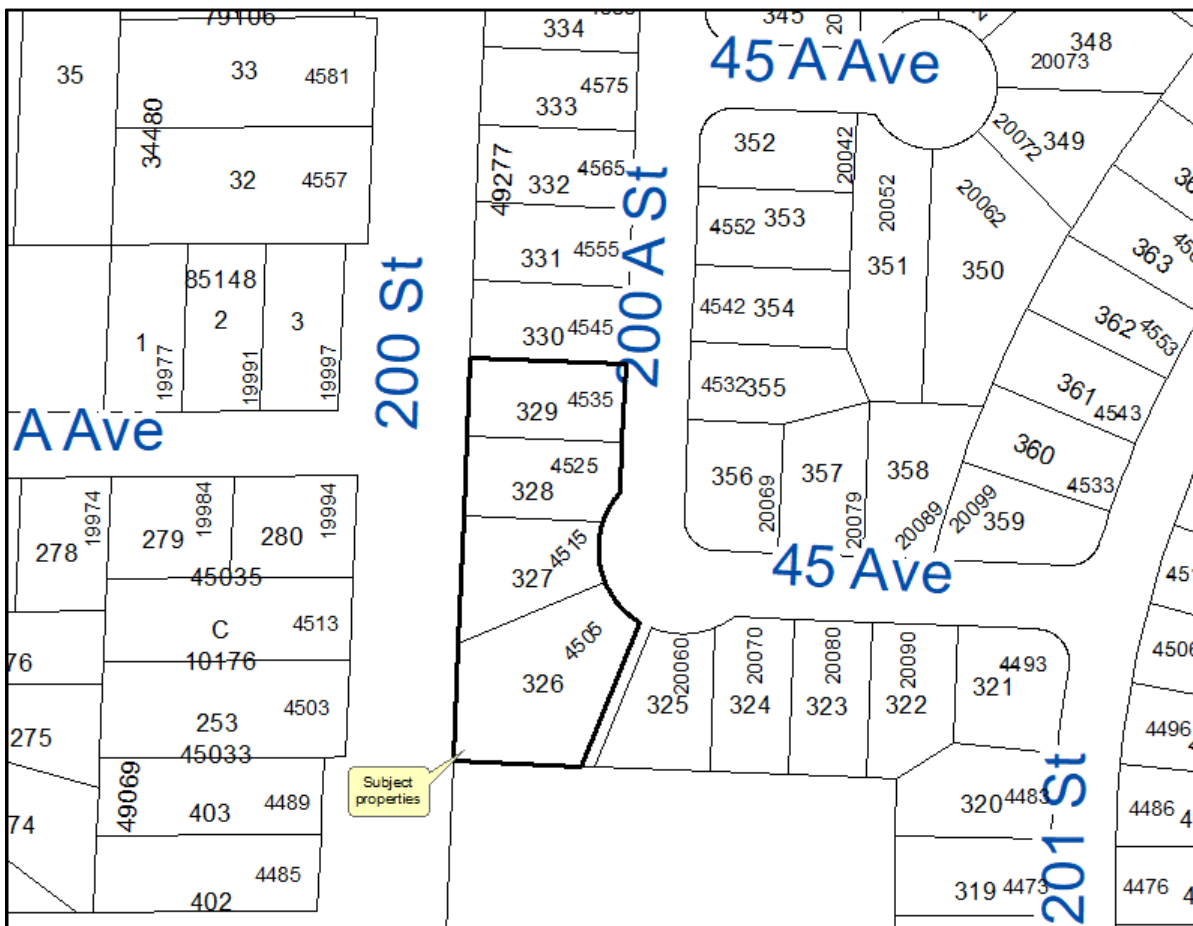
**CORPORATE OFFICER**

CITY OF  
LANGLEY



## REZONING APPLICATION RZ 07-24 DEVELOPMENT PERMIT APPLICATION DP 08-24

**Civic Address:** 4505-4535 200A Street  
**Legal Description:** Lots 326-329, Section 35, Township 7, New Westminster District, Plan 49277  
**Applicant:** Leone Homes Inc.





## EXPLANATORY MEMO

### March 12, 2025 Advisory Design Panel Recommendations and Applicant Response DP 08-24 4505-4535 200A Street

#### Advisory Design Panel Recommendations and Applicant Response

On March 12, 2025, the Advisory Design Panel (ADP) reviewed the DP 08-24 application, and provided the following recommendations (see attached minutes for further details):

1. Review the possibility of screening the Pad-Mounted Transformer (PMT) from 200 Street
2. Incorporate Canada Post security standards into the mailbox hardware
3. Consider expanding the use of the fluted composite wood wall paneling, including on the rear elevations
4. Consider increasing the height and adjusting the design of select roof gables and façade projections to add more variation and consistency
5. Review opportunities to harmonize and add more gable ends to the east elevation of Building 4
6. Consider enlarging the west-facing second-floor window on Building 4
7. Consider adjusting interior floor plans to avoid having two doors between bedrooms and en-suite washrooms
8. Review the interior stairs to ensure their maneuverability for large furniture
9. Explore alternative play features and more engaging surfacing materials in the outdoor amenity space, consider reprogramming it, and review fencing for safety and security
10. Consider relocating the northwest bicycle rack
11. Review measures to improve the convenience of rear garage door access and deliveries (e.g. unit numbers, signage)
12. Review the herringbone pavers within the accessible parking space for accessibility
13. Review the 200 Street unit entrances for usability (e.g. stepping stones)
14. Review the configuration of the interior stairs, study nooks, and powder rooms area within the tandem units for usability and flow
15. Locate smoke alarms in locations that avoid falsely triggering them
16. Ensure upside-down U-shape bicycle racks are used

The applicant submitted finalized revised architectural and landscape drawings on May 13, 2025 (both attached to the Development Permit). The applicant has responded to the ADP's recommendations in the following manner:

1. Review the possibility of screening the Pad-Mounted Transformer (PMT) from 200 Street

Screening the PMT will not be possible due to BC Hydro standards.

2. Incorporate Canada Post security standards into the mailbox hardware

Mailbox hardware will be in accordance with Canada Post security standards.

3. Consider expanding the use of the fluted composite wood wall paneling, including on the rear elevations

The width of the wood paneling has been widened to 2 feet beside all front doors to highlight these entrances. The garage doors have been changed from a dark grey colour to a warm brown colour to mimic the wood material appearance on the rear elevations.

4. Consider increasing the height and adjusting the design of select roof gables and façade projections to add more variation and consistency

This recommendation primarily focused on the west elevation where one unit does not have a gable end roof due to lack of clearance from an existing large tree that is being retained. In response to this recommendation, the project architect considered a number of alternatives but all were found to be less visually appealing than the original design and, as such, no changes were made.

5. Review opportunities to harmonize and add more gable ends to the east elevation of Building 4

A gable end has been added to an additional unit on the east elevation of Building 4. As the building faces on the other units within this building are stepped back at the 3<sup>rd</sup> floor, additional gable ends were not possible to add.

6. Consider enlarging the west-facing second-floor window on Building 4

The subject window, which faces the internal lane, is located within a washroom and therefore chosen by the applicant to not to be enlarged.

7. Consider adjusting interior floor plans to avoid having two doors between bedrooms and en-suite washrooms

The doors between the sleeping area and the closet were removed to leave only one door to the en-suite washroom.

8. Review the interior stairs to ensure their maneuverability for large furniture

The applicant has confirmed the proposed stair widths are typical and compliant with the BC Building Code and will be able to accommodate moving furniture.

9. Explore alternative play features and more engaging surfacing materials in the outdoor amenity space, consider reprogramming it, and review fencing for safety and security

The outdoor amenity area has been reprogrammed into a social gathering space, with a picnic table, bench, and paver surfacing. Fencing has been adjusted to open up this space to the internal path but maintain separation from the public walkway.

10. Consider relocating the northwest bicycle rack

As part of ongoing civil engineering work and design, it was determined that a new City water main, travelling through the site and secured by a right-of-way, would be required between 200 and 200A Streets. To create sufficient clearance space around this main between Buildings 1 and 2, Building 2 was shifted northward into the space where the bicycle rack was previously located. This bicycle rack has now been moved into the additional space created between the two buildings.

11. Review measures to improve the convenience of rear garage door access and deliveries (e.g. unit numbers, signage)

Unit numbers have been added above all garage doors to facilitate wayfinding and deliveries.

12. Review the herringbone pavers within the accessible parking space for accessibility

The accessible parking space has been updated to asphalt to create a smooth jointless surface.

13. Review the 200 Street unit entrances for usability (e.g. stepping stones)

Stepping stones leading to unit entrances along 200 Street have been replaced with continuous concrete paths.

14. Review the configuration of the interior stairs, study nooks, and powder rooms area within the tandem units for usability and flow

Different units had slightly different dimensions and configurations and, where the study nooks were too small to be usable, have been replaced with shelving to create additional storage.

15. Locate smoke alarms in locations that avoid falsely triggering them

The applicant has committed to locating smoke alarms accordingly.

16. Ensure upside-down U-shape bicycle racks are used

Bicycle racks have been updated to an upside-down U-shape model.

Staff Commentary

Staff support the updates made by the applicant in response to ADP recommendations.



**MINUTES OF THE  
ADVISORY DESIGN PANEL**

**HELD IN CKF ROOM,  
LANGLEY CITY HALL**

**WEDNESDAY, MARCH 12, 2025  
AT 7:00 PM**

- Present: Councillor Mike Solyom (Co-Chair)  
Mayor Nathan Pachal  
Himanshu Chopra  
Melissa Coderre  
Matt Hassett  
Leslie Koole  
Tracey Macatangay  
Tana McNicol  
Samantha Stroman  
Ritti Suvilai
- Absent: Councillor Paul Albrecht (Chair)  
Jaswinder Gabri
- Staff: C. Johannsen, Director of Development Services  
K. Kenney, Corporate Officer  
A. Metalnikov, Planner

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Co-Chair Solyom began by acknowledging that the land on which we gather is on the traditional unceded territory of the Katzie, Kwantlen, Matsqui and Semiahmoo First Nations.

**1) AGENDA**

Adoption of the March 12, 2025 agenda

It was MOVED and SECONDED

THAT the March 12, 2025 agenda be adopted as circulated.

**CARRIED**

2) **MINUTES**

Adoption of minutes from the December 11, 2024 meeting

It was MOVED and SECONDED

THAT the minutes of the January 29, 2025 Advisory Design Panel meeting be approved as amended to reflect that Mayor Pachal was in attendance.

CARRIED

3) **DEVELOPMENT PERMIT APPLICATION DP 08-24**  
**ZONING BYLAW AMENDMENT APPLICATION RZ 07-24**

4505, 4515, 4525, and 4535 200 Street

Mr. Johannsen introduced the application.

Mr. Metalnikov spoke to the staff report dated January 21, 2025 providing information on the proposed development.

The Applicant team entered the meeting:

Rajinder Warraich, Principal - Flat Architecture

Dennis Chan, CEO – Leone Homes

Yiwen Ruan, Principal – PMG Landscape Architects

Vijay Krishnamoorthy, Senior Project Designer – Flat Architecture

Mr. Warraich provided a PowerPoint presentation on the proposed development, providing information on the following:

- Site Context;
- Project details;
- Site section;
- Buildings 3 level 1 and Level 2;
- Building 3 elevation ;
- Material board;
- Views.

Mr. Ruan highlighted information on the landscape design, providing information on the following:

- Landscape Plan;
- Tree Management Plan.

The applicant team responded to questions from Panel members and received feedback from Panel members regarding the form and character of the building as follows:

- Why some rooftops do not have gables;
- Placement and screening of BC Hydro electrical box;
- Placement of Canada Post mailbox on-site;
- Monochromatic palette- incorporate more cedar composite to break up the monotony;
- Soffit material and colour;
- Accent gable ends with height variance;
- Vary window height and sizes on east elevation;
- Reconfigure ensuite access by moving closet near window;
- Can queen size bed fit up the stairs;
- Noise attenuation features used;
- Why limited use of Evergreen trees;
- Enclosure around outdoor amenity space;
- Add more gables to building 4 east elevation;
- Too many notches on southside elevation;
- Add more windows, possibly enlarge the lower right window and move the washroom door on west elevation;
- Space between buildings 1 and 2 for watermain;
- Enhance entrance with mix of different materials in the landscape, including pavers, bike racks, and decorative paving;
- Playground and Amenity Space- use more interesting and colourful surfacing materials; alternatively make into communal picnic space instead;
- Why bike rack is placed off 200 Street;
- Temperature of living floors above garages;
- Number of hose bibs;
- Incorporate wood colour more throughout the site;
- Side by side garages - may not be used for two cars;
- Consider not using pavers in all parking spots for better accessibility;
- Double door in master suite- remove the first door;
- Balconies and patio spaces along 200 St. - concern about noise;
- Potential for intercom system or doorbells on interior side of buildings;
- Wood look on back - suggestion to add above garage doors;
- Unit 5 and 6 - suggestion to flip and mirror them;
- Main entrance - rock stones and pavers in front of units, not great for accessibility;
- Tandem unit A23A drawing - suggestion to make the powder room bigger instead of the study area;
- Fire alarm placement in centre of kitchen may go off constantly;
- Use loop standard bike racks.

The applicant team left the meeting.

Further comments were provided by Panel members regarding the following:

- Use of white brick may stand out too much, possibility of using board and batten instead;
- Use of more cedar may not look right;
- Suggestion to reconfigure powder room, closet and study space for more open flow for stairway.

It was MOVED and SECONDED  
THAT:

The ADP receive the staff report dated March 6, 2025 for information; and

The ADP recommends the applicant give further consideration to the following prior to the application proceeding to Council:

- a. Review the possibility of screening the Pad-Mounted Transformer (PMT) from 200 Street;
- b. Incorporate Canada Post security standards into the mailbox hardware;
- c. Consider expanding the use of the fluted composite wood wall panelling, including on the rear elevations;
- d. Consider increasing the height and adjusting the design of select roof gables and façade projections to add more variation and consistency;
- e. Review opportunities to harmonize and add more gable ends to the east elevation of Building 4;
- f. Consider enlarging the west-facing second-floor window on Building 4;
- g. Consider adjusting interior floor plans to avoid having two doors between bedrooms and en-suite washrooms;
- h. Review the interior stairs to ensure their maneuverability for large furniture
- i. Explore alternative play features and more engaging surfacing materials in the outdoor amenity space, consider reprogramming it, and review fencing for safety and security;
- j. Consider relocating the northwest bicycle rack
- k. Review measures to improve the convenience of rear garage door access and deliveries (e.g. unit numbers, signage);
- l. Review the herringbone pavers within the accessible parking space for accessibility;
- m. Review the 200 Street unit entrances for usability (e.g. stepping stones);
- n. Review the configuration of the interior stairs, study nooks, and powder rooms area within the tandem units for usability and flow;
- o. Locate smoke alarms in locations that avoid falsely triggering them;
- p. Ensure upside-down U-shape bicycle racks are used.

CARRIED

The meeting recessed 8:18 pm and reconvened at 8:21 pm.

4) **LANGLEY CITY CENTRE SKYTRAIN STATION DESIGN UPDATE**

Overview of design updates made to the Langley City Centre SkyTrain Station in response to ADP recommendations from the September 11, 2024 ADP meeting.

Carl Johannsen, Director of Development Services, spoke to the Explanatory Memo circulated to Panel members entitled, "Langley City Centre SkyTrain Station: Design Update by Station Contractor (Design Advisory Process or 'DAP')".

5) **NEXT MEETING**

April – date to be confirmed.

6) **ADJOURNMENT**

It was MOVED and SECONDED

THAT the meeting adjourn at 8:32 pm.

CARRIED

A handwritten signature in black ink, appearing to be 'K. Kelly', written in a cursive style.

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**ADVISORY DESIGN PANEL CO-CHAIR**

A handwritten signature in black ink, appearing to be 'Kelly', written in a cursive style.

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**CORPORATE OFFICER**



# ADVISORY DESIGN PANEL REPORT

To: **Advisory Design Panel**

Subject: **Development Permit Application DP 08-24  
Rezoning Application RZ 07-24  
(4505-4535 200A Street)**

From: Anton Metalnikov, RPP, MCIP  
Planner

File #: 6620.00

Date: March 6, 2025

Bylaw #: 3310  
Doc #:

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## RECOMMENDATION:

THAT this report be received for information.

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## PROPOSAL

Development Permit and rezoning applications for a 27-unit townhome development. The proposal is seeking to purchase a small portion of City road right-of-way on 200A Street. It would also dedicate land to widen the pedestrian pathway to Alice Brown Elementary School.

## CITY BYLAWS & POLICIES:

Applying to the subject properties:

- a. **Official Community Plan (OCP):** Ground Oriented Residential (townhome and plex-home development); and
- b. **Zoning:** RS1 Single Family Residential

The proposed development:

- a. Is consistent with the OCP (townhome development); and
- b. Includes a rezoning to CD109 Comprehensive Development Zone to enable the proposed development in alignment with the OCP, due to the absence of a standard zone accommodating the Ground Oriented Residential OCP designation in the current Zoning Bylaw.

**COMMENTS/ANALYSIS:**

**Background Information:**

<b>Applicant:</b>	Leone Homes Inc.
<b>Civic Addresses:</b>	4505-4535 200A Street
<b>Legal Description:</b>	Lots 326-329, Section 35, Township 7, New Westminster District, Plan 49277
<b>Site Area:</b>	3,308 m <sup>2</sup> (35,607 ft <sup>2</sup> )
<b>Number of Units:</b>	27 townhomes
<b>Gross Floor Area:</b>	3,785 m <sup>2</sup> (40,743 ft <sup>2</sup> )
<b>Floor Area Ratio:</b>	1.144
<b>Lot Coverage:</b>	45%
<b>Total Parking Required:</b>	59 spaces (including 1 h/c space)
<b>Parking Provided:</b>	
<b>Resident</b>	54 spaces
<b><u>Visitor</u></b>	<u>6 spaces</u>
<b>Total</b>	60 spaces (including 1 h/c space)
<b>OCP Designation:</b>	Ground Oriented Residential
<b>Existing Zoning:</b>	RS1 Single Family Residential
<b>Proposed Zoning:</b>	CD109 Comprehensive Development Zone
<b>Development Cost Charges:</b>	\$853,521.00 (City - \$317,945.00, GVS&DD - \$224,633.00, GVWD - \$221,845.00, MV Parks – \$9,970.00, SD35 - \$20,300.00, TransLink - \$58,828.00)
<b>Community Amenity Contributions (CACs):</b>	\$108,000.00

**Discussion:**

1. Context

The applicant is proposing to develop a 27-unit townhome complex on the site of 4 single-detached lots. This site is located in an area of single-detached homes where the properties generally along 200 Street, including the subject site, are designated Ground Oriented Residential in the City’s Official Community Plan (OCP). This designation allows for townhome and plex-home development of up to 3 storeys in height and a maximum Floor Area Ratio (FAR) density of 1.2. Policies in the City’s Townhome & Plex-Home Best Practices Guide also apply. The Ground Oriented Residential designation was introduced through the OCP to provide a broader range of family-oriented housing options in the neighbourhood and near Alice Brown Elementary School, improve traffic and pedestrian safety along 200 Street by removing driveways and providing an upgraded streetscape, and align with future frequent transit service.



*Site context*

The site includes the first four properties running north from the Alice Brown Elementary School site to the south. These are also the first properties designated Ground Oriented Residential in the OCP north of the School, with the existing walkway to the east serving as a boundary with the Suburban OCP designation, which accommodates single-detached homes and plex-homes (up to 4 dwelling units per lot). The properties across 200A Street are also designated Suburban, while the properties up the block to the north and across 200 Street to the west share the same Ground Oriented Residential designation, with two plex-home proposals in application and a townhome development recently approved.

The site is located in a distinctly residential area but has convenient walking connections to key amenities including:

- Two bus routes (directly adjacent);
- Alice Brown Elementary School (directly adjacent); and
- Hunter Park, Penzer Park, and the power line trail (5-minute walk).

## 2. Proposed Rezoning and the Official Community Plan (OCP)

The site is designated Ground Oriented Residential in the City's OCP, which allows for townhome and plex-home development of up to 3 storeys in height and a Floor Area Ratio (FAR) density of up to 1.2.

The subject properties are proposed to be rezoned to a site-specific Comprehensive Development (CD) Zone as no existing zones adequately accommodate the Ground Oriented Residential designation. A new Zoning Bylaw is currently in development and the project was designed to conform to the preliminary draft zoning regulations associated with this designation. Should the CD rezoning be adopted it is anticipated that, as part of adopting the new Zoning Bylaw, the City will rezone this site from its CD Zone to the new zone created to implement the Ground Oriented Residential designation.

The application is generally consistent with the City's Townhome & Plex-Home Best Practices Guide, including by incorporating the following features:

- No balconies facing neighbouring Suburban properties unless separated by a street;
- Using peaked roofs;
- Upgrading the street frontage;
- Providing one extra visitor parking stall than required;
- Providing new, durable fencing for shared property lines;
- Planting 20 new trees on-site and retaining 19 existing trees, including along the 200 Street frontage (secured by deposit);
- Setting 3-storey townhomes back over 8 metres from adjacent Suburban properties and stepping down to a 2-storey height where closer;
- Achieving a mix of side-by-side (or "double garage") and tandem parking units, with over 50% being side-by-side (63%); and
- Providing an outdoor amenity area for residents.

## 3. Design

The applicant is proposing a 4-block townhome complex that responds to its long narrow site with a central drive aisle hosting two blocks on each of its sides. To straighten out the development site, the applicant is proposing to purchase a small portion of the City's 200A Street road right-of-way (southern portion of cul de sac bulb adjacent to the site), which has been reviewed by staff and confirmed to be technically feasible as the replacement of four individual driveways with a single site access allows this street section to be rationalized into an "elbow curve" without an extended bulb. South of the curve, the site angles which results in staggered townhome depths to accommodate the widening of the existing walkway and the setback requirements from it and the property across from it. The drive aisle narrows slightly on its southern leg and support shallower

townhome blocks on its west side to enable the retention of more existing trees along 200 Street. The layout has also been designed to allow the drive aisle to be extended through the properties to the north for emergency vehicle access, along with a turnaround pad for regular vehicles.

The development consists of 27 three-bedroom units, with all units having ground-level patios as well as balconies. The proposed 1.144 FAR density is less than the maximum density of 1.2 FAR permitted within the Ground Oriented Residential OCP land use designation.

At ground level, the proposed design incorporates a white brick cladding on the main entrance side of the townhome blocks and white fibre cementitious lap siding on the garage side. The entry doors are also highlighted with a cedar-coloured composite wall panel edge and the garage doors are a contrasting dark colour. On the upper floors, light grey fibre cementitious lap siding acts as the base material, while two-storey height extruded portions are clad with light and dark board and batten to highlight individual units, add textural contrast, and create a rhythm of vertical articulation to break up the blocks' massing. The same treatment is made use of on the building ends. Black picket aluminum railings add further contrast, with frosted glass balcony separators provided for privacy.

The project's landscaping uses a variety of shrubs, grasses, and perennials to soften the site's edges and separate private patios. Trees of four different species are also provided in these landscaped areas to add a total of 20 new trees on-site. While this total does not reach the one-tree-per-unit guideline in the Best Practices Guide, this results from retaining many of the existing trees adjacent to the site which have large root zones that would conflict with the locations where additional new trees could be planted. Staff supports this landscape design as it meets the intent of the Guide's tree policies. A row of large trees along the public walkway to Alice Brown Elementary will be retained and transferred into City ownership as a result of the dedication. Different paving materials are used to highlight the site entrance, walkways, visitor parking spaces, and private patios. An outdoor amenity area, consisting of play equipment for young children, is provided on the southeast corner.

#### 4. Sustainability

The proposal incorporates the following sustainable development features:

- Using lighting systems meeting ground-level and dark skies light pollution reduction principles;
- Achieving an energy performance above the current Model National Energy Code;
- Incorporating climate-resilient and drought-tolerant plantings; and
- Providing five Level II electric vehicle (EV) chargers.

## 5. CPTED

The applicant's proposal benefited from a comprehensive Crime Prevention Through Environmental Design (CPTED) review by a qualified consultant whose recommendations were incorporated into the plans.

## 6. Summary

The proposed development is consistent with the City's OCP, Development Permit Area guidelines, and Townhome & Plex-Home Best Practices Guide and provides family-oriented homes near transit, parks, and an elementary school.

# ENGINEERING REQUIREMENTS

## ENGINEERING SERVICING COMMENTS - PRELIMINARY ONLY

These requirements have been issued to reflect the application for development for a proposed **27-unit Townhome Development** located at **4505-35 200A St.**

*These requirements may be subject to change upon further investigation, site inspections, receipt of civil off-site servicing drawing, sanitary & water hydraulic modelling report, and traffic impact assessment report.*

*Off-site servicing drawing submission will not be accepted until traffic impact assessment (TIA) report, existing road structure assessment report, and water & sanitary hydraulic modelling report recommendations are finalized.*

All work to be done to the City of Langley's Design Criteria Manual (DCM), and the City's Subdivision and Development Servicing Bylaw (SDSB).

Per the City's DCM requirement, the developer and their consulting engineer shall submit to the City Engineer a signed and sealed copy of Form F-1 (Commitment by Owner and Consulting Engineer) prior to starting their design works.

Per the City's Watercourse Protection Bylaw No. 3152, the developer's consulting engineer shall submit to the City Engineer a signed and sealed copy of Form F-1 (Confirmation of Commitment by Qualified Environmental Professional - QEP) prior to starting their site monitoring works.

### **A. OFF-SITE SERVICING REQUIREMENTS**

1. Road Dedication and Easement
  - a. 200 Street appears to meet current arterial road ROW width
  - b. 200A Street appears to meet current local road ROW width

- c. 1.5m dedication is required along the existing walkway along the south PL

## 2. Road Works

- a. Garbage and recycling enclosures, and collection vehicle access route and turning radius shall be accommodated on the site without backing out to City highway.
- b. The scope and extent of the off-site works shall also be determined in part from the TIA recommendation. (Engineering Dept. notes staff has received a draft TIA report at time of preparing this memo.) TIA reports must be approved by the City Engineer prior to taking the application to Council's first and second readings.
- c. New sidewalk, barrier curb, gutter will be required along the entire 200 St. and 200A St. frontages, complete with boulevard trees and a planting strip as per the City DCM cross-section SS-R12 (200A St.) and SS-R01 (200 St.) and Section 11.0 - Specifications and Standards for Landscaping.
- d. Refer to Walkway widening design as per City DCM section 8.18 and standard drawing SS-R28.
- e. The condition of the existing pavement along the proposed project's frontages shall be assessed by a geotechnical engineer. Pavements shall be adequate for an expected road life of 20 years under the expected traffic conditions for the class of road. Road construction and asphalt overlay designs shall be based on the analysis of the results of Benkelman Beam tests and test holes carried out on the existing road which is to be upgraded. If the pavement is inadequate, it shall be remediated by the Developer, at the Developer's expense.
- f. The selection, location and spacing of street trees and landscaping are subject to the approval of the City Engineer. Please refer to the City's DCM for more details.
- g. A signed and sealed pavement cut form (Form F-2 of the City's DCM) shall be completed by the developer's consulting engineer. Upon the review and approval of the City Engineer of the submitted form, the corresponding Permanent pavement cut reinstatement and degradation fees shall be paid by the Developer.

## 3. Watermain and Water Service Connection

- a. One new water service connection shall be provided. The City will require a \$40,000 refundable security bond for the installation of a water meter to current City standards as per the DCM.
- b. A water meter is required to be installed on private property, preferably in the mechanical room, in accordance to the City's DCM standards at the Developer's cost.

- c. Additional C71P fire hydrants may be required to meet bylaw and firefighting requirements. Hydrant locations must be per DCM Section 3.10 and approved by the City Engineer and the City of Langley Fire Rescue Service.
  - d. At time of preparing this memo, Engineering has reviewed the draft water hydraulic modelling report. The existing watermain network is not sufficient to meet the minimum bylaw requirement, or the required fire flow demand by the proposed development. Options to improve the available fire flow to meet the design requirements by extending or upsizing the water main network are under review.
  - e. The City currently does not have any Capital upgrade planned for this neighborhood, nor is any watermain upgrade under DCC bylaw. Any upgrade requirement for either sanitary or water mains not covered under the City's DCC bylaw shall be designed and installed by the Developer at the Developer's expense.
4. Storm & Sanitary Mains and Service Connections
- a. One new sanitary service connection shall be provided from collector or local roads.
  - b. Civil consultant shall complete a catchment area analysis per DCM section 4.0 to confirm that the City storm sewer system has sufficient capacity to accommodate the minor flow and identify the floor route for the major rain event. The developer will need to upgrade/improve any capacity deficiency or negative impacts to the downstream system due to the proposed development.
  - c. This development falls under South Langley Integrated Rainwater Management. On and off-site infiltration shall be used for the all the runoff collection system. Please see section 5.7 in DCM for more details. A storm water management plan for the site is required. *Pre-development release rates shall not include climate change effect.*
  - d. A Stormceptor or equivalent oil separator is recommended to treat site surface drainage.
  - e. Stormwater run-off generated on the site shall not impact adjacent properties, or roadways.
  - f. At time of preparing this memo, Engineering has reviewed the draft sanitary hydraulic modelling report. The existing sanitary network is sufficient to convey the proposed unit increase. Based on the modelling findings, no sanitary upgrade is required.
5. Street Light and Pedestrian Light
- a. Existing street lighting along the 200 and 200 A Street shall be analyzed (excluding any BC Hydro lease lights) by a qualified

- electrical consultant to ensure street lighting and lighting levels meet the current criteria outlined in DCM 9.0.
- b. Pedestrian level lighting is required for the Walkway as per DCM requirement.
  - c. Any required street lighting upgrades, relocation, and/or replacement shall be done by the Developer at the Developer's expense. Any existing BC Hydro lease-lights to be removed and disposed of off-site.
6. Eliminate the existing overhead BC Hydro/telecommunication infrastructure along the development's 200 Street by replacing with underground infrastructure. The developer is responsible for contacting BCHydro and telecom companies to start the design work. If undergrounding is not possible at this time, pre-ducting the frontage is typically required by the developer with cash in-lieu contribution for the incomplete portion of the work.
  7. Undergrounding of hydro, telecommunication to the development site is required, complete with underground or at-grade transformer. Transformers servicing developments are to be located on private property with maintenance access located on private property. All transformers to be wrapped upon installation by the Developer.

## **B) SECURITY BOND AND ENGINEERING FEES**

1. The City will require a Security Deposit based on the estimated construction costs of installing civil works, as approved by the City Engineer.
2. The City will require inspection and administration fees in accordance to the Subdivision Bylaw based on a percentage of the estimated construction costs, as per the City's Subdivision and Development Servicing Bylaw 2021 #3126.
3. A deposit for a sanitary and water services is required, which will be determined by City staff after detailed civil engineering drawings are submitted, sealed by a Professional Engineer.
4. The City will require a \$40,000 bond for the installation of a water meter to current City standards as per the DCM.
5. A signed and sealed pavement cut form (Form F-2 of the City's DCM) shall be completed by the developer's consulting engineer. Upon the review and approval of the City Engineer of the submitted form, the corresponding

Permanent pavement cut reinstatement and degradation fees shall be paid by the Developer.

NOTE: Deposits for utility services or connections are estimates only. The actual cost incurred for the work will be charged. The City will provide the developer with an estimate of connections costs, and the Developer will declare in writing that the estimate is acceptable.

## **FIRE DEPARTMENT COMMENTS**

Fire department access for the whole project was reviewed to ensure adequate access was in place for both apparatus and firefighters. The project is being designed to allow the extension of the interior lane further north, with bollarded access limited to emergency vehicles. A construction fire safety plan shall be completed. A lockbox will need to be provided, location to be determined at a later date.

## **ADVISORY DESIGN PANEL**

In accordance with Development Application Procedures Bylaw No. 2488, the subject Zoning Bylaw amendment and Development Permit application will be reviewed by the Advisory Design Panel (ADP) at the March 12, 2025 meeting.


According to the Council-approved ADP Terms of Reference, the ADP is to provide form and character and urban design-related advice and recommendations for Council's consideration. ADP recommendations will be presented to Council through the ADP meeting minutes and, if applicable, through an additional City staff report, prior to Council consideration of the proposed Zoning Bylaw amendment and Development Permit Applications.

A copy of the ADP minutes will be presented to Langley City Council at a future Regular Council meeting.

## **BUDGET IMPLICATIONS:**

In accordance with Bylaw No. 2482, the proposed development would contribute \$317,945.00 to City Development Cost Charge accounts and \$108,000.00 in Community Amenity Contributions.

Prepared by:



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Anton Metalnikov, RPP, MCIP  
Planner

Concurrence:



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Roy M. Beddow, RPP, MCIP  
Deputy Director of Development Services

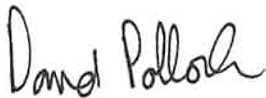
Concurrence:



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Carl Johannsen, RPP, MCIP  
Director of Development Services

Concurrence:



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David Pollock, P.Eng.  
Director of Engineering, Parks,  
& Environment

Concurrence:



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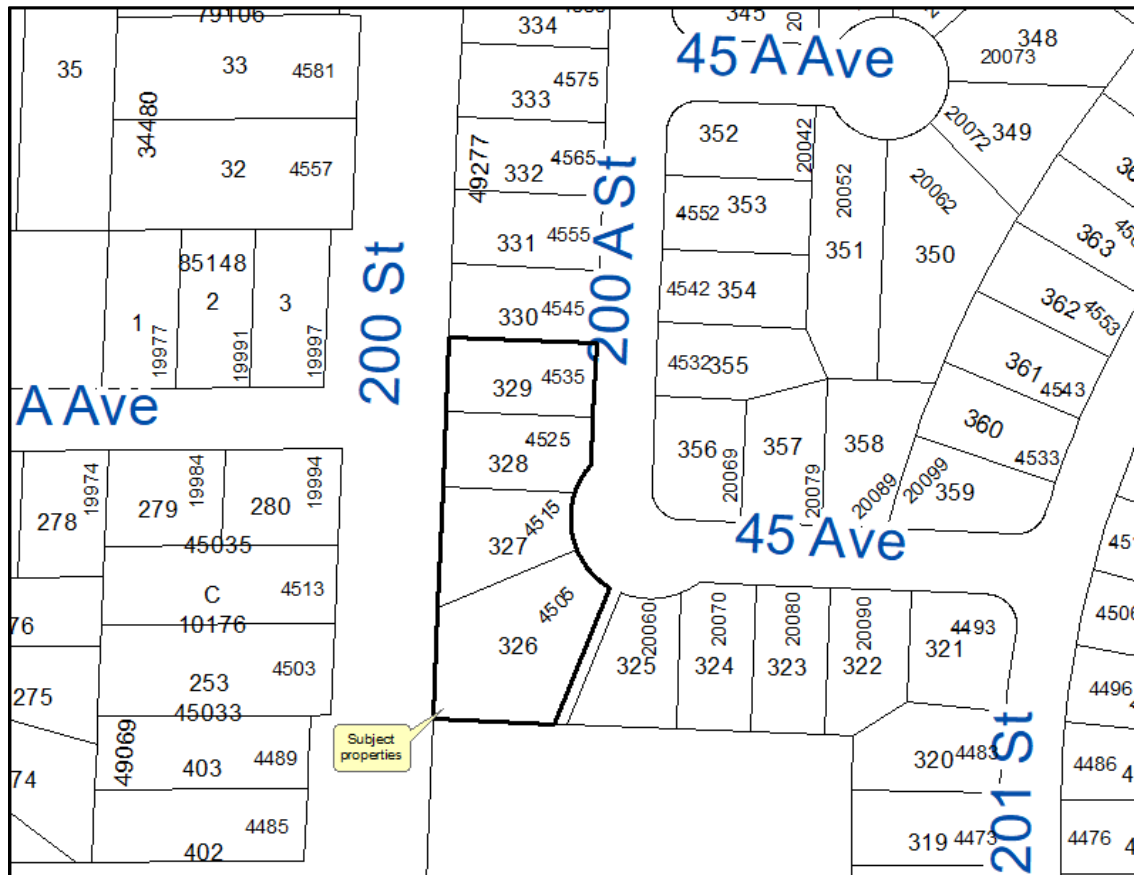
Scott Kennedy  
Fire Chief

*Attachments*



## DEVELOPMENT PERMIT APPLICATION DP 08-24 REZONING APPLICATION RZ 07-24

**Civic Addresses:** 4505-4535 200A Street  
**Legal Description:** Lots 326-329, Section 35, Township 7, New Westminster District, Plan 49277  
**Applicant:** Leone Homes Inc.



# 27 UNITS TOWNHOUSE DEVELOPMENT

4505, 4515, 4525 & 4535, 200 Street City Of Langley, B.C.



## PROJECT TEAM

**ARCHITECTURAL:**  
**FLAT ARCHITECTURE INC.**  
 6321 KING GEORGE BLVD.  
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 CONTACT: RAJINDER WARRAICH  
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 rajinder@flatarchitecture.ca

**CIVIL:**  
**CENTRAS ENGINEERING LTD.**  
 CROYDON BUSINESS CENTER  
 #306-2630 CROYDON DRIVE, SURREY, B.C. V3Z 6T3  
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 anthony@centras.ca

**SURVEY:**  
**SOUTH FRASER LAND SURVEYING LTD.**  
 #202 - 19292 60th AVENUE,  
 SURREY, B.C. V3S 3M2

**ARBORIST:**  
**KLIMO AND ASSOCIATES LTD.**  
 5565 15B Ave.  
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 CONTACT: FRANCIS R. KLIMO  
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**LANDSCAPE:**  
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 Yiwen@pmjlandscape.com

## PROJECT INFO

**CIVIC ADDRESS**  
 4505, 4515, 4525 & 4535, 200 Street City Of Langley, B.C.

**APPLICANT:**  
 FLAT ARCHITECTURE INC.  
 6321 KING GEORGE BLVD.  
 SURREY, BC. V3X 1G1  
 CONTACT: RAJINDER WARRAICH  
 T : 604 503 4484  
 rajinder@flatarchitecture.ca

## DRAWING LIST

- A - 0.0 COVER SHEET
- A - 0.1 DATA SHEET
- A - 0.2 SITE CONTEXT PLAN
- A - 1.1 SITE PLAN
- A - 1.2 FIRE ACCESS PLAN
- A - 1.3 SITE SECTION
- A - 1.4 COLOUR PALETTE
- A - 2.1A - 2.1B FLOOR PLANS - BUILDINGS 1
- A - 3.1A - 3.1B ELEVATIONS - BUILDINGS 1
- A - 2.2A - 2.2B FLOOR PLANS - BUILDINGS 2
- A - 3.2A - 3.2B ELEVATIONS - BUILDINGS 2
- A - 2.3A - 2.3B FLOOR PLANS - BUILDINGS 3
- A - 3.3A - 3.3B ELEVATIONS - BUILDINGS 3
- A - 2.4A - 2.4D FLOOR PLANS - BUILDINGS 4
- A - 3.4A - 3.4B ELEVATIONS - BUILDINGS 4
- A - 2.51 - 2.65 UNIT PLANS
- A - 4.1 TYP. SECTION
- R - 1.1 RFND FRINGS
- S - 1.1 - 1.5 SHADOW STUDY



Unit 209- 6321 King George Blvd  
 Surrey BC, V3X 1G1  
 www.flatarchitecture.ca  
 contact@flatarchitecture.ca

Ph: 604-503-4484



PROJECT INFO:  
 4505, 4515, 4525 & 4535  
 200 Street City Of Langley BC

CLIENT:  
 Dennis Chan

DATE  
 6-May-25

PROJECT NO:  
 24-204

SCALE: DRAWN BY:  
 NTS RW

REV	DESCRIPTION	DATE	BY

COVER SHEET

A 0.0

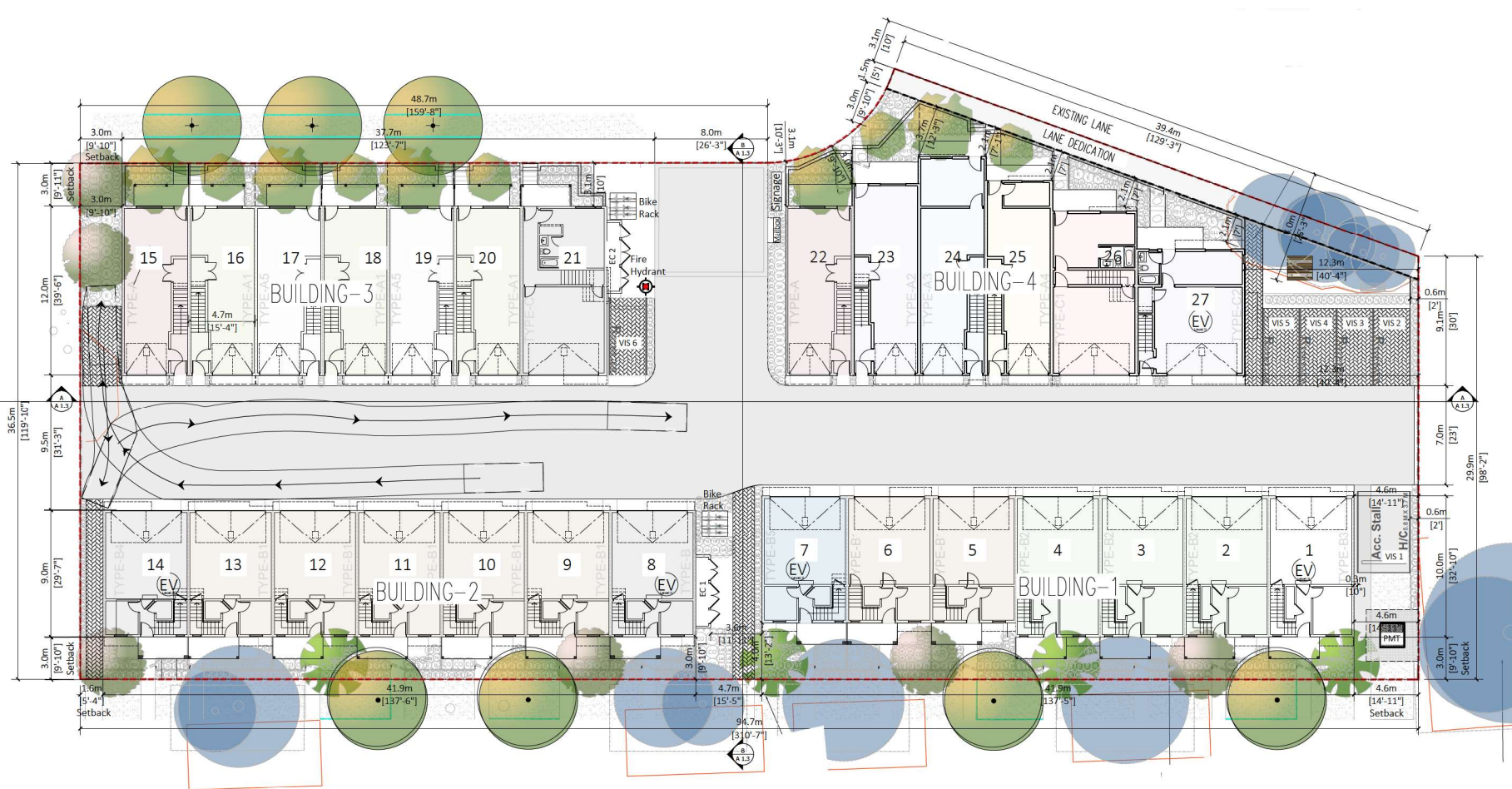
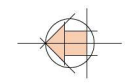
SITE STATISTICS		
CIVIC ADDRESS:	4505, 4515, 4525 & 4535 200 Street Langley BC	
LEGAL DISCRPTION		
ZONING	RH TO CD ZONE	
OCF	SUBURBAN TO MULTIPLE RESIDENTIAL	
GROSS AREA	3393 m2	0.84 AC
ROAD AREA ADDITION	85 m2	
TOTAL LOT AREA	3308 m2 / 35607.02 ft2	
<b>DATA</b>		
	BUILDING HEIGHT	11.0 m
	SETBACKS	PROVIDED
	NORTH	1.6 m
	SOUTH	4.6 m
	EAST	2.1 m
	WEST/ 208 st	3.0 m
<b>LOT COVERAGE</b>		
	PROPOSED	45%
<b>DENISTY</b>		
	FSR ALLOWED	1.2 FSR ON NET
	PROVIDED	1.14 ON NET
<b>OFF STREET PARKING</b>		
	REQUIRED	27X 2= 54 SPACES
	PROVIDED	54 SPACES
<b>VISITORS PARKING</b>		
	REQUIRED	27 X .2 = 5.4 or 5 SPACES
	PROVIDED	6 SPACES
<b>H/C PARKING</b>		
	1 PARKING ( Provided)	

UNIT	UNIT AREA (in sq. ft.) (Garage not Included)	NO. OF UNITS	TOTAL AREA (in sq. ft.)
TYPE A	1,419.00	2	2,838.00
TYPE A1	1,370.44	3	4,111.32
TYPE A2	1,530.93	1	1,530.93
TYPE A3	1,815.93	1	1,815.93
TYPE A4	1,536.80	1	1,536.80
TYPE A5	1,390.21	2	2,780.42
TYPE B	1,418.52	2	2,837.04
TYPE B1	1,405.67	6	8,434.02
TYPE B2	1,592.11	3	4,776.33
TYPE B3	1,622.21	1	1,622.21
TYPE B4	1,442.58	1	1,442.58
TYPE B5	1,418.20	1	1,418.20
TYPE C	2,032.83	1	2,032.83
TYPE C1	1,804.66	1	1,804.66
TYPE C2	1,762.16	1	1,762.16
<b>TOTAL</b>	<b>23,562.25</b>	<b>27.00</b>	<b>40,743.43</b>



REV	DESCRIPTION	DATE	BY





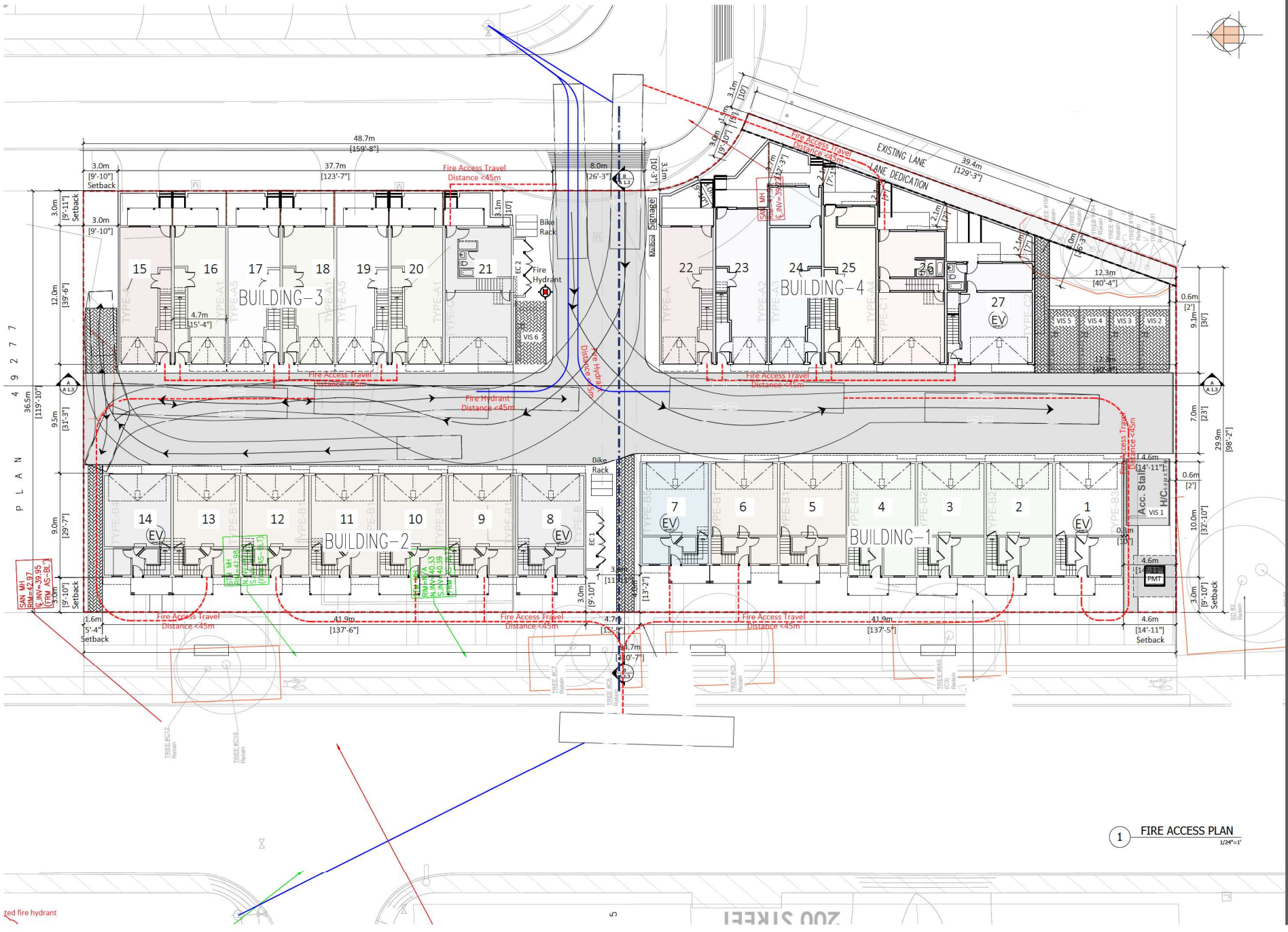
1 SITE PLAN  
1/24"=1"



REV	DESCRIPTION	BY	DATE

SITE PLAN

A 1.1



P L A N 4 9 2 2 7

1 FIRE ACCESS PLAN  
1/24"=1"



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SCALE: DRAWN BY:  
1/24" = 1' RW

REV	DESCRIPTION	BY	DATE

FIRE ACCESS PLAN



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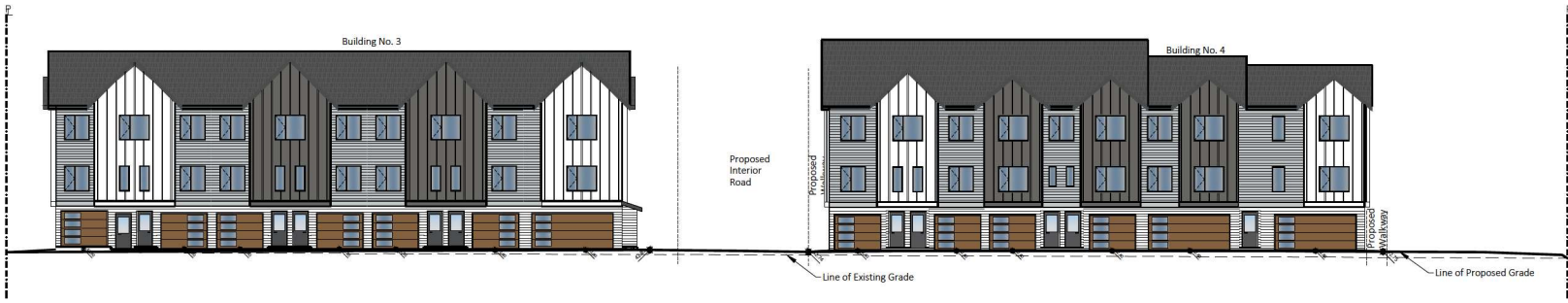
PROJECT NO:  
24-204

SCALE: 1/24" = 1' RW  
DRAWN BY:

REV	DESCRIPTION	DATE	BY

SITE SECTION

A 1.3



1 SECTION-A  
1/24"=1'



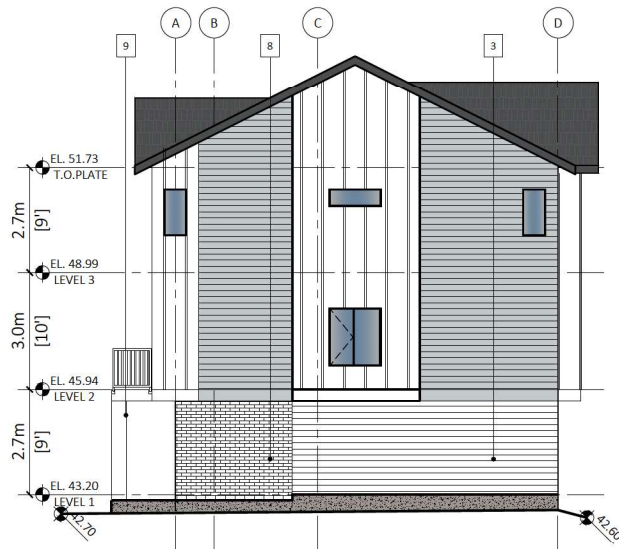
2 SECTION-B  
1/24"=1'

REV	DESCRIPTION	DATE	BY

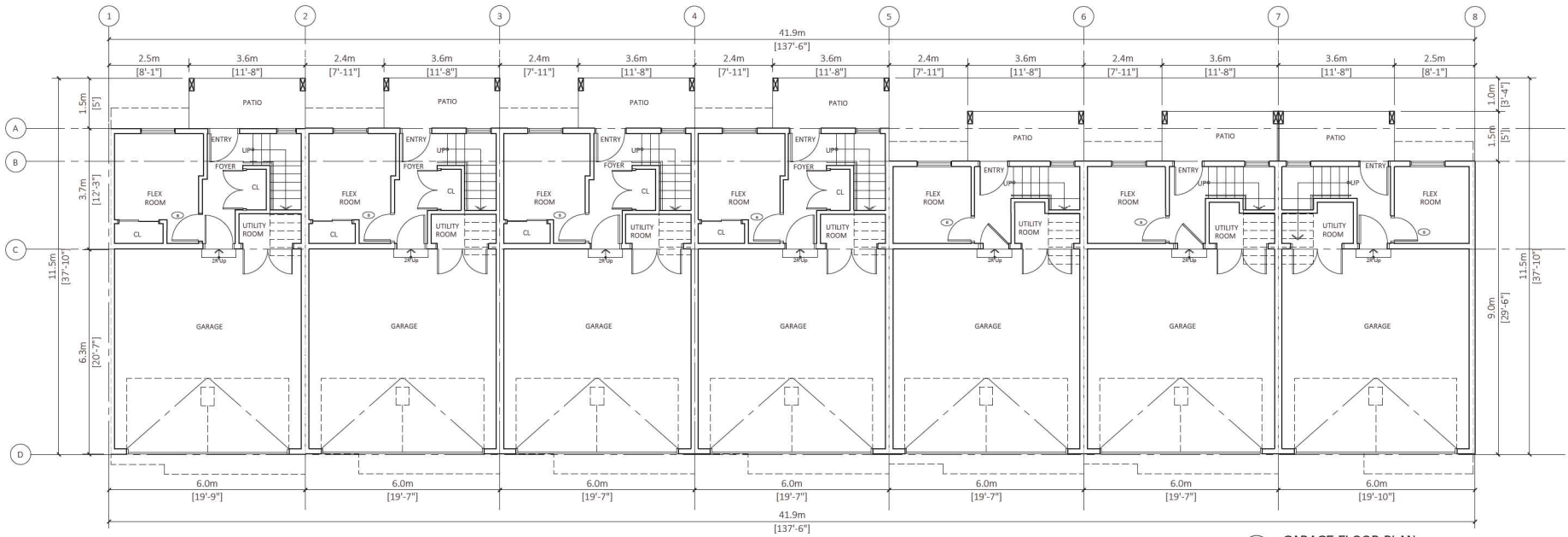


1 BUILDING-1 WEST ELEVATION  
3/32"=1'-0"

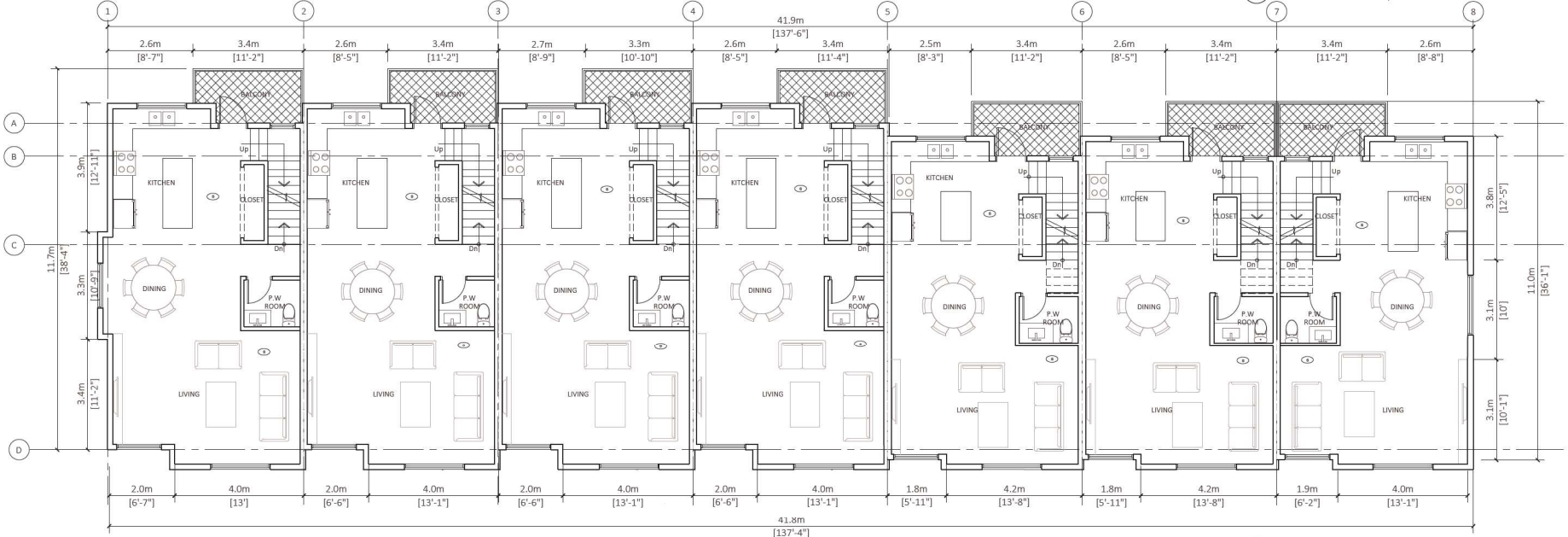
- 1. Asphalt Shingles roofing  
Color : Iko Dual Black
- 2. Board & Batten  
Color : Kendall Charcoal (Benjamin Moore HC-166)
- 3. Horizontal Fibre Cementious Lap Siding  
Color : Chantilly Lace (Benjamin Moore 2121-70)
- 4. Fascia & Garage Door  
Color : Iron Ore (Sherwin Williams SW 7069)
- 5. Fluted Composite Wood wall panels  
Color:- Cedar
- 6. Horizontal Fibre Cementious Lap Siding  
Color: Coventry Gray (Benjamin Moore HC-169)
- 7. Board & Batten  
Color : Chantilly Lace (Benjamin Moore 2121-70)
- 8. Brick Cladding  
Color:- White
- 9. Paint  
Color: Chantilly Lace (Benjamin Moore 2121-70)
- 10. Garage Door  
Color:- Similar to composite wood wall panel



2 BUILDING-1 SOUTH ELEVATION  
3/32"=1'-0"



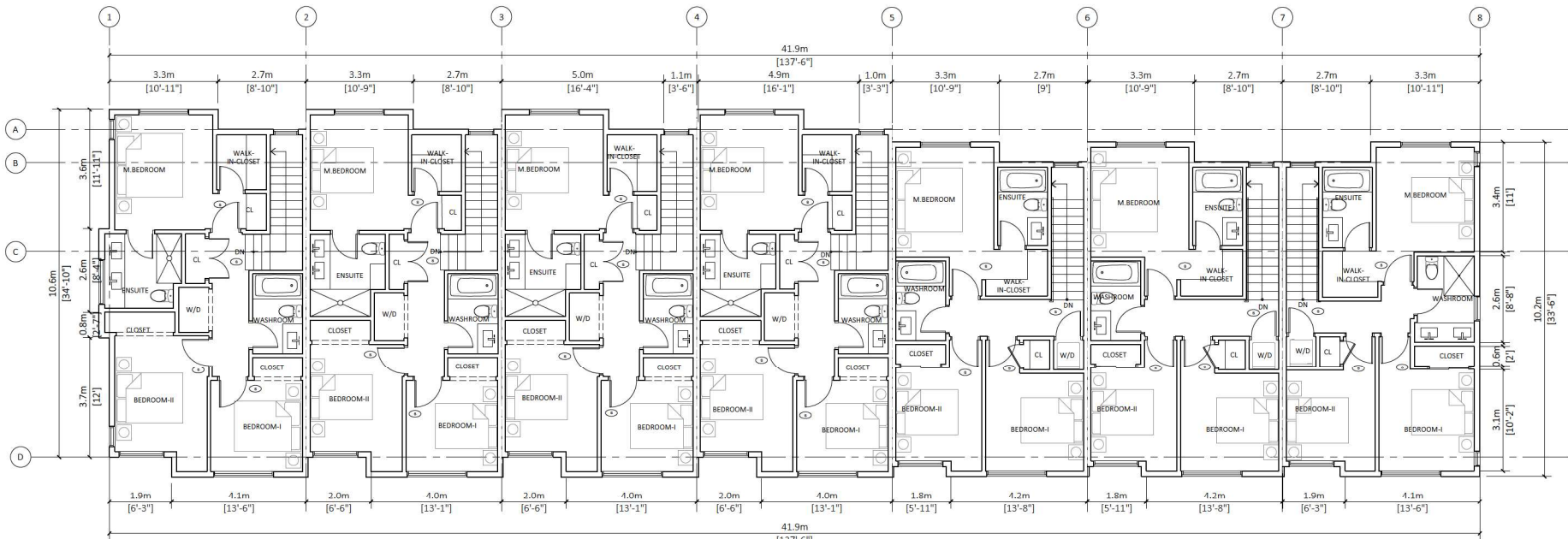
1 GARAGE FLOOR PLAN  
Scale: 3/32"=1'-0"



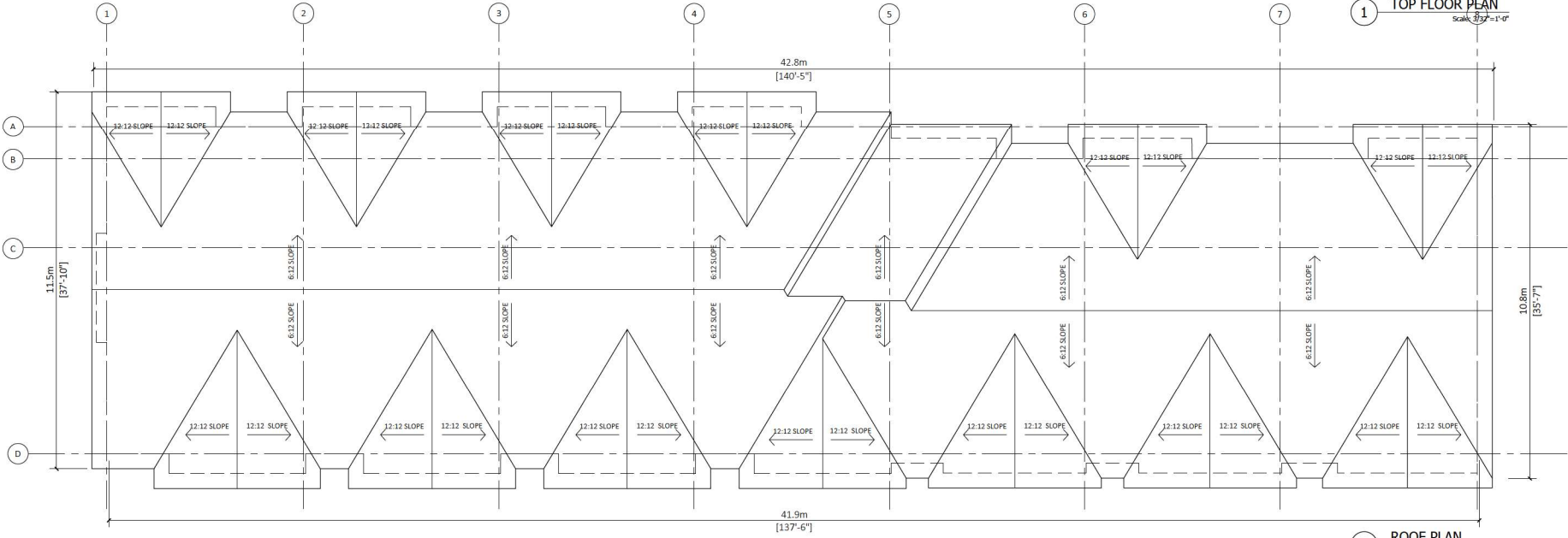
2 MAIN FLOOR PLAN  
Scale: 3/32"=1'-0"



REV	DESCRIPTION	DATE	BY



1 TOP FLOOR PLAN  
Scale: 3/32"=1'-0"



2 ROOF PLAN  
Scale: 3/32"=1'-0"



REV	DESCRIPTION	BY	DATE



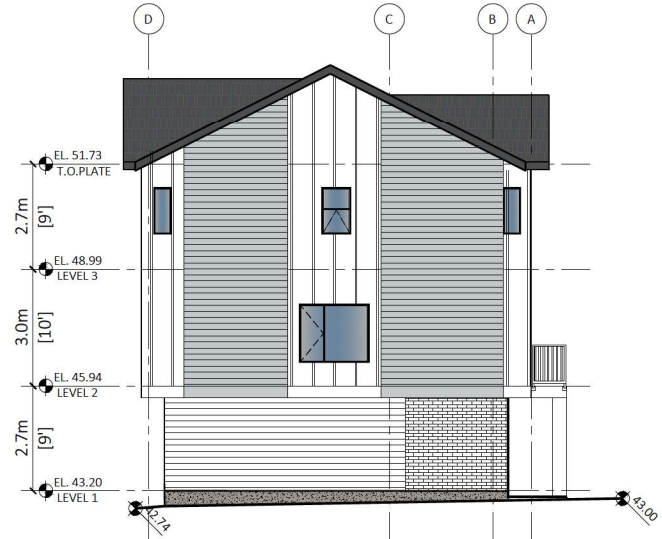
REV	DESCRIPTION	DATE	BY



1 EAST ELEVATION  
3/32"=1'-0"

FINISH SCHEDULE

- 1. Asphalt Shingles roofing  
Color : Iko Dual Black
- 2. Board & Batten  
Color : Kendall Charcoal (Benjamin Moore HC-16)
- 3. Horizontal Fibre Cementious Lap Siding  
Color : Chantilly Lace (Benjamin Moore 2121-70)
- 4. Fascia & Garage Door  
Color : Iron Ore (Sherwin Williams SW 7069)
- 5. Fluted Composite Wood wall panels  
Color:- Cedar
- 6. Horizontal Fibre Cementious Lap Siding  
Color: Coventry Gray (Benjamin Moore HC-169)
- 7. Board & Batten  
Color : Chantilly Lace (Benjamin Moore 2121-70)
- 8. Brick Cladding  
Color:- White
- 9. Paint  
Color: Chantilly Lace (Benjamin Moore 2121-70)
- 10. Garage Door  
Color:- Similar to composite wood wall panel

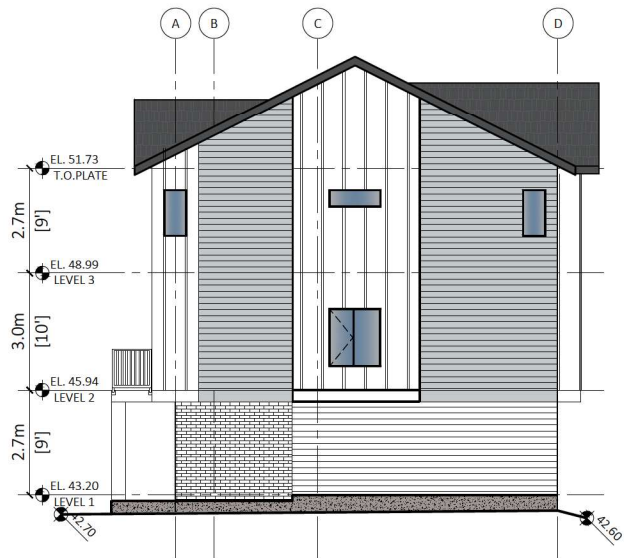


2 NORTH ELEVATION  
3/32"=1'-0"

REV	DESCRIPTION	DATE	BY



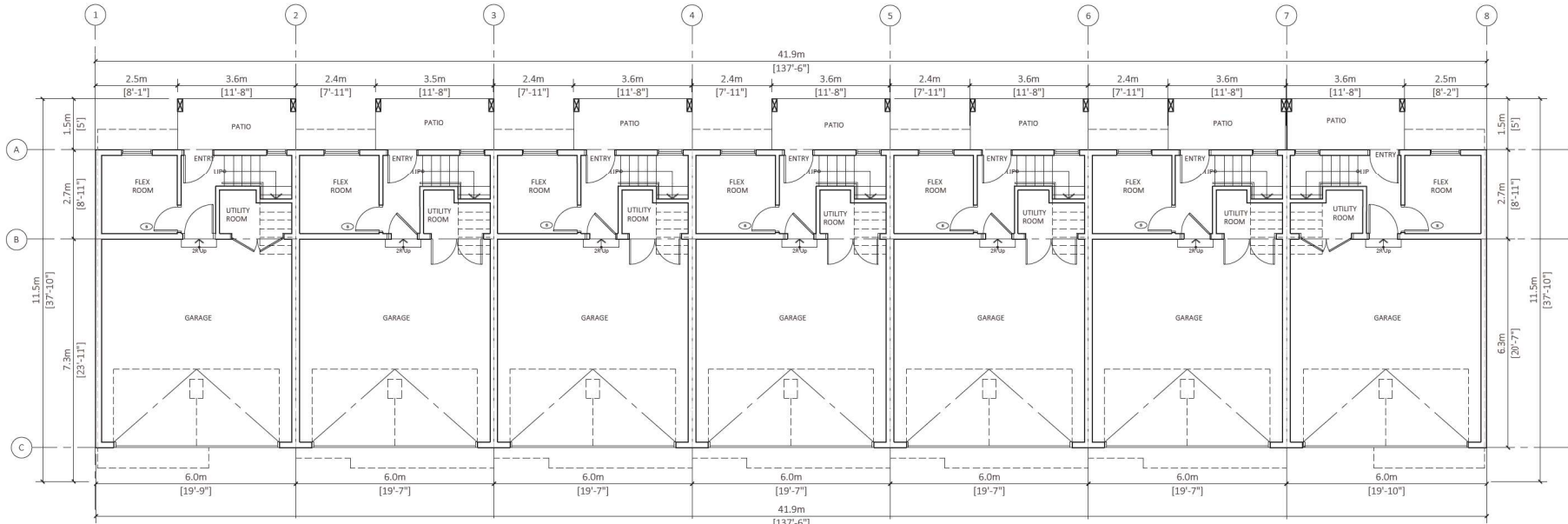
1 WEST ELEVATION  
3/32"=1'-0"



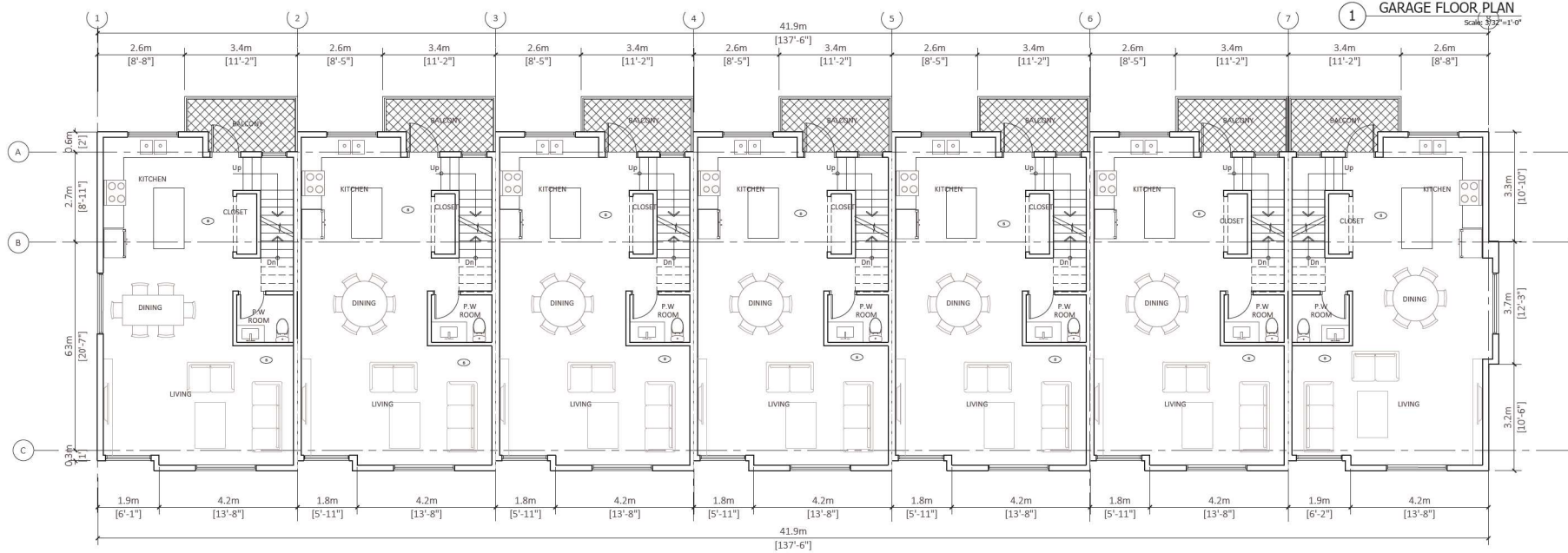
2 SOUTH ELEVATION  
3/32"=1'-0"

FINISH SCHEDULE

1. Asphalt Shingles roofing  
Color : Iko Dual Black
2. Board & Batten  
Color : Kendall Charcoal (Benjamin Moore HC-166)
3. Horizontal Fibre Cementious Lap Siding  
Color : Chantilly Lace (Benjamin Moore 2121-70)
4. Fascia & Garage Door  
Color : Iron Ore (Sherwin Williams SW 7069)
5. Fluted Composite Wood wall panels  
Color:- Cedar
6. Horizontal Fibre Cementious Lap Siding  
Color: Coventry Gray (Benjamin Moore HC-169)
7. Board & Batten  
Color : Chantilly Lace (Benjamin Moore 2121-70)
8. Brick Cladding  
Color:- White
9. Paint  
Color: Chantilly Lace (Benjamin Moore 2121-70)
10. Garage Door  
Color:- Similar to composite wood wall panel



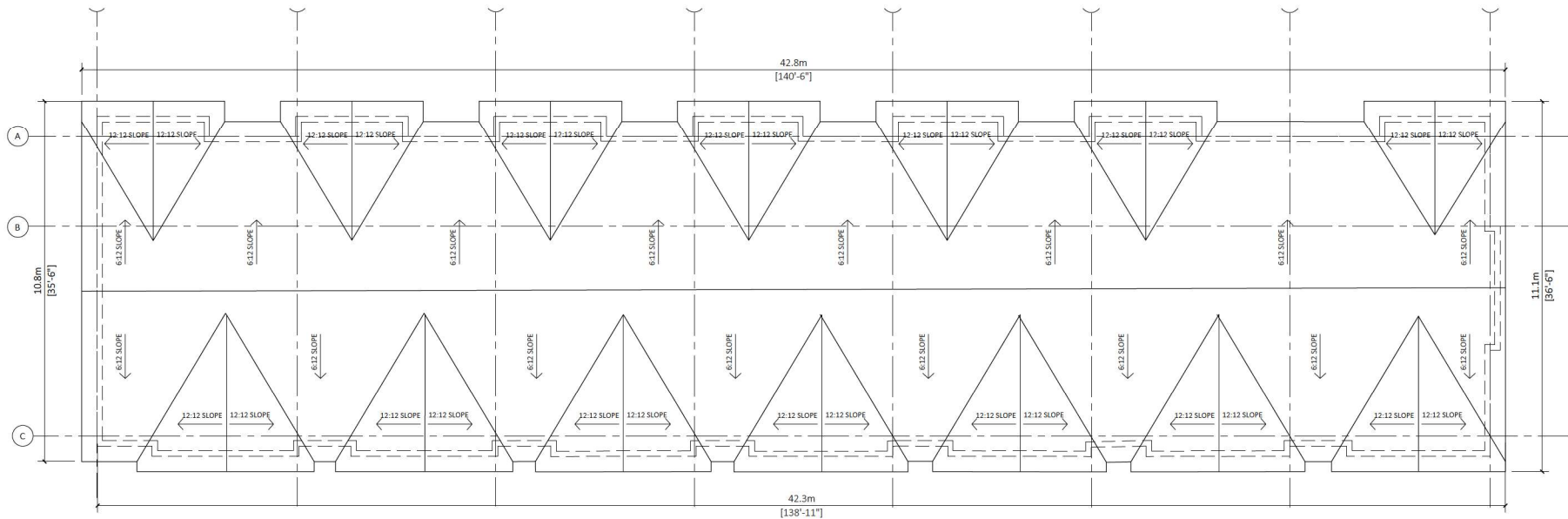
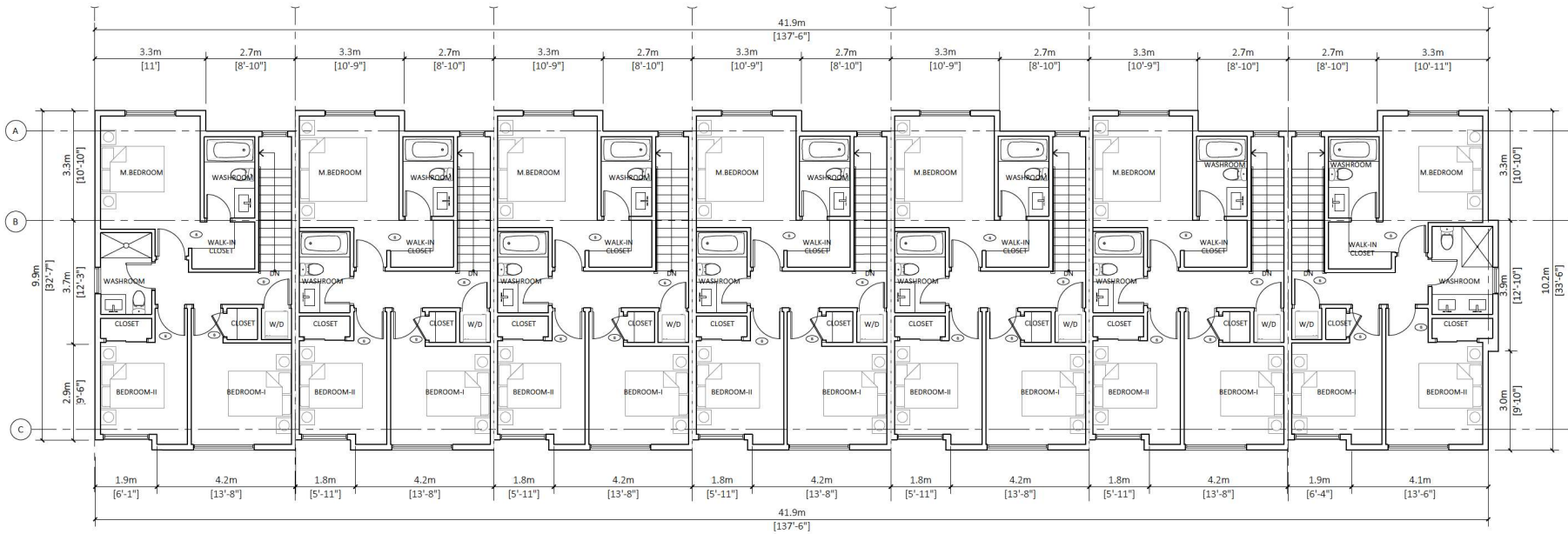
1 GARAGE FLOOR PLAN  
Scale: 3/32"=1'-0"



2 MAIN FLOOR PLAN  
Scale: 3/32"=1'-0"



REV	DESCRIPTION	DATE	BY



2 ROOF PLAN  
Scale: 3/32"=1'-0"



REV	DESCRIPTION	DATE	BY

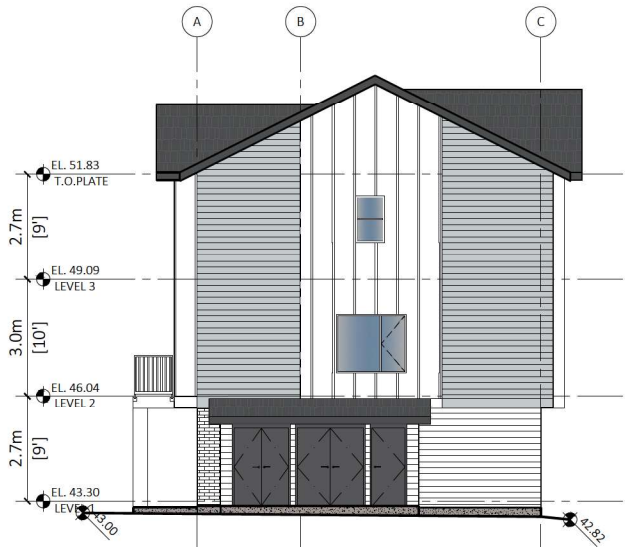
REV	DESCRIPTION	DATE	BY



1 EAST ELEVATION  
3/32"=1'-0"

FINISH SCHEDULE

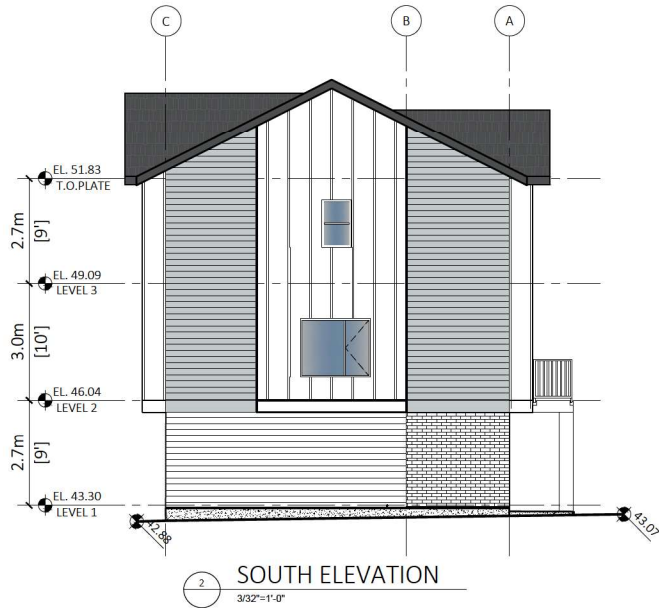
- 1. Asphalt Shingles roofing  
Color : Iko Dual Black
- 2. Board & Batten  
Color : Kendall Charcoal (Benjamin Moore HC-166)
- 3. Horizontal Fibre Cementious Lap Siding  
Color : Chantilly Lace (Benjamin Moore 2121-70)
- 4. Fascia & Garage Door  
Color : Iron Ore (Sherwin Williams SW 7069)
- 5. Fluted Composite Wood wall panels  
Color:- Cedar
- 6. Horizontal Fibre Cementious Lap Siding  
Color: Coventry Gray (Benjamin Moore HC-169)
- 7. Board & Batten  
Color : Chantilly Lace (Benjamin Moore 2121-70)
- 8. Brick Cladding  
Color:- White
- 9. Paint  
Color: Chantilly Lace (Benjamin Moore 2121-70)
- 10. Garage Door  
Color:- Similar to composite wood wall panel



2 NORTH ELEVATION  
3/32"=1'-0"



1 WEST ELEVATION  
3/32"=1'-0"



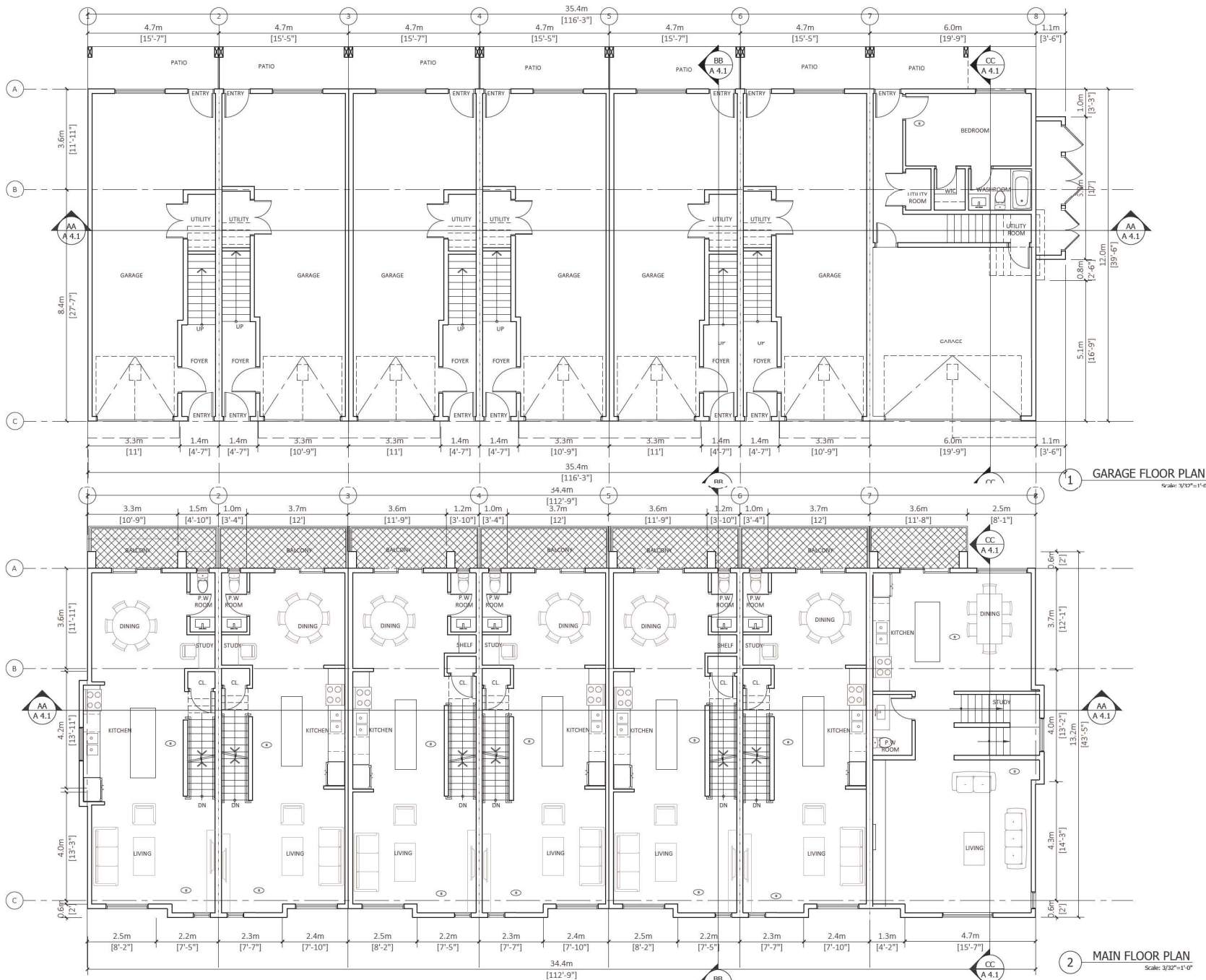
2 SOUTH ELEVATION  
3/32"=1'-0"

FINISH SCHEDULE

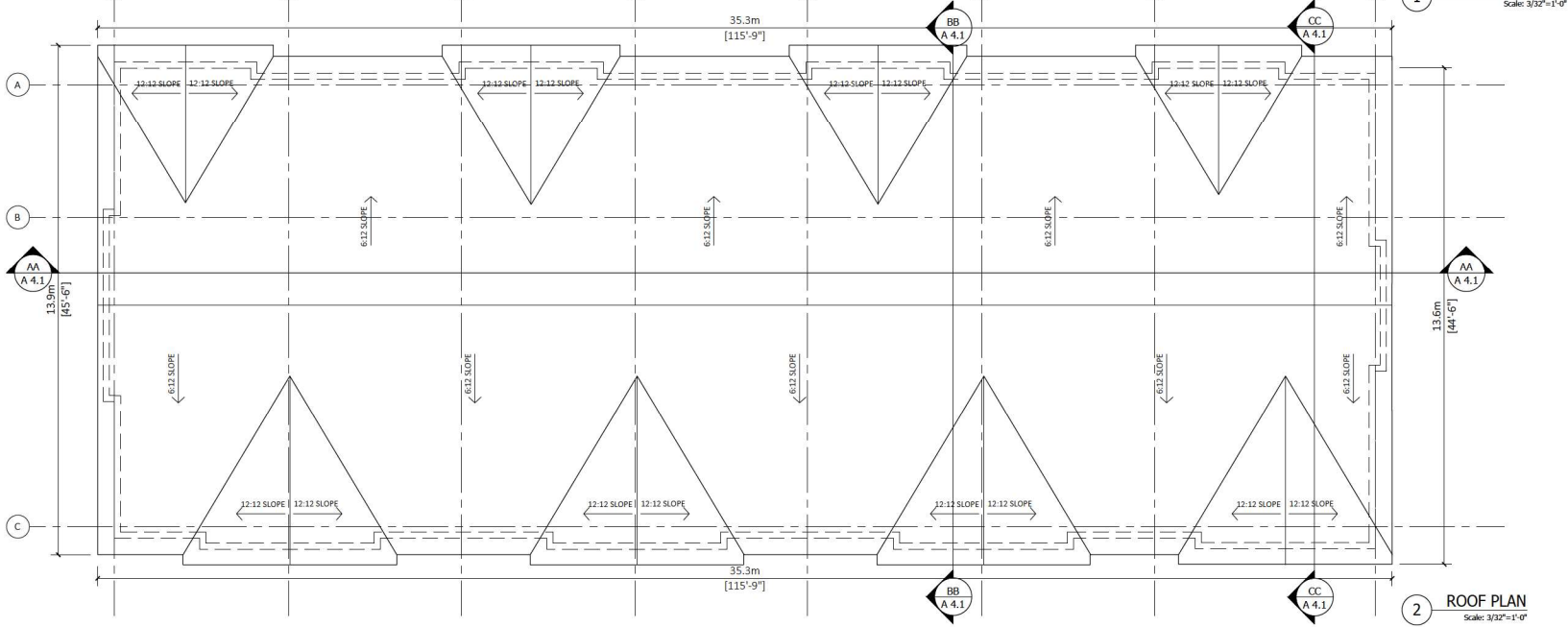
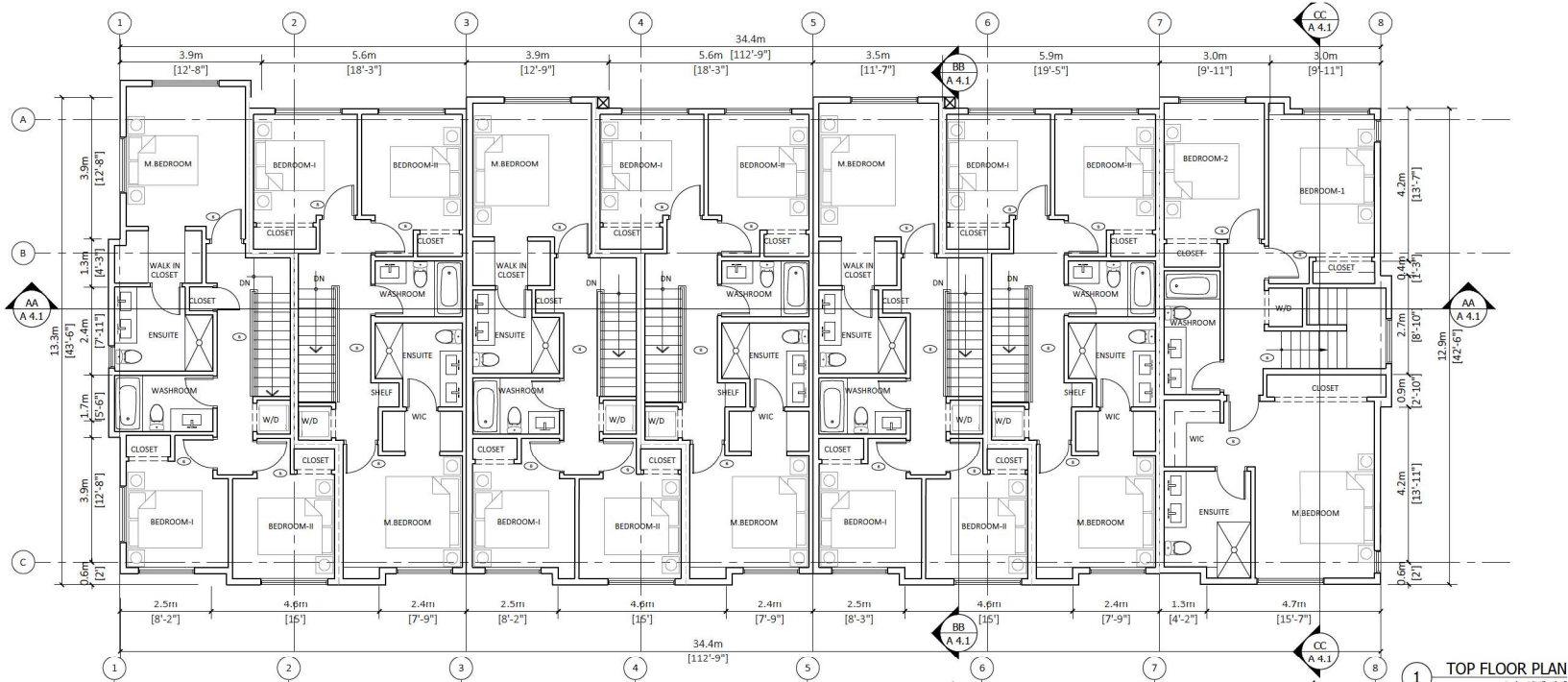
- 1. Asphalt Shingles roofing  
Color : Iko Dual Black
- 2. Board & Batten  
Color : Kendall Charcoal (Benjamin Moore HC-166)
- 3. Horizontal Fibre Cementious Lap Siding  
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- 6. Horizontal Fibre Cementious Lap Siding  
Color: Coventry Gray (Benjamin Moore HC-169)
- 7. Board & Batten  
Color : Chantilly Lace (Benjamin Moore 2121-70)
- 8. Brick Cladding  
Color:- White
- 9. Paint  
Color: Chantilly Lace (Benjamin Moore 2121-70)
- 10. Garage Door  
Color:- Similar to composite wood wall panel



REV	DESCRIPTION	DATE	BY



REV	DESCRIPTION	DATE	BY



**PROJECT INFO:**  
4505, 4515, 4525 & 4535  
200 Street City Of Langley BC  
**CLIENT:**  
Dennis Chan

**DATE**  
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**PROJECT NO:**  
24-204  
**SCALE:** DRAWN BY:  
3/32"=1' RW

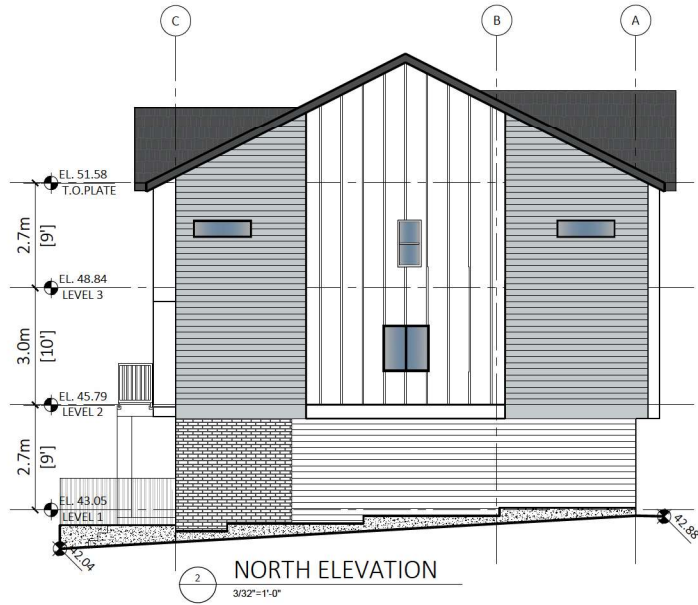
REV	DESCRIPTION	DATE

**BUILDING 3**

**A.2.3 B**



1 EAST ELEVATION  
3/32"=1'-0"



2 NORTH ELEVATION  
3/32"=1'-0"

FINISH SCHEDULE

- 1. Asphalt Shingles roofing  
Color : Iko Dual Black
- 2. Board & Batten  
Color : Kendall Charcoal (Benjamin Moore HC-166)
- 3. Horizontal Fibre Cementitious Lap Siding  
Color : Chantilly Lace (Benjamin Moore 2121-70)
- 4. Fascia & Garage Door  
Color : Iron Ore (Sherwin Williams SW 7069)
- 5. Fluted Composite Wood wall panels  
Color:- Cedar
- 6. Horizontal Fibre Cementitious Lap Siding  
Color: Coventry Gray (Benjamin Moore HC-169)
- 7. Board & Batten  
Color : Chantilly Lace (Benjamin Moore 2121-70)
- 8. Brick Cladding  
Color:- White
- 9. Paint  
Color: Chantilly Lace (Benjamin Moore 2121-70)
- 10. Garage Door  
Color:- Similar to composite wood wall panel



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PROJECT NO:  
24-204

SCALE: 3/32"=1' DRAWN BY:  
RW

REV	DESCRIPTION	DATE	BY

BUILDING 3

A.3.3 A

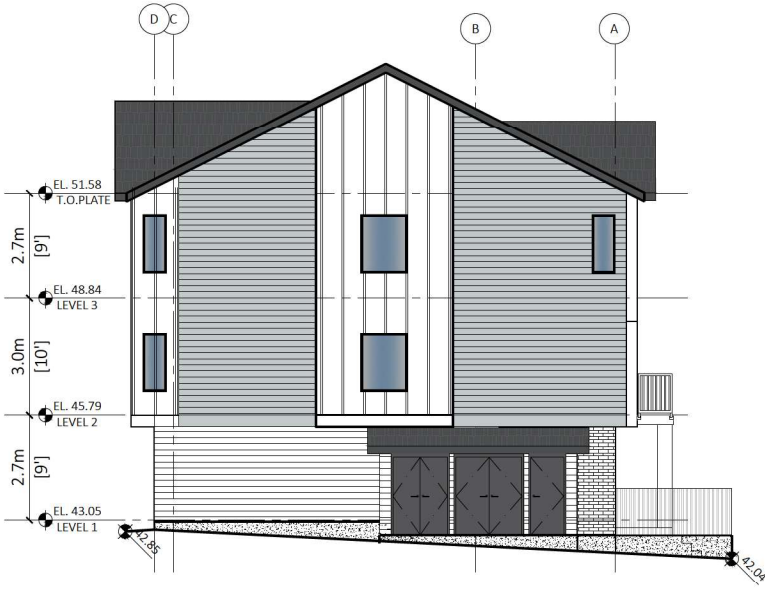
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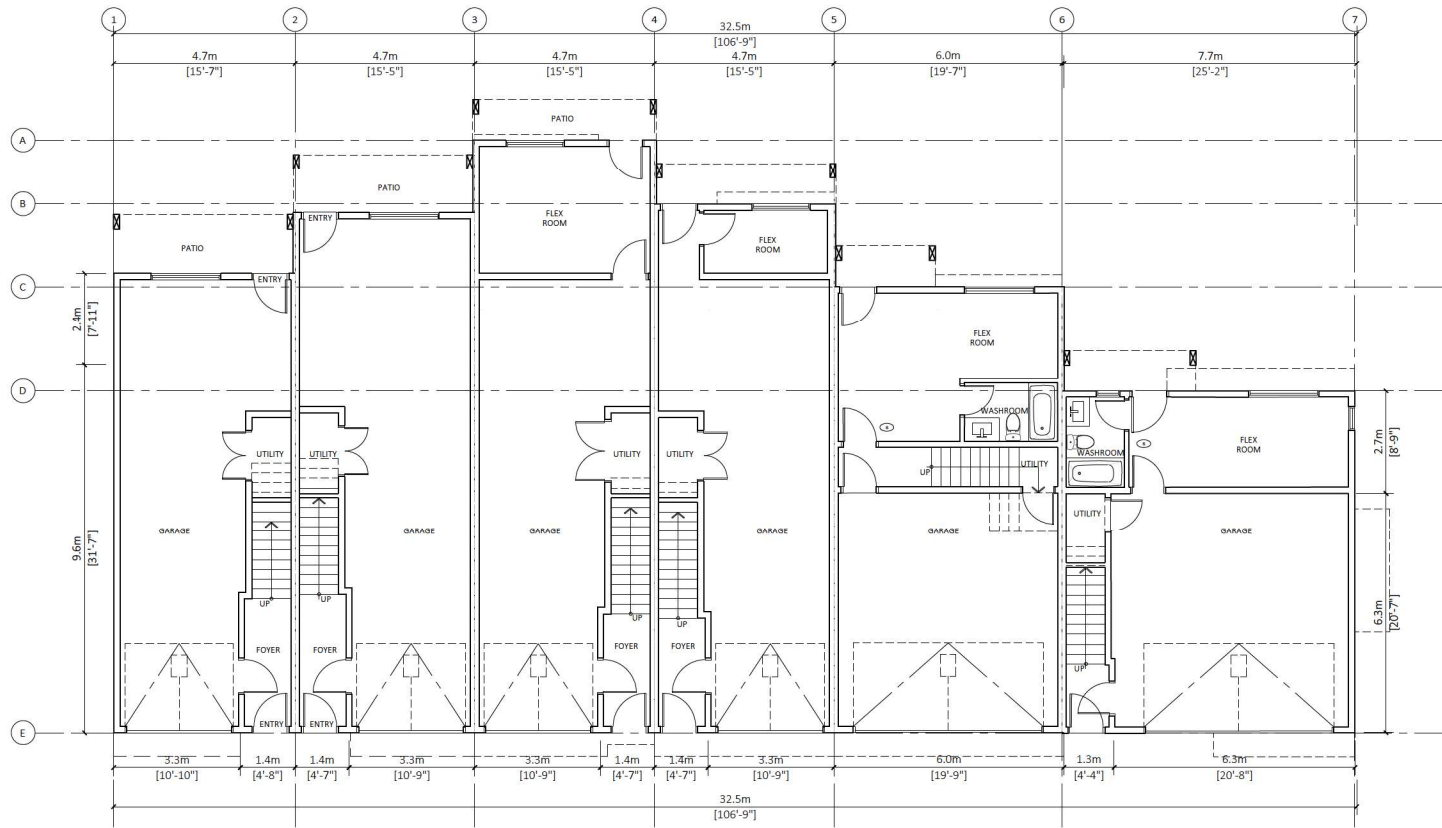
1 WEST ELEVATION  
3/32"=1'-0"

FINISH SCHEDULE

- 1. Asphalt Shingles roofing  
Color: Iko Dual Black
- 2. Board & Batten  
Color: Kendall Charcoal (Benjamin Moore HC-166)
- 3. Horizontal Fibre Cementious Lap Siding  
Color: Chantilly Lace (Benjamin Moore 2121-70)
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Color: Iron Ore (Sherwin Williams SW 7069)
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Color: Cedar
- 6. Horizontal Fibre Cementious Lap Siding  
Color: Coventry Gray (Benjamin Moore HC-169)
- 7. Board & Batten  
Color: Chantilly Lace (Benjamin Moore 2121-70)
- 8. Brick Cladding  
Color: White
- 9. Paint  
Color: Chantilly Lace (Benjamin Moore 2121-70)
- 10. Garage Door  
Color: Similar to composite wood wall panel



2 SOUTH ELEVATION  
3/32"=1'-0"



1 GARAGE FLOOR PLAN  
Scale: 3/32"=1'-0"



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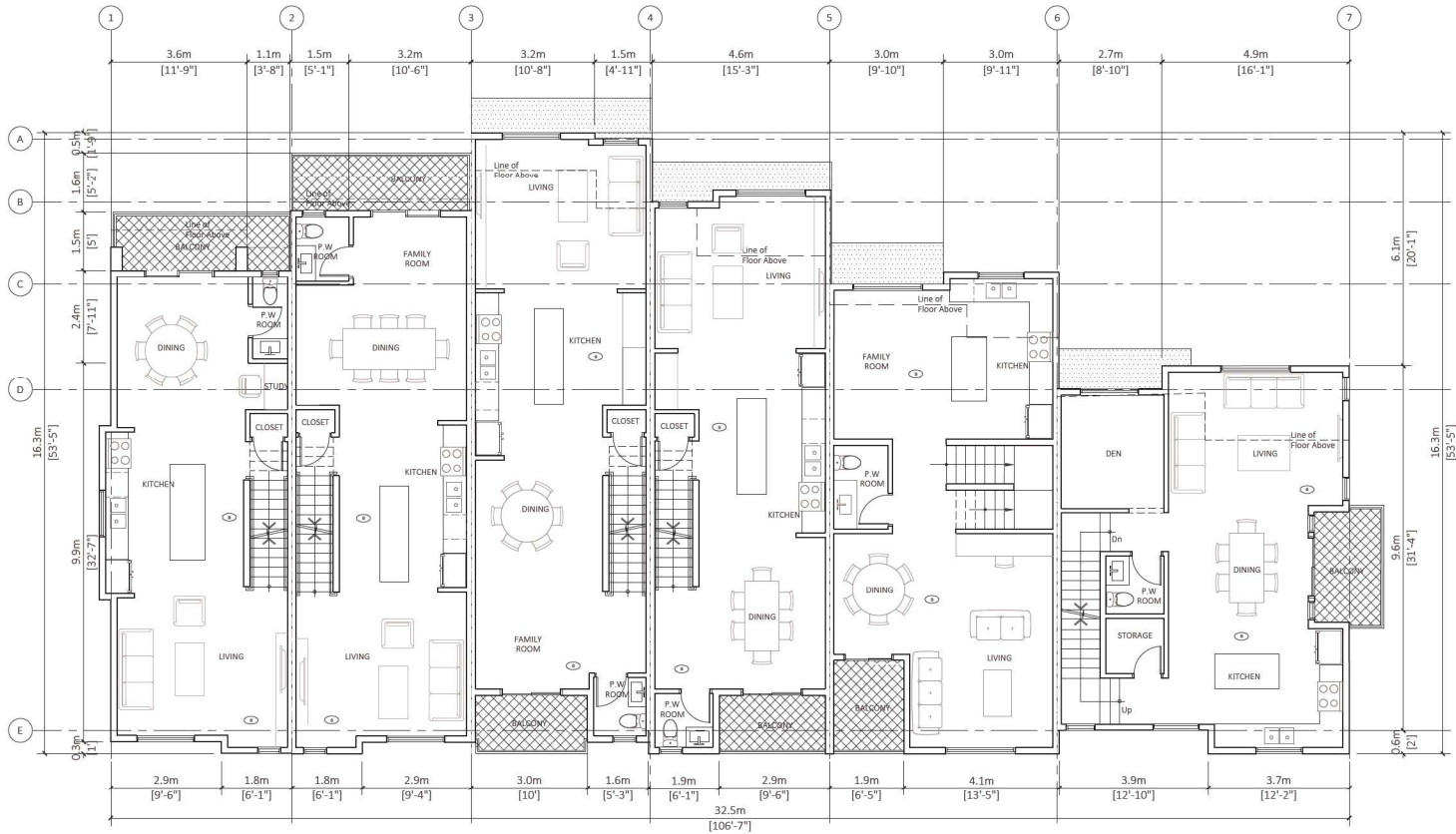
PROJECT NO:  
24-204

SCALE: DRAWN BY:  
3/32"=1' RW

REV	DESCRIPTION	DATE	BY

BUILDING 4

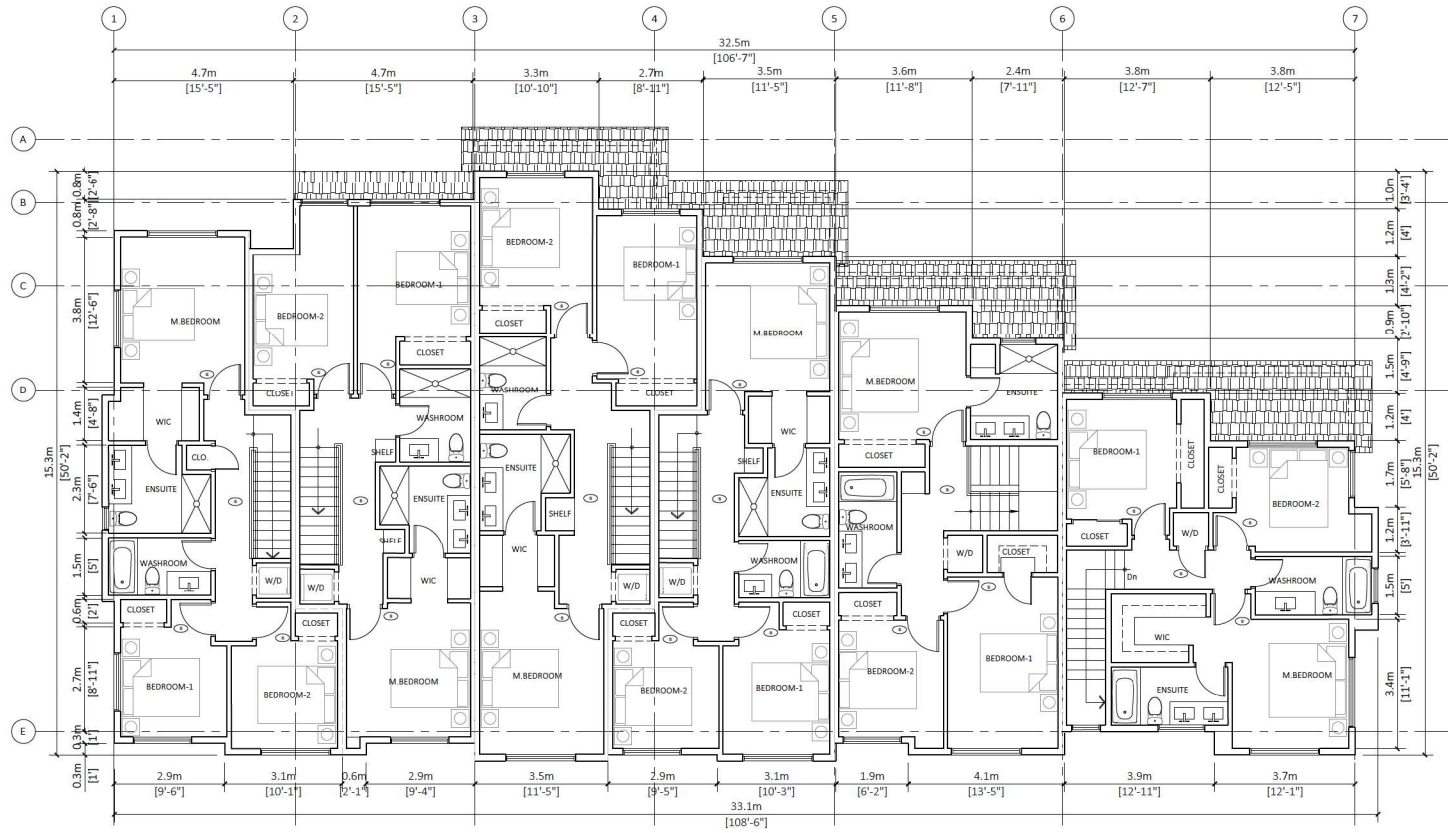
A.2.4 A



1 MAIN FLOOR PLAN  
Scale: 3/32"=1'-0"



REV	DESCRIPTION	DATE	BY



1 TOP FLOOR PLAN  
Scale: 3/32"=1'-0"



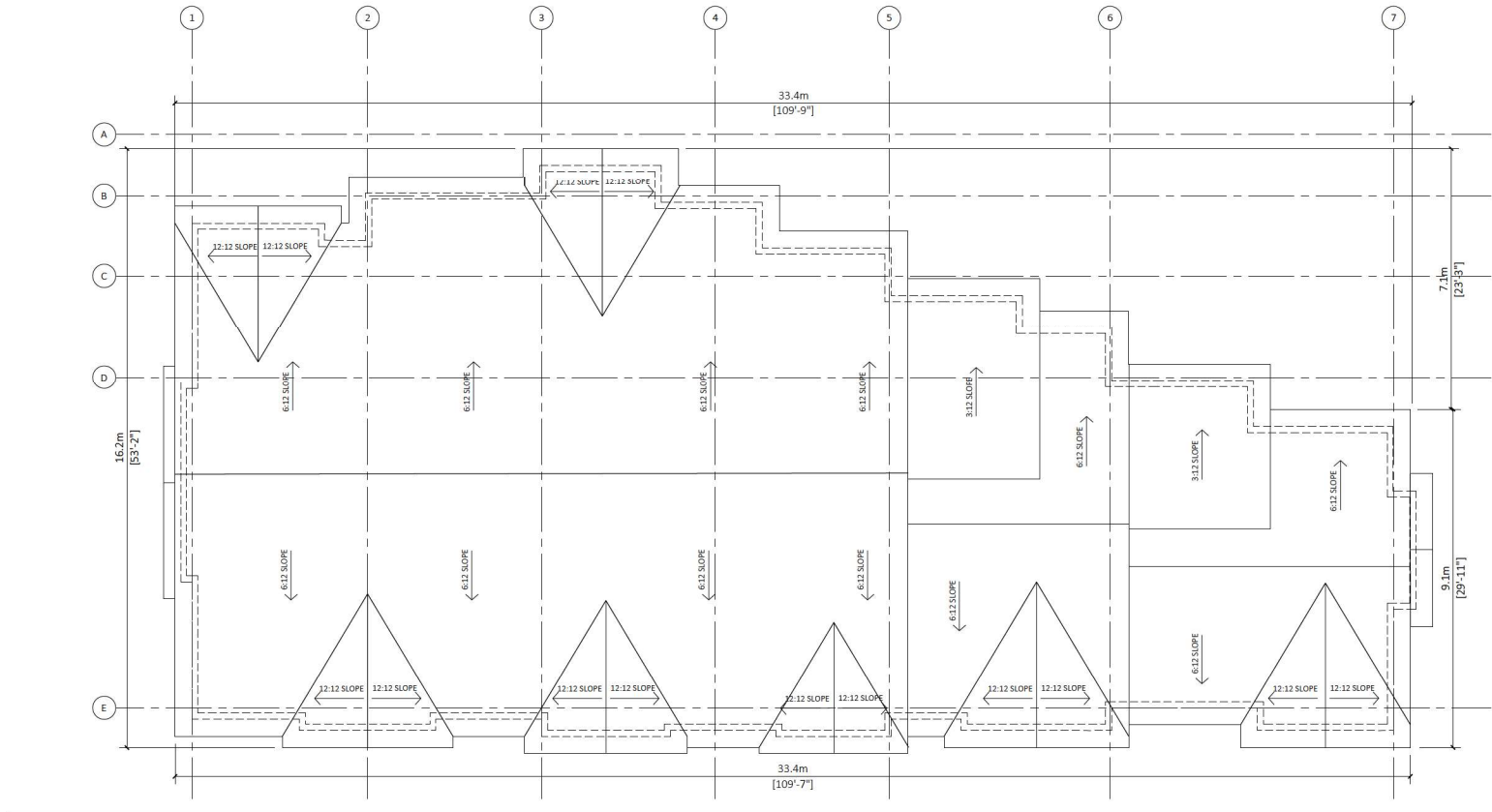
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DATE  
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PROJECT NO:  
24-204  
SCALE:  
3/32"=1' RW  
DRAWN BY:

REV	DESCRIPTION	DATE	BY

BUILDING 4

A.2.4 C



1 ROOF PLAN  
Scale: 3/32"=1'-0"



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24-204

SCALE: 3/32"=1' RW  
DRAWN BY:

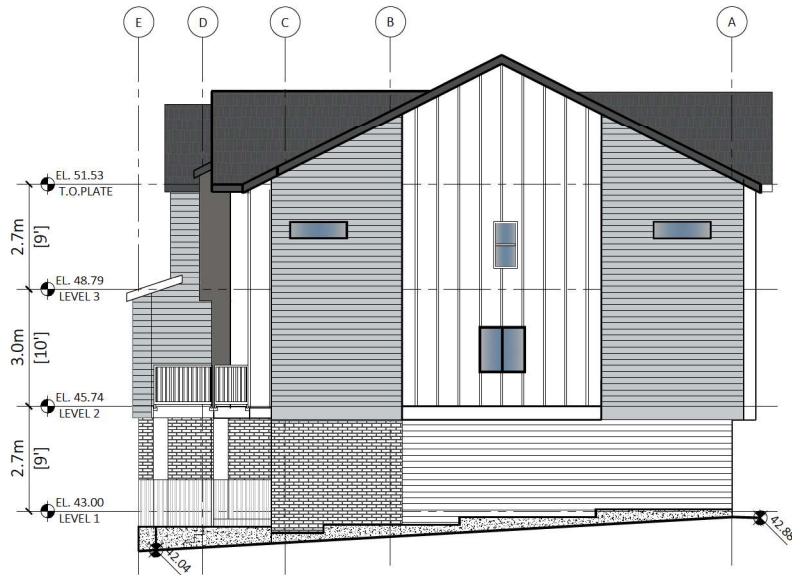
REV	DESCRIPTION	BY	DATE

BUILDING 4

A.2.4 D



1 EAST ELEVATION  
3/32"=1'-0"



2 NORTH ELEVATION  
3/32"=1'-0"

FINISH SCHEDULE

- 1. Asphalt Shingles roofing  
Color : Iko Dual Black
- 2. Board & Batten  
Color : Kendall Charcoal (Benjamin Moore HC-166)
- 3. Horizontal Fibre Cementious Lap Siding  
Color : Chantilly Lace (Benjamin Moore 2121-70)
- 4. Fascia & Garage Door  
Color : Iron Ore (Sherwin Williams SW 7069)
- 5. Fluted Composite Wood wall panels  
Color:- Cedar
- 6. Horizontal Fibre Cementious Lap Siding  
Color: Coventry Gray (Benjamin Moore HC-169)
- 7. Board & Batten  
Color : Chantilly Lace (Benjamin Moore 2121-70)
- 8. Brick Cladding  
Color:- White
- 9. Paint  
Color: Chantilly Lace (Benjamin Moore 2121-70)
- 10. Garage Door  
Color:- Similar to composite wood wall panel



REV	DESCRIPTION	BY	DATE



1 WEST ELEVATION  
3/32"=1'-0"



2 SOUTH ELEVATION  
3/32"=1'-0"

FINISH SCHEDULE

- 1. Asphalt Shingles roofing  
Color : Iko Dual Black
- 2. Board & Batten  
Color : Kendall Charcoal (Benjamin Moore HC-16)
- 3. Horizontal Fibre Cementious Lap Siding  
Color : Chantilly Lace (Benjamin Moore 2121-70)
- 4. Fascia & Garage Door  
Color : Iron Ore (Sherwin Williams SW 7069)
- 5. Fluted Composite Wood wall panels  
Color:- Cedar
- 6. Horizontal Fibre Cementious Lap Siding  
Color: Coventry Gray (Benjamin Moore HC-169)
- 7. Board & Batten  
Color : Chantilly Lace (Benjamin Moore 2121-70)
- 8. Brick Cladding  
Color:- White
- 9. Paint  
Color: Chantilly Lace (Benjamin Moore 2121-70)
- 10. Garage Door  
Color:- Similar to composite wood wall panel



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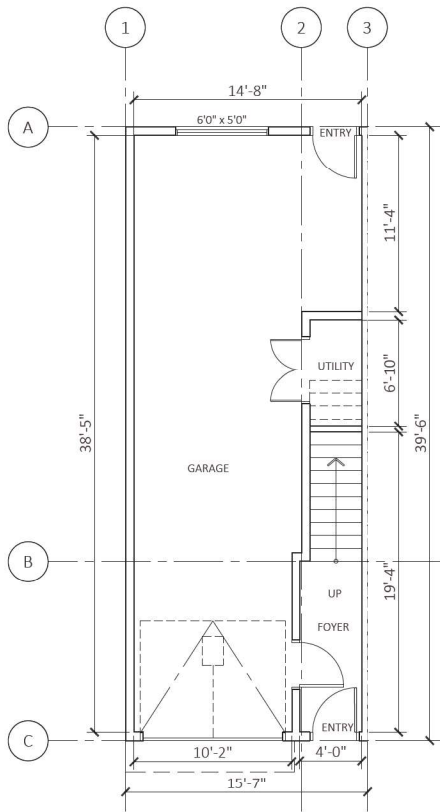
PROJECT NO:  
24-204

SCALE: 3/32"=1' DRAWN BY:  
RW

REV	DESCRIPTION	DATE	BY

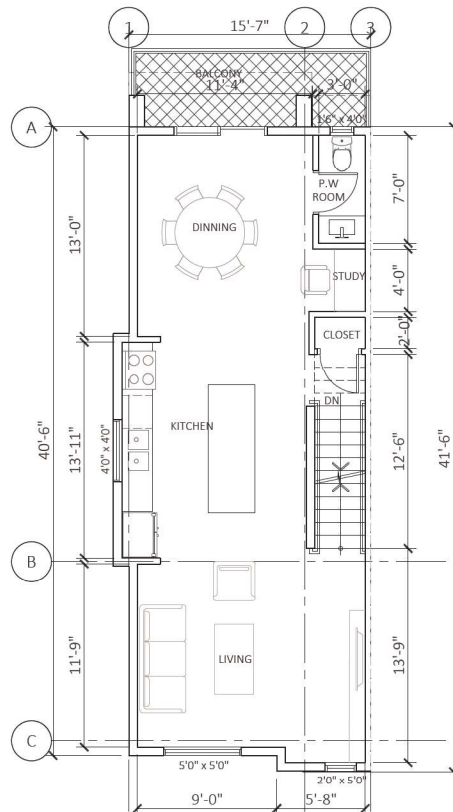
BUILDING 4

A.3.4 B



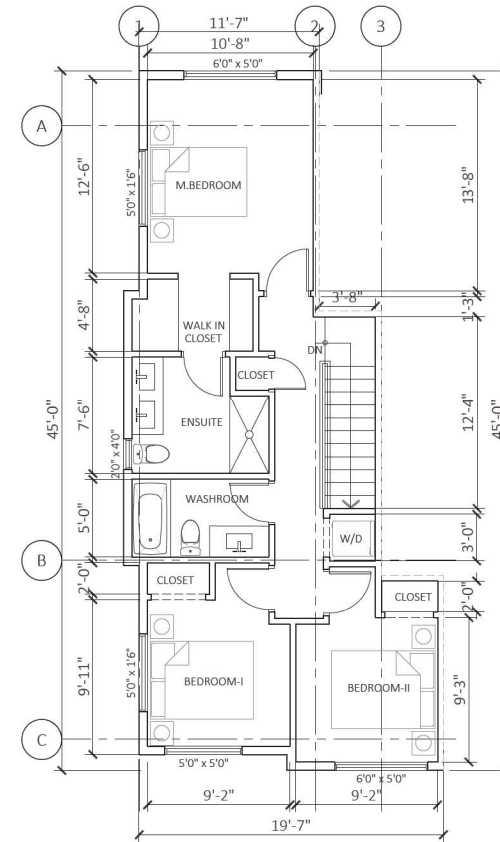
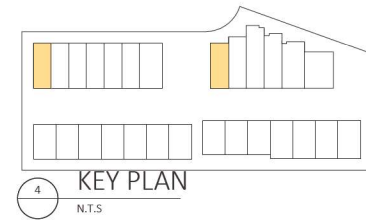
1 LEVEL-1  
1/8"=1'

Floor Area : 528.43 ft<sup>2</sup>+87.10 ft<sup>2</sup>  
/49.09 m<sup>2</sup> +8.09 m<sup>2</sup>



2 LEVEL-2  
1/8"=1'

Floor Area : 651.56 ft<sup>2</sup> /60.53 m<sup>2</sup>

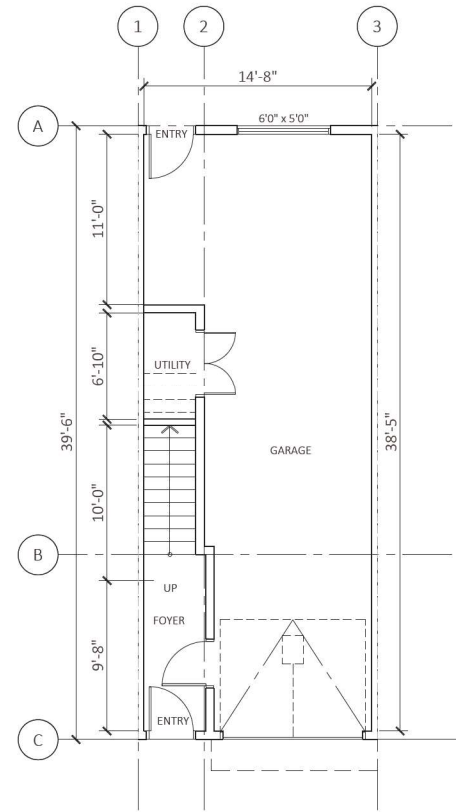


3 LEVEL-3  
1/8"=1'

Floor Area : 697.72 ft<sup>2</sup>/64.82 m<sup>2</sup>

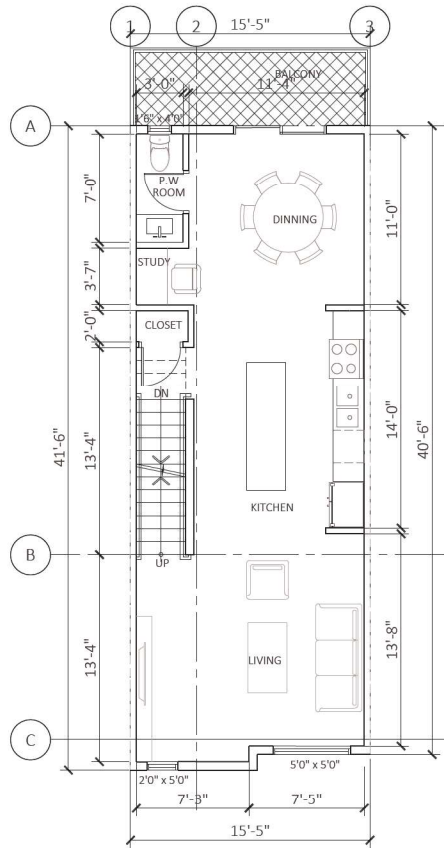
Total Floor Area : 1436.38 ft<sup>2</sup> / 133.44 m<sup>2</sup>  
(excluding garage)

REV	DESCRIPTION	DATE	BY



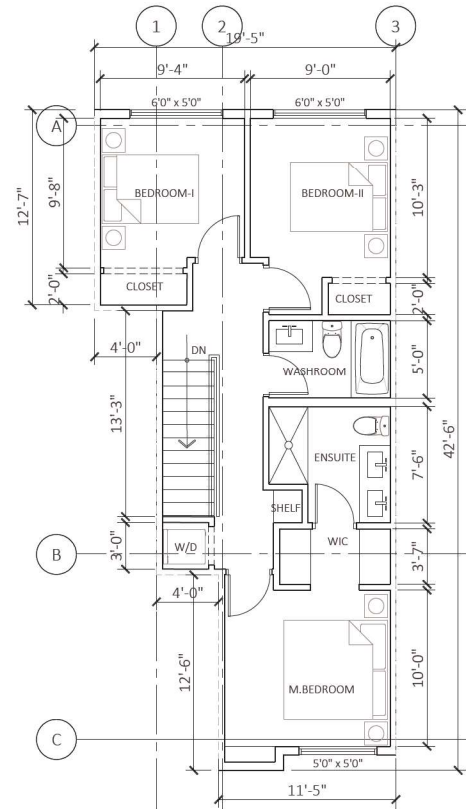
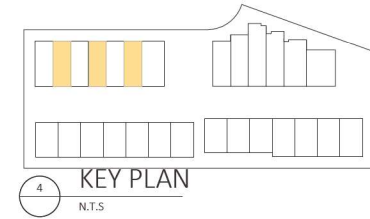
1 LEVEL-1  
1/8"=1'

Floor Area : 519.95 ft<sup>2</sup>+89.00 ft<sup>2</sup>  
/48.30 m<sup>2</sup> +8.27 m<sup>2</sup>



2 LEVEL-2  
1/8"=1'

Floor Area : 631.89 ft<sup>2</sup> / 58.70 m<sup>2</sup>

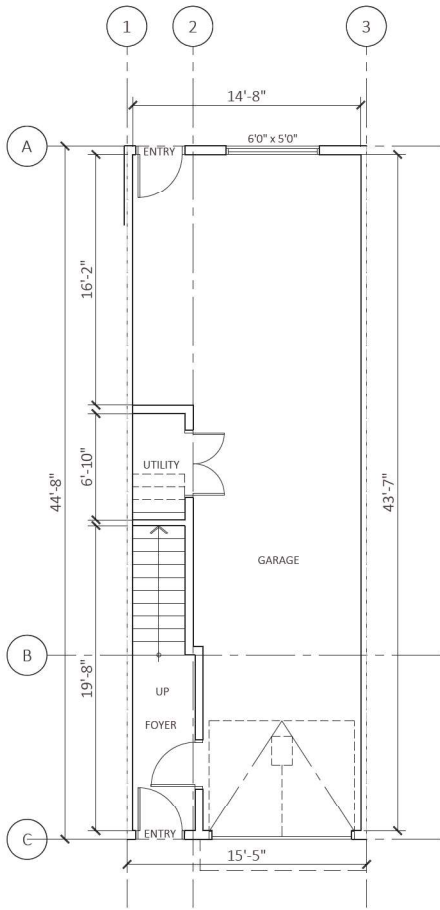


3 LEVEL-3  
1/8"=1'

Floor Area : 649.56 ft<sup>2</sup> / 60.35 m<sup>2</sup>

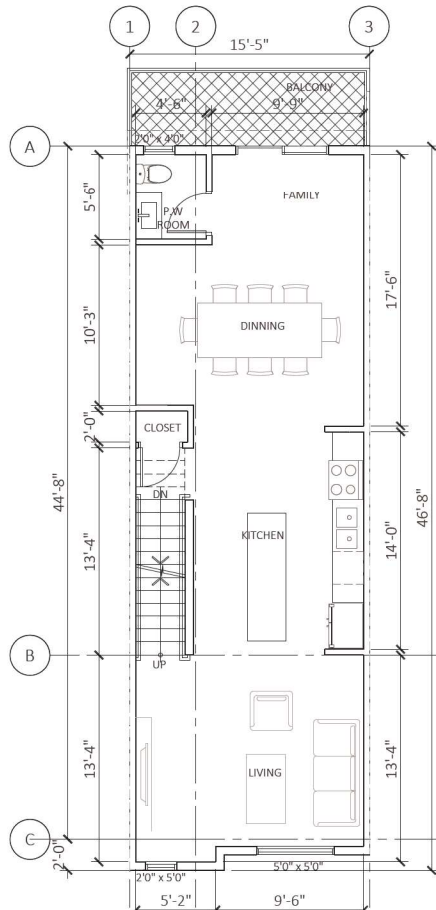
Total Floor Area : 1370.44 ft<sup>2</sup> / 127.32 m<sup>2</sup>  
(excluding garage)

REV	DESCRIPTION	BY	DATE



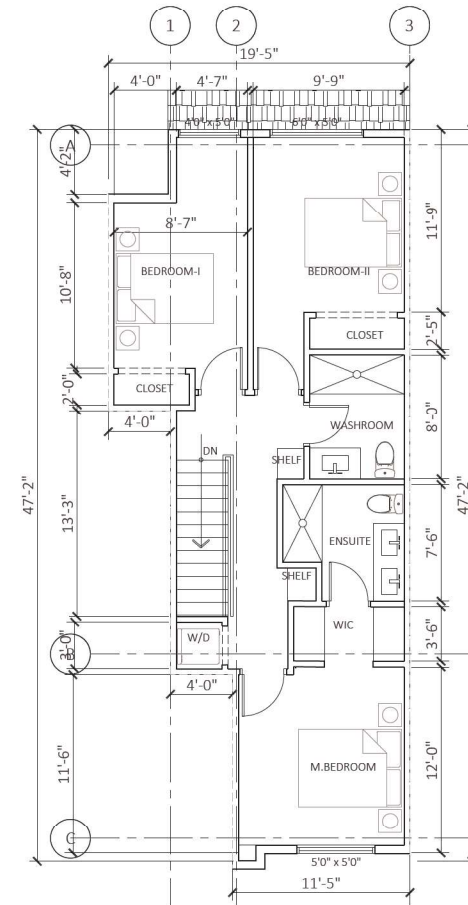
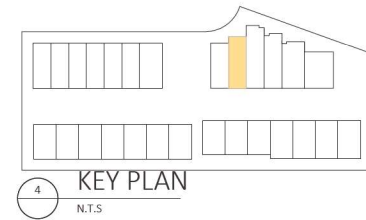
1 LEVEL-1  
1/8"=1'

Floor Area : 599.61 ft<sup>2</sup>+89.00 ft<sup>2</sup>  
/55.71 m<sup>2</sup> +8.27 m<sup>2</sup>



2 LEVEL-2  
1/8"=1'

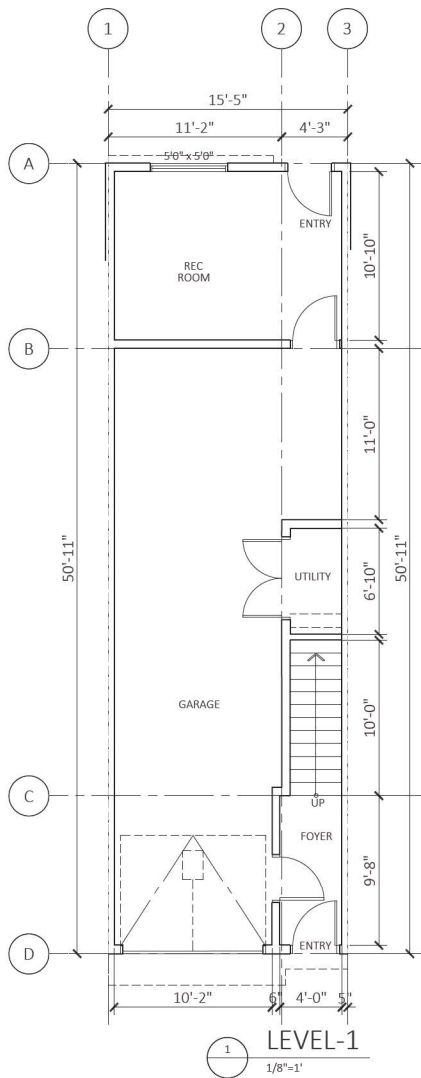
Floor Area : 710.06 ft<sup>2</sup> / 65.97 m<sup>2</sup>



3 LEVEL-3  
1/8"=1'

Floor Area : 731.87 ft<sup>2</sup> / 68.00 m<sup>2</sup>  
Total Floor Area : 1530.93 ft<sup>2</sup> / 142.23 m<sup>2</sup>  
(excluding garage)

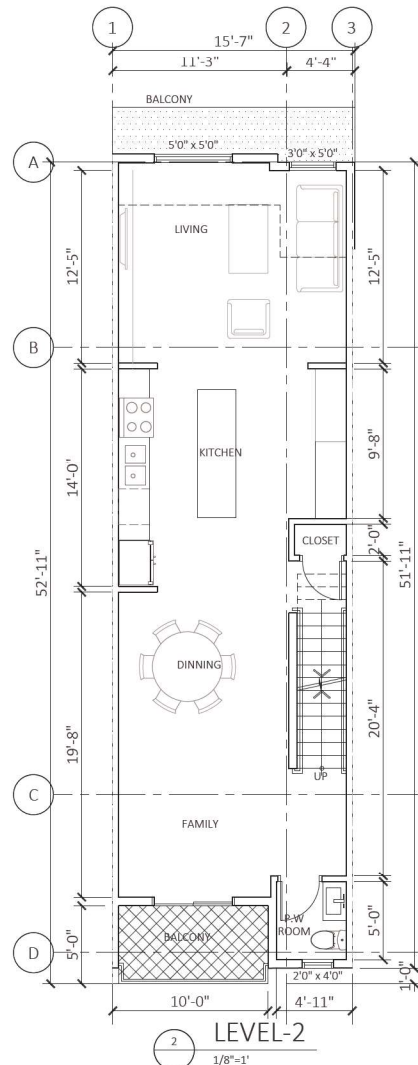
REV	DESCRIPTION	BY	DATE



LEVEL-1

1/8"=1'

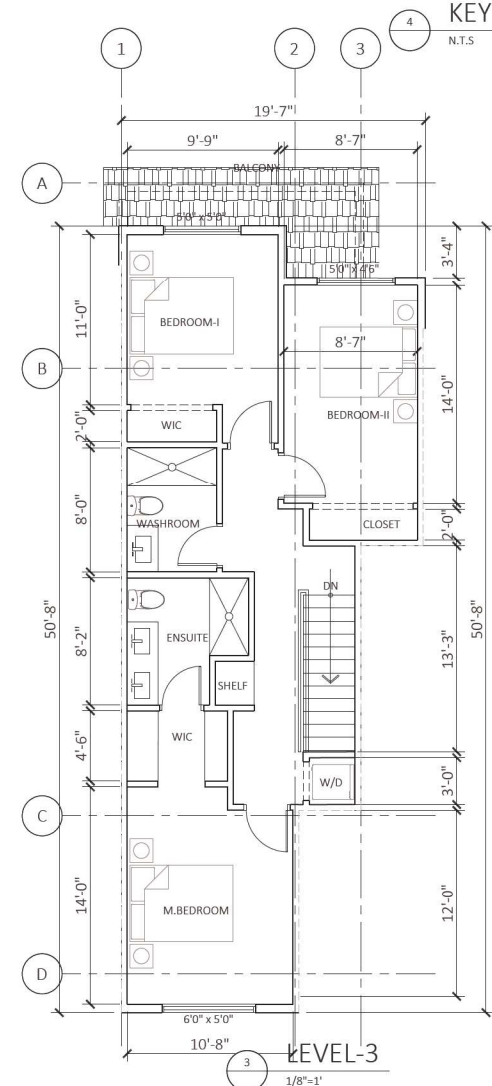
Floor Area : 516.86 ft<sup>2</sup> + 268.11 ft<sup>2</sup>  
/ 48.02 m<sup>2</sup> + 24.91 m<sup>2</sup>



LEVEL-2

1/8"=1'

Floor Area : 765.67 ft<sup>2</sup> / 71.13 m<sup>2</sup>



LEVEL-3

1/8"=1'

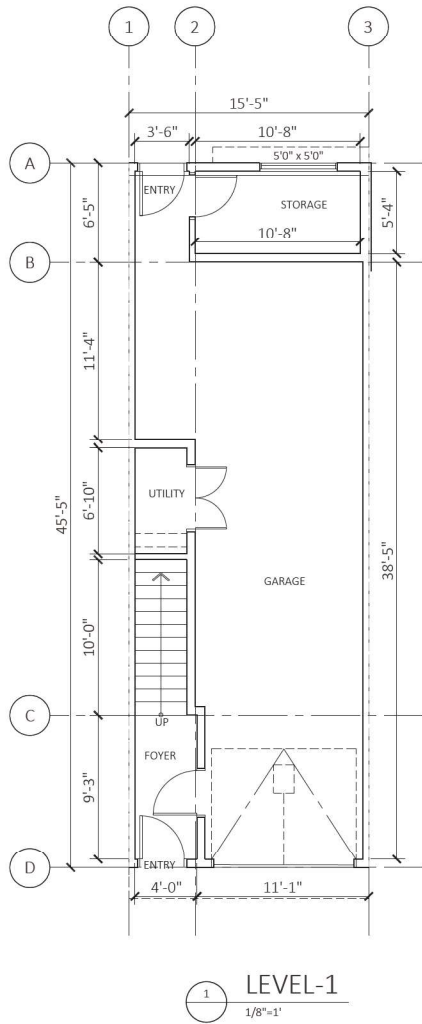
Floor Area : 782.15 ft<sup>2</sup> / 72.66m<sup>2</sup>  
Total Floor Area : 1815.93 ft<sup>2</sup> / 168.70 m<sup>2</sup> (excluding garage)



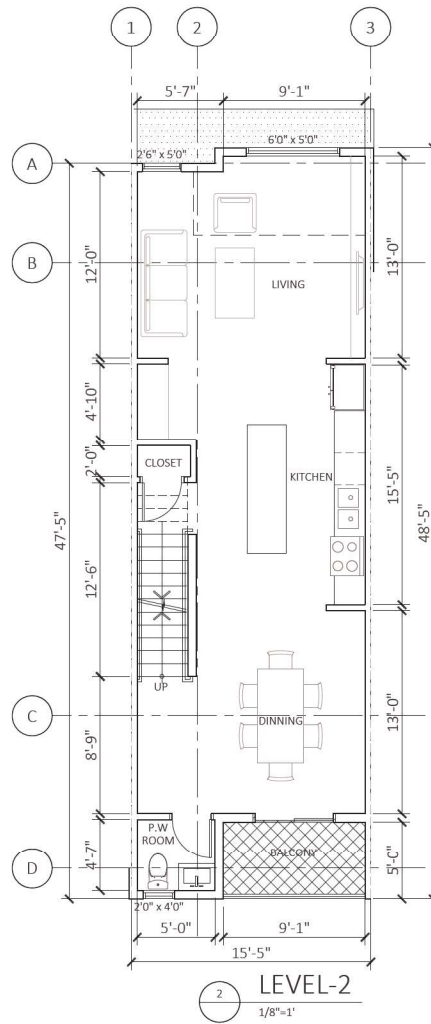
KEY PLAN  
N.T.S.



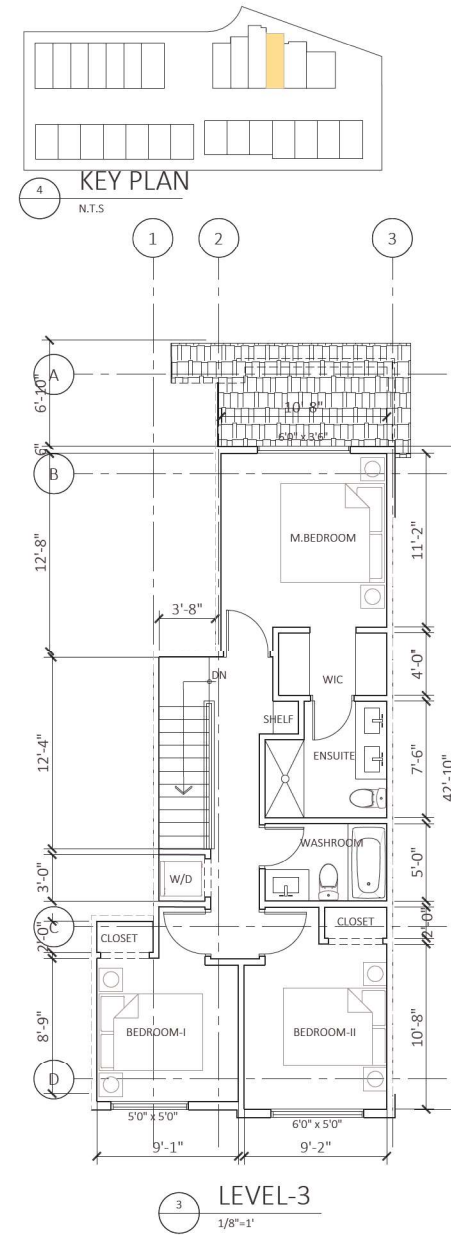
REV	DESCRIPTION	BY	DATE



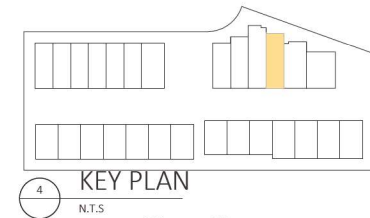
Floor Area : 518.59 ft<sup>2</sup> / 48.18 m<sup>2</sup> + 16.85 m<sup>2</sup>



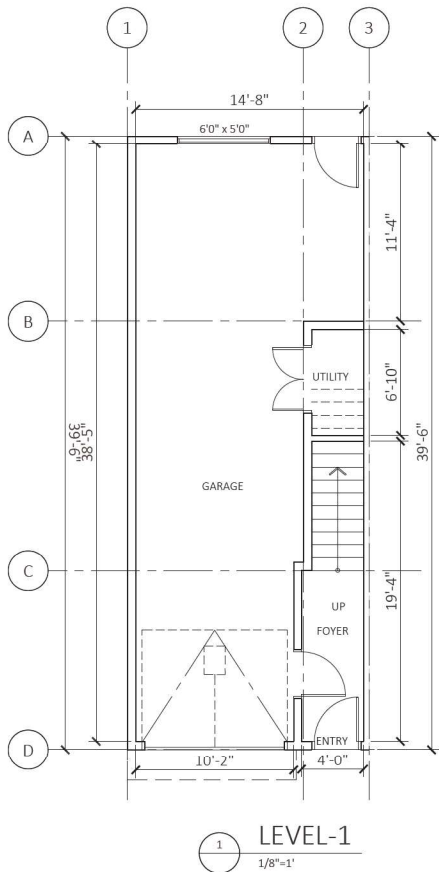
Floor Area : 693.33 ft<sup>2</sup> / 64.41 m<sup>2</sup>



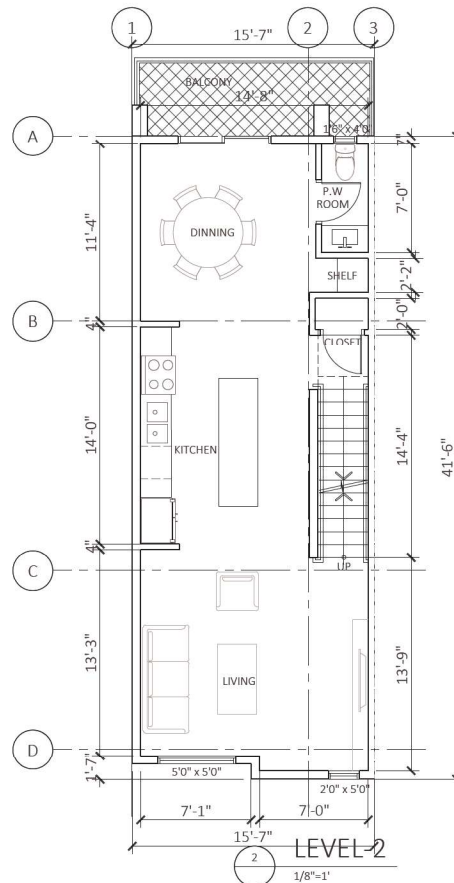
Floor Area : 661.88 ft<sup>2</sup> / 61.50 m<sup>2</sup>  
Total Floor Area : 1536.80 ft<sup>2</sup> / 142.77 m<sup>2</sup> (excluding garage)



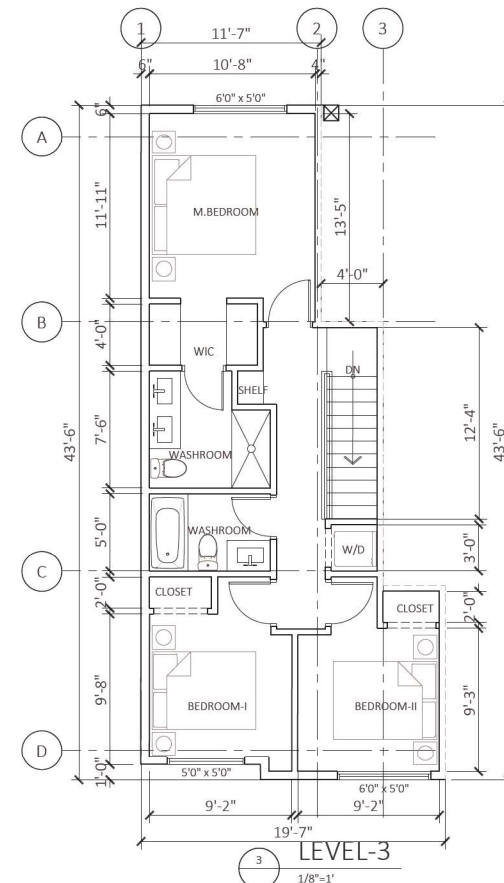
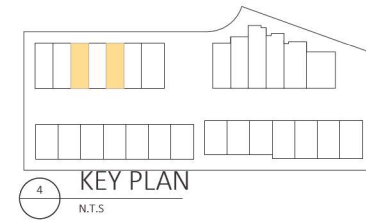
REV	DESCRIPTION	BY	DATE



Floor Area : 528.27ft<sup>2</sup>+87.27ft<sup>2</sup>  
/48.17 m<sup>2</sup>+8.00 m<sup>2</sup>



Floor Area : 638.41 ft<sup>2</sup> / 59.31 m<sup>2</sup>



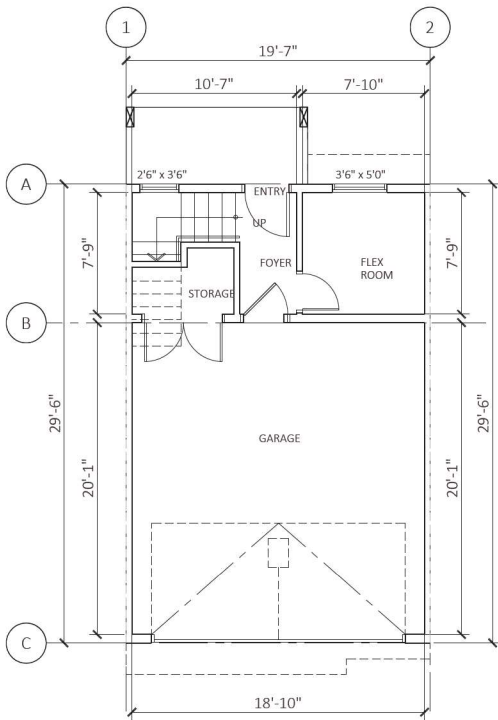
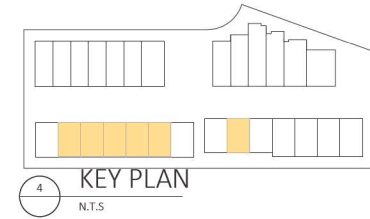
Floor Area : 664.53 ft<sup>2</sup> / 61.74 m<sup>2</sup>

Total Floor Area : 1390.21 ft<sup>2</sup> / 129.15 m<sup>2</sup> (excluding garage)

REV	DESCRIPTION	BY	DATE

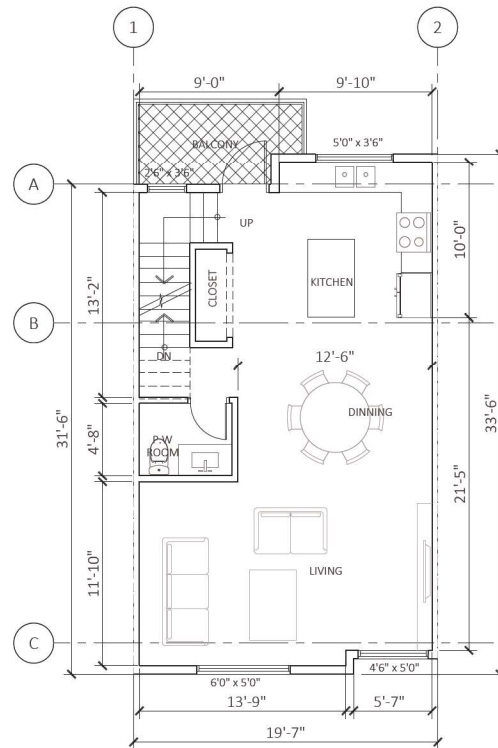


REV	DESCRIPTION	DATE



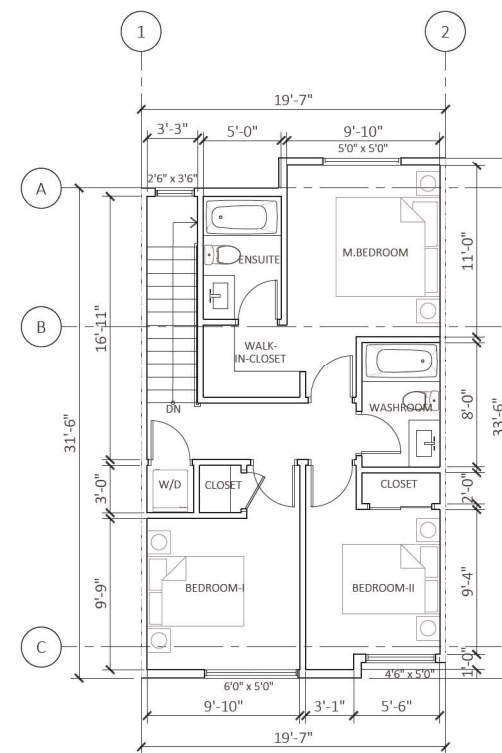
1 LEVEL-1  
1/8"=1'

Floor Area : 438.13ft<sup>2</sup>+139.59ft<sup>2</sup>  
/40.70 m<sup>2</sup> +12.97 m<sup>2</sup>



2 LEVEL-2  
1/8"=1'

Floor Area : 632.98 ft<sup>2</sup> / 58.80 m<sup>2</sup>



3 LEVEL-3  
1/8"=1'

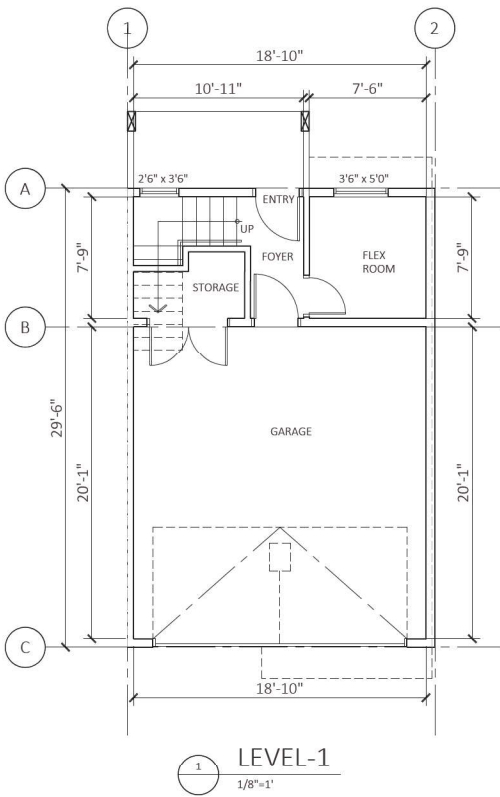
Floor Area : 633.10 ft<sup>2</sup> / 58.82 m<sup>2</sup>

Total Floor Area : 1405.67 ft<sup>2</sup> / 130.59 m<sup>2</sup> (excluding garage)

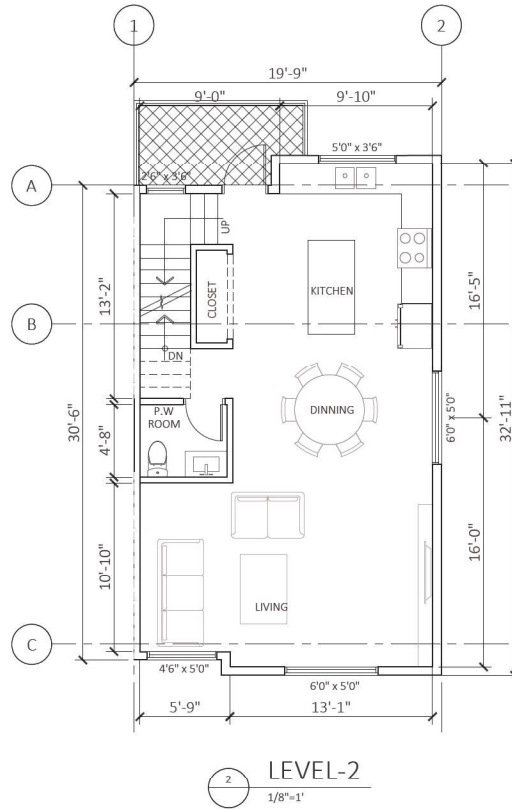




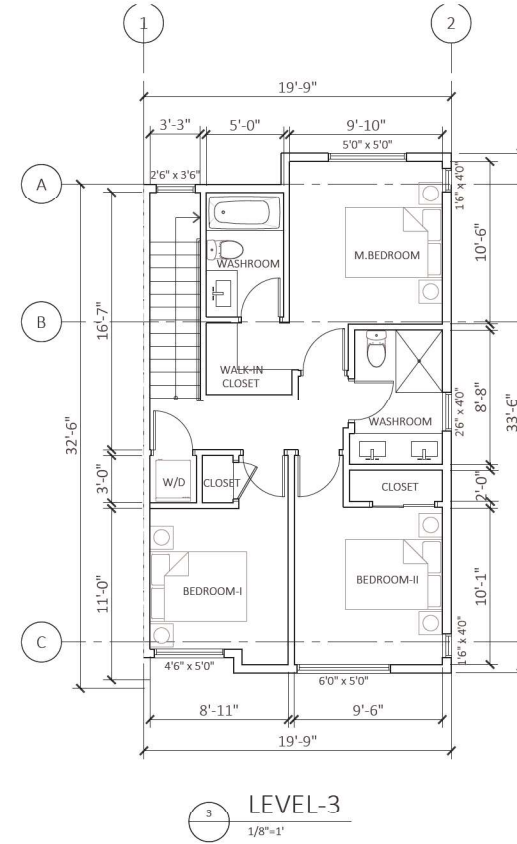
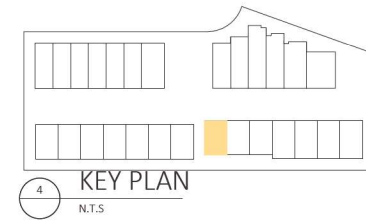




Floor Area : 445.24ft<sup>2</sup>+138.61ft<sup>2</sup>  
/41.36 m<sup>2</sup> +12.88 m<sup>2</sup>



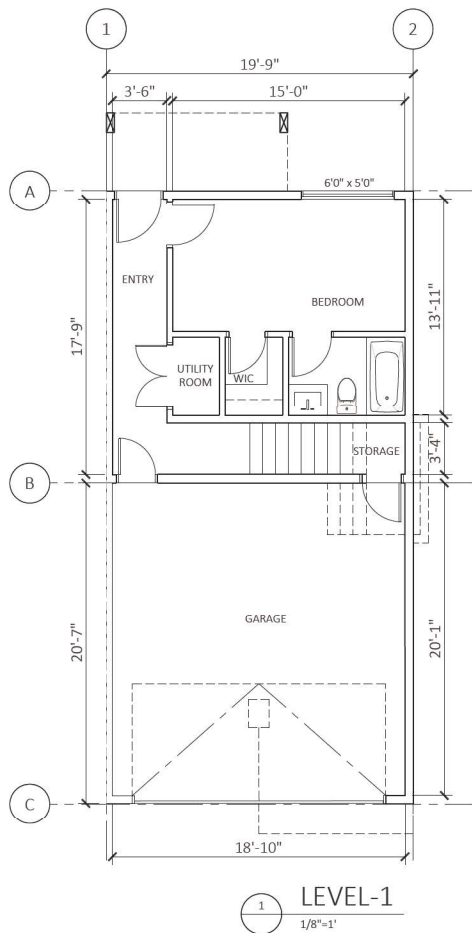
Floor Area : 639.88 ft<sup>2</sup> / 59.45 m<sup>2</sup>



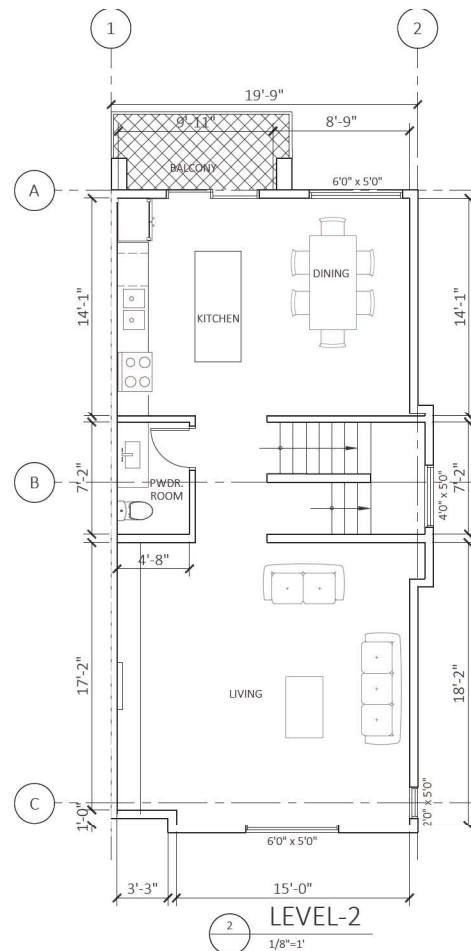
Floor Area : 639.71 ft<sup>2</sup> / 59.43 m<sup>2</sup>

Total Floor Area : 1418.20 ft<sup>2</sup> / 131.76 m<sup>2</sup> (excluding garage)

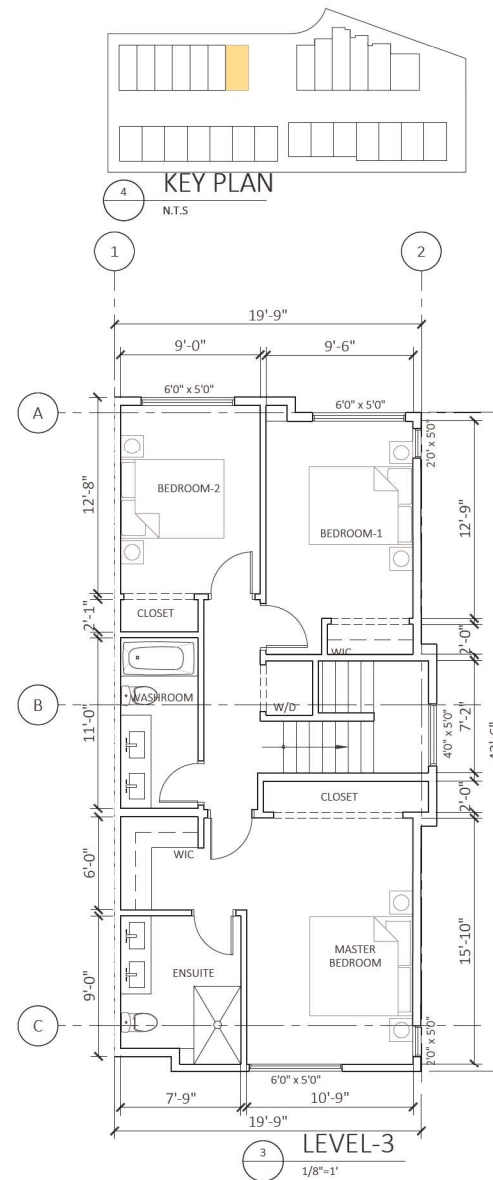
REV	DESCRIPTION	BY	DATE



Floor Area : 430.08ft<sup>2</sup>+348.60ft<sup>2</sup>  
/38.26 m<sup>2</sup> +34.08 m<sup>2</sup>

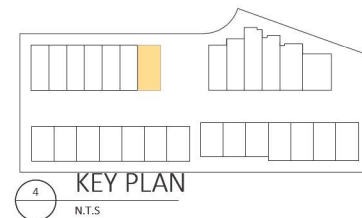


Floor Area : 826.25 ft<sup>2</sup> / 76.76 m<sup>2</sup>

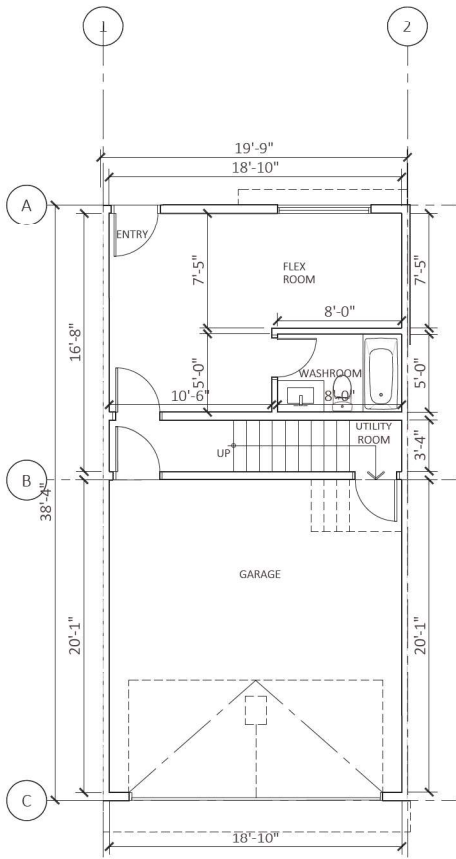


Floor Area : 857.98 ft<sup>2</sup> / 79.71 m<sup>2</sup>

Total Floor Area : 2032.83 ft<sup>2</sup> / 188.86 m<sup>2</sup> (excluding garage)

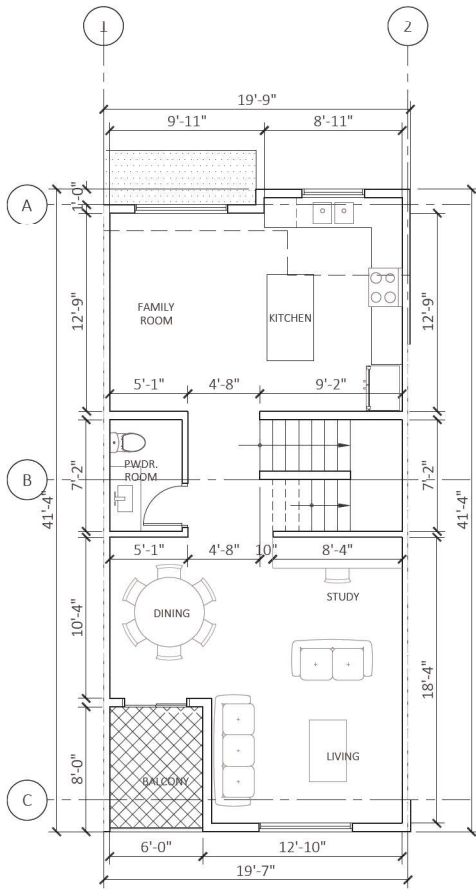


REV	DESCRIPTION	BY	DATE



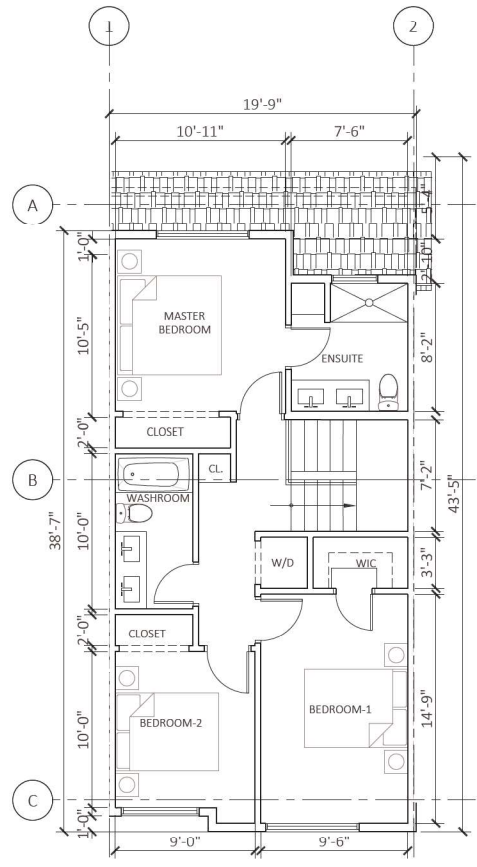
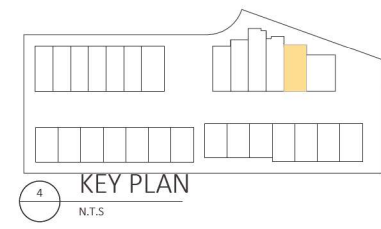
1 LEVEL-1  
1/8"=1'

Floor Area : 424.05ft<sup>2</sup>+327.37ft<sup>2</sup>  
/39.40 m<sup>2</sup>+30.41 m<sup>2</sup>



2 LEVEL-2  
1/8"=1'

Floor Area : 749.26 ft<sup>2</sup> / 69.61 m<sup>2</sup>



3 LEVEL-3  
1/8"=1'

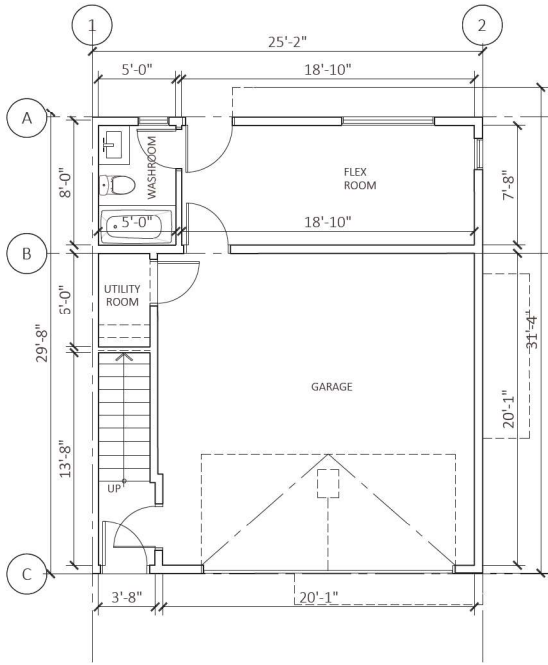
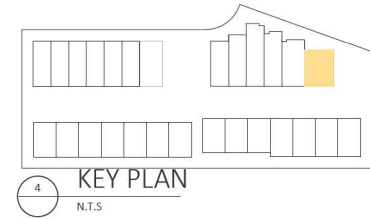
Floor Area : 723.76 ft<sup>2</sup> / 67.24 m<sup>2</sup>

Total Floor Area : 1800.39 ft<sup>2</sup> / 167.26 m<sup>2</sup> (excluding garage)

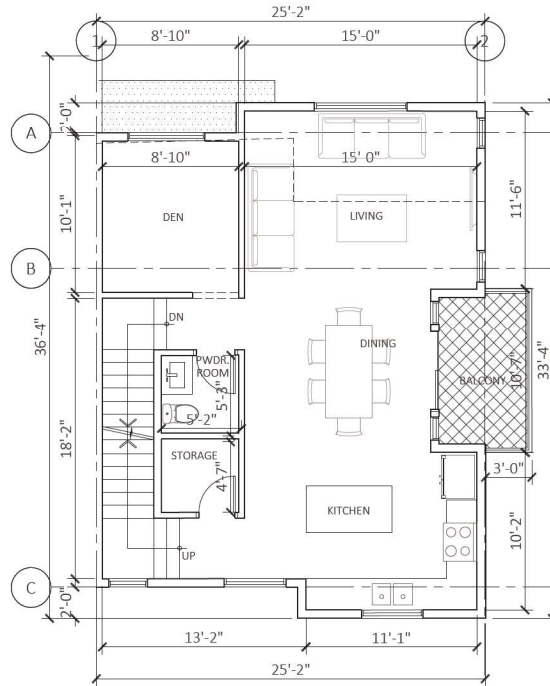


REV	DESCRIPTION	BY	DATE

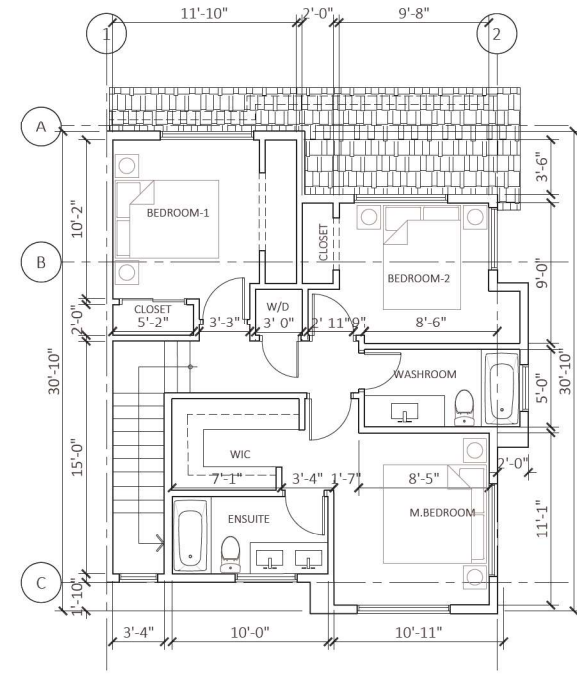
REV	DESCRIPTION	BY	DATE



Floor Area : 465.45ft<sup>2</sup>+272.38ft<sup>2</sup>  
/43.24m<sup>2</sup> +25.30 m<sup>2</sup>

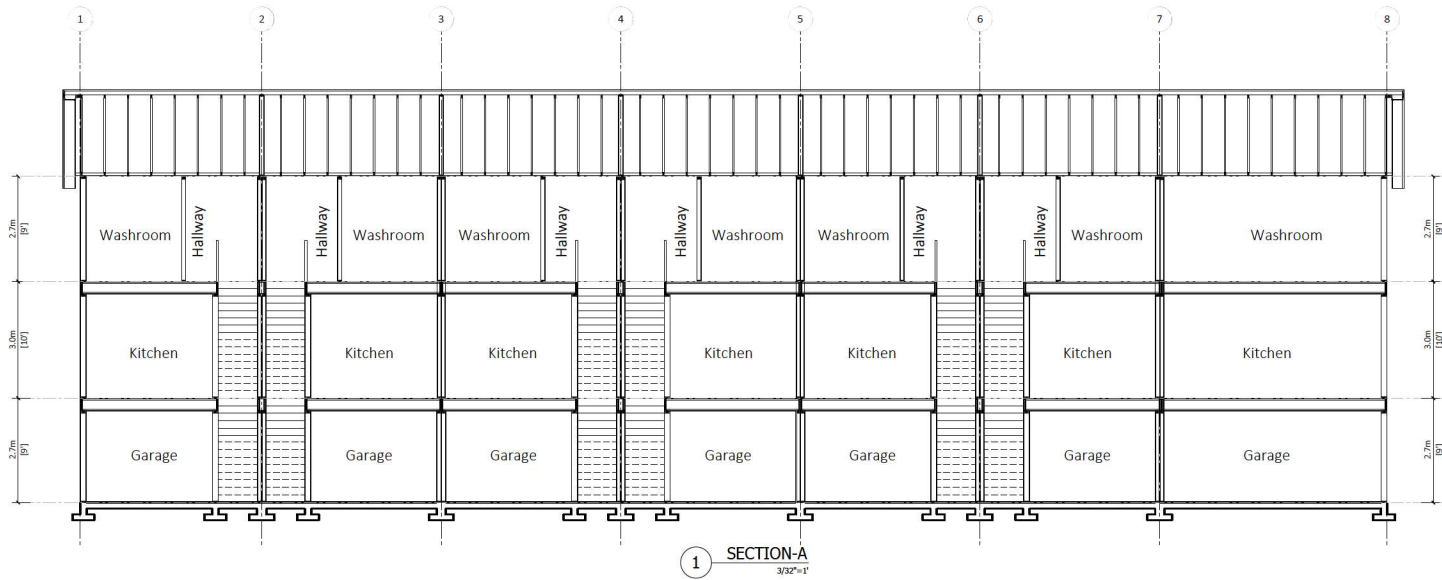


Floor Area : 765.73 ft<sup>2</sup> / 71.14 m<sup>2</sup>

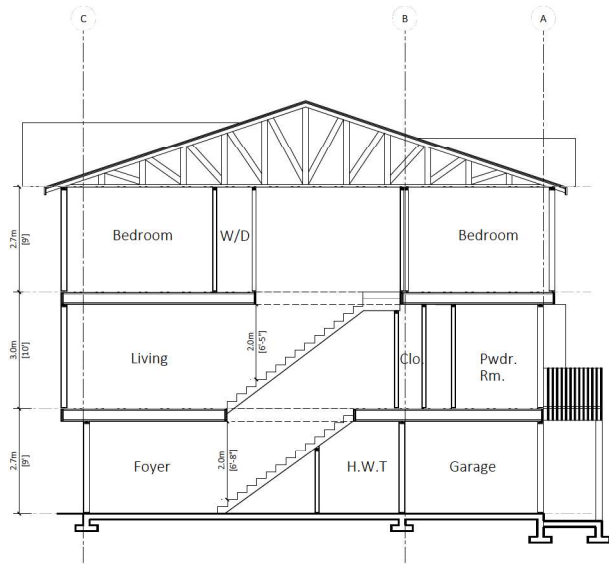


Floor Area : 719.85 ft<sup>2</sup> / 66.88 m<sup>2</sup>

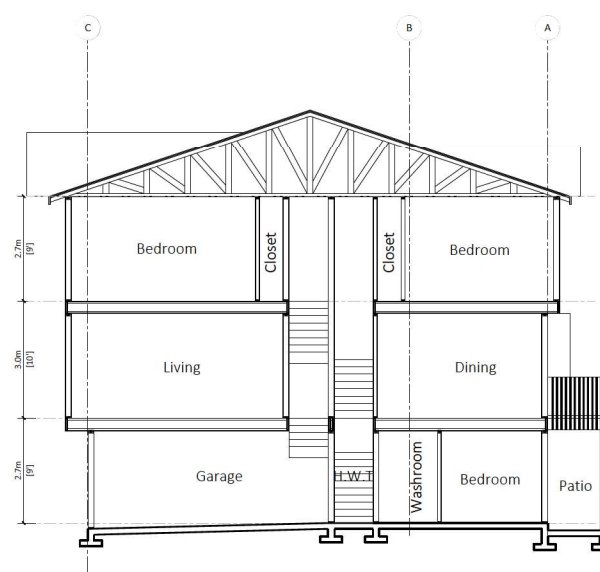
Total Floor Area : 1757.96 ft<sup>2</sup> / 163.32m<sup>2</sup> (excluding garage)



1 SECTION-A  
3/32"=1'



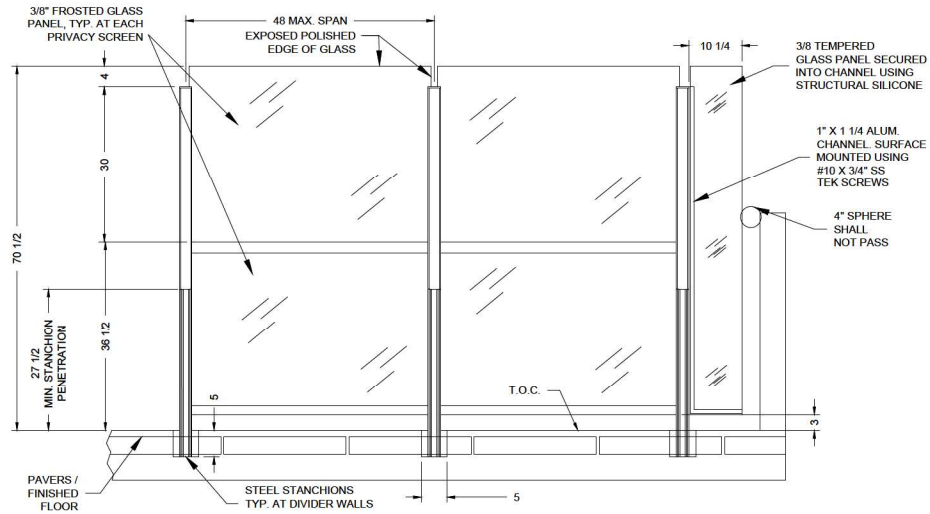
2 SECTION-B  
3/32"=1'



3 SECTION-C  
3/32"=1'



REV	DESCRIPTION	DATE



1 BALCONY SEPARATION SCREEN DETAIL  
1/2"=1'



PROJECT INFO:  
4505, 4515, 4525 & 4535  
200 Street City Of Langley BC

CLIENT:  
Dennis Chan

DATE  
6-May-25

PROJECT NO:  
24-204

SCALE:  
1/2" = 1'

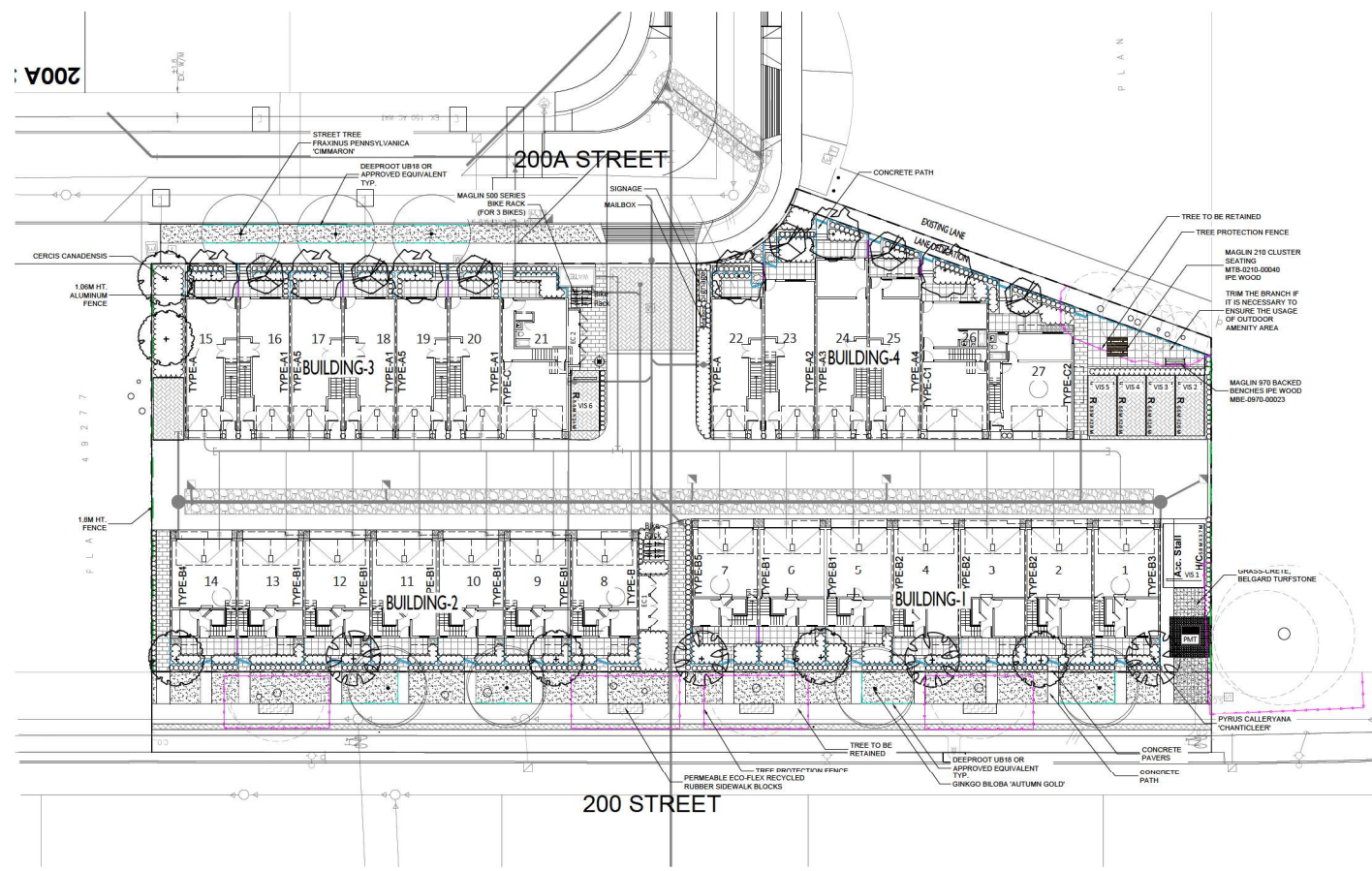
DRAWN BY:  
RW

REV	DESCRIPTION	BY	DATE

SEPARATION SCREEN  
DETAIL

A 4.2

SCALE:



**MATERIAL LEGEND**

	BELGARD HOLLAND STONE 100 x 200 x 60MM, CHARCOAL COLOUR
	CONCRETE
	BELGARD VS-5, CHARCOAL COLOUR, HERRINGBONE PATTERN
	BELGARD CORTAZ SLAB 610 X 610 X 50MM, NATURAL COLOUR
	GRAVEL
	FIBAX
	GRASS-CRETE, BELGARD TURFSTONE
	LANDSCAPE & STONE SUPPLY BASALT STEPPING STONE XL CFPXL

**FENCE LEGEND**

	1.00M HT. ALUMINUM FENCE
	1.0M HT. FENCE
	1.2M HT. PATIO SCREEN

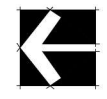


NO.	DATE	REVISION DESCRIPTION	DR.
6	25.MAY.13	CITY COMMENTS	RJ
5	25.APR.13	NEW SITE PLAN & CITY COMMENTS	RJ
7	23.MAR.05	CITY COMMENTS	YS
6	23.JUN.07	TREE MFP PLAN	AM
5	24.OCT.08	NEW SITE PLAN	RJ
4	24.OCT.07	NEW SITE PLAN	JR
3	24.OCT.05	SITE BACK RELOCATION	YS
2	24.FEB.09	NEW SITE PLAN/CITY COMMENTS	RJ
1	24.FEB.04	ISSUED FOR PERM	

**PLANT SCHEDULE** PMG PROJECT NUMBER: 24-068

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
	6	CERCIS CANADENSIS	EASTERN REDBUD	6CM CAL; 8&8
	6	CARPINUS BETULUS 'FRANS FONTAINE'	'FRANS FONTAINE' HORNBEAM	6CM CAL; 1.2M STD; 8&8
	4	PYRUS CALLERYANA 'CHANTICLEER'	CHANTICLEER PEAR	6CM CAL; 2M STD; 8&8
	6	STYRAX JAPONICUS 'PINK CHIMES'	PINK FLOWERED JAPANESE SNOWBELL	6CM CAL; 8&8

NOTES: \* PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNLA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. \* REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. \* SEARCH AND REVIEW: MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. \* SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD. DEFINITION OF CONDITIONS OF AVAILABILITY. \* ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION. \* ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. \* BIO-SOLIDS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.



PROJECT:  
**27 UNIT TOWNHOUSE DEVELOPMENT**  
4505, 4515, 4525 & 4535 200 STREET  
CITY OF LANGLEY, BC

DRAWING TITLE:  
**LANDSCAPE PLAN**

DATE: 24.JUN.06 DRAWING NUMBER:  
SCALE: 1:200  
DRAWN: RJ  
DESIGN: RJ  
CHKD: YR **L1** OF 6



- LEGEND
- EXISTING TREE TO RETAIN
  - EXISTING TREE TO REMOVE
  - TREE PROTECTION FENCE (REFER TO ARBORIST REPORT)
  - PROPOSED TREE

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**pmg**  
LANDSCAPE ARCHITECTS  
Suite C100 - 4185 Still Creek Drive  
Burnaby, British Columbia, V5C 6G9  
p. 604 294-0011 ; f. 604 294-0022



NO.	DATE	REVISION DESCRIPTION	DR.
6	25 MAY 13	CITY COMMENTS	RJ
8	25 APR 29	NEW SITE PLAN & CITY COMMENTS	RJ
7	23 MAR 05	CITY COMMENTS	YB
6	23 JUN 07	TREE MGMT PLAN	AR
5	24 OCT 28	NEW SITE PLAN	RJ
4	24 OCT 07	NEW SITE PLAN	JR
3	24 OCT 05	SITE BACK RELOCATION	YB
2	24 SEP 09	NEW SITE PLAN/CITY COMMENTS	RJ
1	24 JUL 24	ISSUED FOR PERM	

PROJECT:  
**27 UNIT TOWNHOUSE DEVELOPMENT**  
4505, 4515, 4525 & 4535 200 STREET  
CITY OF LANGLEY, BC

DRAWING TITLE:  
**TREE MANAGEMENT PLAN**

DATE: 25 JAN 06 DRAWING NUMBER:  
SCALE: 1:200  
DRAWN: AR **L2**  
DESIGN: RJ  
CHKD: YB **OF 6**



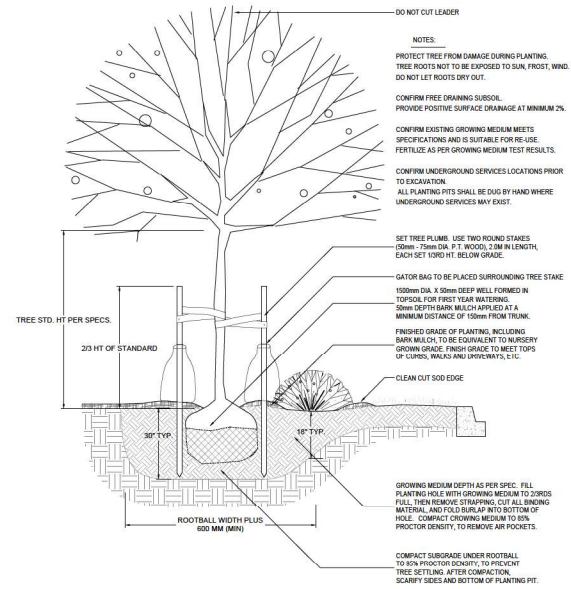
24068-7.2P PMG PROJECT NUMBER: 24-068



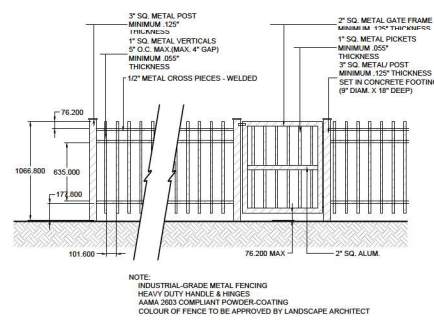




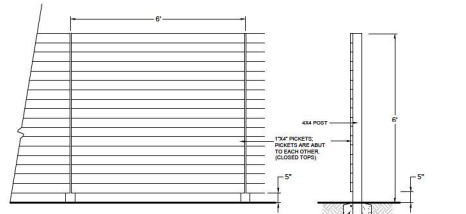
SCALE:



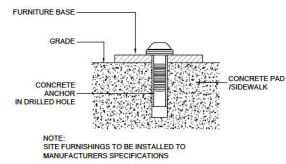
**1 TREE AND SHRUB PLANTING AT GRADE**  
1:25



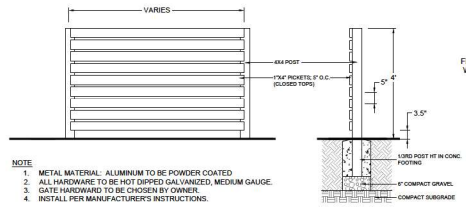
**2 42" HT. METAL PICKET FENCE**  
1:25



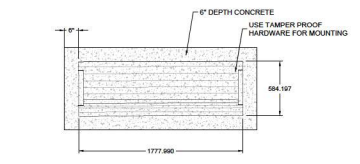
**3 1.8M HT. FENCE**  
1:25



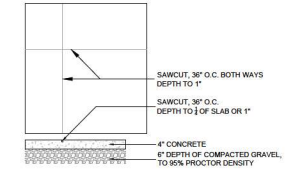
**4 SITE FURNITURE MOUNTING**  
N.T.S



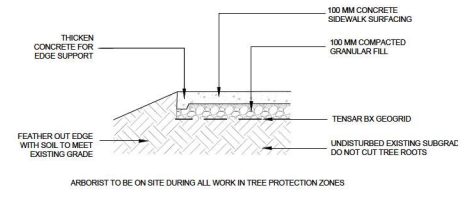
**5 PATIO SCREEN**  
1:25



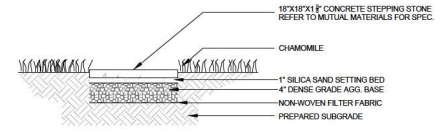
**6 BENCH ON CONCRETE PAD**  
1:25



**7 CONCRETE SAW CUTS**  
1:25



**8 PAVING OVER TREE ROOTS**  
1:12



**9 STEPPING STONE**  
1:12

NO.	DATE	REVISION DESCRIPTION	DR.
6	25.MAY.13	CITY COMMENTS	RJ
8	25.APR.29	NEW SITE PLAN & CITY COMMENTS	RJ
7	23.MAR.05	CITY COMMENTS	YR
6	23.JUN.07	TREE MOUNT PLAN	AM
5	24.OCT.28	NEW SITE PLAN	RJ
4	24.OCT.07	NEW SITE PLAN	YR
3	24.OCT.05	SITE BACK RELOCATION	YR
2	24.OCT.09	NEW SITE PLAN & CITY COMMENTS	RJ
1	24.APR.24	ISSUED FOR B.P.	

NO. DATE REVISION DESCRIPTION DR.

CLIENT:

PROJECT:  
**27 UNIT TOWNHOUSE DEVELOPMENT**  
4505, 4515, 4525 & 4535 200 STREET  
CITY OF LANGLEY, BC

DRAWING TITLE:  
**LANDSCAPE DETAIL**

DATE: 24.JUN.06 DRAWING NUMBER:  
SCALE: AS SHOWN **L6**  
DRAWN: RJ  
DESIGN: RJ  
CHKD: YR **OF 6**



## CITY OF LANGLEY

### MOTION

#### **Development Permit No. 08-24**

---

THAT Development Permit No. 08-24 to permit the development of a 27-unit townhome development at 4505-4535 200A Street be approved.

---



# COMMITTEE REPORT

To: **Mayor and Councillors**

Subject Arts, Recreation, Culture and Heritage Committee  
- Bat House at Michaud House

File #: 0110.00

Doc #: 206965

From: Councillor Rosemary Wallace, Chair

Date: May 15, 2026

---

## RECOMMENDATION:

1. THAT council approve the purchase of a bat house at a cost of \$250 for installation at the Michaud House;
2. THAT the funding to support the purchase of a bat house at a cost of \$250 be allocated from the Enterprise Fund.

---

## SUMMARY:

An excerpt from the Arts, Recreation, Culture and Heritage Committee minutes is noted below:

Mr. Trainor, a member of the BC Community Bat-Friendly Program brought forth a motion during roundtable:

*THAT the Langley City Arts, Recreation, Culture and Heritage Committee recommends the purchase of a bat house at a cost of \$250 for installation at the Michaud House.*

The purchase and installation of a bat house will support the efforts of Langley City as a Bat-Friendly Community. Committing to do three important things:

1. **Protect and Create Bat Homes:** The City will help create safe places for bats, including building bat houses.
2. **Teach the Community About Bats:** The City will share information about bats and their importance to our environment.

To: Mayor and Councillors

Date: May 15, 2026

Subject: Arts, Recreation, Culture and Heritage Committee - Bat House at Michaud House

Page 2

---

3. **Engage the Community:** There will be fun events like presentations and bat-house-building workshops to help everyone learn more about bats.

Respectfully Submitted,



---

Councillor Rosemary Wallace  
Chair



# REPORT TO COUNCIL

To: **Mayor and Councillors**

Subject: Final Public Parking Strategy – Technical Report

File #: 5240-01

Doc #: 207101

From: David Pollock P.Eng.  
Director Of Engineering, Parks & Environment

Date: May 25, 2026

---

## RECOMMENDATION:

THAT the “*Public Parking Strategy Technical Report*” be received

---

## PURPOSE:

The purpose of the report is to present the Final Public Parking Strategy - Technical Report (Report) to Council. This follows the presentation of the Draft Public Parking Strategy Report to Committee of the Whole in February 2026 that was followed by an Open House and stakeholder consultation.

## COMMENTS/ANALYSIS:

The City has just recently endorsed Transportation 2050, a comprehensive multi-modal transportation strategy to guide transportation-related policy and investments over the next 25 years. One of the core themes identified in Transportation 2050 is “...a review of current and future parking supply and demand and prepare for Skytrain and growth in the City” (S5, Transportation 2050 plan).

The City selected Watt Consulting Group (Watt) along with Nelson\Nygaard Consulting Associates to undertake the analysis and development of a public parking strategy following an open request for proposal process.

The parking strategy study is constrained to on-street parking and loading as well as City-owned off-street parking areas. Off-street parking has been excluded from the study scope as this is governed by the Zoning Bylaw.

The study area under consideration is defined as the general area north of the Nicomekl River with a specific focus on the Downtown Langley City area.

The technical scope included a review of parking inventory, data collection of parking usage, a regional scan of parking practices as well as a best practice review.

There was a significant amount of engagement undertaken during the development of the strategy through a number of channels including presentations to Council, a staff Project Advisory Group, a Business Stakeholder Focus Group with the DLBA as well as two community surveys. Subsequent to the presentation of the Draft Public Parking Strategy at Committee of the Whole in February, 2026 an Open House was held and additional stakeholder engagement undertaken.

The Report focusses on the Downtown Area and outlines three goals and two key objectives that are underpinned by eleven actions along with potential implementation timelines. The larger residential area is proposed to proceed as a subsequent phase as further work is required in this area before consideration by Council.

#### Implementation & Cost Estimates

The Report sets out recommendations for implementation on short, medium and long term horizons and preliminary order-of-magnitude cost estimates for each action.

Upon confirmation of the directions proposed in the Report the City will develop a funding and implementation strategy to be considered as part of the overall Financial Plan.

#### Next Steps

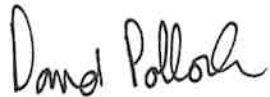
Following Council's receipt of the Report the consultant and staff will continue the ongoing dialogue with the DLBA membership to work through the actions outlined in the Report.

The consideration of residential parking requires further data collection and evaluation of options and it is proposed that this work proceed as a subsequent phase. Staff will develop the terms of reference for study as well as ensure that the requisite funds are included in the Financial Plan.

**SUMMARY:**

The Parking Strategy will guide the City's approach to public parking management in the study area to ensure residents and businesses have reliable access to public parking options while balancing a variety of transportation needs. The larger residential permit program will be considered as a subsequent phase.

Respectfully Submitted,



---

David Pollock P.Eng.  
Director of Engineering, Parks & Environment

Attachment:

1. Public Parking Strategy – Technical Report

**CHIEF ADMINISTRATIVE OFFICER'S COMMENTS:**

I support the recommendation.



---

Francis Cheung, P. Eng.  
Chief Administrative Officer

# City of Langley Public Parking Strategy

## Technical Report



WATT CONSULTING GROUP  
April 17, 2026

**WATT** VANCOUVER  
380 – 825 Homer St  
Vancouver, BC V6B 2W2  
778-309-1253



# CITY OF LANGLEY PUBLIC PARKING STRATEGY

Technical Report

Prepared For: City of Langley  
Date: April 17, 2026  
Revision: 5  
Our File No: 3823.B01

**WATT** VANCOUVER  
380 – 825 Homer Street  
Vancouver, BC V6B 2W2  
778-309-1253



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## EXECUTIVE SUMMARY

### Purpose

The Public Parking Strategy guides the City of Langley's approach to public parking management to ensure residents, businesses, employees, customers, and visitors have reliable access to public parking options while balancing a range of community 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 over the next 15 years.

### Goals and Objectives

The goals of the Public Parking Strategy defines the broad, overarching goals that align with the City's 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 Public Parking Strategy outlines objectives that define the specific core priorities to help guide the strategic planning and decision-making of parking management:

- **Objective 1 – Improve the reliability of finding available 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 create a more consistent and enjoyable parking experience.



## Actions

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 27), 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 (2026–27)
  - 1.1: Designate short-term on-street parking with 2-hour limit
  - 1.2: Designate medium-term public off-street parking with 4-hour limit
  - 1.3: Designate long-term public off-street parking with monthly permit
  - 1.4: Designate shared passenger and goods loading zones
- Action 2: Adopt pay parking in high-demand areas to increase parking turnover and availability (2026–30)\*
- Action 3: Develop a public parking & pedestrian wayfinding strategy (2026–27)
- Action 4: Modernize and enhance parking enforcement (2026–30)
- Action 5: Enhance accessible parking design (ongoing to 2040)
- Action 6: Develop downtown public safety initiatives (2026–30)
- Action 7: Leverage redevelopment opportunities to secure public parking options at Langley Centre SkyTrain station (ongoing to 2040)
- Action 8: Explore the creation of privately-owned shared public parking options (ongoing to 2040)
- Action 9: Explore real-time occupancy monitoring & digital signage technology (2031–40 or beyond)

### Residential Parking Strategy

1. Consider the adoption of time limits for non-residents in unrestricted parking zones outside of downtown (2028–30)
2. Evaluate the benefits of a residential permit parking program\* (2028–40)

\* 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 BACKGROUND

### 1.1 Strategy Purpose

The Public Parking Strategy guides the City of Langley’s approach to public parking management to ensure residents, businesses, employees, customers, and visitors have reliable access to public parking options while balancing a range of community 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.

### 1.2 Strategy Development

Activity	Description
<b>1. Technical Workstream</b>	
1 Parking Inventory & Activity Survey	<p>A Geographic Information System (GIS)-based inventory was created that captured and digitized on-street parking and on-street loading (at the curb segment level) and City-owned public off-street parking (at the parcel level), as of August 2024. Using the inventory, parking occupancy and duration was collected and analyzed to assess parking behaviour and patterns for a typical weekday and Saturday. Data was collected in two rounds:<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 – Downtown Langley Fraser Highway One-way:</b> Wednesday, September 18, 2024</li> <li>• <b>Round #2 – Residential Apartment and Townhouse Areas:</b> Wednesday, March 12 and Saturday, March 15, 2025</li> </ul>

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



Activity		Description
<b>1. Technical Workstream (continued)</b>		
2	Jurisdictional Scan	Research was undertaken on parking management practices adopted by other jurisdictions in the Metro Vancouver region, with a focus on communities that are served by SkyTrain.
3	Best Practice Review	Research was undertaken parking management policies that reflect industry best practice and/or are adopted by leading or comparable jurisdictions in Canada and the United States.
<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, and work plan; identified project challenges and opportunities; and envisioned a successful strategy</li> <li>• <b>Meeting #2 – January 20, 2025 (Technical Findings):</b> presented and discussed the results from the parking conditions assessment for Downtown Langley and findings from the best practice review</li> <li>• <b>Meeting #3 – June 6, 2025 (Strategy Development):</b> collected feedback on draft strategy 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 collected data on:</p> <ul style="list-style-type: none"> <li>• <b>Survey #1 – February 12 to March 9, 2025:</b> parking behaviour and experiences in Downtown and residential apartment &amp; townhouse areas, and ideas for parking improvements in downtown (365 valid responses)</li> <li>• <b>Survey #2 – October 4 to 31, 2025:</b> level of support for potential parking regulations in residential apartment and townhouse areas (120 valid responses)</li> </ul>



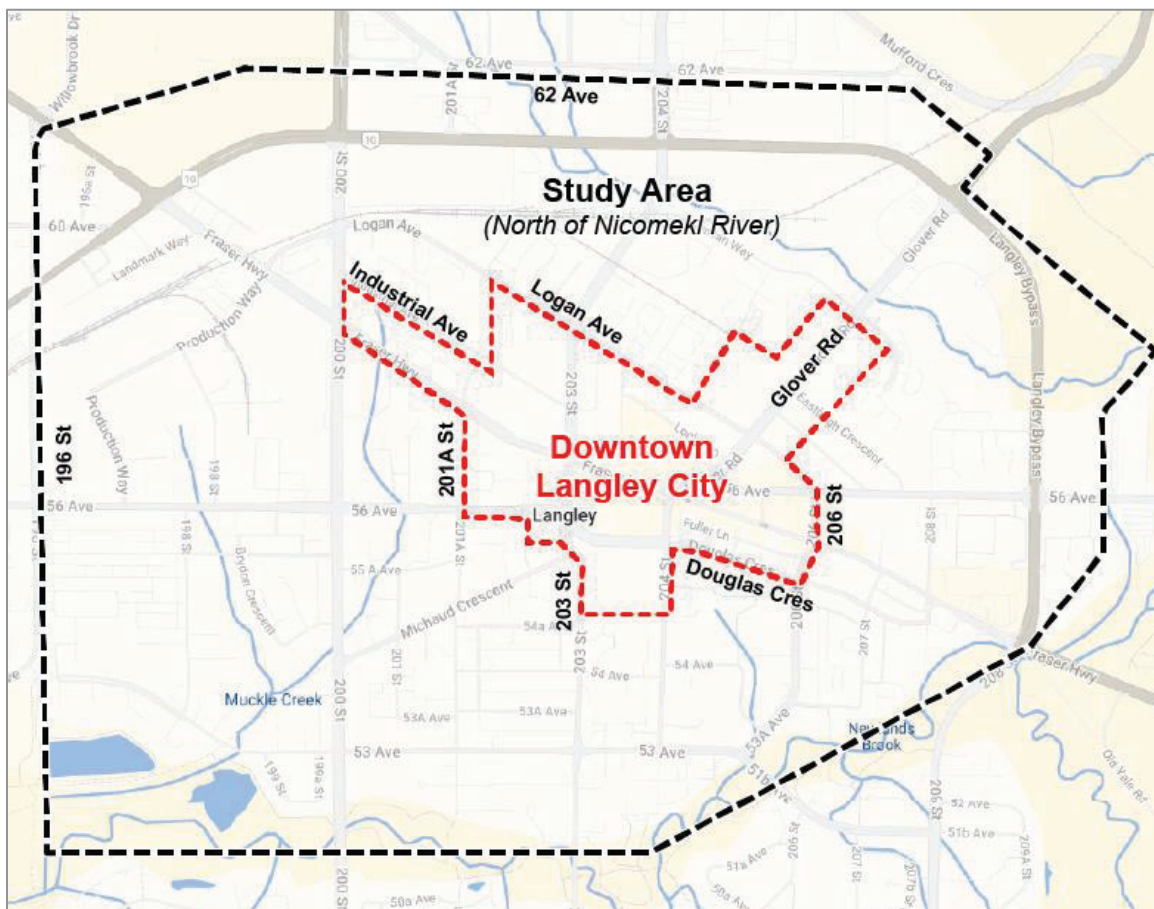
Activity		Description
<b>2. Engagement Workstream (continued)</b>		
3	Business Stakeholder Focus Groups	<p>Focus groups with member businesses of the Downtown Langley Business Improvement Association who provided input and feedback to shape the strategy. Three sessions were held:</p> <ul style="list-style-type: 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 preliminary draft strategy objectives and select strategy actions (4 businesses represented)</li> <li>• <b>Session #3 – February 12, 2026:</b> collected feedback on the draft strategy with the Downtown Langley Business Improvement Association</li> </ul>
4	Community Open House	<p>Open house for the public and member businesses of the Downtown Langley Business Improvement Association on <b>March 12, 2026</b> to determine the level of support for the recommended strategy actions for the Downtown (~30 attendees).</p>
5	Council Meetings	<p>Meetings with City Council to present the progress of the development of the strategy and collect input and feedback to shape the strategy. Three meetings were held:</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 conditions assessment for Downtown Langley</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 preliminary draft strategy objectives and select actions</li> <li>• <b>Meeting #3 – February 2, 2026:</b> presented the complete draft strategy and engagement results from community survey #2</li> </ul>



### 1.3 Geographic Scope

The study area of the Public Parking Strategy 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.





## 1.4 Policy Scope

Scope Level	Scope Level Definition	Description
Primary	Detailed policy direction and actions to advance the objectives 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 objectives 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.



## 1.5 Planning & Policy Context

### 1.5.1 Enabling Policy

Jurisdiction	Policy	Description
City of Langley	Transportation 2050 Plan (2026)	<p>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.</p> <p>The plan identifies a primary action to conduct a parking study and develop strategies to prepare for SkyTrain and growth in Langley City.</p>
	Official Community Plan (2021)	<p>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.</p>

### 1.5.2 Supporting Policy

Jurisdiction	Policy	Description
City of Langley	2023–2028 Langley City Strategic Plan (2023)	<p>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.</p>
TransLink	Transport 2050: Regional Transportation Strategy (2022)	<p>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; and (3) increasing enforcement and fines for illegal parking.</p>



### 1.5.3 Supporting Guidelines

TransLink’s Parking Management Guidelines establish a regionally aligned framework to help Metro Vancouver communities plan, regulate, and operate parking in ways that advance transportation, land use, climate, and affordability goals. It provides guidance for publicly and private accessible general-purpose vehicle parking in the region.<sup>2</sup>

The Guidelines’ Parking Spatial Framework establishes direction for how local governments can assess the strategic parking management approach they should adopt to address existing or anticipated parking challenges in their community. The City of Langley’s Public Parking Strategy is aligned with the Parking Management Guidelines.

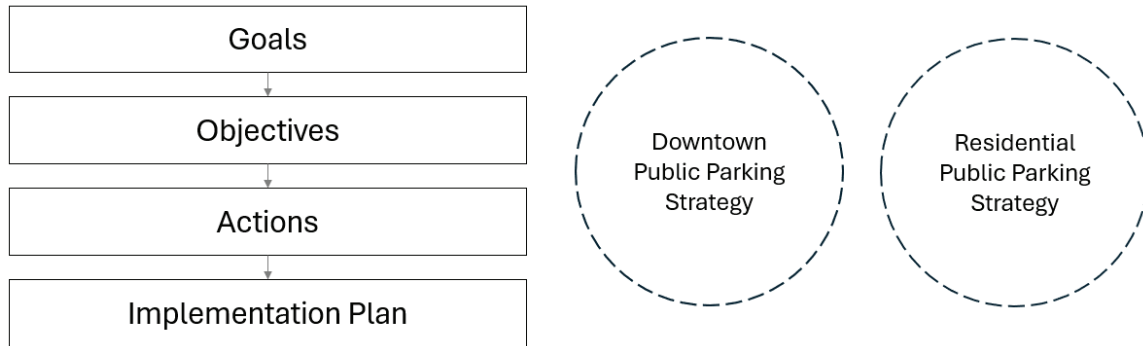
Study Area	Spatial Framework Parking Zone	Strategic Parking Management Approach
Downtown Langley	Zone 2: emerging growth areas identified as Major Transit Growth Corridors in the Regional Growth Strategy that will be served by future rapid and/or frequent transit	Proactive approach to prepare for neighbourhood transition in conjunction with transit investment, focusing on areas that are anticipated or currently have a high demand for parking
Residential Apartment and Townhouse Areas	Zone 1: areas outside the Major Transit Growth Corridors and within the Urban Containment Boundary in the Regional Growth Strategy	Responsive approach focusing on areas where there is currently a high demand for parking

<sup>2</sup> TransLink’s Parking Management Guidelines are currently in draft stage with expected completion sometime in 2026.



## 2.0 STRATEGY FRAMEWORK

### 2.1 Overview



Strategy Component	Purpose
Goals	Defines the broad, overarching goals that align with the City's Transportation 2050 Plan and Official Community Plan.
Objectives	Defines the specific core priorities to help guide the strategic planning and decision-making of parking management based on a shared understanding of the issues among stakeholders.
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 by identifying when the actions should be complete, who will be responsible, and how to monitor and evaluate whether the strategy is successful.



## 2.2 Goals

The goals of the Public Parking Strategy defines the broad, overarching goals that align with the City's 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.

## 2.3 Objectives

The Public Parking Strategy outlines objectives that define the specific core priorities to help guide the strategic planning and decision-making of parking management based on a shared understanding of the issues among stakeholders. 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.



### 3.0 DOWNTOWN PUBLIC PARKING STRATEGY

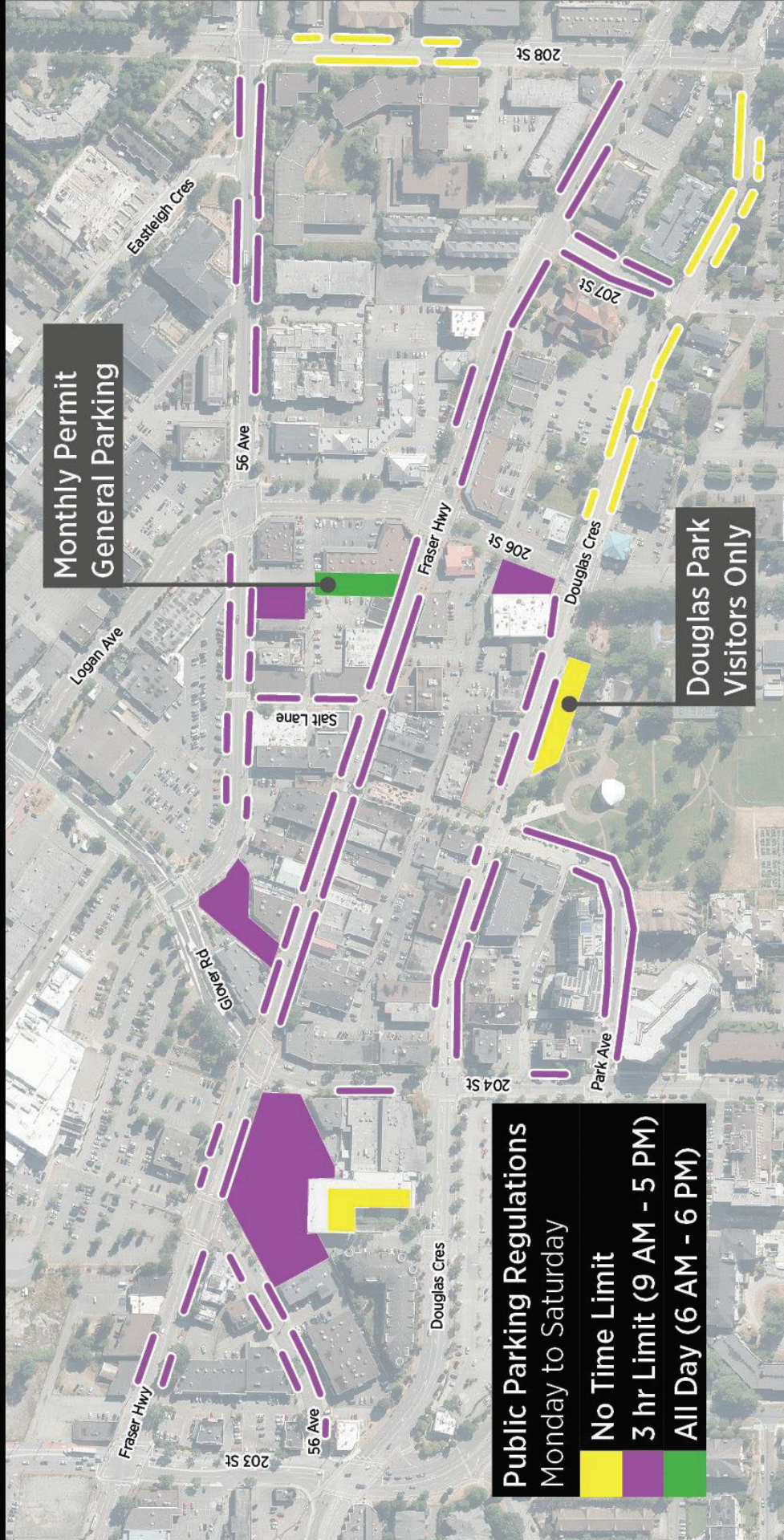
#### 3.1 Action 1: Provide a complete range of parking options to serve all parking users

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

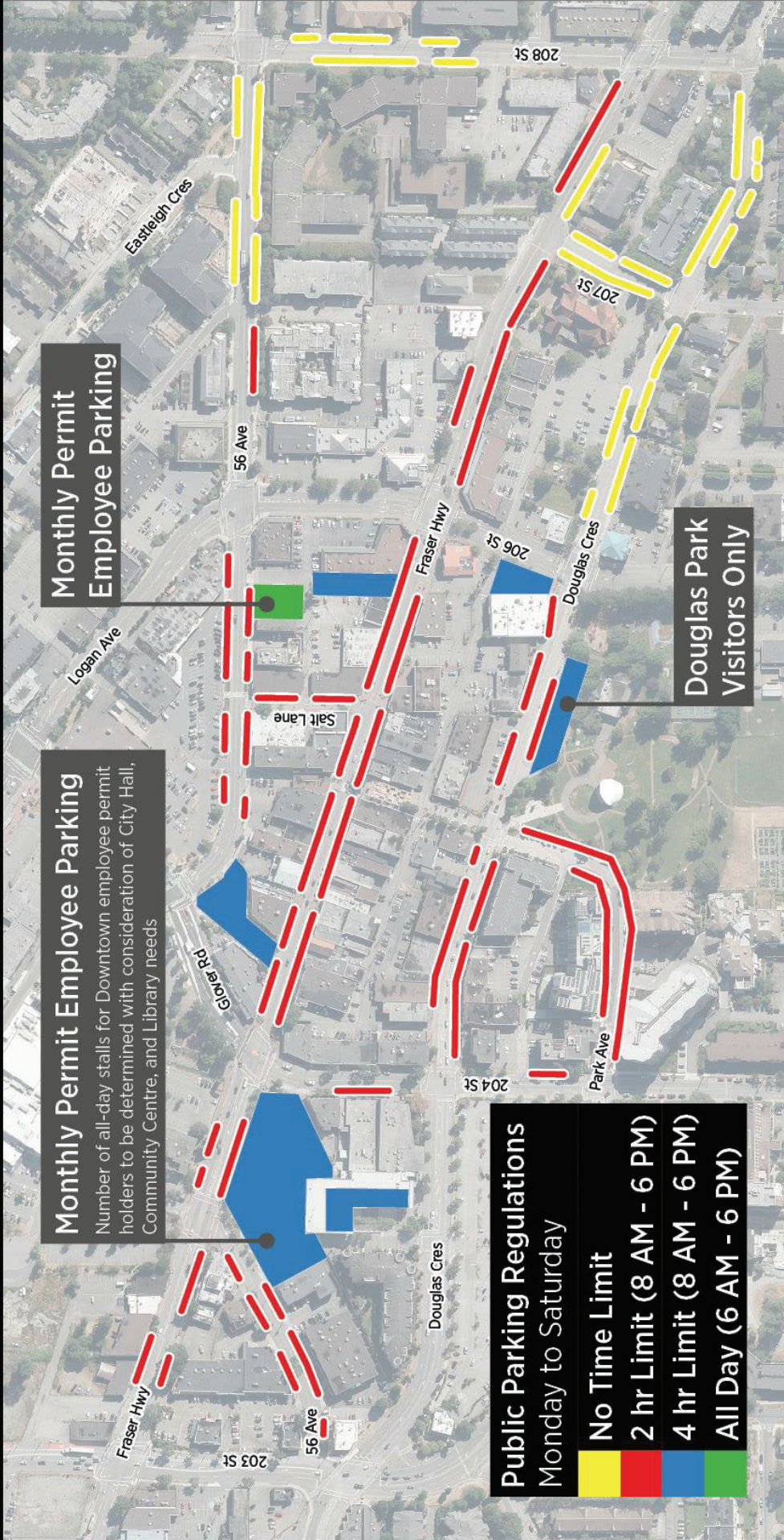


# Downtown Langley City - Core and East: Existing Parking Plan (2026)



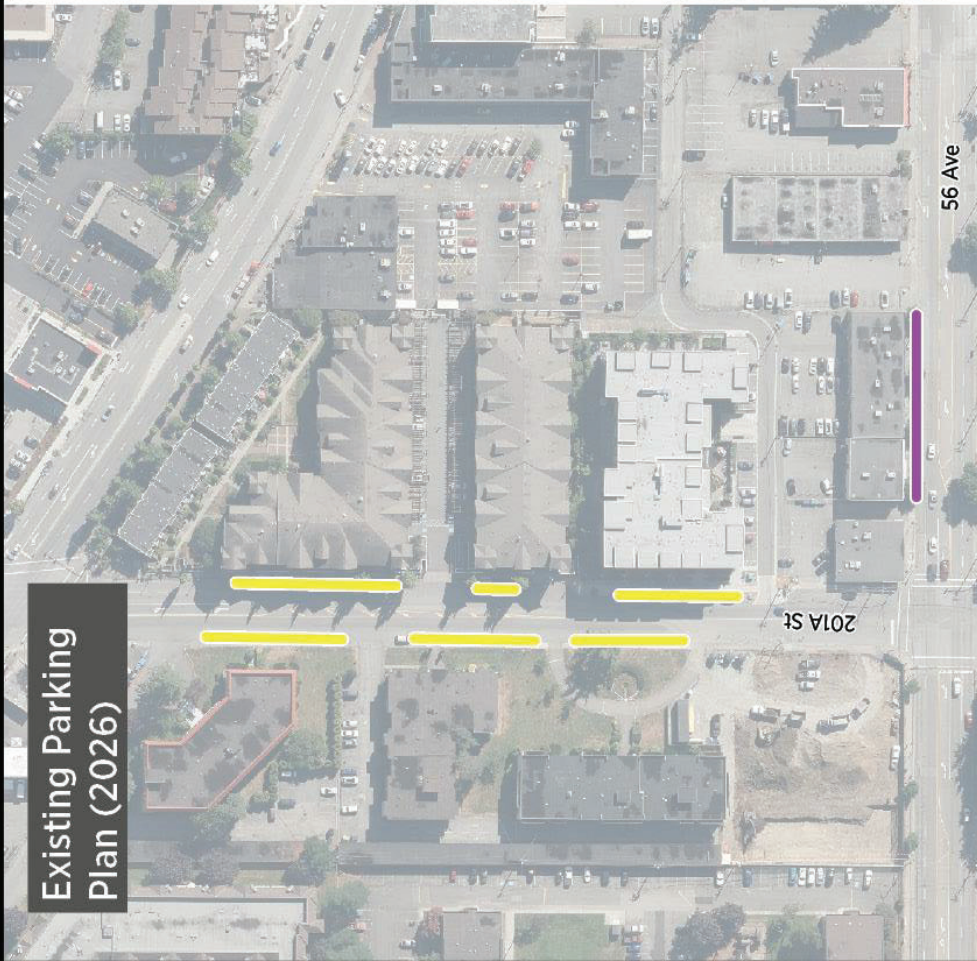


# Downtown Langley City - Core and East: Recommended Priority Parking Plan (2026/2027)

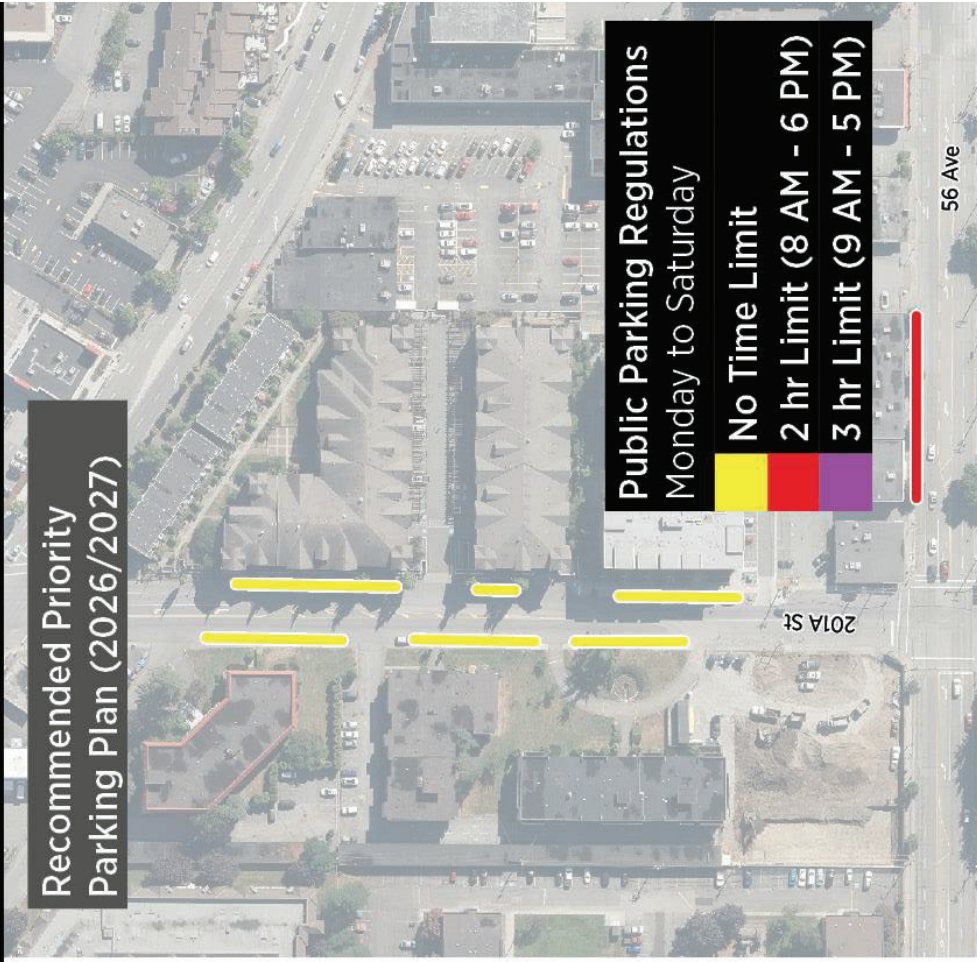




## Downtown Langley City - West



## Recommended Priority Parking Plan (2026/2027)





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

#### Background

The majority of trips to Downtown Langley are two hours or less. 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 (5+ hours)

#### Recommendation

Adopt a 2-hour time limit designation for on-street parking to be in effect from 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**

#### Rationale

A 2-hour time limit prioritizes premium parking spaces directly in front of businesses for customers instead of employees and supports greater turnover of parking spaces. Two hours can accommodate 85% of the observed durations by all parked vehicles (1,717 vehicles) on a typical weekday.

Time of day restrictions start at 8:00 am and end at 6:00 pm to align with all other parking options for consistency, make enforcement more consistent, and ensures turnover happens during the peak hour of the day by noontime.



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.



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

#### Background

There is currently a missing parking option in Downtown Langley, as some trips require up to four hours of parking. 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 (5+ hours)

#### Recommendation

Adopt a 4-hour time limit for off-street parking lots to be in effect from Monday to Saturday, 8:00 am to 6:00 pm. This directs longer parking stays to off-street facilities so on-street parking is prioritized for short-term stays by customers and visitors.

See Section 3.1.3 for more information on the proposed allocation of medium-term and long-term parking spaces.

#### Rationale

Four hours of parking recognizes some activities need more than two hours. This supports Downtown through a more efficient “park once” approach so people can park in one place and visit different destinations by walking and rolling rather than driving from one place to another. This has secondary benefits such as encouraging pedestrian traffic and reducing vehicle congestion.

Four hours accommodates 7% of the observed durations by all parked vehicles (134 vehicles) on a typical weekday.



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

#### Background

The City of Langley 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 current cost of \$58.05/month. The lack of long-term parking 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 Downtown core.

#### Recommendation

Expand and improve the existing monthly parking permit system to provide access to long-term parking lots on a first-come, first-served basis, with potential for premium reserved spaces in the future.

The lots should be clearly designated to be available to public during evenings to maximize use of available supply. Based on the recommended parking plan, parking would be unrestricted at long-term lots in the evening.

It is recommended the City initially assume responsibility to retain management control, with alternative option to outsource to third-party parking operator. If pay parking is adopted in the future, the City could transition to the third-party operator to administer the monthly permit system.

#### **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

Parking Restriction Designation	Public Off-street Parking Facility		Parking User	Parking Supply	Vehicle Design Volume	Remaining 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.

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.



Permits should be restricted to individuals rather than organizations to provide a fairer system and improve usage. Eligibility requirements should be established that restrict permit holders only if they meet the following conditions, such as:

- 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

The City can consider selling more permits than parking spaces, as not all employees will be commuting and using the long-term parking facilities on the same days and at the same times. However, this could introduce the possibility that some permit holders are unable to find a parking space in the event all parking spaces are full. As a result, selling more permits should be implemented in a phased manner based on ongoing monitoring and evaluation to determine the effectiveness of the monthly permit system.

#### Rationale

All-day permit parking provides a reliable and predictable parking options for employees. Reliability is more important than being close to place of employment according to member business stakeholders.



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

#### Background

There is a growing demand for goods and passenger loading activities in Downtown. Properties without access to private off-street parking also require a location for deliveries to occur. 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.

#### Recommendation

Amend the Highway and Traffic Regulation Bylaw to define goods loading (30 minute limit) and passenger loading (5 minute limit) and provide enhanced signage to designate these zones. Zones should be considered in the following locations:

- Passenger loading zone by Langley City Centre Station on 203A St to support pick-up/drop-off for transit riders
- Existing developments with limited or no off-street parking/loading that would benefit from a shared loading zone, with specific areas to be identified in partnership with the Downtown Langley Business Improvement Association

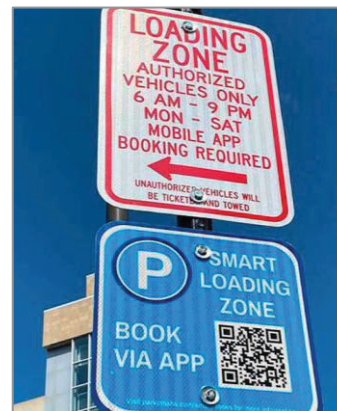
Consider implementing bookable smart loading zones in the future that are equipped with occupancy sensors for commercial operators.



Vancouver



North Vancouver City



Omaha, Nebraska



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

#### Background

Pay parking is an important parking management tool when there is high demand for parking and time limits (with enforcement) alone are insufficient. The primary objective for pay parking is to increase turnover and availability, not to generate revenue. A key principle is reinvesting revenue collected back into Downtown towards improvements that address community priorities in the form of a parking benefit district.

There can be different pricing approaches depending on priorities. One potential structure using City of North Vancouver's program that launched in September 2025:

- 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

#### Recommendation

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.

There are three operational models the City can consider for implementing pay parking:

- City ownership
- Outsourced management contract ("parking-as-a-service")
- Outsourced concession agreement (public-private partnership)

Most pay parking programs adopt an ownership or parking-as-a-service model, or a hybrid of both models. The parking-as-a-service model can be a more cost-effective approach for a municipality that is size of the City of Langley that is considering transitioning to pay parking. It avoids the high capital investment associated with the city ownership model that entails purchasing parking hardware, technology, and financial systems and positions the City to easily adjust to different vendors and technological solutions in the future.



The City will need study and evaluate the three options to determine the preferred approach for implementing pay parking.

Operational Model		Overview
1	City Ownership	City owns parking management hardware (e.g., parking pay stations) and procures required technology and financial systems.
2	Outsourced Management Contract (“Parking-as-a-Service”)	City contracts a vendor to provide a subscription-based service that bundles parking management software (e.g., mobile payment app) and hardware (e.g., parking pay stations), receiving all revenue collected and paying a monthly fee in exchange.
3	Outsourced Concession Agreement (Public-Private Partnership)	City enables full privatization of parking by a vendor and receives a fixed amount of revenue in return.

Mobile and physical payment options should be provided with a pay station at the beginning and end of the block. Pay parking, if endorsed by Council, is 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).

### Rationale

SkyTrain service means introduction of a 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
- 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). Pay parking is also aligned with TransLink’s forthcoming Parking Management Guidelines that recommends mixed-use areas like



city centres adopt pay parking. It also 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>

Pay parking also provides the ability to track historical and predict parking occupancy information by day of the week and time of the day. This 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.



### 3.3 Action 3: Develop a public parking & pedestrian wayfinding strategy

#### Background

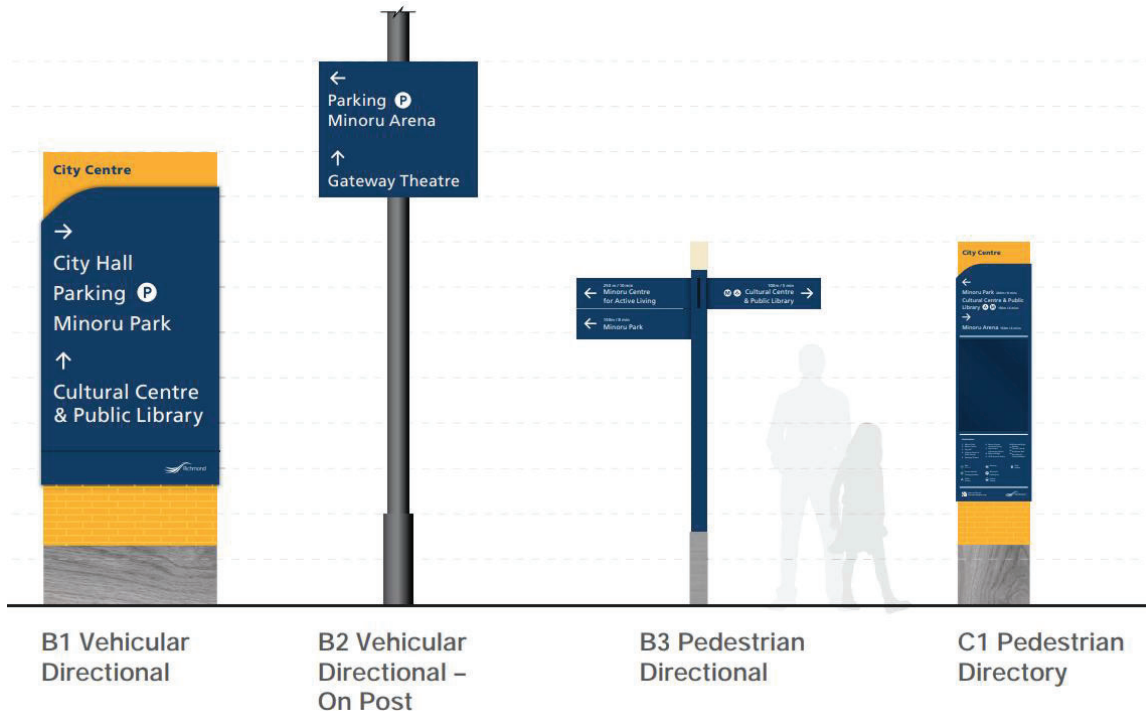
Public parking is not clearly defined and not legible in a consistent manner throughout Downtown.

#### Recommendation

Develop a parking wayfinding strategy that includes provision of parking signage throughout Downtown, complemented with a more comprehensive pedestrian wayfinding strategy to support a vibrant public realm to direct pedestrians to key destinations.

#### Rationale

A 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.



Illustrative Example from City of Richmond



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

#### Background

Enforcement officers currently rely on manual chalking of tires to determine if a vehicle has overstayed their parking session.

#### Recommendation

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. This can be in the form of a handheld device (bylaw officer walks around) or mounted on a vehicle (bylaw officer drives around).

#### Rationale

ALPR replaces current manual process of chalking a vehicle to reduce staff time and improve efficiency in enforcement. This is beneficial for both enforcing parking with time limits or potential pay parking should it be endorsed by Council in the future. It is adopted by different municipalities across the region to monitor parked vehicles under both time-limited and pay parking approaches, including the District of West Vancouver, North Vancouver City, City of New Westminster, Township of Langley, and City of Vancouver.



Vehicle Mounted Option



Handheld Option



### 3.5 Action 5: Enhance accessible parking design

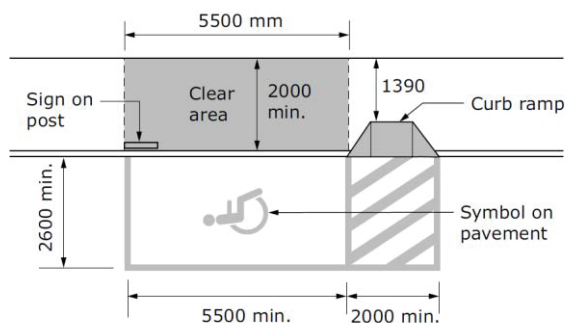
#### Background

Accessible parking requires special consideration to ensure high-quality and usable design for people with disabilities.

#### Recommendation

The City should develop accessible parking guidelines and adopt within the Engineering Design Criteria Manual to reflect current national standards. For example, the Town of Sidney (pop. 12,318) developed on-street design guidelines with input provided by Saanich Peninsula Accessibility Advisory Committee. Other steps to improve accessible parking include the following:

- 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



### 3.6 Action 6: Develop downtown public safety initiatives

#### Background

Employees reported feeling unsafe or uncomfortable walking in the Downtown, particularly during the evening as part of the stakeholder consultation. A key principle of successful parking management is ensuring people don't need to park directly in front of their destination and instead walk or roll a block or two away.

#### Recommendation

The City should explore developing downtown public safety initiatives in partnership with the Downtown Langley Business Improvement Association and the Langley City's Citizens' Assembly 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.

One potential initiative could be a Safe Walk program that integrated as part of the Downtown Langley Ambassadors Program. This would require 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



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

#### Background

The Official Community Plan envisions new development in the Downtown, particularly around the SkyTrain station.

#### Recommendation

The City should seek out shared partnerships with developers near SkyTrain stations to secure parking spaces available to the general public. The priority would be for Langley Centre SkyTrain station due to its location within Downtown. This is approximately 300 to 400 metres from SkyTrain station to start of Fraser One-way at 204 St, which represents a reasonable walking distance of five minutes.

The City should evaluate opportunities for securing off-street public parking near the Langley Centre SkyTrain Station from development applications to be designated as a park and ride, as the station is the beginning of the line as a catchment for commuters from Fraser Valley. 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

Further work is required to determine the potential number of parking spaces needed to accommodate park and ride commuters.

#### Rationale

Undertaking construction and ongoing maintenance of a parkade would be very costly for City of Langley alone.



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

#### Background

Employees and other long-term parking users in Downtown Langley are currently illegally/informally parking at private lots.

#### Recommendation

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



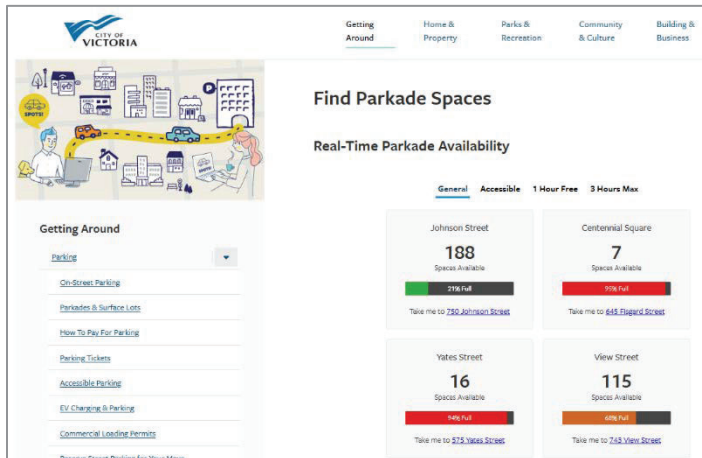
### 3.9 Action 9: Explore real-time occupancy monitoring & digital signage technology

#### Recommendation

Develop and provide a digital map that displays parking occupancy in real-time, estimated using pay parking transactions or use of license plate readers for enforcement and installation of (virtual) access control at off-street parking facilities. This can be supplemented with digital signage technology. The typical application is for off-street parkades, but on-street parking is an emerging use case

#### Rationale

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.





## 4.0 RESIDENTIAL PUBLIC PARKING STRATEGY

### 4.1 Action 1: Consider the adoption of time limits for non-residents in unrestricted parking zones outside of downtown

#### Background

Some locations within residential areas of Langley City may have spillover from adjacent non-residential properties. 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.

#### Recommendation

Amend the Highway and Traffic Regulation Bylaw to add a four-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.

Further work is needed to determine an appropriate boundary to avoid overlap with unrestricted parking options in Downtown, as these unrestricted options are intended to provide a secondary parking option for parking users wanting to avoid time limits or potential pay parking should it be endorsed by Council in the future.

Example from the 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

This is recommended to be enforced on a complaint basis only to address spillover parking from non-residents for vehicles that stay past the four-hour time limit (through manual or electronic chalking or automated license plate reader) as an interim measure before moving towards a more comprehensive residential parking management program should it be endorsed by Council in the future.



## 4.2 Action 2: Evaluate the benefits of a residential permit parking program

### Background

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

Residential permit parking programs are used throughout Metro Vancouver region when there is high demand for street parking and/or areas with spillover parking, including the City of Port Moody, District of North Vancouver, City of North Vancouver, and City of Vancouver.

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. A typical permit program can accommodate residents and visitors.

- For residents, they must purchase annual permit and can park on first-come, first-served basis. However, they are not guaranteed to have parking in front of their property.
- For visitors, they can park for free without a permit in "time-limited parking except with permit" areas (e.g., up to 2 hours). Visitors can purchase a short-term permit to stay beyond posted time limit or in "no parking except with permit" areas

### Recommendation

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.

Residential permit programs represent a more proactive form of parking management and would entail more administration by City staff. A more comprehensive analysis of benefits is required. 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)



## 5.0 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.

### 5.1 Action Plan

Six implementation approaches are identified:

- **Capital Project:** Financing through a one-time expenditure to construct, refurbish, and maintain assets.
- **Operating Expenditure:** Financing using planned recurring expenditures through the annual budget process to provide a good or service.
- **Policies + Regulations:** Establishing new or amending existing regulations, 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:** Initiate 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



Strategy Action	Responsibility	Implementation Approach						Implementation Priority				
		Capital Project	Operating Expenditure	Policies + Regulations	Program + Service	Partnership + Advocacy	Planning + Study	Short	Medium	Long		
<b>Downtown Parking Strategy</b>												
1.1	Designate short-term on-street parking with 2-hour limit	•		•						•		
1.2	Designate medium-term public off-street parking with 4-hour limit	•	•	•						•		
1.3	Designate long-term public off-street parking with monthly permit	•	•	•	•			•		•		
1.4	Designate shared passenger and goods loading zones	•	•	•				•		•		
2	Adopt pay parking in high-demand areas to increase parking turnover and availability	•	•	•	•			•		•	•	
3	Develop a public parking & pedestrian wayfinding strategy		•							•		
4	Modernize and enhance parking enforcement	•	•	•						•	•	



Strategy Action	Responsibility	Implementation Approach						Implementation Priority			
		Capital Project	Operating Expenditure	Policies + Regulations	Program + Service	Partnership + Advocacy	Planning + Study	Short	Medium	Long	
<b>Downtown Parking Strategy</b>											
5	Enhance accessible parking design	•		•			•				Ongoing
6	Develop downtown public safety initiatives	•	•		•	•				•	
7	Leverage redevelopment opportunities to secure public parking options at SkyTrain stations								•		Ongoing
8	Explore creation of privately-owned shared public parking options		•		•	•					Ongoing
9	Explore real-time occupancy monitoring & digital signage technology	•	•		•		•			•	•



Strategy Action	Responsibility	Implementation Approach						Implementation Priority			
		Capital Project	Operating Expenditure	Policies + Regulations	Program + Service	Partnership + Advocacy	Planning + Study	Short	Medium	Long	
<b>Residential Parking Strategy</b>											
1	Engineering, Community Safety			•			•				•
2	Engineering, Community Safety, Public Works, Finance, Communications	•	•	•	•		•				•



## 5.2 Monitoring & Evaluation Framework

A monitoring and evaluation framework will ensure the Downtown Transportation & 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 performance indicators that should be reviewed on a regular basis are outlined below that identifies the indicator, data source, and recommended timeframe.

Objective	Indicator	Source	Timeframe
Objective 1: Improve the reliability of finding available parking	Number of parking spaces by restriction (“parking supply”)	Parking Inventory	3 Years
	Number of parked vehicles (“parking occupancy”)	Parking Activity Survey	3 Years
	Number of parked vehicles by length of stay (“parking duration”)		
	Number of parked vehicles exceeding time limit		
	Employee parking permit count	Database	Annual
	Residential parking permit count	Database	Annual
	Bylaw enforcement notices	Database	3 Years
Objective 2: Create a safe, accessible, and defined parking experience	Parking satisfaction (short-term parking users)	Survey Questionnaire	3 Years
	Parking satisfaction (medium-term parking users)		
	Parking satisfaction (long-term parking users)		
	Safe Walk request count	Database	Annual



### 5.3 Funding Sources

This section outlines potential funding sources for the City of Langley’s consideration to support the implementation of the Public Parking Strategy. Further work will be required in the future to develop a fully costed strategy and identify the specific funding sources for each action. However, this section provides an important foundation to begin the implementation process.

### 5.4 Sources

The sources of funding to implement the Strategy for consideration are as follows:

#### **Potential Source #1: Financial Plan**

The City’s Financial Plan outlines how Langley City will invest in services, infrastructure, and community priorities. The Financial Plan will support implementation of the Public Parking Strategy.

#### **Potential Source #2: Pay Parking Revenue**

If pay parking is implemented in the future in Downtown Langley City, the revenue collected from pay parking can be reinvested back into the neighbourhood to fund parking and other transportation improvements. A parking benefit district that encompasses where pay parking is in effect could be created, which could be aligned with the Downtown Langley Business Improvement Association boundaries. Pay parking revenue through a parking benefit district funds parking in a comprehensive manner and offers transparency and accountability on where and how parking revenue is invested.

The City of Calgary operates a parking revenue investment program that allocates 10% of the net revenue collected from pay parking is set aside for local improvements. The funding is allocated to business improvement associations in the city. The funds are shared based on how much revenue was generated in each area. For example, if a BIA generated 20% of the total on-street parking revenue among all BIAs, it would receive 20% of the BIA portion of the funds. In 2024, the Calgary Downtown Association BIA was allocated approximately \$480,000 of the City’s collected parking revenue.

The City of Kelowna has a guiding principle that parking should pay for itself so that general taxation is not impacted. There are many costs associated with parking: new



infrastructure, maintenance, equipment, enforcement, customer service applications, replacement of existing infrastructure, land acquisition, management, and more.

### **Potential Source #3: Carbon Credit Revenue**

The City of Langley can consider participating in the Province of British Columbia's Low Carbon Fuel Standard (LCFS) Program by selling credits on the carbon market generated by City-owned electric vehicle (EV) charging stations. Carbon markets are trading systems in which carbon credits are sold and bought. Fuel suppliers, which includes EV charging stations, generate credits for supplying fuels with a carbon intensity below the provincial targets and receive debits for supplying fuels with a carbon intensity above the target. These credits can then be sold on the credit market.

The overall registration, administration, and management of LCFS credits can be a complex process. Managing and selling of credits can be done internally by City staff or alternatively, a third-party credit aggregator can be a better and easier option as they can handle all relevant aspects of the LCFS process. The Community Energy Association currently offers an aggregation service that allows organizations such as local governments, community organizations, stratas, and private landowners to pool their credits together. The Community Energy Association can then arrange sales at higher per-credit prices, benefiting clients big and small. A number of local governments have applied or are currently members, such as the Municipality of North Cowichan.



## 5.5 Preliminary Cost Estimates

Strategy Action		Cost
<b>Downtown Parking Strategy</b>		
1	Provide a complete range of parking options to serve all parking users	<\$10,000
2	Adopt pay parking in high-demand areas to increase parking turnover and availability	Further work required
3	Develop a public parking & pedestrian wayfinding strategy	\$50,000 to \$75,000 (study only)
4	Modernize and enhance parking enforcement	\$70,000 per vehicle (capital) + \$4,000 to \$6,000 per vehicle per year (ongoing licensing cost)
5	Enhance accessible parking design	\$10,000 (study only)
6	Develop downtown public safety initiatives	To be determined
7	Leverage redevelopment opportunities to secure public parking options at SkyTrain stations	Staff time
8	Explore creation of privately-owned shared public parking options	Staff time + to be determined
9	Explore real-time occupancy monitoring & digital signage technology	Further work required
<b>Residential Parking Strategy</b>		
1	Consider the adoption of time limits for non-residents in unrestricted parking zones outside of downtown	Staff time
2	Evaluate the benefits of a residential permit parking program	\$25,000 to \$30,000 (study only)



## APPENDICES

### Appendix A: Community Open House Findings

The City of Langley hosted an in-person open house on March 12, 2026, to understand public and downtown business level of support for the draft strategy actions for Downtown Langley City. Feedback was collected via unstructured interviews with attendees, feedback forms, post-it notes, and a dotmocracy poll.

Generally, all the actions had majority support. Specific comments included:

- **Complete Range of Parking Options:** Attendees were supportive of the proposed change of the time limits from three hours to two hours for short-term parking, although some expressed preference to retain the existing three-hour time limit.
- **Additional Public Parking:** A structured parking facility by the SkyTrain station was desired to provide public parking and park-and-ride options.
- **Pay Parking:** Level of support was not requested as a specific proposal has not been developed at this time. However, written comments were generally not supportive of implementing pay parking at this time.

Action	Count	Overall Support	Overall Do Not Support	Do you support this action?		
				Yes, overall, I like what is proposed.	Yes, I support it with modifications.	No, I do not support these changes.
Wayfinding Signage	18	100%	0%	94%	6%	0%
Additional Public Parking	17	100%	0%	65%	35%	0%
Accessible Parking	13	100%	0%	54%	46%	0%
Complete Range of Parking Options	6	100%	0%	50%	50%	0%
Parking Enforcement	16	81%	19%	50%	31%	19%
Public Safety Initiatives	14	79%	21%	50%	29%	21%



## Appendix B: Community Open House Boards

# SHARE YOUR THOUGHTS ON PROPOSED CHANGES TO PUBLIC PARKING!

## Welcome!

The **Public Parking Strategy (Strategy)** will guide Langley City's approach to public parking management in to ensure residents and businesses have reliable access to public parking options while balancing a variety of transportation needs. The Strategy is a key action from Transportation 2050, the City's comprehensive multi-modal transportation strategy to guide transportation-related policy and investments over the next 25 years to prepare for SkyTrain and growth in the City.

The City has developed a set of draft actions that aim to improve the everyday parking experience in the Downtown Area. The proposed actions are based on a comprehensive review of parking patterns in the area, best practices and lessons learned from other communities in the region, and previous engagement with the public and businesses.

The City wants to hear from you to refine the proposed actions and ensure they will have the desired impact. Your feedback will be incorporated into a final draft document for Council's consideration and endorsement later this year.



## Objectives of the Public Parking Strategy

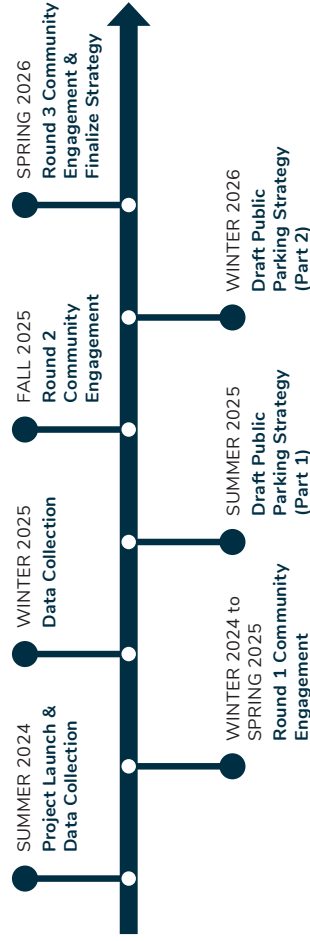
**Objective #1** Improve the reliability of finding available parking

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 is critical in areas where there is a limited supply of parking spaces, coupled with high demand for 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 helps to create a more consistent and enjoyable parking experience for people who need to drive.

## Project Timeline



## Proposed Draft Actions

To ensure the Downtown Area is ready for the arrival of SkyTrain in 2029, the Strategy is recommending **nine actions** for targeted implementation in the:

- **Short-term** (2026 to 2027)
- **Medium-term** (2028 to 2030)
- **Long-term** (2031 to 2040 & beyond)

# PARKING TODAY IN DOWNTOWN LANGLEY



**Where are people parking?** There are locations in the Downtown with a very high demand for parking, such as the Fraser Highway One-Way. However, even during the busiest times of the day, there are on-street parking spaces and City-owned parking lots within a convenient walking/rolling distance that are currently underused and can accommodate customers and visitors.



**How long are people parking?** About 85% of all vehicles that park in the Downtown on a typical weekday from 7:00 am to 7:00 pm were observed to be parked for 2 hours or less.

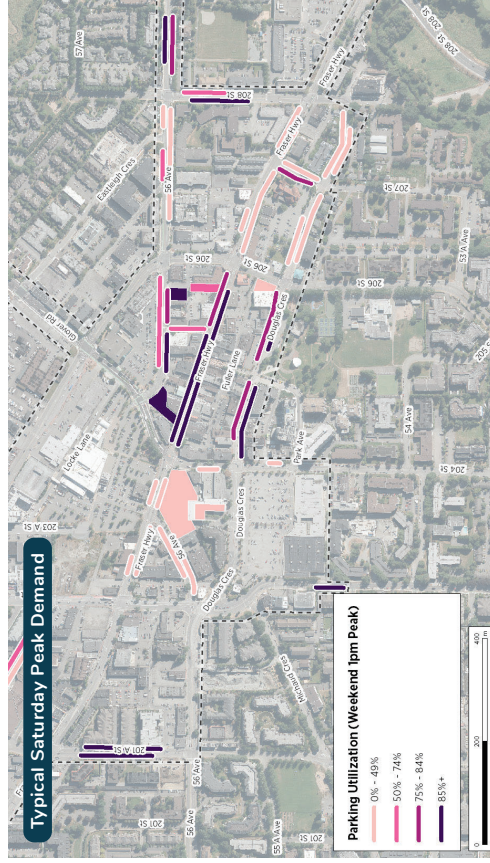
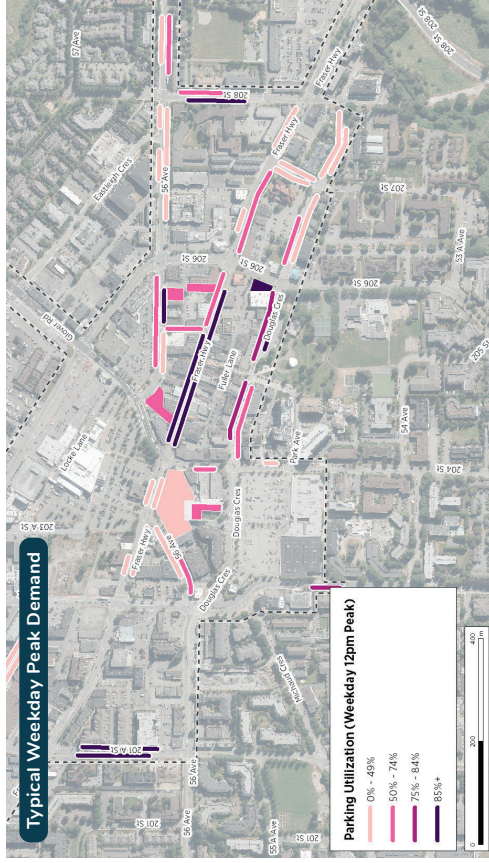


**Who is parking?** There are a significant number of Downtown employees who are looking for reliable long-term parking options (e.g., 5 hours or more) during their work shifts.

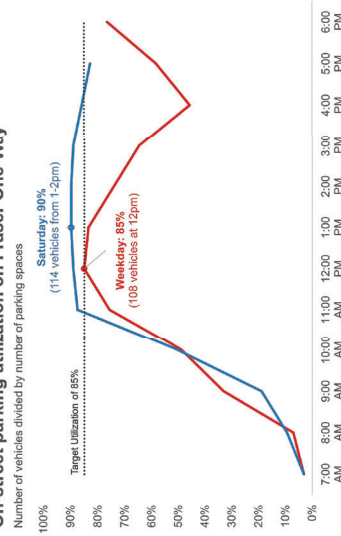
As a result, there are a number of vehicles observed to be parking on the Fraser Highway One-Way longer than the 3-hour time limit (ranging from 4 to 9 hours), reducing the availability of premium parking spaces for customers and visitors to access Downtown businesses.



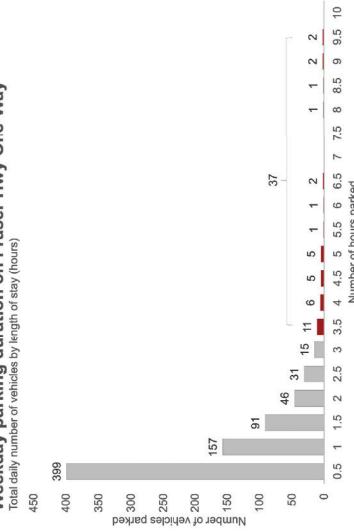
**Who is parking?** There are customers and visitors who are looking for medium-term options beyond the current 3-hour limit, such as attending classes or medical and personal appointments.



**On-street parking utilization on Fraser One-Way**



**Weekday parking duration on Fraser Hwy One-Way**



# KEY ACTION: PROVIDE A COMPLETE RANGE OF PARKING OPTIONS

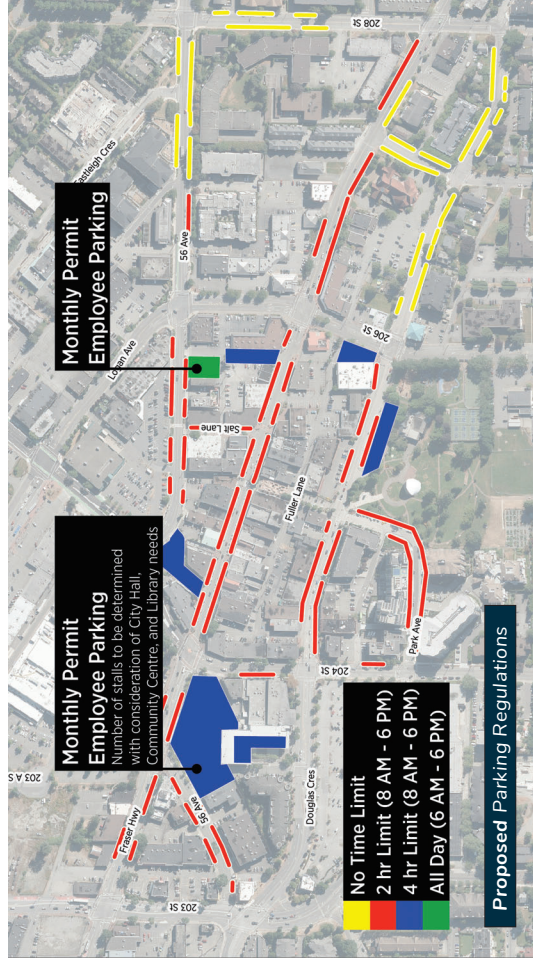
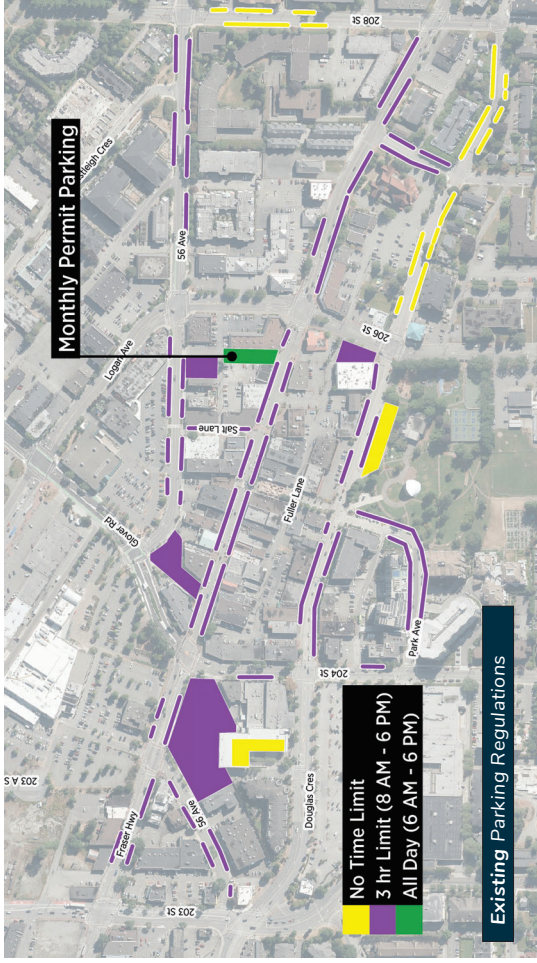


## Key Action:

### Provide a Complete Range of Parking Options to Serve Everyone

#### What does this look like?

- **Short-term Parking:** Switching on-street parking from 3 hours to 2 hours to encourage more turnover & prioritize premium spaces in front of businesses for customers.
- **Medium-term Parking:** Providing new 4-hour parking lots to accommodate visitors who have longer appointments or want to spend an afternoon with friends and family.
- **Long-term Parking:** Expanding and improving the current monthly paid permit program in a fairer way to provide reliable & predictable options for downtown employees.
- **Loading:** Providing more on-street loading zones for passenger pick-up/drop-offs and deliveries, particularly to benefit businesses who lack dedicated on-site loading.



Do you support this action?

Vote with a sticky dot!

YES! Overall, I like what is proposed.

Yes, I support it with modifications.

No, I do not support these changes.

Share more with a sticky note!

How could the proposed changes be improved?

# SUPPORTING ACTIONS

Other actions recommended by the Strategy for Downtown Langley include:



## Wayfinding Signage

Improving City-owned parking lots with signage and lighting to ensure drivers know where and how to find available parking options in an easy manner.



## Parking Enforcement

Ensuring parking enforcement is done in a consistent and efficient manner to ensure people are complying with the parking time limits through modern technology such as license plate readers.



## Accessible Parking

Providing high-quality and usable parking to accommodate people with disabilities as our population grows.



## Public Safety Initiatives

Working with community partners to address personal safety and security concerns in the Downtown, such as exploring a Safe Walk program.



## Additional Public Parking

Partnering with developers to secure public parking spaces near the SkyTrain station at new developments, such as the approach in Coquitlam and Richmond, along with working with existing property owners to identify opportunities to create privately-owned shared parking options at parking lots that are underutilized.

## Do you support these actions?

Vote with a sticky dot!

YES! Overall, I like what is proposed.

Yes, I support it with modifications.

No, I do not support these changes.

YES! Overall, I like what is proposed.

Yes, I support it with modifications.

No, I do not support these changes.

YES! Overall, I like what is proposed.

Yes, I support it with modifications.

No, I do not support these changes.

YES! Overall, I like what is proposed.

Yes, I support it with modifications.

No, I do not support these changes.

YES! Overall, I like what is proposed.

Yes, I support it with modifications.

No, I do not support these changes.

# SUPPORTING ACTIONS



## Pay Parking

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

The primary objective for pay parking would be to increase turnover and availability of parking, not to generate revenue. Building a dedicated parkade would be very costly to the City and effective parking management tools like parking time limits and pay parking should be used first to address parking challenges in the Downtown Area. Any net revenue collected from pay parking would be reinvested back into Downtown towards improvements that address community priorities.

Pay parking in high-demand areas like SkyTrain station areas and downtown/city centres has been successfully used in at least 11 communities within the Metro Vancouver region, from small to large (e.g., Port Moody, New Westminster, Richmond, Burnaby, North Vancouver City, Vancouver), when parking time limits are not enough to manage demand.

## Residential Parking Outside Downtown

A second phase of work in the future by the City will address parking in residential areas that will require additional work before incorporating into the Strategy.

Do you have any other feedback or suggestions about the proposed actions or how to improve parking in Downtown Langley?



## Appendix C: Community Open House FAQ

## City of Langley Public Parking Strategy

### Downtown Parking Open House FAQ

#### Why are we switching the time limit from 3 hours to 2 hours? 2 hours is not enough.

- About 85% of people park for 2 hours or less in Downtown and 4% of people park for 3 hours. By reducing the time limit to 2 hours, this will prioritize premium on-street parking spaces for customers and visitors to support our Downtown businesses.
- The City is aiming to strike a balance between encouraging regular turnover and promoting availability of short-term parking spaces, while providing enough time for most trips. This ensures drivers are not staying longer than they need to. 2-hour time limits can accommodate more drivers in the Downtown, not fewer drivers.
- There are also drivers today who are consistently parking in high-demand locations, such as the Fraser Highway One-Way, anywhere from 4 to 9 hours, in excess of the current 3-hour limit. These drivers are having a disproportionate impact to parking availability and contributing to our current parking challenges.
- For people who need more time, the proposed 4-hour parking in City-owned lots—which is longer than the current 3-hour limit—will provide a medium-term parking option. This includes people that have longer medical or personal appointments, or those who want to spend an afternoon Downtown with friends and family.
- The City will also be exploring opportunities to provide dedicated on-street loading spaces for passenger pick-up/drop-offs and deliveries to accommodate drivers who only need to stop for a few minutes. This is another strategy to address an unmet parking need today and will particularly benefit businesses with no on-site loading.
- This holistic approach encourages longer-term stays in parking lots and shorter-term stays for street parking. We plan on monitoring how the new parking restrictions are working in practice and will make adjustments as needed.

#### For people who need up to 3 to 4 hours for parking, what option are available if the parking time limit is reduced to 2 hours?

- There are six City-owned public parking areas throughout the Downtown that are located within a convenient 2- to 4-minute walk to businesses in the historic core:
  - Parking lot at City Hall/Timms Community Centre/Library (132 spaces)
  - Underground parking at City Hall/Timms Community Centre/Library (64 spaces)
  - Parking lot by Fraser Hwy and Glover Rd by Pilates & Yoga Studio (30 spaces)
  - Parking lot by 56 Ave and 206 St behind Rendezvous Pub (33 spaces)
  - Parking lot by Fraser Hwy and 206 St by Lasting Legacy Tattoos (23 spaces)
  - Parking lot by 206 St and Douglas Crescent by LifeLabs (16 spaces)

- We recognize that many people, including Downtown businesses, are not aware of these parking options that are available today. We will be adding signage and making other improvements to ensure these lots are visible and marked for public parking.
- By providing a medium-term parking option, this supports a “park once” approach for our Downtown. What this means is people can park uninterrupted in one location and visit multiple places by walking/rolling, rather than driving from one location to another. This creates a more convenient parking experience and reduces congestion on our streets.
- There are also unrestricted parking spaces with no time limits that are located further out from the historic core that provide another option for medium- and long-term parking.

### **Why is the City not planning on building a dedicated parkade for the Downtown?**

- Building a parkade would represent a significant investment by the City. This would include the initial capital cost to construct the parkade, along with ongoing expenses for maintenance and operations for the life of the structure.
- Without a direct revenue source, a new parkade would have to be funded through increases in property taxes that would impact residents and businesses, or divert funding away from other community priorities that would support our growing population.
- Even during the busiest times of the day, there are on-street parking spaces and City-owned parking lots that are currently underused and have available capacity today. As a result, the City wants to maximize current investments in the Downtown parking supply, including improving our current system with time limits and exploring the use of pay parking to manage the demand for parking, before we consider building more parking.
- Our approach to address downtown parking challenges will be consistent with other communities with a similar size and context in the Metro Vancouver region and across the country, and draw on best practices and lessons learned.
- We recognize that adding more parking supply in strategic locations can supplement our parking management approach. We will be exploring partnership opportunities with: (1) developers to create new public parking near the SkyTrain station as part of new developments; and (2) private landowners to open private parking lots to the public.

### **How would the proposed employee parking program work?**

- The City currently operates a monthly permit parking program in the Downtown with permits that cost \$58.05 per month. 21 parking spaces are available at the lot by Fraser Highway and 206 Street by Legacy Tattoos. Interested people fill an application form to the City. All spaces are currently already subscribed by individuals or organizations.
- The City plans on expanding and improving the current monthly paid permit program in a fairer way to provide a reliable and predictable parking options for employees.
- Details need to be confirmed, but this could include providing additional permit parking spaces in the Downtown and adding eligibility requirements such as proof of

employment and receiving confirmation the employee does not have access to a dedicated off-street parking space at their place of employment.

- We plan on monitoring how the new monthly permit parking program is working in practice and will make adjustments as needed.
- Other transportation improvements with our partners like TransLink through the Surrey-Langley SkyTrain and Langley–Haney Place Bus Rapid Transit will provide new options for commuting to the Downtown.

### **Why is the City considering pay parking?**

- Pay parking is an important parking management tool when there is a high demand for parking and the use of time limits with proper enforcement is insufficient. SkyTrain will be bringing more people to our Downtown and pay parking can ensure parking remains prioritized for Downtown customers, visitors, and employees, not SkyTrain commuters.
- The primary objective for pay parking is to increase turnover and availability of parking, not to generate revenue. However, any net revenue collected would be reinvested back into the Downtown towards improvements that address community priorities.
- We know from the experiences of other communities who have adopted pay parking is that people will continue to come to a downtown if pay parking contributes to improving the parking experience through more reliable parking options.
- Pay parking in high-demand areas like SkyTrain station areas and downtowns has been successfully used throughout the Metro Vancouver region when parking time limits are not enough to manage demand. This includes small and large communities such as Port Moody, New Westminster, Richmond, Burnaby, North Vancouver City, and Vancouver.
- There are many ways to set-up pay parking to achieve our parking objectives while balancing the needs of businesses. For example, an example pricing structure could be:
  - Parking for first 30 minutes is free and the 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
- A successful pay parking program ensures there are always a few parking spaces available on any given block to provide a reliable option. That means the City could set prices to match demand and adjust based on actual usage. For example, prices may go up in areas that continue to have high demand to ensure there is always availability. Prices may also go down in areas that have low demand to encourage more usage.
- The City will be undertaking further consultation with the business community to develop and refine a specific detailed proposal for future consideration and endorsement of pay parking in the Downtown by Council. The City's immediate priority will be to improve and optimize the current system using time limits and ensure there are options available for everyone, whether you need short-term, medium-term, or long-term parking.

### **Can we change the new parallel parking on Fraser Highway One-Way back to angled?**

- The new layout along the Fraser Highway One-Way went through a public process and had 80% support from those that participated. Three Councils supported the new layout.
- There is a minor reduction in parking as a result of the parallel parking but this has been replaced with new parking spaces at City Hall that actually increases the available parking in the area.





## Appendix D: Downtown Technical & Engagement Findings

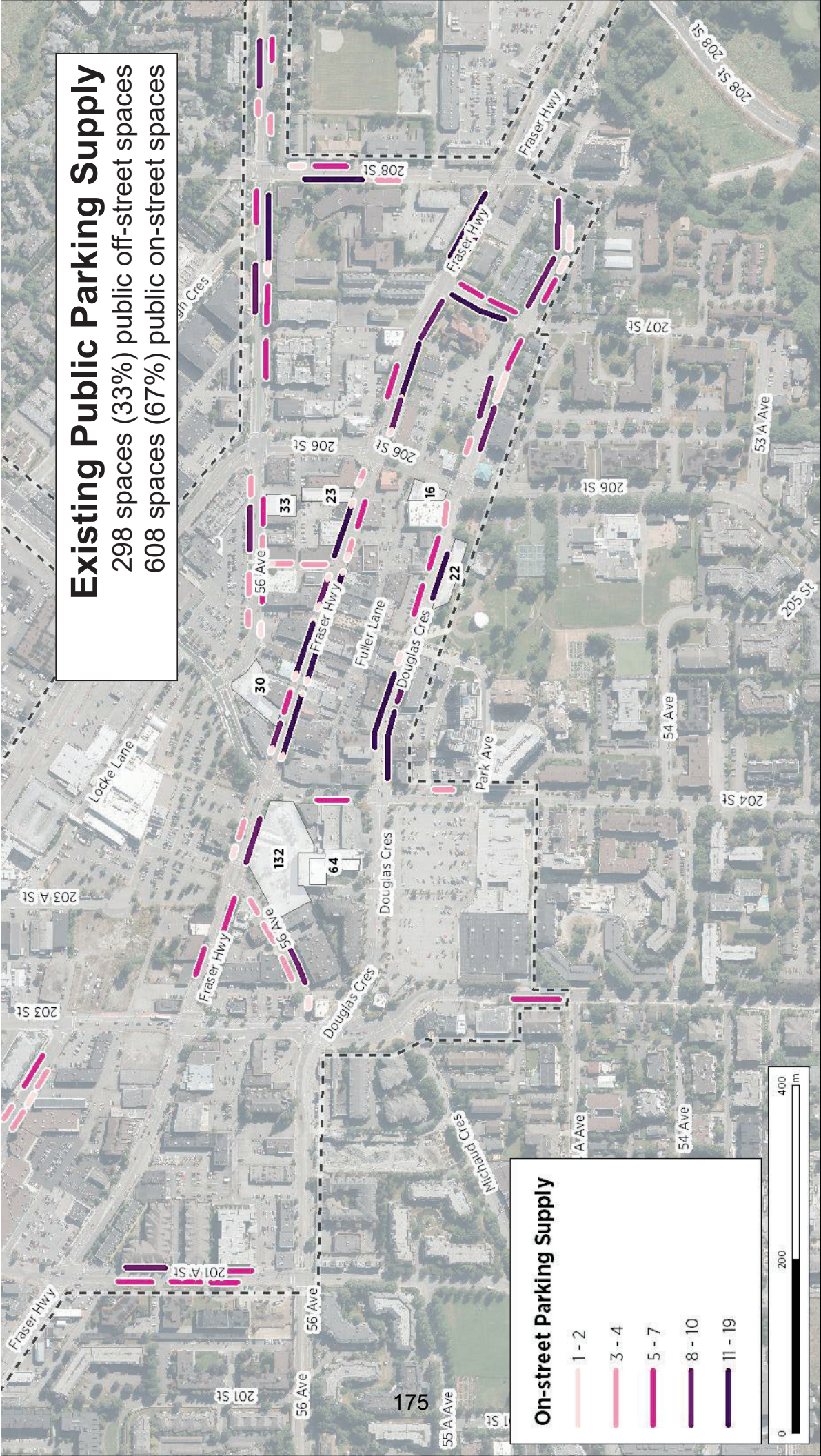
# Appendix D Downtown Parking Findings



# Existing Public Parking Supply

298 spaces (33%) public off-street spaces

608 spaces (67%) public on-street spaces



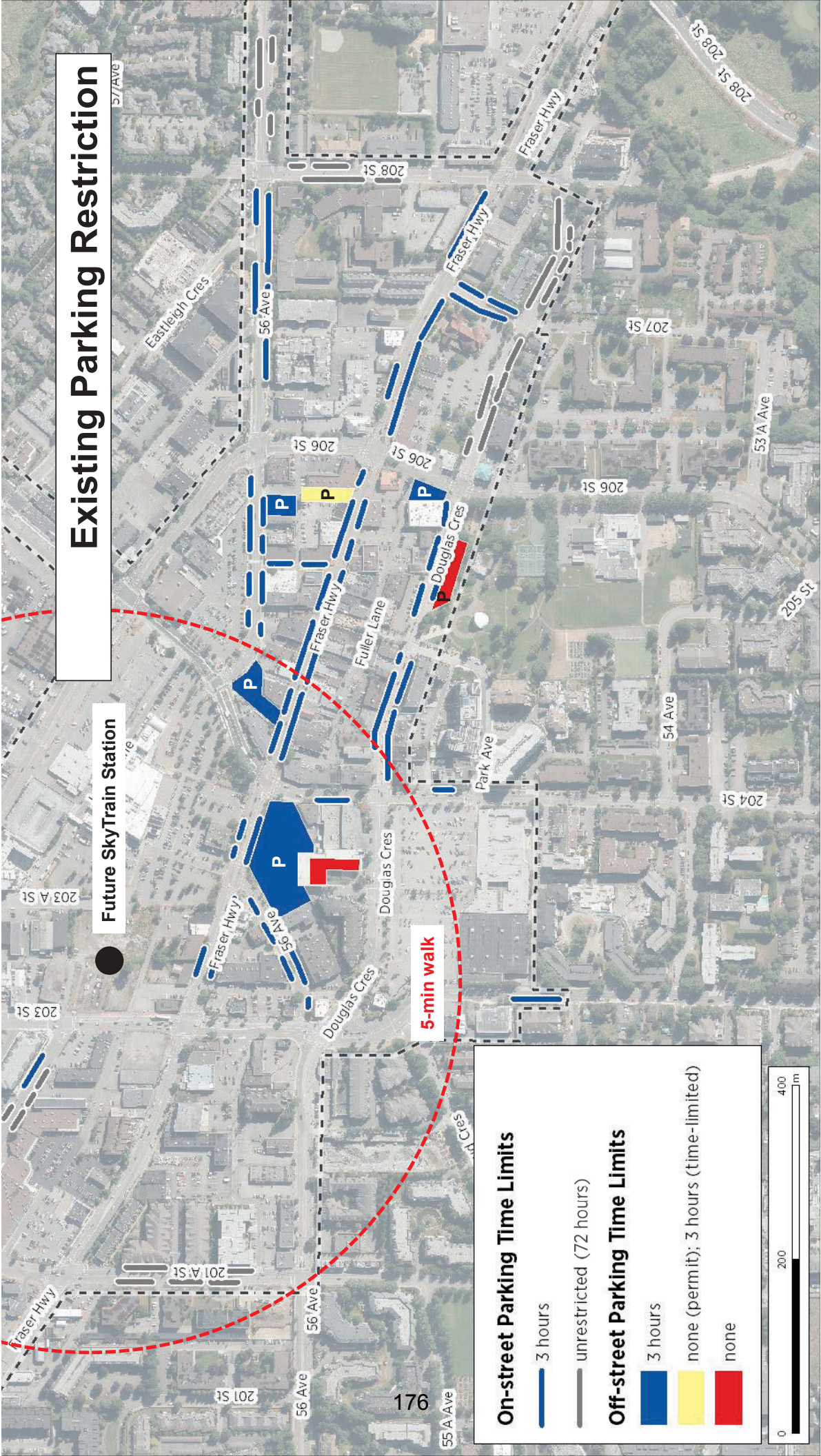
## On-street Parking Supply

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



# Existing Parking Restriction

Future SkyTrain Station



5-min walk

## On-street Parking Time Limits

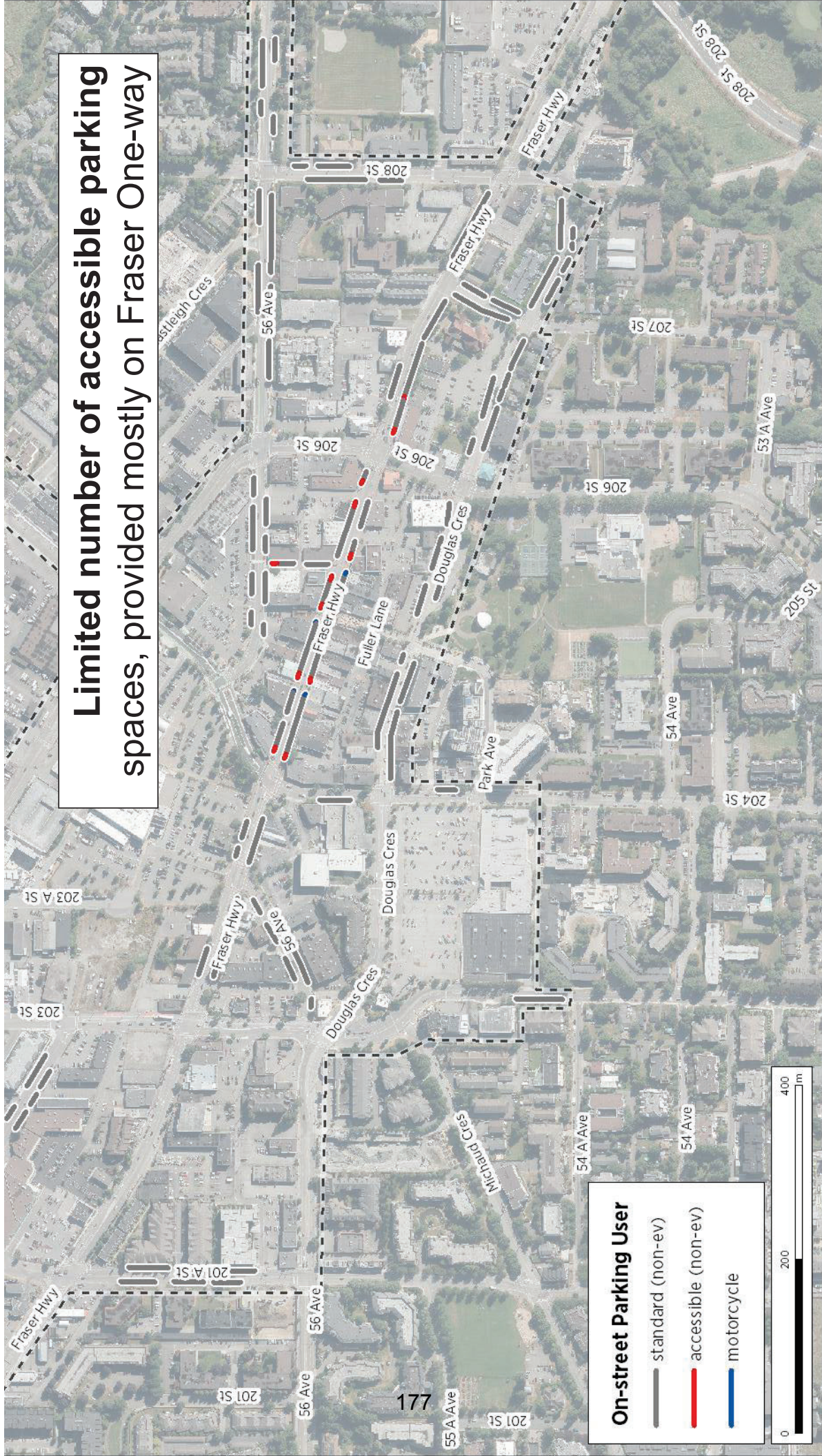
- 3 hours
- unrestricted (72 hours)

## Off-street Parking Time Limits

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

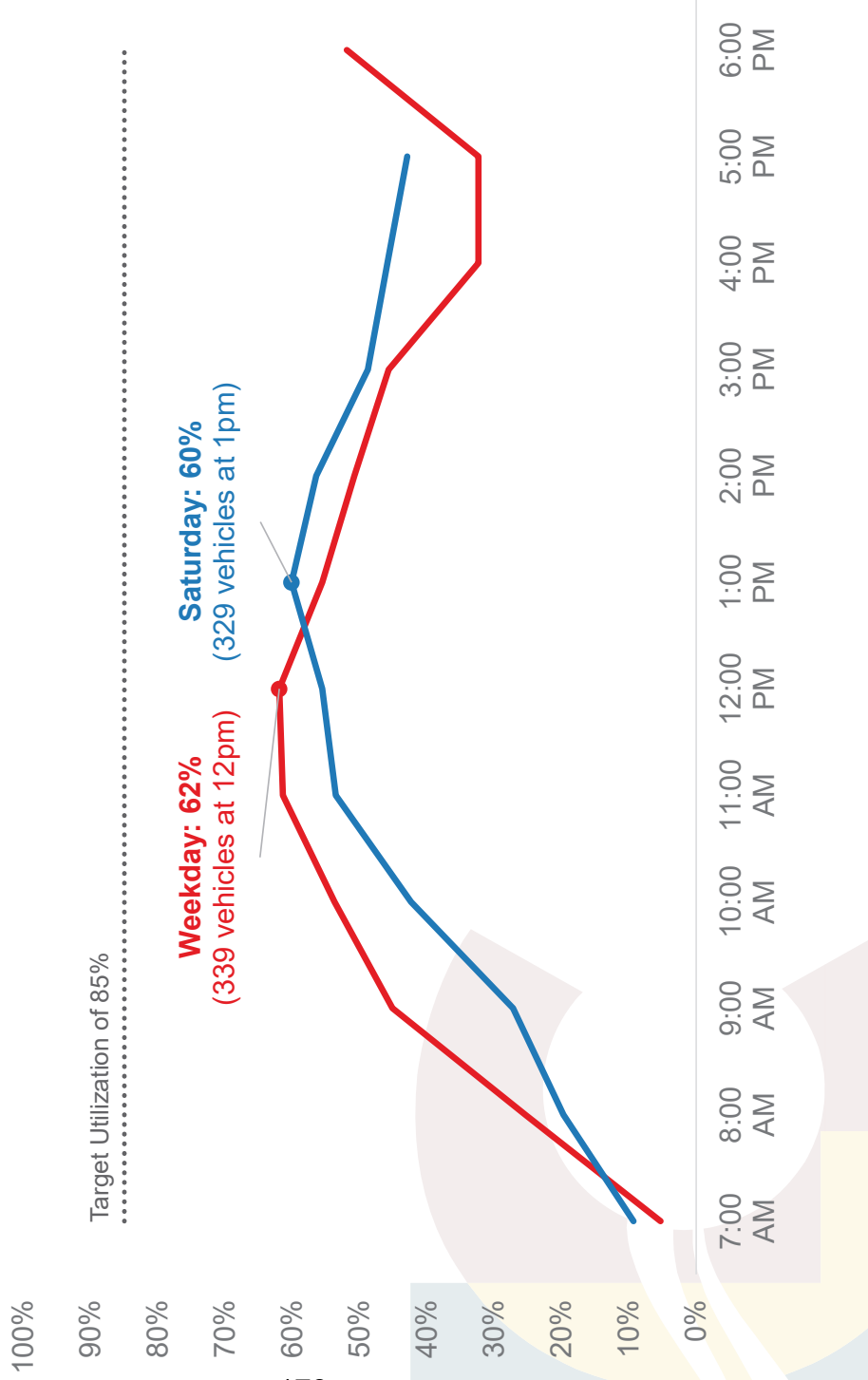


Limited number of accessible parking spaces, provided mostly on Fraser One-way

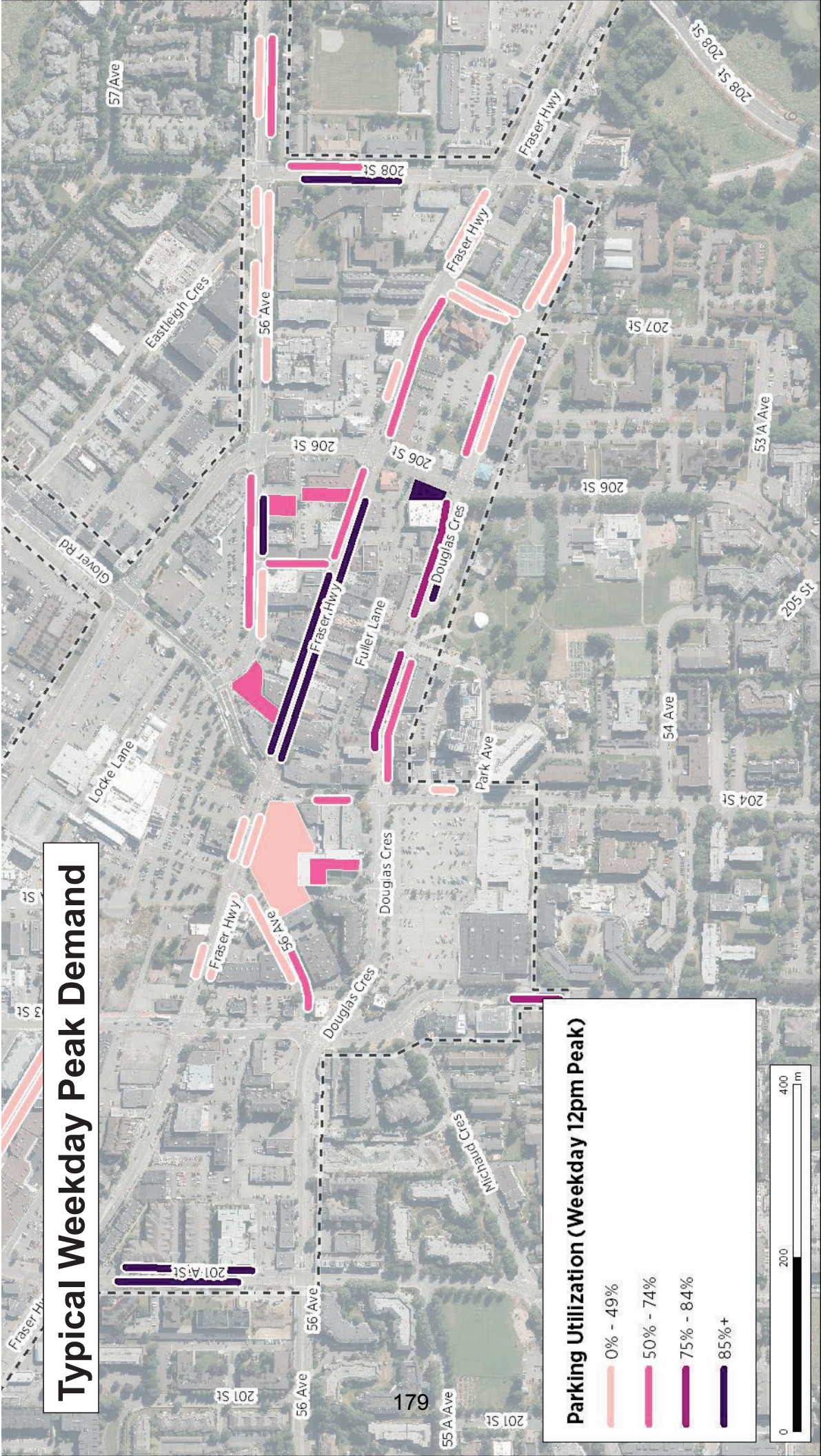


# On-street & public off-street parking utilization in Downtown Langley

Number of vehicles divided by number of parking spaces



# Typical Weekday Peak Demand

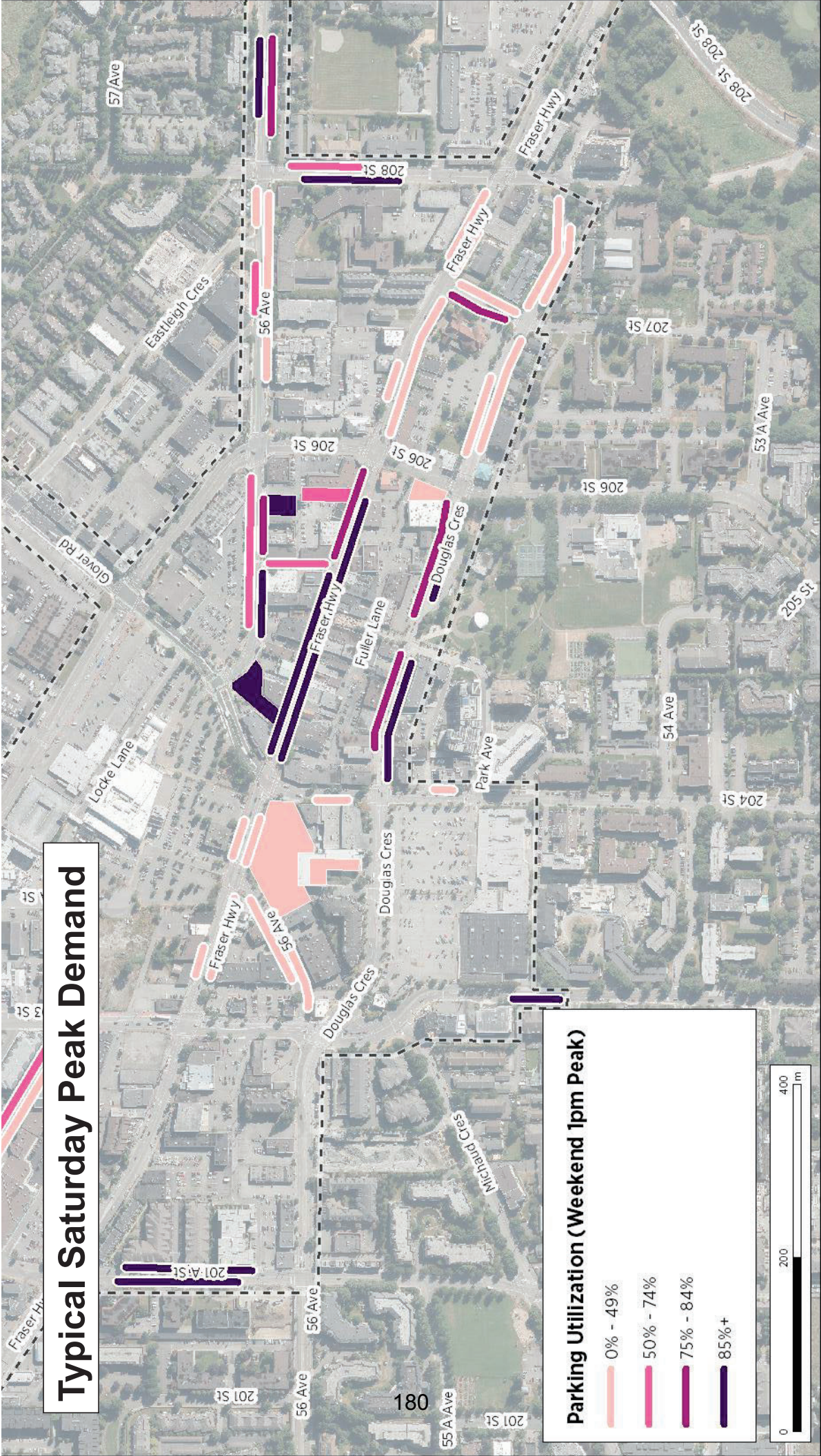


## Parking Utilization (Weekday 12pm Peak)

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



# Typical Saturday Peak Demand



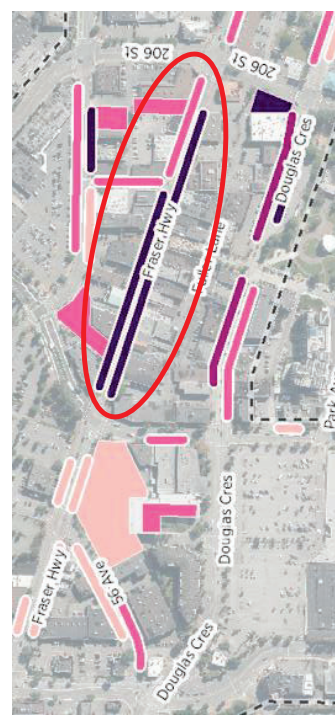
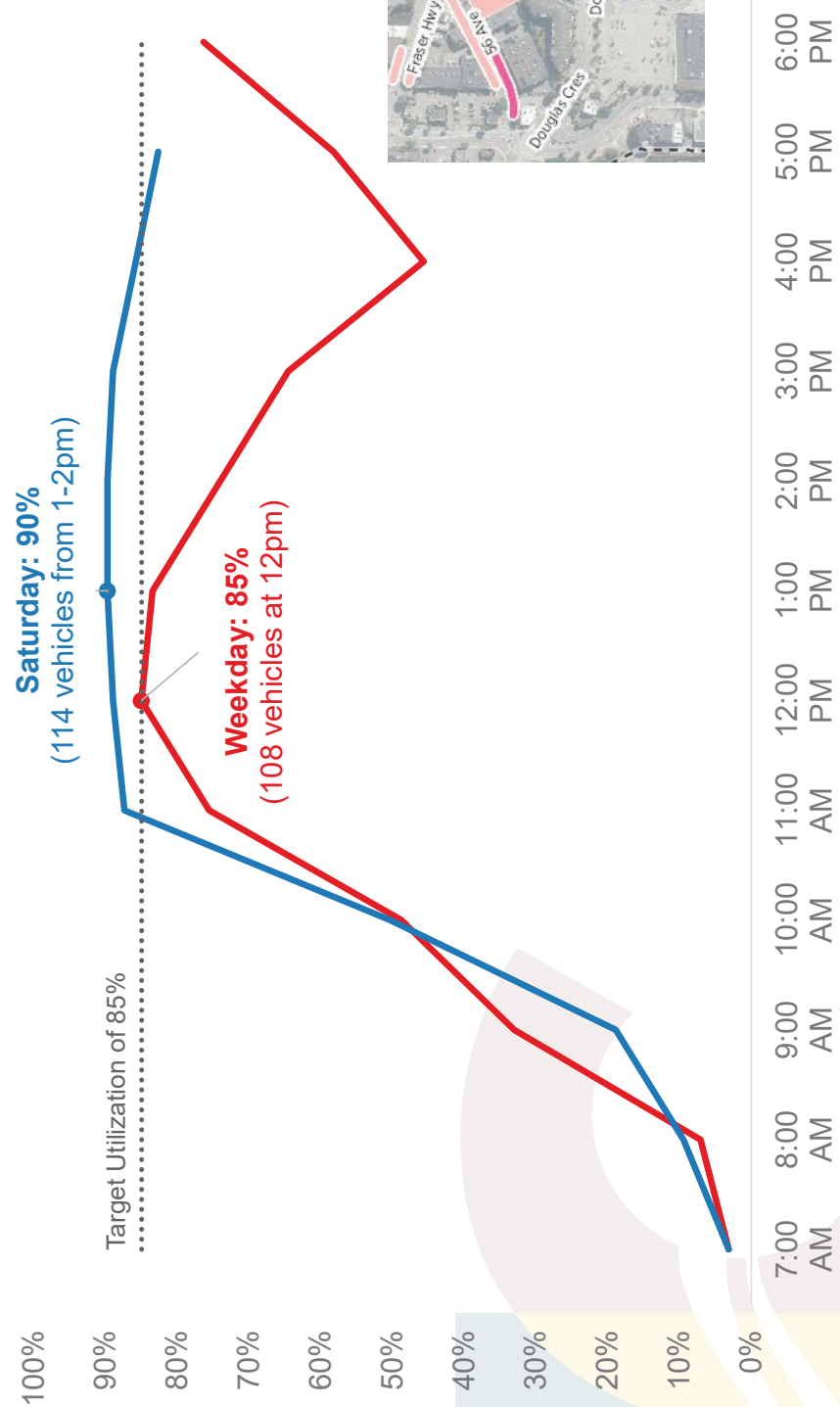
### Parking Utilization (Weekend 1pm Peak)

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



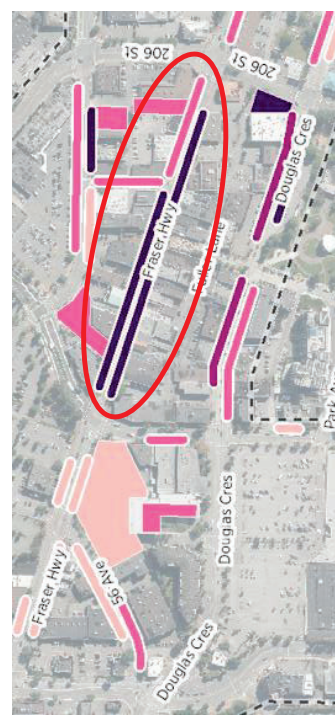
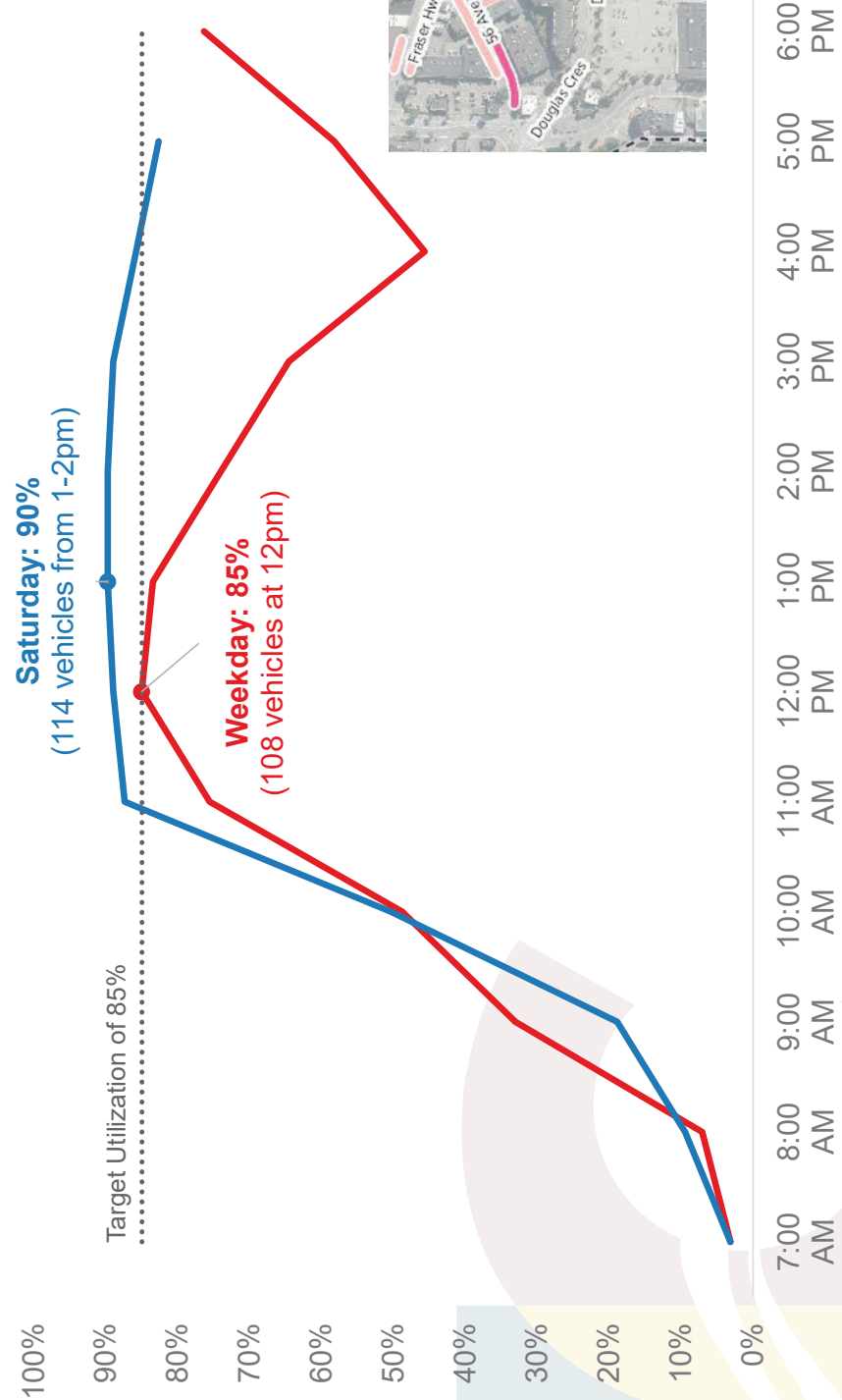
# On-street parking utilization on Fraser One-Way

Number of vehicles divided by number of parking spaces



# On-street parking utilization on Fraser One-Way

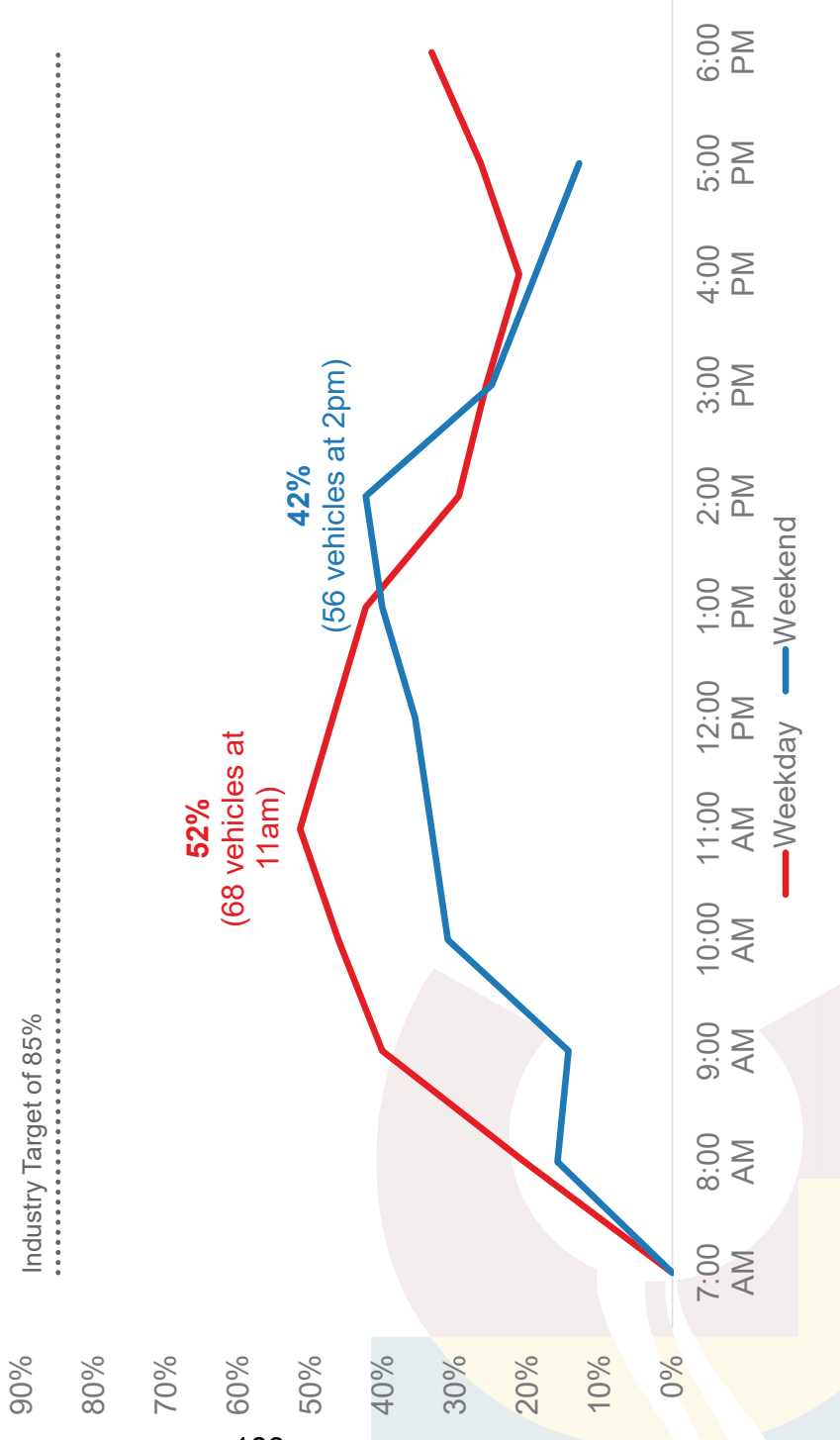
Number of vehicles divided by number of parking spaces



# 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.



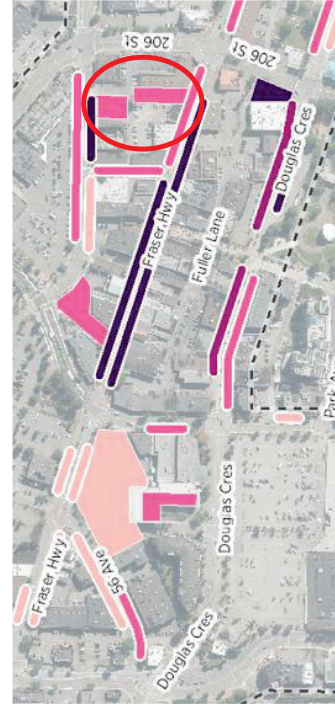
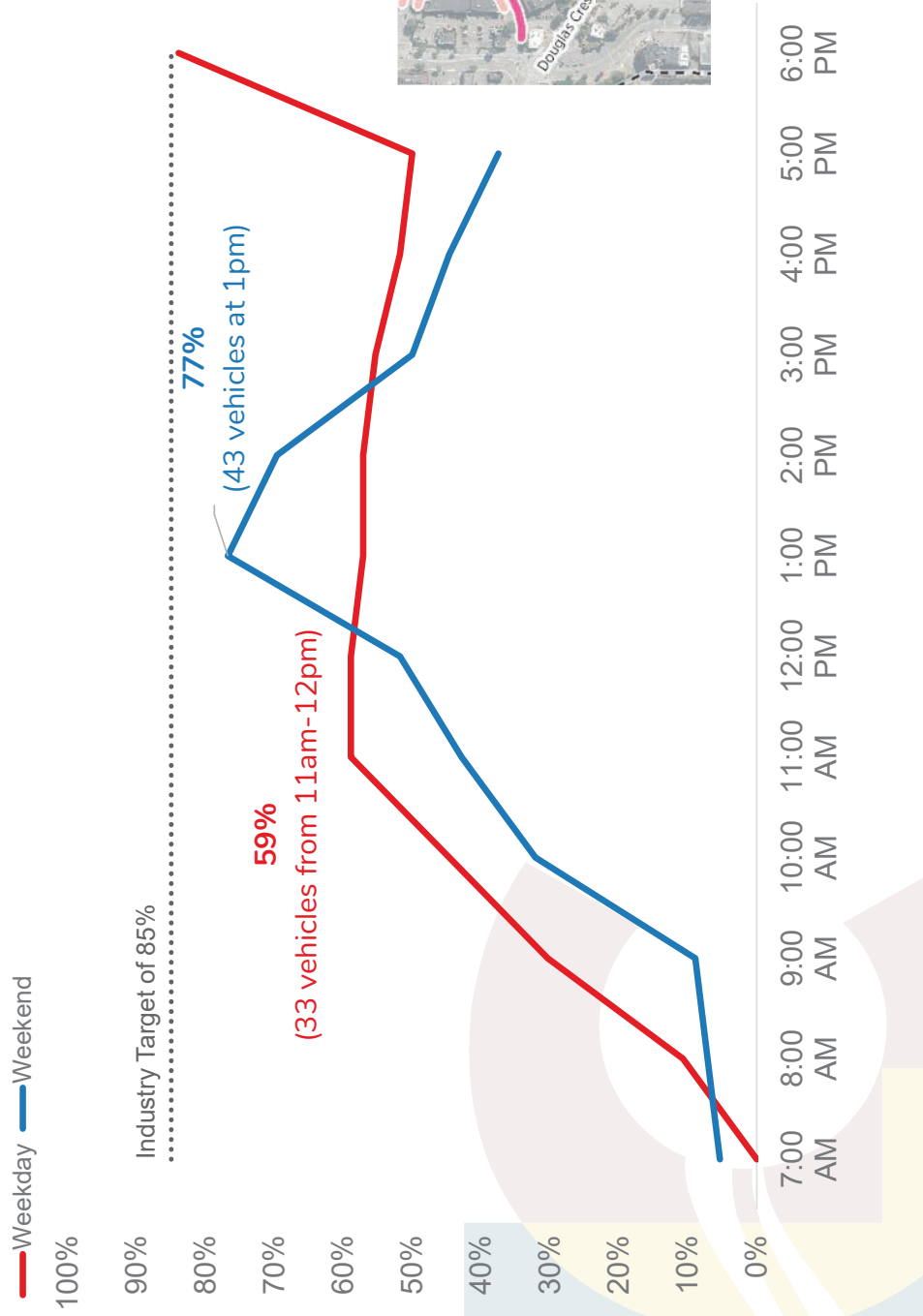


**Public  
Parking**

**Private  
Parking**

# Off-street parking utilization at 206 St lots

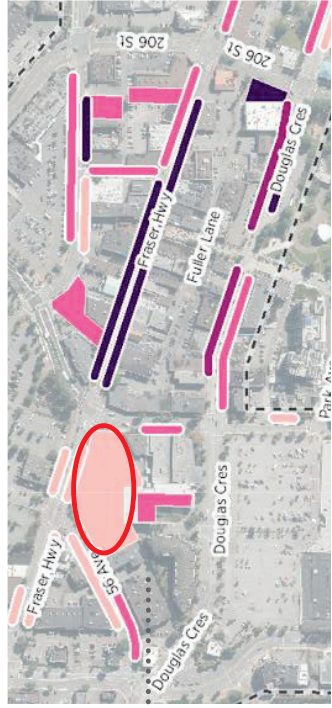
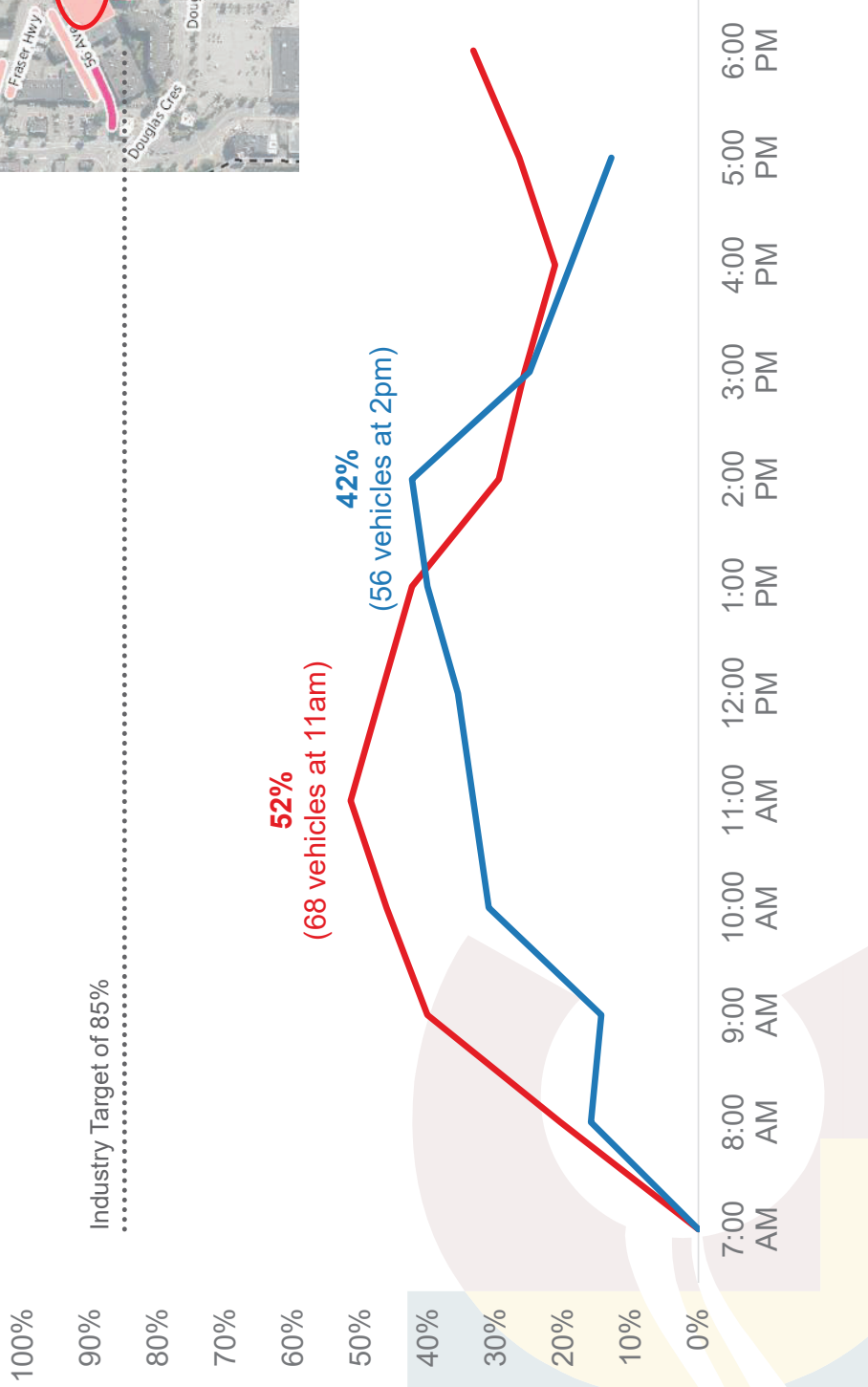
Number of vehicles divided by number of parking spaces



# Off-street parking utilization at City Hall lot

Number of vehicles divided by number of parking spaces

— Weekday — Weekend



# 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.

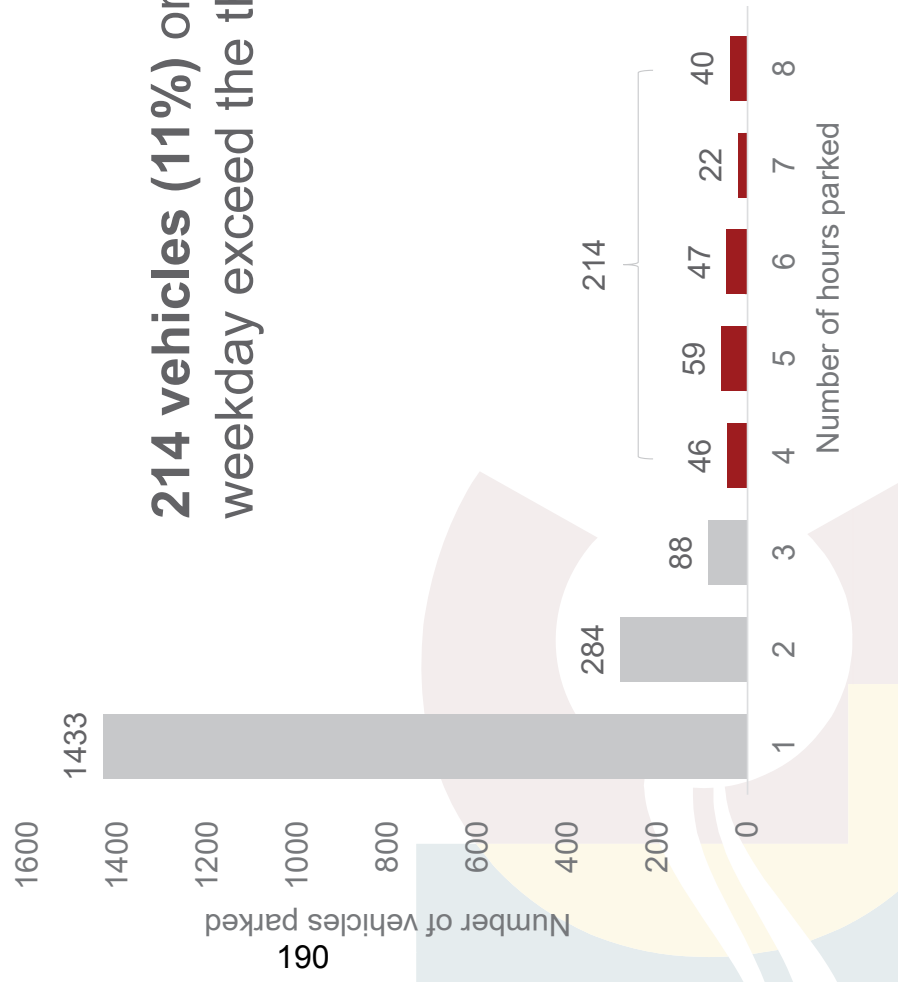
188

## *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



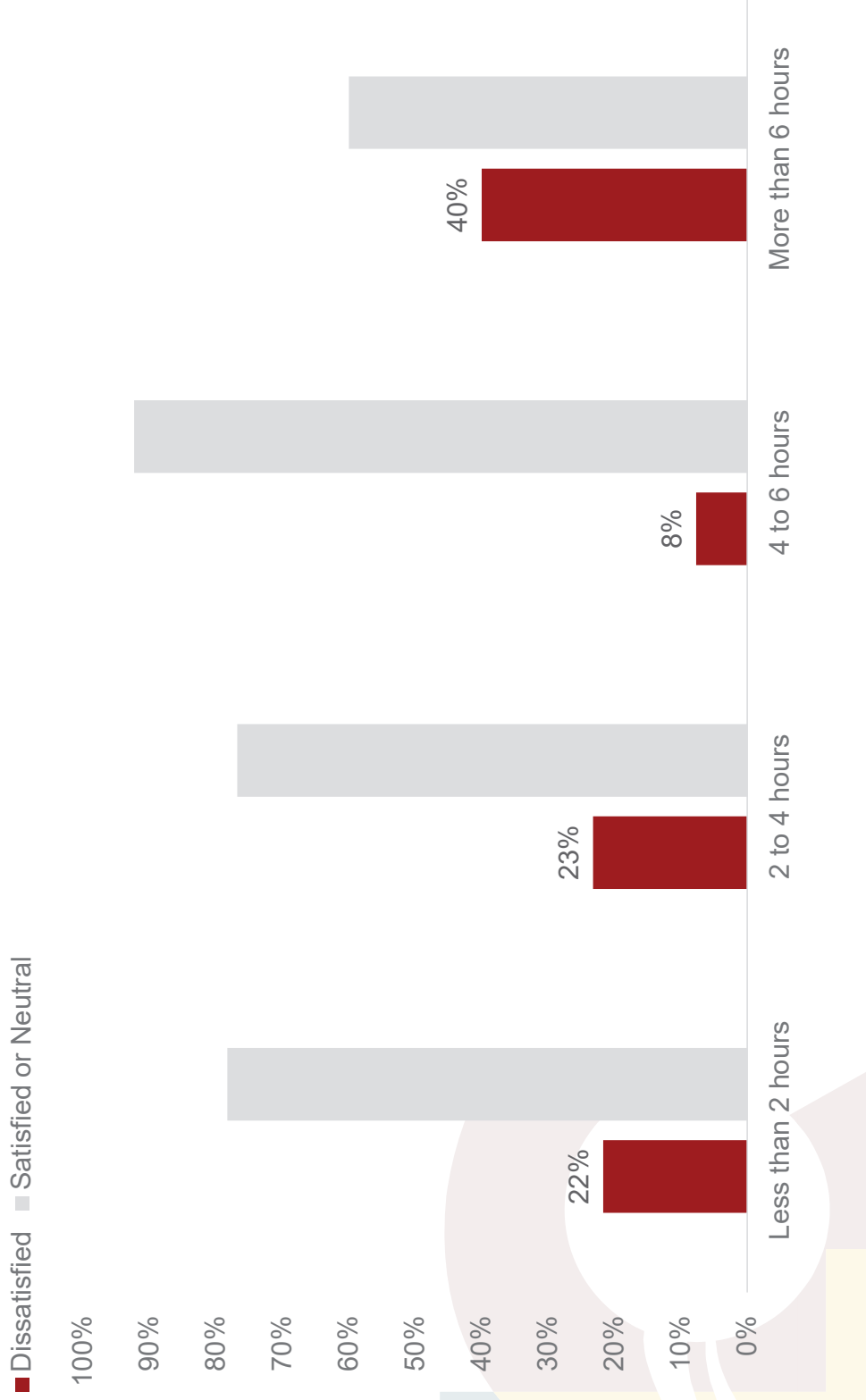
# Parking enforcement tickets issued annually in downtown Langley by violation



Number of tickets, 2023



## Parking satisfaction among downtown parkers by typical parking duration



# Downtown Parking Assessment

## Finding #3

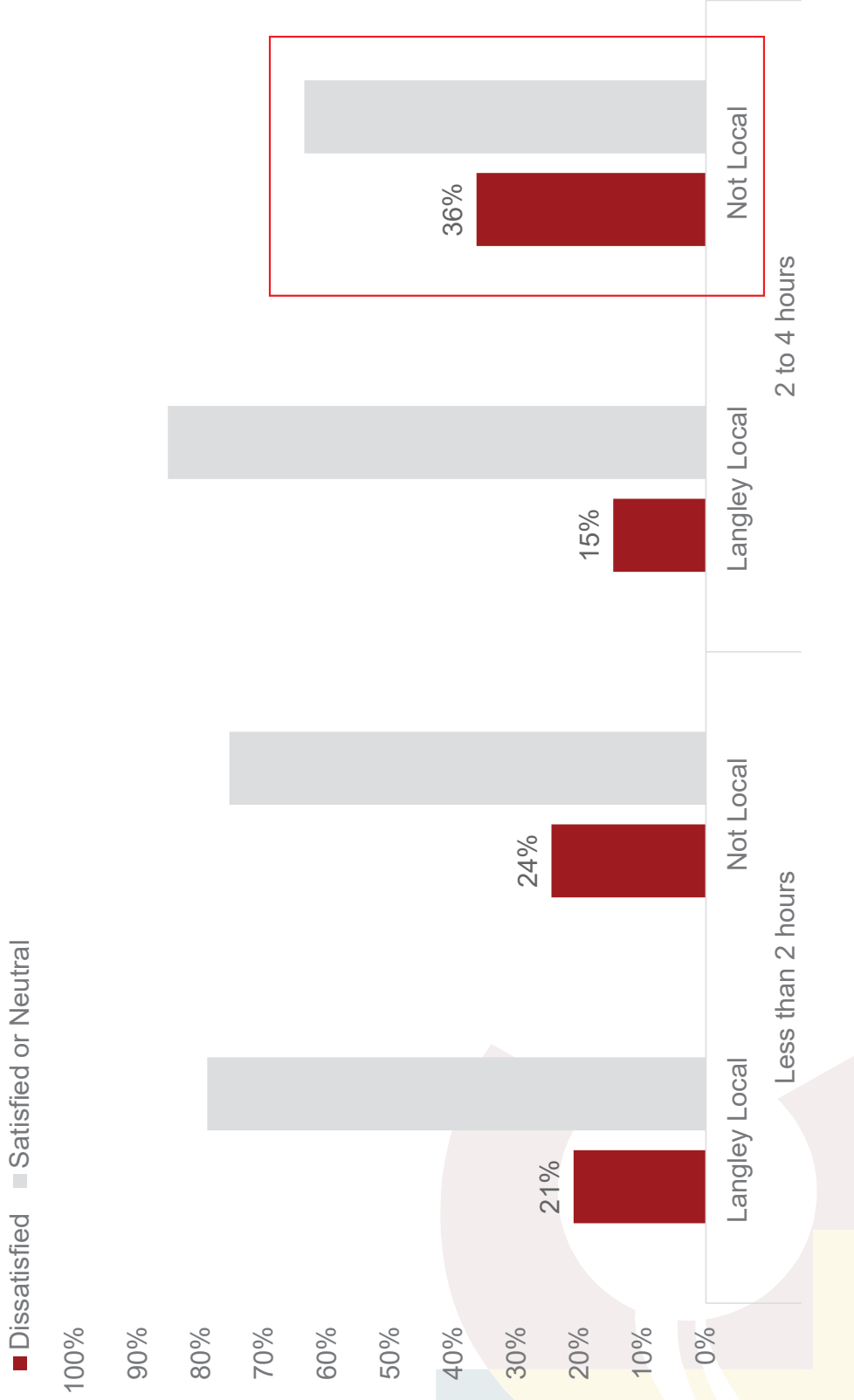
- There are a significant number of vehicles that potentially need medium to long-term parking options for a typical day (four hours or more).
- People who park for 6+ hours are twice as more likely to report being dissatisfied than people who park for 2 or less hours.

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## ***What does it mean?***

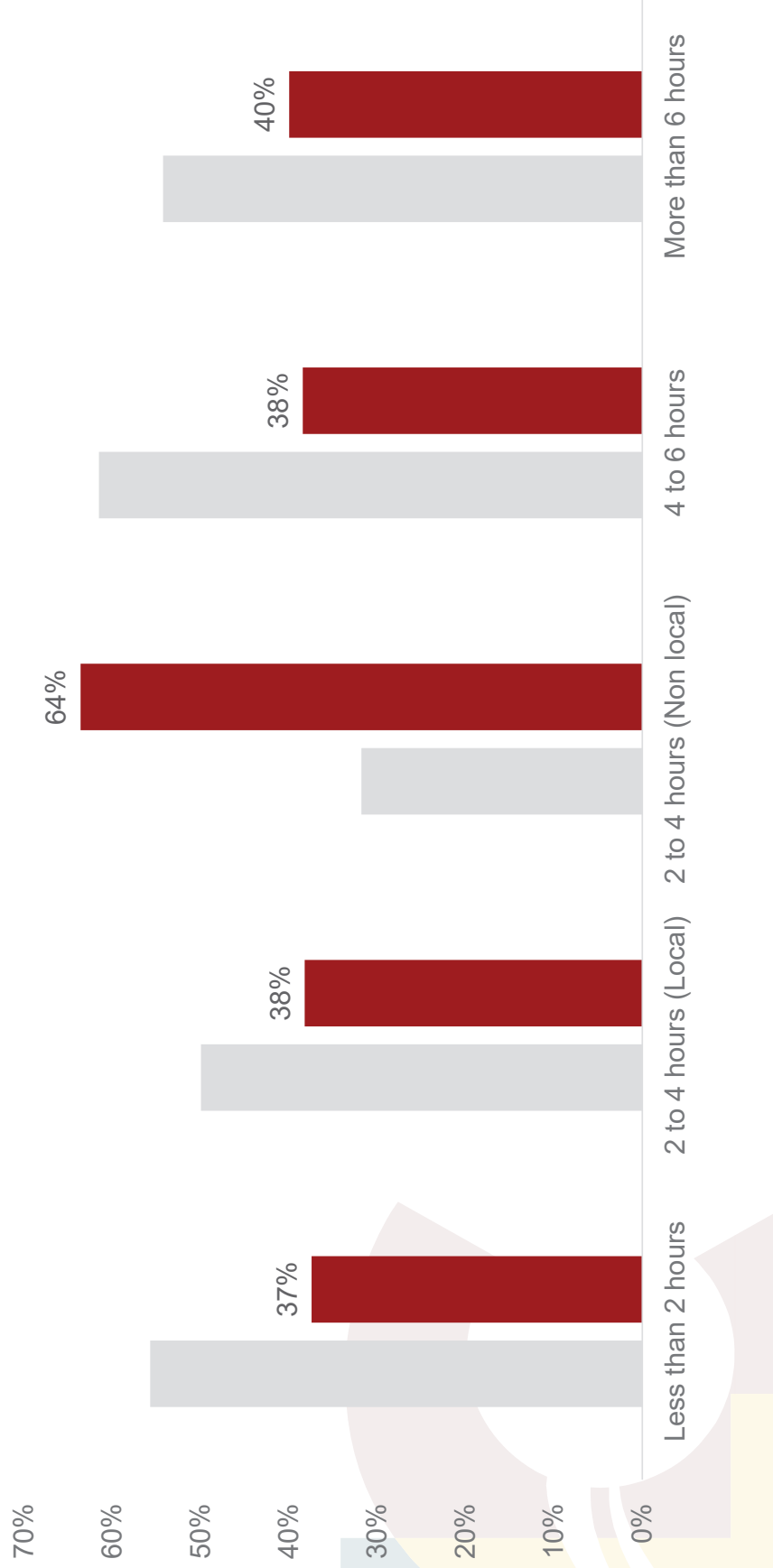
- Thinking about how long and when people need to park, rather than a snapshot of how many vehicles are parked, can provide greater insights into whether parking is adequately serving an area.
- Emphasizes the importance of thinking about groups of people with distinct needs (e.g., employees, customers)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

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

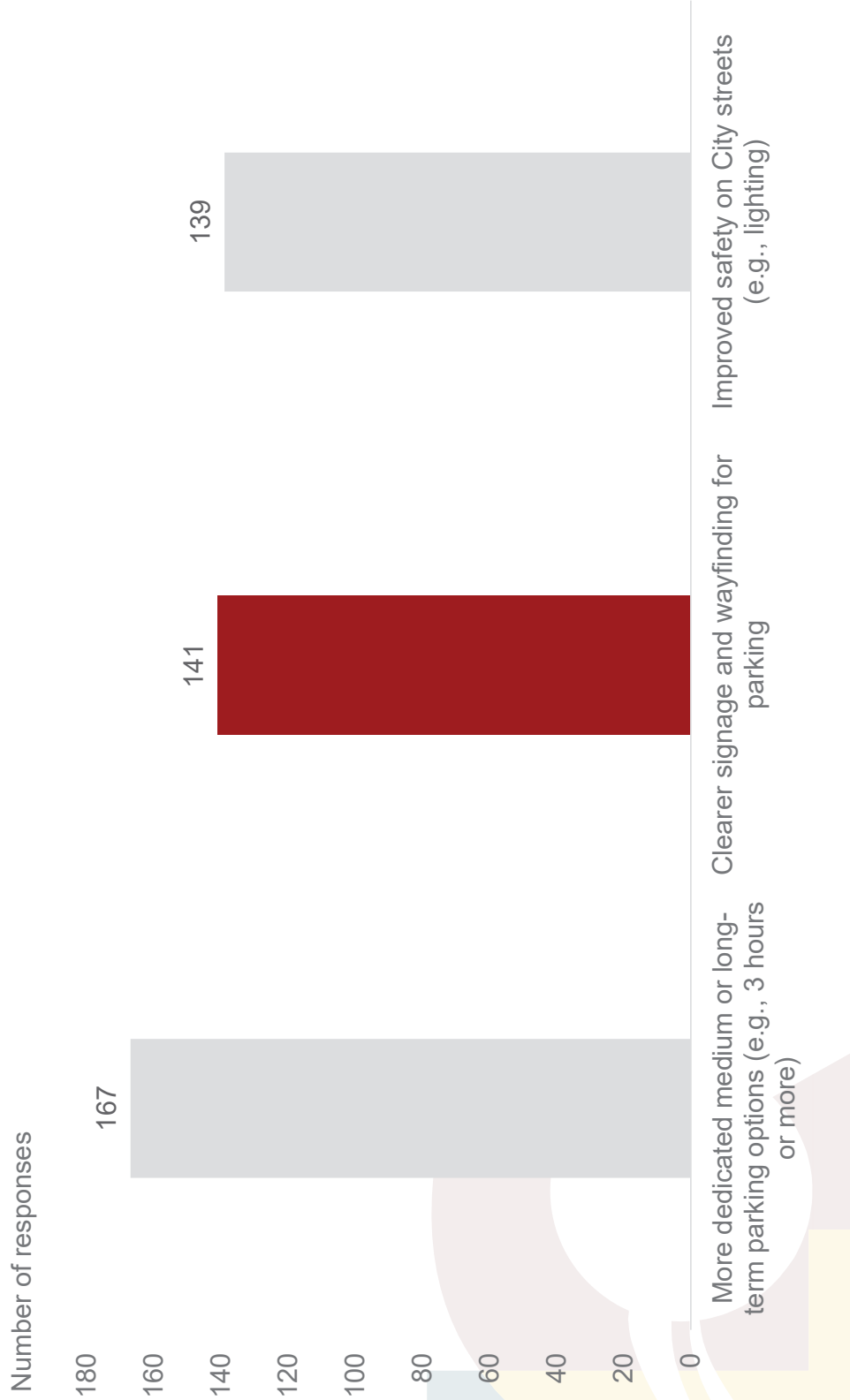


## Parking search time among downtown parkers by typical parking duration

- 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



196

# 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 E: Residential Technical & Engagement Findings

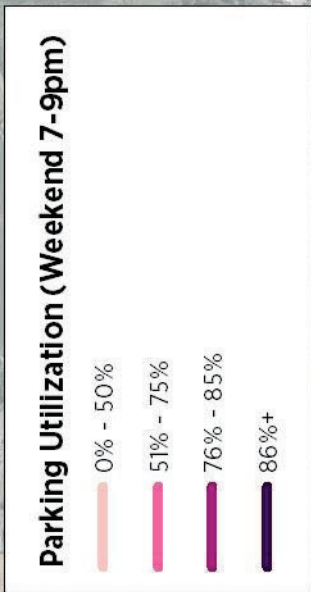
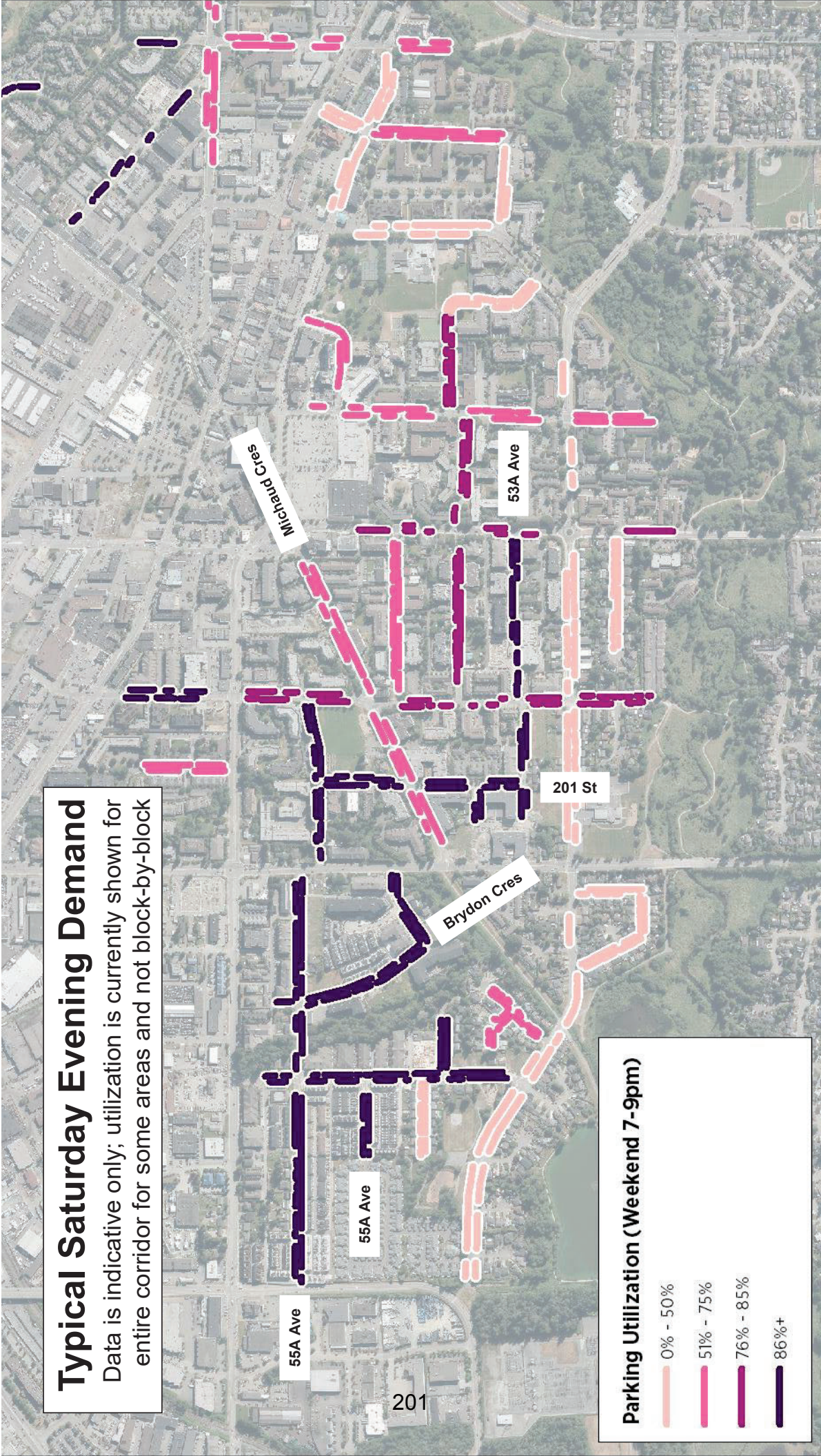
# Appendix E

## 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

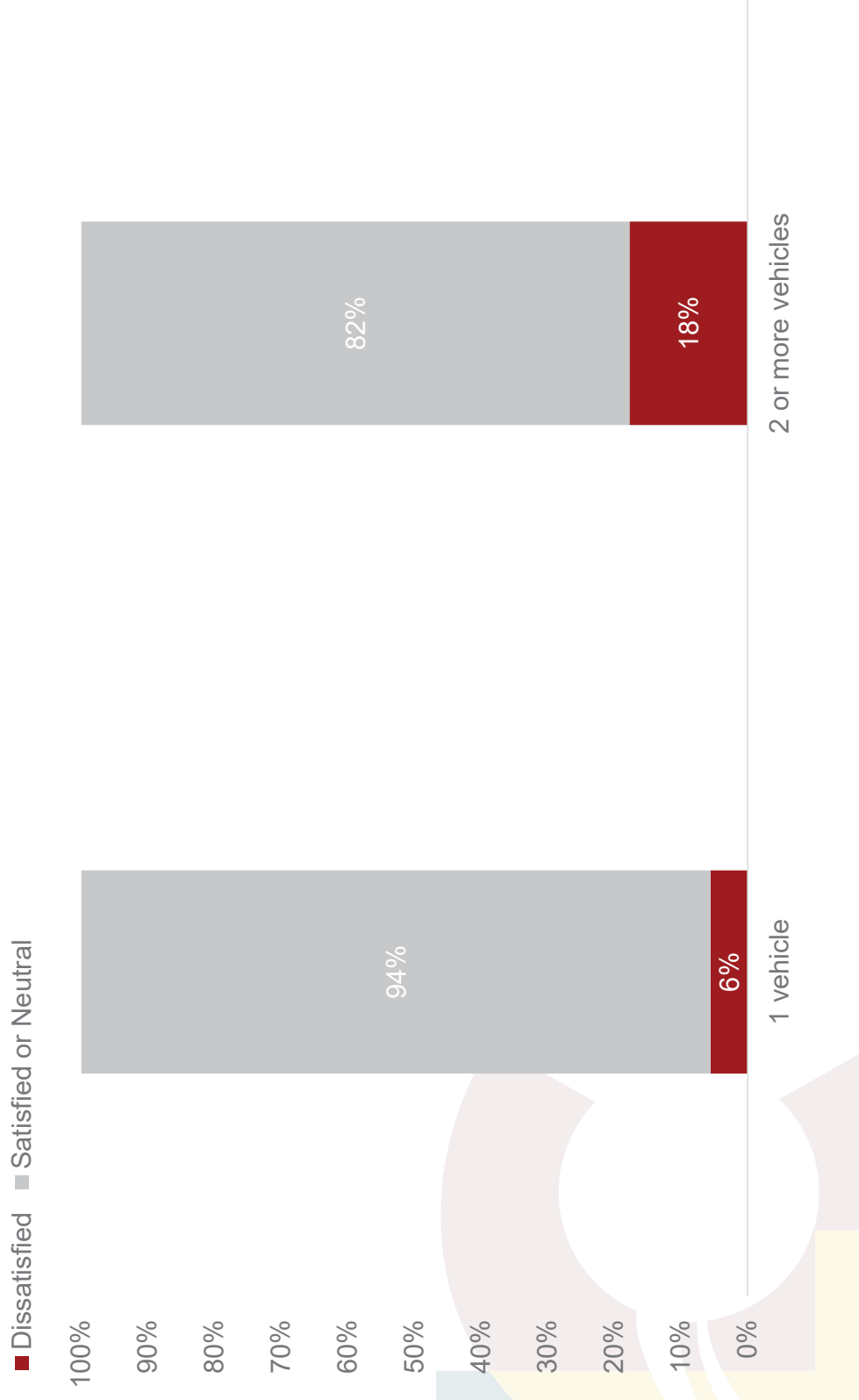
## Finding #5

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



# 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 F: Best Practice Review



Public Parking Strategy  
**Best Practice**  
**Preview**

# Station Area Parking Management

- Paid Parking
- Parking Permits
- Employee Parking

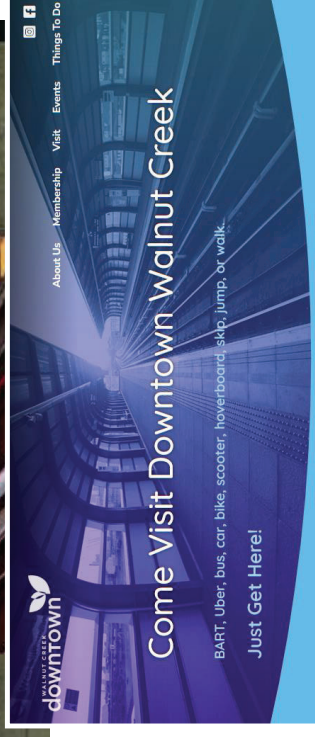


Station Area Parking Management	
<b>Questions</b>	<ol style="list-style-type: none"> <li>1. What is the value of parking management in commercial/mixed-use/transit-oriented development areas?</li> <li>2. How should a city manage parking and the station area when there are no parking minimums in place?</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

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### 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.

- Lecher Center Garage (664 spaces) - 1625 Locust Street (Special Parking Rates may apply during Lecher Center Performances)
- South Locust Street Parking Garage (250 spaces) - 1350 Locust Street (Between Mt. Diablo Blvd. and Cypress Street)
- Broadway Parking Garage (464 spaces) - 1380 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, 5¢ per hour with 3-hour limit.
- Purple parking meters are operating 7 days a week, \$1 per hour with 10-hour time limit.

Use the ParkMobile app to pay for parking, extend your parking time and avoid touching the parking meters.

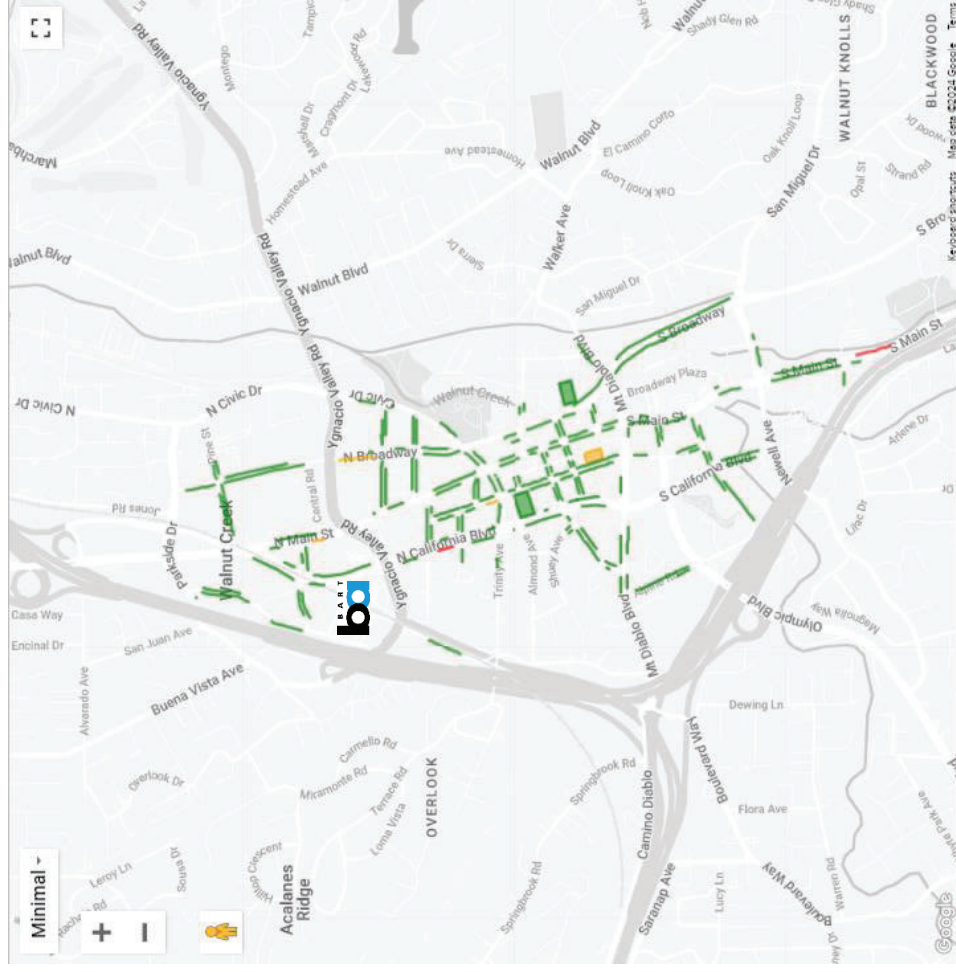


Download ParkMobile App

# 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

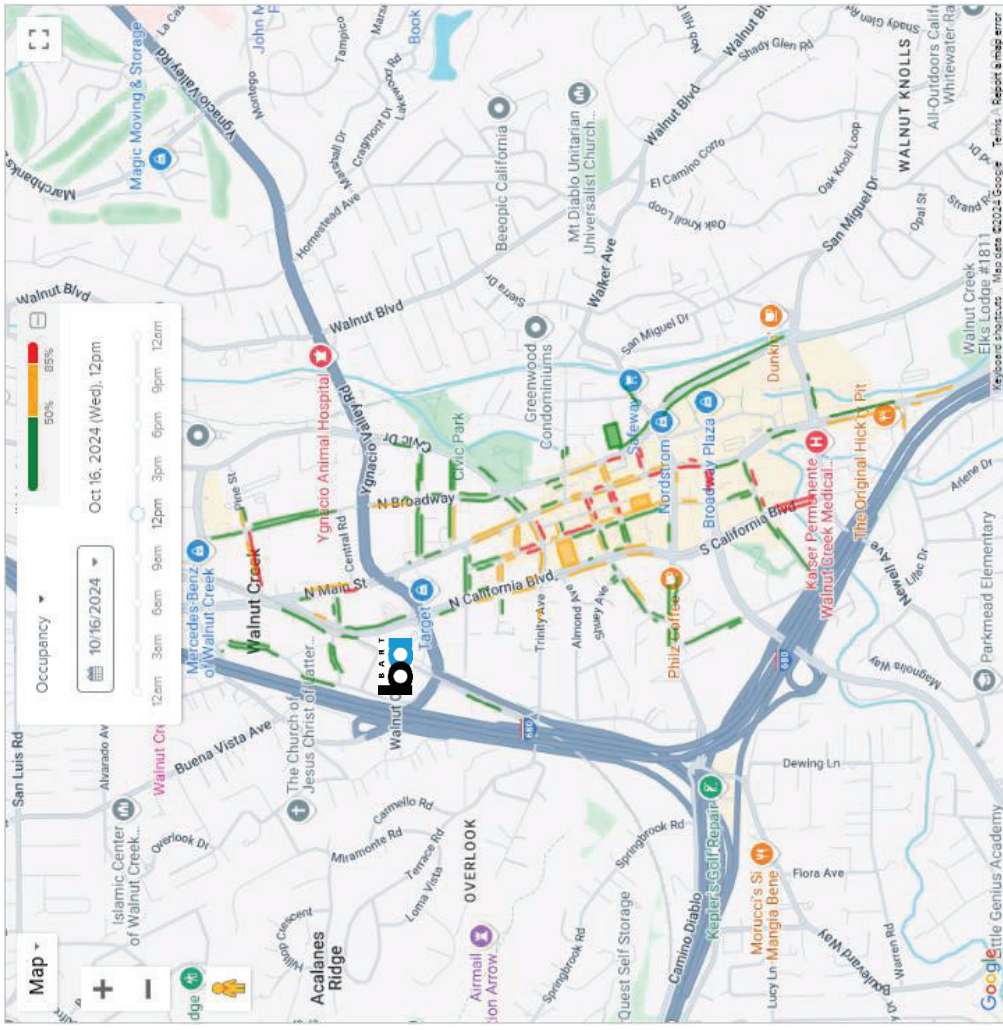
## Paid Parking

### ■ 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

### 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

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**OGDEN CITY**

**PAY PARKING PROGRAM  
IMPLEMENTATION**

**Final Report**

November 2021  
*(Revenue projections updated  
September 2022)*

# 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

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GOVERNMENT



COMMUNITY



SERVICES



BUSINESSES



complained that their business is being harmed by congested parking.

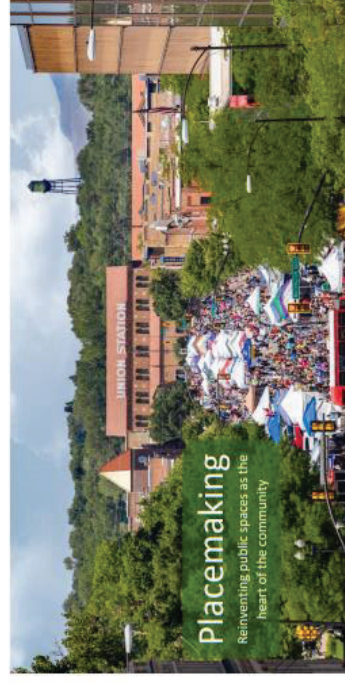
- The City's positive upcoming *Make Ogden* developments, which will dramatically add residences/businesses/employees and enhance our overall economic vitality, will overwhelm existing parking capacity.

### 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

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wer levels of crime in

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,

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# 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

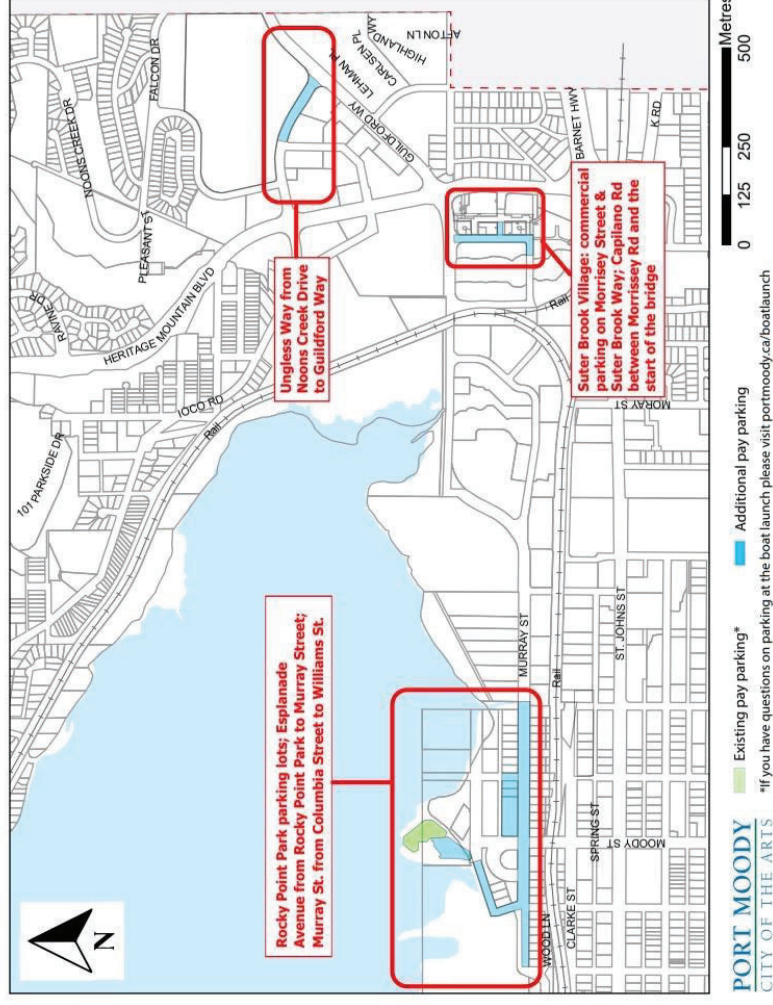
- Businesses concerned about **charging employees for parking** as plan proposed (free) parking permits for residents, but not employees, meaning employees pay to go to work
- All business owners acknowledge there is a parking issue impacting downtown, but **did not feel engaged** in the process of finding 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

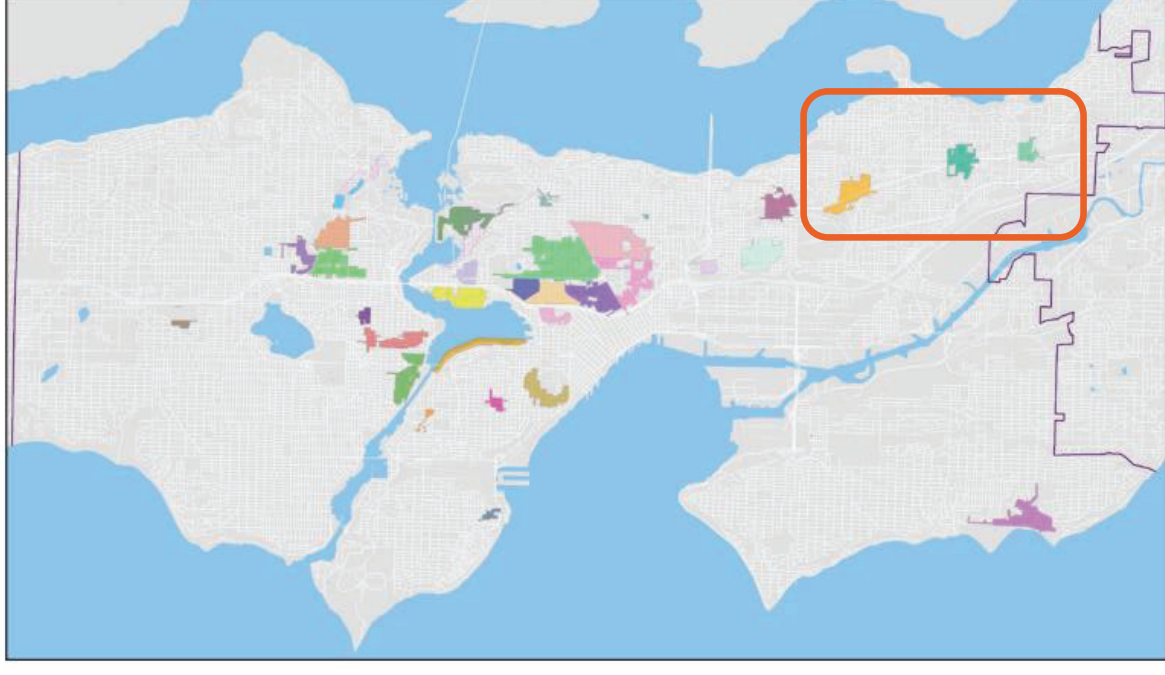
- Introduced paid parking with time limits in 2024 at five popular locations
  - Encourage turnover to improve parking availability
  - Align with goals for climate action by encouraging people to choose alternative modes of transportation such as walking, cycling, or public transit
  - Paid parking 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

**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.

**CITY OF SACRAMENTO USE ONLY**

Program:  DEPP  PTEP  AMCO

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

**SECTION C – DEPP/ DISCOUNTED EMPLOYEE PARKING PROGRAM (TO BE COMPLETED BY EMPLOYER)**  
**PAYROLL CHECKS/TUB 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 **Tip?**  Yes  No

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

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

**SECTION D – PTEP/ PART TIME EMPLOYEE PROGRAM (PAYROLL CHECKS/TUB 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)  City Hall (10<sup>th</sup> and I St.) (AMCO only)

Memorial (14<sup>th</sup> and H St.)  Old Sacramento (2<sup>nd</sup> and I St.)

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

## 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



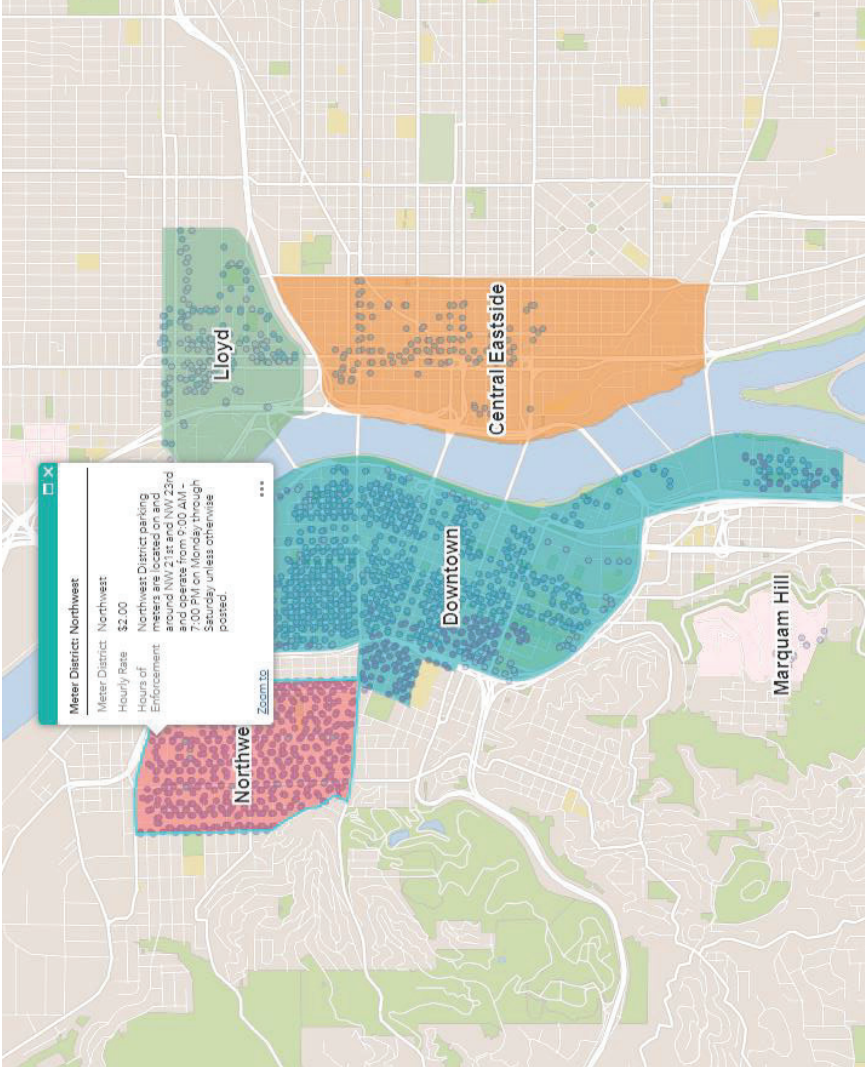
<b>Parking Benefit Districts</b>	
<b>Questions</b>	<p>1. How can district-based management support reinvestment in district vitality and multimodal options for residents and employees?</p>
<b>Strategies &amp; Benefits</b>	<p><b>Parking Benefit Districts (PBD)</b></p> <ul style="list-style-type: none"><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>

**DISTRICT**

# Portland, OR

## Parking Benefit District

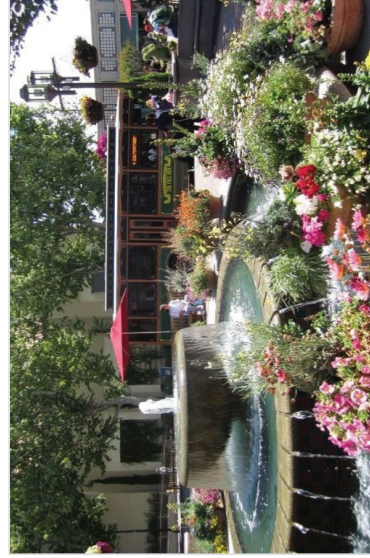
- 4 parking districts
- Example: Northwest Parking District
  - Created in 2013, adopted NW District Parking Management Plan
  - NW Parking District Stakeholder Advisory Committee includes 4 reps from NW District Association, 4 reps from NW Business Association and 5 at-large individuals
  - Reinvests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



# Walnut Creek, CA

## Parking Benefit District

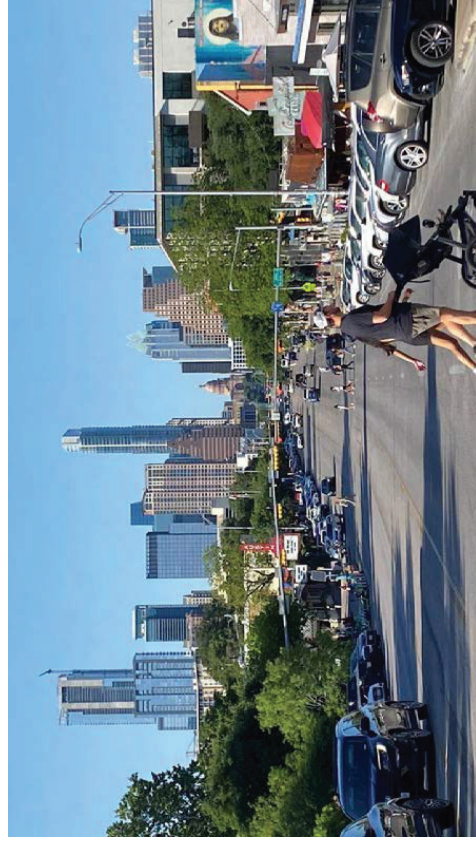
- Downtown Parking Enterprise and Enhancement Fund collects all parking revenue and reinvests back into Downtown Walnut Creek
- Investments: landscaping, sidewalk cleaning, Free Downtown Trolley, Downtown policing, community events



# 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.



**DISTRICT**

# 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



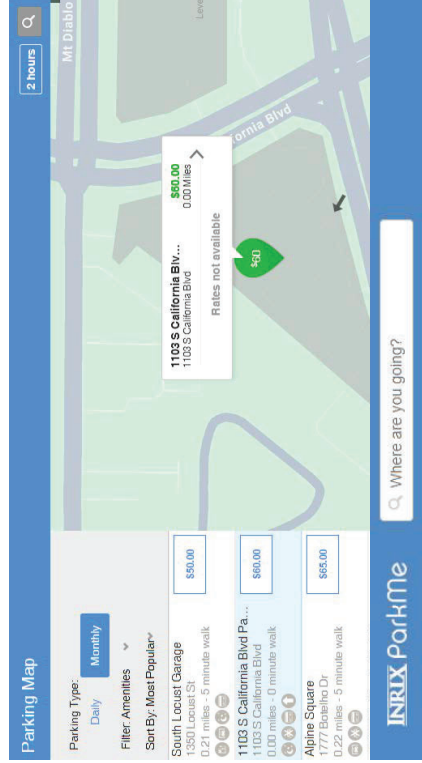
Shared Parking and Public-Private Partnerships	
<b>Questions</b>	<ol style="list-style-type: none"> <li>1. How can parking management address perceptions of “no parking” and maximize use of existing parking facilities?</li> <li>2. How can shared management help businesses?</li> </ol>
<b>Strategies &amp; 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>



**SUPPLY**

# Walnut Creek, CA

## Shared Parking



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

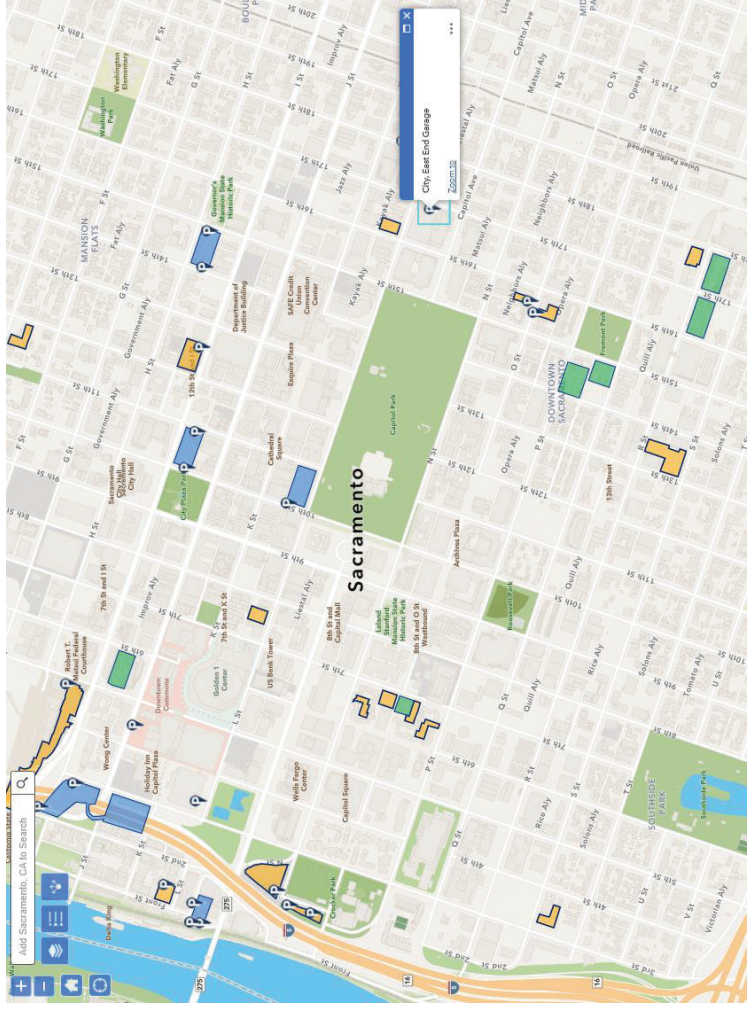


CVS and shopping center surface parking lot that leases underutilized spaces to downtown employees for longer-term parking stays

# 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



**EXHIBIT A**  
**SCOPE OF WORK**  
 STATE OF CALIFORNIA  
 DEPARTMENT OF GENERAL SERVICES  
 REAL ESTATE SERVICES DIVISION  
**BUILDING AND PROPERTY MANAGEMENT**  
**PARKING MANAGEMENT SERVICES**  
 EAST END COMPLEX, EAST END COMPLEX (052)  
 1616 CAPITOL AVENUE, SACRAMENTO, CA 95814

**CONTRACTOR AGREES TO PROVIDE:**

- The Contractor agrees to manage, supervise, collect public parking fees, provide materials and supplies, and provide uniformed attendants during the hours shown in Paragraph 3 below. The Contractor shall report to the Building and Property Management Branch staff who have the ultimate responsibility for building security. The Contractor will coordinate all communication with the Building and Property Management Branch staff being the "in Charge" property representative.
  - East End Complex Parking Facility**
  - 5-story garage, approximately 350 spaces of the total 1,356 spaces to be available per year
    - Monday thru Friday, 4:00 p.m. - 2:00 a.m.
    - Saturday, 10:00am - 2:00 a.m.
    - Sunday, 10:00 a.m. - 12:00 Midnight
  - Contractor's staff agrees to arrive prior to 4:00 p.m. to allow a smooth transition between daily parking operations.
  - Contractor's staff agrees to leave after 2:00 a.m. to allow a smooth transition between daily parking operations.
  - Contractor agrees to give the State priority to use the garage for special after-hours occasions (Example: Governor's Inaugural Party at the Sacramento Convention Center) with 24-hour prior notice from State to Contractor.



SUPPLY

# Portland, OR

## Shared Parking

**Find Parking**

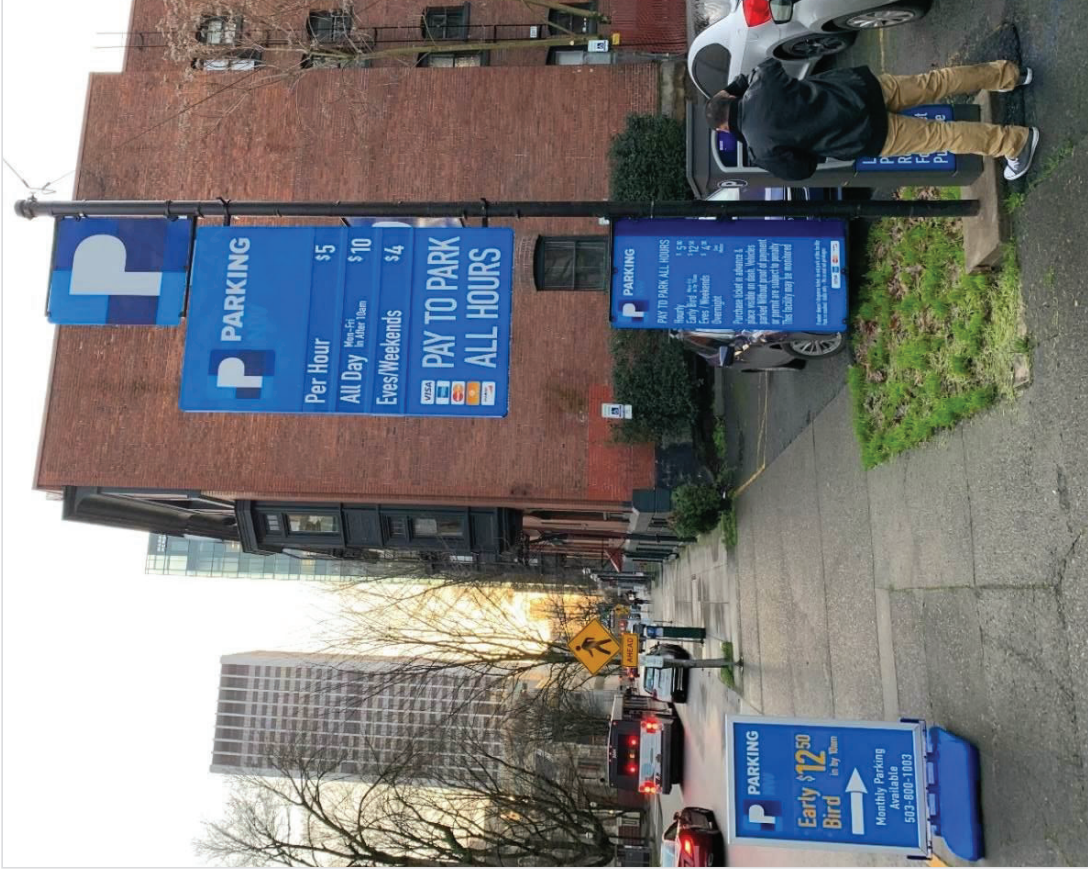
Address, Venue, or City

**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.  
4.6 miles  
Details Park Here →



**SUPPLY**

# 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](#)

The image is a composite of three parts. On the left is a large transit map of the Greater Vancouver Area, showing various transit lines and stations. A red box highlights the Burquitlam area. In the top right is a detailed street map of the Burquitlam area, showing the location of the Bettie Allard YMCA parking facility (marked with a red 'P') at the intersection of Foster Ave and Clarke Rd. On the right is a data card for the Bettie Allard YMCA parking facility, which includes the name, description, number of spaces, location, hours, and daily rate.

name
Bettie Allard YMCA
description
Spaces: 50 parking spaces
Location: 555 Emerson Street, Underground Level P3
Hours: Mon. to Fri., 5 a.m. to 2 a.m., Sat., 7 a.m. to 1 a.m., Sun., 6 a.m. to 2 a.m.
Daily Rate: \$2/hour or \$5/day (8 a.m. to 6 p.m.) or \$3/evening (6 p.m. to 1 a.m.)



# REPORT TO COUNCIL

To: **Mayor and Councillors**

Subject: Streetscape Garbage and Dog Waste Strategy

File #: 5240-01

Doc #: 207178

From: Tara Macrae  
Manager of Engineering & Parks Operations

Date: May 25, 2026

---

## RECOMMENDATION:

THAT the Streetscape Garbage and Dog Waste Strategy be received for information.

---

## PURPOSE:

The purpose of the report is to present the strategy for transitioning from the current streetscape waste multi-stream contracted containers to new standalone garbage receptacles along with the introduction of dog waste receptacles to the downtown core.

A subsequent report will address garbage and dog waste collection in parks and trails.

## POLICY:

The City's Official Community Plan (OCP) emphasizes environmental sustainability and climate action, promoting waste reduction and sustainable resource use through diversion strategies.

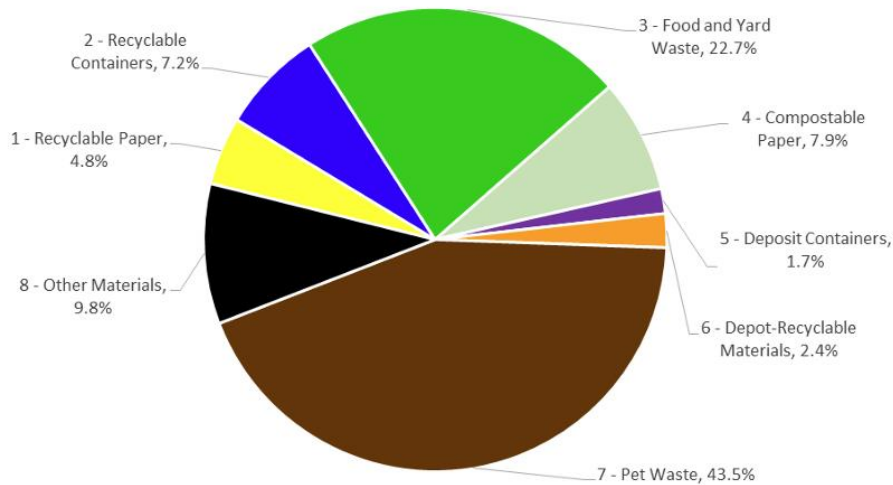
## COMMENTS/ANALYSIS:

For the last ten years, streetscape garbage containers in Langley City have been supplied by an external contractor who, under the terms of the now-expired contract supplied and maintained the containers while selling advertising space on the side of the containers with a small component of revenue sharing with the City. City staff collect and dispose of the garbage from the containers.

There have been challenges with the levels of maintenance and appearance of the containers and their locations have been at the Contractor's discretion, generally biased to high visibility locations such as the Fraser Highway One Way.

### Waste Audit

In 2021, the City completed a streetscape waste audit that found dog waste to be the highest component of waste by weight, followed by food and yard waste. These two categories made up approximately 70% of the total streetscape garbage collected. Recyclable containers and paper made up just over 10% of the total.



City forces collect the streetscape garbage utilizing a six cubic metre rear loader compactor truck. This vehicle does not have the facility to accommodate multiple waste streams.

In 2025, the City undertook a pilot dog waste collection in parks and at trailheads that confirmed dog waste contributed to over 31% of the total garbage collected that while less than that measured in the streetscape audit, confirmed this was a significant, if not dominant component of the waste stream. In the pilot project the City retained Scoobys' Dog Waste Removal to collect and dispose of the dog waste, and they have indicated a willingness to contract for the collection and disposal of dog waste for the larger streetscape program.

### Proposed Streetscape Garbage Strategy

A comprehensive streetscape waste strategy would optimally include garbage, dog waste, organics and recycling. The challenge is that the creation of multiple streams results in a significantly more complex system that would entail the purchase of a

new collection vehicle with separate compartments in addition to additional staff resources to pick up the materials.

Organics, including compostable paper comprise just over 30% of the streetscape garbage while the percentage of streetscape recyclable materials is less than 10% of the total waste.

As previously noted, the existing garbage container contract has expired and it is not recommended that the City consider a long-term contract that would be at least ten years, likely fifteen years in duration.

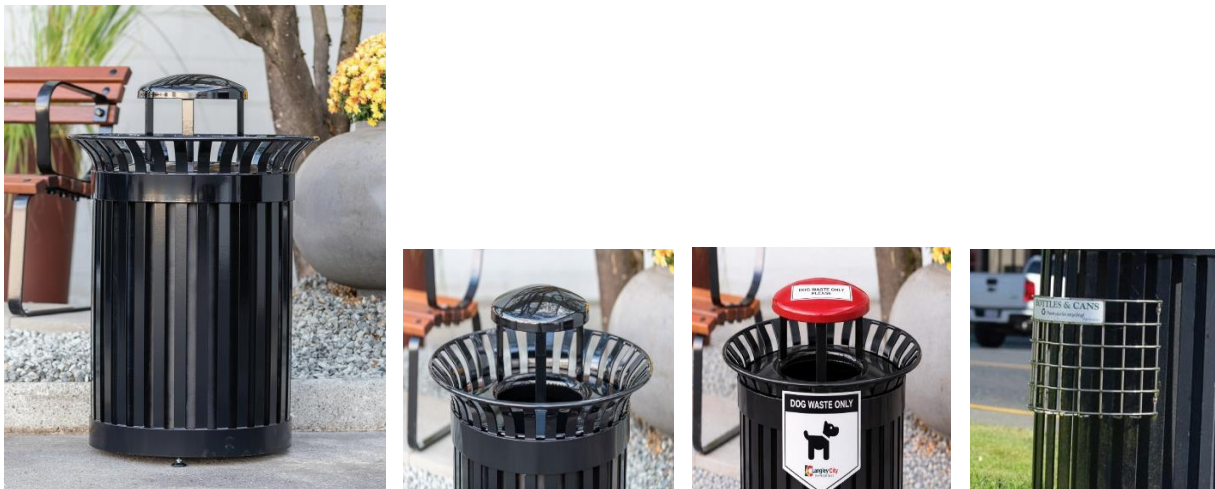
The contractor has not confirmed that they will be removing the existing containers, but they can do so now that the contract has expired.

It is proposed that the City introduce a phased garbage collection program that will provide high quality, attractive metal waste receptacles for streetscape garbage.

### **Phase I**

Procure sufficient waste containers for streetscape garbage and dog waste collection. It is proposed that the City purchase Francis Andrew twenty-five-gallon Carriage Lane receptacles which are identified in the City's *Downtown Langley Master Plan - Phase 3*. The receptacles will have rain-proof, colour-coded metal lids and in certain locations the garbage containers will incorporate racks for placing deposit-eligible cans and bottles.

The receptacles have side opening doors and have proved durable as well as aesthetically pleasing, as illustrated below.



As previously noted, the existing receptacles are placed to maximize visibility for advertisement exposure rather than optimum coverage. Staff have developed a good understanding of the locations where streetscape garbage is an issue and following a review of the current receptacle network have developed a container placement map that will improve service efficiency, reduce duplicate placement, and modernize the streetscape waste system.

Currently there are fifty-eight contractor-supplied bins throughout the City, forty-eight of which are in the Downtown. There are eighty waste containers at bus stops throughout the City and there are several bus stop locations where contracted containers are adjacent to the smaller bus stop containers creating unnecessary redundancies.

For garbage, it is proposed that the existing contractor-supplied triple bins be removed and replaced with forty new decorative streetscape waste receptacles (twenty-five-gallon capacity) in the Downtown area, each receptacle also having an exterior basket for beverage containers. The spacing of the new decorative receptacles will be approximately fifty metres apart thereby ensuring adequate coverage in the Downtown Area.

For dog Waste, it is proposed that containers will be placed at strategic pedestrian and residential locations north of the Nicomekl River, spaced at between one hundred and one hundred and twenty-five metres apart. For the Downtown area there will be nineteen containers placed, with seven containers placed in high-density residential areas including Brydon, Eastleigh and the 203 Street & 204 Street corridors.

The proposed placement strategy for Phase I will:

- Eliminate duplicate receptacles where bus stop bins and streetscape bins currently overlap
- Improve operational efficiency for collection staff
- Maintain high service levels while reducing unnecessary infrastructure
- Standardize receptacle spacing across the downtown core and strategic pedestrian corridors

The proposed streetscape garbage scheme can be adequately serviced utilizing existing staffing resources and the current vehicle. The dog waste collection and disposal will be undertaken by an external contractor under a separate contract.

## **Phase II**

The consideration of streetscape organics and recyclables will require additional review as it will be more complex and necessitate the purchase of a vehicle that can accommodate multiple waste streams, as well as allowing for additional staffing to

collect the materials. Further, there are significant challenges with contamination of organic waste and recyclables that can result in the material being disposed of in a landfill or may result in fines received by the City. A public education campaign, along with adequate staffing resources including administrative support will be needed to support a solid waste program of this nature.

#### Recycling:

RecycleBC provide financial incentives for collection of streetscape recyclables, but it will be necessary for staff to initiate dialogue with RecycleBC to fully understand their model. The value of the financial incentive depends upon the quality of the collected streetscape recycling materials (multi-stream versus single stream) and the degree of contamination. Staff will be in contact with RecycleBC to discuss what financial incentives the City may access, what conditions would be imposed and what the potential service area would be. The volume of recyclables in the streetscape waste is not significant which may impact the financial viability of the operation.

#### Organics and Yard Waste:

This category is a larger component of the total waste stream than recycling, but one that is more likely to be found in the Downtown area due to the proximity to restaurants and fast-food outlets.

As for recycling, this requires further evaluation as to the allowable materials, the area to be serviced as well as the most suitable container type to accommodate organics.

The collection of recycling and organics can be incorporated into future years when the level of service is better defined. It is expected that the appearance of the receptacles would be the same, or complement the garbage and dog waste containers proposed in Phase I.

A significant cost of implementing Phase II is the collection vehicle as well as staffing resources. These will both be better defined when the level of service is established.

### **BUDGET IMPLICATIONS:**

The anticipated cost for procurement of the new garbage and dog waste receptacles is \$170,000 with an additional \$7,000 for the external baskets.

The current Financial Plan included a budget of \$300,000 for the purchase of the new receptacles.

The anticipated cost to retain a contractor such as Scooby's for the collection and disposal of dog waste in the downtown core and high-density area is \$70,000 per year, with each location being serviced weekly.

The dog waste collection pilot program is funded through 2026 from the Local Government Climate Action Program (LGCAP) but as this program does not extend past 2026 it will be necessary to include an increase in operational funds for 2027 and beyond.

**SUMMARY:**

Proceeding with the replacement of the existing triple-bin system with a streamlined streetscape waste program, including strategic dog waste receptacle additions will improve service efficiency, streetscape consistency, and operational effectiveness. Removing dog waste from the waste stream will reduce green house gas emissions and reduce costs of waste disposal.

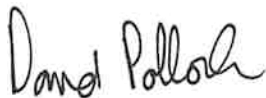
Respectfully Submitted,



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Tara Macrae  
Manager of Engineering & Parks Operations

Concurrence:



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David Pollock, P.Eng.  
Director of Engineering, Parks & Environment

**CHIEF ADMINISTRATIVE OFFICER'S  
COMMENTS:**

I support the recommendation.



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Francis Cheung, P. Eng.  
Chief Administrative Officer

CITY OF  
LANGLEY



## CITY OF LANGLEY

### MOTION

#### **Save the Bees - Councillor Mack**

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WHEREAS pollinators play a vital role in supporting healthy ecosystems, biodiversity, and local food systems; and

WHEREAS protecting pollinator habitats through native planting, habitat restoration, and environmentally responsible practices supports long-term environmental stewardship and community resilience;

THAT Council direct staff to work with the Langley Bee Club to determine next steps for the City of Langley to pursue certification as a Bee City through Bee City Canada.