REGULAR MEETING OF TOWNSHIP COUNCIL AGENDA

Monday, February 9, 2026 at 1:30pm
Fraser River Presentation Theatre
4th Floor, 20338 – 65 Avenue, Langley, BC

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. Regular Council Meeting – February 9, 2026

That Council adopt the agenda and receive all agenda items of the Regular Council meeting held February 9, 2026.

B. ADOPTION OF MINUTES

1. Regular Council Meeting – January 26, 2026

That Council adopt the minutes of the Regular Council meeting held January 26, 2026.

C. DELEGATIONS

1. Susan Gorris
Art in the Country
File 0550-07

Request by Susan Gorris, Art in the Country, to appear before Council to discuss a permanent, public installation of a mural titled “RAMIRA”, painted by Susan Gorris.

2. Jami Watson
File 0550-07

Request by Jami Watson, to appear before Council to discuss providing closed captioning at Township of Langley Council meetings.

D. PRESENTATIONS

E. REPORTS TO COUNCIL

Item E.1 was rescheduled at the January 26, 2026, Regular Council Meeting:

1. **Township-Wide Parking Study and Bylaw Review**
   Report 26-08
   File ENG 5260-26-025

   That Council endorse, in principle, the Township-wide Parking Study and Bylaw Review to guide the Township's future modernization of off-street parking regulations and on-street parking management approach.

   That Council direct staff to bring forward separate reports, as appropriate, on the implementation of specific recommendations, including associated bylaw amendments, on-street parking initiatives, and financial and resourcing implications, for Council consideration.

2. **Local Area Services Policy Update**
   Report 26-12
   File ENG 5320-01

   That Council approve the revised Local Area Services Policy 05-007, presented as Attachment A to this report.

3. **2026 Emergency Operation Centres Equipment and Training Grant**
   Report 26-11
   File ENG 1855-35

   That Council authorize an application to the 2026 Union of British Columbia Municipalities Emergency Operation Centres Equipment and Training Grant for $30,000 of funding towards the EOC Training and Functional Exercise Project.

4. **2026 Accessibility Grant Applications**
   Report 26-10
   File ENG 1855-95

   That Council authorize an application to the Royal Bank of Canada's Barrier Buster Grant Program for $40,000 of funding towards the undertaking of accessibility improvements at W.C. Blair Recreation Centre.

   That Council authorize an application to the Local Community Accessibility Grant Program for $25,000 of funding towards the undertaking of accessibility improvements at W.C. Blair Recreation Centre.

F. BYLAWS FOR FIRST AND SECOND READING

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

H. BYLAWS FOR THIRD READING

I. BYLAWS FOR FINAL ADOPTION

1. 2026 Utility Budgets and Rate Bylaw
Bylaw No. 6193
Report 26-06
File FIN 1700-80

That Council give final reading to the Utility Rate Bylaw No. 6107 Amendment Bylaw No. 6193.

Explanation – Bylaw No. 6193

Bylaw No. 6107 Amendment Bylaw No. 6193 to add new fees, or other adjustments to Utility User Fee Rates for Water, Sewer and Solid Waste Collection.

Mayor Woodward has requested the following Associated Motion be considered:

Association Motion

That for 2026 the spring Utilities Statement due date for Flat Annual Rate Utilities be July 2, 2026, with set billing and due dates implemented starting in 2027, and with any necessary bylaw amendments advanced to Council at its next Regular Meeting of Council.

J. MAYOR AND COUNCIL REPORT

K. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

L. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

The following items have been brought forward from the January 26, 2026 Closed Council Meeting for public information:

1 Heritage Advisory Committee Recommended Motion
File 0540-20

That Council endorse the appointment of the following to the Heritage Review Panel for a two-year term expiring December 31, 2027, as per Section 8.3.6 of the Heritage Advisory Committee Terms of Reference for this subcommittee:

- B. Mason (Heritage Advisory Committee Member)
- F. Pepin (Heritage Advisory Committee Member)
- T. Taylor (Heritage Advisory Committee Member)
- B. Clarke (External Expert – *per section 8.3.2 of the Heritage Advisory Committee TOR*)
- M. van der Zalm (Community Representative, Fort Langley)
- J. Robertson (Community Representative, Fort Langley)
- K. Lescisin (Community Representative, Murrayville)

CARRIED

Section 90(1) (a) Personnel

2. Recreation, Culture, and Parks Recommended Motion
File 0540-20

That Council endorse the appointment of the following community member to the Museum Advisory Group, as outlined in the Recreation, Culture, and Parks Advisory Committee Terms of Reference, 8.4 Appointing Members to the Museum Advisory Group:

- Alena Buis - 2 year appointment

CARRIED

Section 90(1) (a) Personnel

M. FOR INFORMATION

1. 2026 Fraser River Spring Freshet Notification
Memorandum – Public Works Division
File 5225-07-003

2. Development Cost Charges Regional Comparisons
Memorandum – Community Development Division
File BA00050

M. FOR INFORMATION

3. W.C. Blair Recreation Centre Annual Pool Maintenance Shutdown
Memorandum – Recreation, Arts and Culture Division
File 7900-20

4. South of Fraser East Area Transport Plan – Project Overview and Upcoming Public Engagement
Letter - TransLink
File 0400-67

5. Seniors Advisory Committee
Minutes – January 21, 2026
File 0540-20

6. Agricultural Advisory Committee
Minutes – January 28, 2026
File 0540-20

N. MOTIONS ARISING FROM INFORMATION

1. Seniors Advisory Committee Recommended Motion
File 0540-20

That Council approve the Seniors Advisory Committee draft 2026 Work Plan, presented as Attachment A.

2. Agricultural Advisory Committee Recommended Motion
File 0540-20

That Council approve the Agricultural Advisory Committee draft 2026 Work Program, presented as Attachment A.

O. OTHER BUSINESS

Item O.1 was deferred at the January 26, 2026 Regular Council Meeting:

1. Water Safety Program

Moved by Councillor Whitmarsh,
Seconded by Councillor Kunst,
The Council support the Water Safety Program, as outlined by the memo from the Recreation, Arts and Culture division.

O. OTHER BUSINESS

Councillor Pratt provided the following Notices of Motion within the deadlines according to Council's Policy:

2. 208 Street in Brookswood

Be it resolved that Council direct staff to Report to Council with potential design options and high-level cost estimates for upgrading 208 Street from 44 Avenue to 36 Avenue to an urban arterial standard. The upgrade should consider sidewalks, treed medians, and bike lanes, in accordance with the urban arterial road standards being developed as part of the Transportation and Mobility Study currently being finalized for Council's review. The report shall include an analysis of both a two-lane urban arterial road and a four-lane urban arterial road.

3. RV Tenant Protection

That the following motion be forwarded to the Lower Mainland Local Government Association for submission in the 2026 Conference resolutions:

Whereas:

1. As a result of British Columbia's worsening cost-of-living crisis, more people are finding the most affordable home in which to reside is a Recreational Vehicle (RV) parked at a RV Park or a Manufactured Home Park,
2. These RVs are technically only permitted to remain on-location for a short period of time, in most cases a maximum of 6-months, and have no permanent structures or fixtures,
3. RV owners are not able to sign tenancy agreements with their landlords, only License to Occupy agreements, which do not afford them the same protections or rights as they would be entitled to under the Manufactured Home Park Tenancy Act,
4. Landlords are taking advantage of the precarious living conditions that these RV owners find themselves in, resulting in arbitrary evictions, drastic rental rate hikes, and other negative consequences for the RV owners,
5. There are jurisdictions across North America that have greater legal protections in place for RV owners who rent space within RV or Manufactured Home Parks, and;
6. Only the Province of British Columbia has the authority to create any legal protection for these RV owners during the ongoing cost-of-living crisis:

Therefore be it resolved that the UBCM call on the Government of British Columbia to examine policy changes to provide rental protection to long-term RV-based tenants in RV and Mobile Home Parks across British Columbia.

O. OTHER BUSINESS

Councillor Martens provided the following Notice of Motion within the deadlines according to Council's Policy:

4. Rail Crossing Safety Improvements – Glover Road (Fort Langley)

Whereas:

- The at-grade rail crossing on Glover Road between Billy Brown Road and Mavis Avenue in Fort Langley is a key pedestrian and vehicular route connecting the village core, residential areas, and the riverfront; and
- The sidewalks on both sides of Glover Road run perpendicular to the rail corridor, creating a direct pedestrian approach to the tracks with no physical barrier or deterrent to prevent crossing when trains are approaching or actively occupying the crossing; and
- The crossing consists of two active rail tracks, resulting in a wider-than-average crossing distance for pedestrians and increasing the need for clear, visible, and redundant safety measures on both sides of the roadway and at both ends of the sidewalk where the crossing occurs; and
- Pedestrians frequently access informal "cut-through" areas adjacent to the tracks, further elevating the risk of unsafe interactions with rail traffic; and
- A recent fatality of a pedestrian and his dog at this location has underscored the urgent need for improved pedestrian safety infrastructure and stronger deterrents to unsafe crossing behavior; and
- Other municipalities, including the City of White Rock near the pier and at several other points, has successfully implemented cost-effective pedestrian-focused rail safety upgrades such as railings, channelization, and pedestrian-specific crossing gates that have significantly improved compliance and reduced risk;

Therefore be it resolved that:

A. Council direct staff to prepare a report on potential safety improvements for the Glover Road rail crossing, including but not limited to:
    - Installation of railing or fencing to deter pedestrians from accessing informal cut-through areas,
    - Installation of pedestrian-specific crossing gates on both sides of the roadway and at both ends of the sidewalk where the crossing intersects the tracks,
    - Additional physical or visual deterrents to prevent pedestrians from entering the crossing when trains are approaching or present,
    - Review of signage, sightlines, lighting, and other low-cost enhancements that could be implemented in the short term.

B. The staff report include:
    - Estimated costs.
    - Potential funding sources.

O. OTHER BUSINESS

- A proposed implementation timeline prioritizing immediate, high-impact measures.

P. MOTION TO RESOLVE INTO CLOSED MEETING

That Council now resolve into a Closed Meeting for discussion of the following items, in accordance with and as identified under Section 90 of the *Community Charter*:

Item A.1 - Section 90(1) (n) Consideration
Item D.1 - Section 90(1) (f) Law Enforcement
Item E.1 - Section 90(1) (g) Legal
Item G.1 - Section 90(1) (g) Legal
Item G.2 - Section 90(1) (e) Property
Item G.3 - Section 90(1) (g) Legal
Item G.4 - Section 90(1) (k) Negotiations

Q. TERMINATE

REGULAR MEETING OF TOWNSHIP COUNCIL MINUTES

Monday, January 26, 2026 at 1:30pm
Fraser River Presentation Theatre
4th Floor, 20338 – 65 Avenue, Langley, BC

PRESENT: Mayor E. Woodward

Councillors T. Baillie, S. Ferguson, M. Kunst, B. Martens, M. Pratt, K. Richter, R. Rindt, and B. Whitmarsh

C. Kooner, W. Bauer S. Richardson, S. Ruff, A. Ruhl, and J. Winslade

C. Longhi

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

Mayor Woodward acknowledged the Traditional Territories of the Coast Salish Peoples.

STATEMENT FROM MAYOR WOODWARD

Mayor Woodward made a statement honoring the passing of Alice Johnson, Freeperson of the Township of Langley. Alice devoted decades of her life to serving the Township of Langley and was a true pillar of the community. Her dedication and compassion left a lasting mark on the Township, and her contributions will not be forgotten. She will be deeply missed, and her legacy will live on.

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. Regular Council Meeting – January 26, 2026

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council adopt the agenda and receive all agenda items of the Regular Council meeting held January 26, 2026.

AMENDMENT
Moved by Councillor Ferguson,
Seconded by Councillor Rindt,
That item E.1 be rescheduled to the February 9, 2026 Regular Council Meeting.
CARRIED

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

AMENDMENT
Moved by Councillor Pratt,
Seconded by Councillor Ferguson,
That item H.1 be rescheduled to the March 9, 2026 Regular Council Meeting.
CARRIED

Councillor Richter opposed

AMENDMENT
Moved by Councillor Pratt,
Seconded by Councillor Rindt,
That items C.1 and P.1 be rescheduled to the February 23, 2026 Regular Council Meeting.

MOTION TO DIVIDE
Moved by Councillor Martens,
Seconded by Councillor Richter,
That the motion be divided.
DEFEATED

Mayor Woodward, Councillors Baillie, Ferguson, Pratt and Rindt opposed

AMENDMENT
The question was called on the Amendment, and it was
CARRIED

Councillors Kunst, Martens, Richter, and Whitmarsh opposed

MAIN MOTION, AS AMENDED
The question was called on the Main Motion, as amended, and it was
CARRIED

Councillors Kunst, Martens, Richter, and Whitmarsh opposed

B. ADOPTION OF MINUTES

1. Regular Council Meeting – December 15, 2025

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council adopt the minutes of the Regular Council meeting held December 15, 2026.
CARRIED

Councillor Richter opposed.

C. DELEGATIONS

1. Cheryl Wiens
File 0550-07

Delegation C.1 rescheduled to February 23, 2026.

2. Resha Sabti
File 0550-07

Resha Sabti appeared before Council and discussed a Water Safety Program for Township of Langley school student in grade five. There is currently a program at Al Anderson Memorial Pool in the City of Langley. 1900 students participate, mainly grade five, including from 26 elementary schools in the Township of Langley. She believes that school water safety programs have many benefits, and requests that the Township of Langley support the program and have the program at Township pool facilities.

D. PRESENTATIONS

1. Surrey/Langley SkyTrain Project

Staff from Transportation Investment Corporation appeared before council to provide an update on the Surrey/Langley Skytrain Project. An overall project update was provided as well as information on the Willowbrook and Langley City Centre stations. The current timeline projects testing and commissioning in 2028 with in service expected for late 2029, on schedule. Current and future construction was highlighted, and current community support and communication efforts were described.

E. REPORTS TO COUNCIL

1. Township-Wide Parking Study and Bylaw Review
Report 26-08
File ENG 5260-26-025

Item E.1 rescheduled to February 9, 2026.

2. Development Application Procedures Council Policy Update
Report 26-07
File CD BA000021

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council approve the updated Development Application Procedures Council Policy 07-169, presented as Attachment A to this report.
CARRIED

F. BYLAWS FOR FIRST AND SECOND READING

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

1. Development Cost Charges Bylaw Update
Bylaw No. 6189
Report 26-09
File CD BA000050

Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That Council give first, second and third reading to Langley Development Cost Charges Bylaw No. 6189.
CARRIED

Councillor Richter opposed

2. Rezoning Application No. 100752 and
Development Variance Permit Application No. 100206 and
Development Permit Application No. 101519
(1066867 BC Ltd. / Hub Engineering Inc. / 19811, 19831 and 19853 – 32 Avenue)
Bylaw No. 6184
Report 26-02
File CD 07-27-0086

Moved by Councillor Rindt,
Seconded by Councillor Baillie,
That Council give first, second and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1066867 BC Ltd) Bylaw No. 6184 rezoning 2.7 ha (6.9 ac) of land located at 19811, 19831 and 19853 – 32 Avenue to Residential Zone R-1G to facilitate the development of 37 small-scale multi-unit housing lots, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. In accordance with Booth Neighbourhood Plan requirements:
    a. provision of confirmation from the School District that there is sufficient school capacity for the Booth Neighbourhood or at least the Brookswood-Fernridge community.
2. A Servicing Agreement being entered into with the Township to secure required road, greenway, utility upgrades and extensions, pedestrian connections and tie-ins extended to the nearest road intersection(s) or road improvement and groundwater protection and management information in accordance with the Township's Subdivision and Development Servicing Bylaw, Brookswood-Fernridge Community Plan, Booth Neighborhood Plan and Brookswood-Fernridge Engineering Services Plan.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

3. Provision of road dedications, widenings, greenways and necessary traffic improvements including dedications for 198A Street, 32 Avenue, 33 Avenue, 33A Avenue and the lanes in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Booth Neighbourhood Plan.
4. Registration of a no-build restrictive covenant and a statutory right-of-way over proposed Lots 6 and 7 to provide temporary access from 33A Avenue to 33 Avenue until ultimate access is available from the east.
5. Dedication and construction of 6.0 m (19.6 ft) wide pedestrian connections from 198A Street to 32 Avenue and 33A Avenue between proposed Lots 3, 4, 9, 10, 24 and 25.
6. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
7. Provision of a final tree management plan incorporating tree retention, replacement, protection details and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
8. Registration of restrictive covenants acceptable to the Township:
    a. restricting development and subdivision for a single family development until an Exterior Design Control Agreement is registered
    b. restricting development and subdivision for a small-scale multi-unit housing development until a Development Permit is issued for Development Permit Area 'A' – Residential
    c. prohibiting clearing of the site (with the exception of servicing access areas) until such time as a final tree management plan incorporating tree retention replacement, protection details and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) is accepted by the Township
    d. identifying the units (5% of single family) required in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan.
9. Compliance with the requirements of the Brookswood-Fernridge Greenway Amenity Policy, Brookswood-Fernridge Arterial Road Completion Policy and the Township's 5% Neighbourhood Park Land Acquisition Policy.
10. As per the applicant's proposal in support of the proposed rezoning application, provision of $724,127 as a voluntary amenity contribution.
11. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges.

That Council at the time of final reading of Bylaw No. 6184 authorize issuance of Development Variance Permit No. 100206 (frontage variance) as follows:

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

a. Section 110.1 – Minimum Subdivision Requirements of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to reduce the minimum lot frontage requirement for the Residential Zone R-1G from 15.25 m (50.0 ft) to 14.0 m (45.9 ft) for proposed lots 28 to 34 as indicated in Schedule "A".

That Council at the time of final reading of Bylaw No. 6184 authorize issuance of Development Permit No. 101519 for Neighbourhood Forest Fire Hazard Reduction for properties located at 19811, 19831 and 19853 – 32 Avenue subject to the following:

a. Neighbourhood Forest Fire Hazard Reduction Development Permit Area design consistent with Schedule "A" and Section 10.5.4 of the Brookswood-Fernridge Community Plan as amended including registration of an exterior design control agreement at time of subdivision consistent with Section 10.5.4.1.2 - Buildings of the Brookswood-Fernridge Community Plan.

REFERRAL
Moved by Councillor Richter,
Seconded by Councillor Kunst,
That the application be referred to staff to work with the proponent on saving, as much as possible, the existing urban forest by concentrating the development in the southern most portion of the property, by providing potential additional bonus density if they do save this forest, and to review the fire flow capacity in the area.
DEFEATED

Mayor Woodward, Councillors Baillie, Ferguson, Pratt and Rindt opposed

MAIN MOTION
The question was called on the Main Motion, and it was
CARRIED

Councillor Richter opposed

MEETING RECESSED
The meeting recessed at 3:50pm.

MEETING RECONVENED
The meeting reconvened at 4:00pm.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

3. Rezoning Application No. 100765 (0716094 BC Ltd. / 1034 - 264 Street) Bylaw No. 6190 Report 26-03

File CD 13-07-0025

Moved by Councillor Rindt,
Seconded by Councillor Pratt,
That Council give first, second and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (0716094 BC Ltd.) Bylaw No. 6190 amending Rural Zone RU-2 to permit a production studio use on a site-specific basis for a 1.85 ha (4.57 ac) portion of a 9.9 ha (24.4 ac) property at 1034 – 264 Street, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. Approval of the rezoning bylaw by the Ministry of Agriculture and Food.
2. Approval of the rezoning bylaw by the Ministry of Transportation and Transit.
3. Confirmation that the existing access and servicing is compliant with the Subdivision and Development Servicing Bylaw 2019 No. 5382.

CARRIED

4. 2026 Utility Budgets and Rate Bylaw Bylaw No. 6193 Report 26-06

File FIN 1700-80

Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That Council give first, second, and third reading to the Utility Rate Bylaw No. 6107 Amendment Bylaw No. 6193.

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Utility Rate Bylaw No. 6107, Amendment Bylaw No 6193 be amended with a $5.00 reduction in the Flat Annual Water Rates (Single Family), resulting in a revised Flat Annual Water Rates of $779.96 and subsequent applicable adjustments.
CARRIED

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Utility Rate Bylaw No. 6107, Amendment Bylaw No 6193 be amended with a $3,271.00 and $3,752.00 for 75mm and 100mm water and sewer rates for metered infrastructure and subsequent applicable adjustments.
CARRIED

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

MAIN MOTION, AS AMENDED
The question was called on the Main Motion, as amended and it was
CARRIED

Councillor Richter opposed

H. BYLAWS FOR THIRD READING

1. Amenity Cost Charges Bylaw
Bylaw No. 6115
Report 25-207
File CPP LSP00007

Item H.1 rescheduled to March 9, 2026.

I. BYLAWS FOR FIRST, SECOND, THIRD AND FINAL READING

1. Rezoning Application No. 100795 (Pollyco (Block B) Holdings Ltd. / 7980 – 206A Street)
Bylaw No. 6187
Report 26-01
File CD 08-23-0241

Moved by Councillor Ferguson,
Seconded by Councillor Rindt,
That Council give first, second, third and final reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Pollyco (Group B) Holdings Ltd.) Bylaw No. 6187 amending Comprehensive Development Zone CD-89 to increase the permitted Commercial Density (Gross Floor Area) in the CD-89(E) sub-zone from 6,350 m^2 to 6,750 m^2.
CARRIED

J. BYLAWS FOR FINAL ADOPTION

1. 2026 Revenue Anticipation Borrowing Bylaw
Bylaw No. 6188
Report 25-198
File FIN 3900-25

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council give final reading to the 2026 Revenue Anticipation Borrowing Bylaw No. 6188.
CARRIED

Councillor Richter opposed

J. BYLAWS FOR FINAL ADOPTION

2. Building Bylaw Amendment – Energy Step Code – In Stream Applications & Electronic Permit Modernization
Bylaw No. 6169
Report 25-209
File PLI 3800-01

Moved by Councillor Pratt,
Seconded by Councillor Rindt,
That Council give final reading to Langley Building Bylaw 2008 No. 4642 Amendment Bylaw No. 6169.
CARRIED

3. Voluntary Water Metering Bylaw Updates
Bylaw No. 6180
Bylaw No. 6181
Bylaw No. 6182
Report 25-200
File PW 5600-03-021

Moved by Councillor Pratt,
Seconded by Councillor Baillie,
That Council give final reading to Langley Waterworks Regulation Bylaw No. 6074 Amendment Bylaw No. 6180.

That Council give final reading to Langley Sewerworks Regulation Bylaw No. 5367 Amendment Bylaw No. 6181.

That Council give final reading to Bylaw Notice Enforcement Bylaw 2008 No. 4703 Amendment Bylaw No. 6182.
CARRIED

Councillor Richter opposed

4. Official Community Plan Amendment and Rezoning Application No. 100262 (Orstad / O'Grady / 9828 – 203 Street)
Bylaw No. 5955
Bylaw No. 5956
Report 24-102
File CD 09-02-0180

Moved by Councillor Rindt,
Seconded by Councillor Baillie,
That Council give final reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Northwest Langley Community Plan) Bylaw 1985 No. 2323 Amendment (Orstad / O'Grady) Bylaw No. 5955; and

J. BYLAWS FOR FINAL ADOPTION

That Council give final reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Orstad / O'Grady) Bylaw No. 5956.
CARRIED

K. MAYOR AND COUNCIL REPORT

Mayor Woodward attended TransLink's public consultation session on the Bus Rapid Transit along 200 Street and encourages members of the public to participate as well.

L. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

Councillor Ferguson advised that Metro Vancouver is constructing a liquid waste plant in the Township, the current waste transfer station is being upgraded and there is a new agreement for the Vancouver Landfill that will lead to cost savings for Metro Vancouver. He concluded by sharing a Metro Vancouver Parks video.

Councillor Pratt provided an update on the Metro Vancouver Housing Committee. He stated that the 2026 forward-looking ten-year plan was approved. The Metro Vancouver Performance and Audit Committee has continued to discuss the Metro Vancouver Development Cost Charge program and update, as well as a new framework for the financial policies. He added that TransLink is looking at providing service to Campbell Valley for the first time.

M. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

N. FOR INFORMATION

1. **2025 ICBC Road Improvement Grants Program Funding Update**
   Memorandum – Engineering Division
   File 1855-50

2. **Soil Deposit Application 4262 - 224 Street Public Information Session**
   Memorandum – Engineering Division
   File SO002700

3. **Water and Sanitary Infrastructure Impacts of Small Scale Multi-Unit Housing**
   Memorandum – Engineering Division
   File 5600-01

N. FOR INFORMATION

4. Bedford Channel Dredging Update
Memorandum – Engineering Division
File 5330-21-090

5. Metro Vancouver Black Business Expo
Memorandum – Community and Policy Planning Division
File 0230-01

6. Agricultural Land Commission Decisions Fourth Quarter 2025 (October – December)
Memorandum – Community Development Division
File 6635-01

7. 2025 Audit Planning Report
KPMG
File 1830-01

8. Draft Financial Plan 2026 – 2030 – Results of Public Consultation
Memorandum – Finance Division
File 1700-80

9. Langley School District Grade 4 Swim Safety Program
Memorandum – Recreation, Arts and Culture Division
File 0550-08

10. Public Art Council Policy and Activities
Memorandum – Recreation, Arts and Culture Division
File 0550-08

11. Joint School District No. 35/Municipal Liaison Committee
Minutes – October 8, 2025
File 0540-20

12. Agricultural Advisory Committee
Minutes – November 26, 2025
File 0540-20

13. Agricultural Advisory Committee
Minutes – December 17, 2025
File 0540-20

14. Heritage Advisory Committee
Minutes – January 7, 2026
File 0540-20

15. Recreation, Culture and Parks Advisory Committee
Minutes – January 14, 2025
File 0540-20

O. MOTIONS ARISING FROM INFORMATION

1. Recreation, Culture and Parks Advisory Committee Recommended Motion

File 0540-20

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council approve the Recreation, Culture, and Parks Advisory Committee draft 2026 Work Plan, presented as Attachment A.
CARRIED

P. OTHER BUSINESS

1. Water Resilience and Emergency Preparedness

Items P.1 rescheduled to February 23, 2026.

2. Utility Bill Due Date

Moved by Councillor Richter,
Seconded by Councillor Martens,
That the utilities payment due date return to the same due date as property taxes.
DEFEATED

Mayor Woodward, Councillors Baillie, Ferguson, Martens, Pratt, Rindt, and Whitmarsh opposed

3. Staff Presentation for 2026 Universal Budget

Moved by Councillor Martens,
Seconded by Councillor Richter,
That Council receive a staff presentation on the draft 2026 universal budget
DEFEATED

Mayor Woodward, Councillors Baillie, Ferguson, Pratt, and Rindt opposed

4. Water Safety Program

Moved by Councillor Whitmarsh,
Seconded by Councillor Kunst,
The Council support the Water Safety Program, as outlined by the memo from the Recreation, Arts and Culture division.

DEFERRAL
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That the motion be deferred to the February 9, 2026 meeting.
CARRIED

Q. MOTION TO RESOLVE INTO CLOSED MEETING

Moved by Councillor Pratt,
Seconded by Councillor Baillie,
That Council now resolve into a Closed Meeting for discussion of the following items, in accordance with and as identified under Section 90 of the *Community Charter*:

Item A.1 - Section 90(1) (n) Consideration
Item E.1 - Section 90(1) (k) Negotiations
Item E.2 - Section 90(1) (e) Property
Item E.3 - Section 90(1) (e) Property
Item E.4 - Section 90(1) (e) Property
Item E.5 - Section 90(1) (g) Legal
Item F.1 - Section 90(1) (k) Negotiations
Item F.2 - Section 90(1) (k) Negotiations
Item G.1 - Section 90(1) (a) Personnel
Item G.2 - Section 90(1) (a) Personnel
Item H.1 - Section 90(1) (a) Personnel
Item H.2 - Section 90(1) (a) Personnel
Item I.1 - Section 90(1) (e) Property
Item I.2 - Section 90(1) (k) Negotiations
Item I.3 - Section 90(1) (a) Personnel
CARRIED

R. TERMINATE

Moved by Councillor Pratt,
Seconded by Councillor Baillie,
That the meeting terminate at 5:35pm.
CARRIED

CERTIFIED CORRECT:

_____
Mayor

_____
Township Clerk

Council Delegation Request

All persons or organizations who wish to appear before Council as a delegation must submit a written request.

1 Delegate Information

Applicant/Organization name			
Susan Gorris, Art in the Country			
Address		City **Aldergrove**	Postal code
Primary phone	Secondary phone	Email	

2 Council Meeting Information

Council meeting date

Monday February 9th, 2026 **at 1:30pm**

3 Topic

I would like to propose that Township Council members and Mayor Woodward consider a permanent and public installation of an original, oil-painted mural titled "RAMIRA". I believe that this work, designed and painted by myself, Susan Gorris (Professional Artist and Founding Director of Art in the Country), will contribute to the Arts culture in Langley and have historic value for our Township's archives.

One week before the presentation on February 9th, I will provide packets of information about the mural (photograph, artist statement, cost sheet, Times art review, list of references, etc) that will be distributed to Mayor Woodward and all members of Township Council.

I understand that I have a limited time to speak to Council and that I must allow for a few minutes for questions about this proposal.

4 Additional Information

Purpose of presentation ☐ Information only ☐ Request letter of support ☒ Request funds ☒ Other **Information, verbal and/or letter of support and funding**

Desired resolution

Consideration and action for the permanent installation of "RAMIRA" mural inside the Township in a well-lit, accessible and frequently visited public venue. Possibility to be considered: Salish Museum in Fort Langley.

Thank you for this opportunity.
Susan Gorris

Office use only	
☐ Approved ☐ Declined ☐ Other _____	☐ Applicant informed

SEE NEXT

From: do_not_reply@notifications.tol.ca
To: legservicesinfo
Subject: Delegation Requests by Jami Watson
Date: Tuesday, January 27, 2026 9:27:27 PM

Please note the following response to Delegation Requests has been submitted at Tuesday January 27th 2026 9:24 PM.

- **I/we would like to appear as a delegation at the Council meeting on (at the 1:30pm Regular Meeting)**
  2/9/2026

- **Name of delegate or organization wishing to appear**
  Jami Watson

- **Topic**
  Request for Closed Captioning at Township of Langley Council Meetings

- **Purpose of presentation**
  Other

- **for other, describe here:**
  A request for closed captions during council meetings

- **Desired resolution**
  To request the implementation of closed captioning at Council meetings to improve accessibility and inclusive public participation.

- **Full name**
  Jami Watson

Township of Langley
Est. 1873

REPORT TO
MAYOR AND COUNCIL

PRESENTED:	JANNUARY 26, 2026 - REGULAR MEETING	**REPORT:**	26-08
FROM:	ENGINEERING DIVISION	**FILE:**	5260-26-025
SUBJECT:	TOWNSHIP-WIDE PARKING STUDY AND BYLAW REVIEW		

RECOMMENDATIONS:

That Council endorse, in principle, the Township-wide Parking Study and Bylaw Review to guide the Township's future modernization of off-street parking regulations and on-street parking management approach.

That Council direct staff to bring forward separate reports, as appropriate, on the implementation of specific recommendations, including associated bylaw amendments, on-street parking initiatives, and financial and resourcing implications, for Council consideration.

EXECUTIVE SUMMARY:

In fall 2024, the Township retained Urban Systems Ltd. (USL), a qualified transportation engineering consulting firm, to undertake a Township-wide Parking Study and Bylaw Review (the Study). The Study provides a comprehensive review of the Township's parking bylaws, on-street parking management practices, and cash-in-lieu policy, and includes recommendations to address evolving parking needs resulting from population growth, changing development and built forms, provincial housing legislation, emerging mobility trends, and major regional transit expansion.

The Study provides an integrated assessment of existing parking regulations, curbside management practices, and community parking needs, identifying policy directions and recommendations to modernize parking management across the Township. The Study was guided by overarching themes that shape both off-street parking requirements and on-street parking management, including the Township's Official Community Plan framework, provincial legislation and the Township's ongoing Transportation and Mobility Strategy (TMS).

The Study's recommendations were informed by a review of best practices from peer municipalities, relevant regional parking studies, an ICBC vehicle ownership survey, technical analysis, and extensive public engagement. The Study recommendations support a shift toward a more flexible, context-sensitive approach that maintains an adequate parking supply while improving parking efficiency, accessibility, and long-term adaptability. Recommendations address off-street parking, Transportation Demand Management (TDM), shared parking, accessible parking, bicycle and electric vehicle (EV) parking, curbside management tools, and cash-in-lieu options. Implementation of the work will require significant resources in both staff time and/or consultant hours/fees.

PURPOSE:

The purpose of this report is to seek Council endorsement in principle of the Study, and to seek Council direction regarding implementation of the Study's recommendations.

BACKGROUND/HISTORY:

Over the past three years, there have been multiple Council resolutions related to on-street and off-street parking. The following summarizes those resolutions.

At the November 20, 2023, Regular Meeting, Council considered the following resolution:

> *That Council directs staff to include as part of the Transportation and Mobility Strategy a review of street parking management best practices, including but not limited to:*
>
> *1. Potential household parking permits on residential-only streets,*
> *2. Potential visitor or non-resident parking areas on residential-only streets,*
> *3. Potential demand management solutions for street parking within commercial and mixed-use areas.*

At the November 20, 2023, Regular Meeting, Council passed the following referral:

> *That the motion be referred to staff for a report on whether the Transportation and Mobility Strategy is the best option for this review, and further that staff provide all previous reviews to Council.*

At the April 29, 2024, Regular Meeting, Council received staff report 24-92 “Addressing the Township’s Street Parking Challenges”. The report summarized historical parking concerns, previous reviews, and past amendments to parking regulations and bylaws in the Township. Staff identified that the level of detail required for the parking review was not well-suited to be completed through the TMS and recommended a separate parking study to evaluate on-street parking management best practices and cash-in-lieu parking policy.

At the April 29, 2024, Regular Meeting, Council considered the following motion:

> *That Council direct staff to engage the services of a qualified consultant to undertake a parking study to review on-street parking management best practices and development of a cash-in-lieu parking policy at an estimated cost of $75,000 with $37,500 to be funded from the Capital Projects Reserve and the remaining $37,500 from existing and available Transportation operating funding.*

At the April 29, 2024, Regular Meeting, Council deferred the matter to the May 13, 2024, Regular Council Meeting. At the May 13, 2024, Regular Meeting, Council deferred the item to the May 27, 2024, Regular Meeting.

At the May 27, 2024, Regular Meeting, Council withdrew the original motion of April 29, 2024, with a motion for division of the recommendations. Council passed Motion 1 below, as amended:

> *Motion #1*
>
> *That Council direct staff to undertake a parking study to review on-street parking best practices at an estimated cost of $75,000 with $37,500 funded from the Capital Projects Reserve and $37,500 funded from Transportation Operating funding;*
>
> *That Council explore the concept of resident-only parking in the Langley Memorial Hospital area and public parking on arterial roadways during nonpeak hours and direct staff to include the feasibility and implications for both in the parking study; and*

That Council direct staff to develop a new cash-in-lieu parking provision program for the Aldergrove Downtown Core in anticipation of the new parkade facility.

At the May 27, 2024, Regular Meeting, Council passed Motion 2 below:

Motion #2

That Council direct staff to review the existing cash-in-lieu parking provision program prescribed in Fort Langley Off-Street Parking Bylaw 1995 No. 3472.

At the July 15, 2024, Regular Meeting, Council passed the following resolution:

That Council direct staff to Report to Council on the ongoing parking issues at Latimer Village and its surrounding areas, its potential causes, and potential policy solutions for that area, and future mixed-use areas.

At the January 27, 2025, Regular Meeting, Council passed the following resolution:

Be it resolved that Council directs staff to report to Council with a preliminary review of options for Council to consider, informed by Metro Vancouver's 2025 Regional Parking Strategy:

1. potentially reducing mandatory minimum parking requirements for apartment housing forms within close proximity to Bus Rapid Transit service as outlined within Transport 2050; and

2. the implementation of a modest cash-in-lieu provision for the reduction of mandatory minimum parking requirements to further support the recently established Cycling Infrastructure Improvements Fund.

Considering the above Council resolutions and recognizing that off-street and on-street parking are closely interconnected, a comprehensive review of the Township's parking bylaws, on-street parking management practices, and cash-in-lieu policy was required. Pursuant to the Township's procurement policy, a Request for Proposal (RFP) for a "Township Wide Parking Study and Bylaw Review" was issued in 2024. On November 27, 2024, the Township awarded the work to Urban Systems Ltd. (USL), a qualified transportation engineering consulting firm, to complete the Study.

DISCUSSION/ANALYSIS:

The Study, included as Attachment A, is intended to ensure the Township is well positioned to respond to evolving parking needs driven by population growth, changing development and built forms, provincial housing legislation (Small-Scale Multi-Unit Housing (SSMUH) and Transit-Oriented Areas (TOAs)), emerging mobility trends, and major regional transit expansion such as the Surrey-Langley SkyTrain extension and planned Bus Rapid Transit (BRT) corridors along 200 Street.

An "Existing Conditions and Best Practices Review Report", included as Attachment B, was undertaken to help inform the Study. Public consultation, summarized in a "Public and Stakeholder Engagement Report", summarized in Attachment C, was also undertaken. The Study was undertaken as a comprehensive process to develop an integrated parking strategy and framework that addresses both off-street parking regulations and on-street parking management, with four key outcomes: an off-street parking and curbside management strategy;

a resident-only parking strategy to address spillover; a new cash-in-lieu parking provision program for Aldergrove; and amendments to the existing Fort Langley cash-in-lieu program.

Review of the Council resolution of July 15, 2024, regarding the ongoing parking issues at Latimer Village and surrounding areas was not specifically included in the Study. Staff contacted the resident and addressed their concerns with additional parking restrictions at driveways and lanes. Additionally, time-restricted parking has been implemented on some roads near the Carvolth Transit Exchange and fronting mixed-use buildings. The Study includes recommendations for addressing parking in mixed-use developments moving forward.

Study Approach:

The Study was completed in five key steps:

1. Existing conditions review: Reviewed the Township's current parking provisions, including the Zoning Bylaw, on-street parking management practices, and findings from the ICBC vehicle ownership survey, to confirm existing conditions, gaps and opportunities for improvement.
2. Best practices and peer scan: Assessed leading and emerging practices to support a practical, defensible approach tailored to the Township.
3. Establishing context through overarching themes: Aligned the work and recommendations with key policy drivers, including the Official Community Plan, SSMUH, TOAs, and the ongoing Transportation & Mobility Strategy.
4. Public and stakeholder engagement: Gathered input through public and stakeholder engagement, including feedback from 1,474 survey respondents and 16 key interest groups, to collect broad input around on and off-street challenges, and opportunities. A summary of engagement activities and findings is provided in Attachment B.
5. Development of recommendations: Integrated technical analysis and engagement findings into an implementation-oriented set of policy directions and recommendations to guide future bylaw updates and parking management approach.

Study Recommendations and Potential Implementation:

The Study identified the following categories of recommendations related to parking:

- off-street parking
- loading
- accessible parking
- bicycle parking
- off-street EV charging
- Transportation Demand Management (TDM)
- shared parking in mixed-use developments
- parking along arterial roads
- parking along collector and local streets
- pay parking
- resident permit parking
- accessible parking
- on-street EV charging
- curbside commercial and passenger loading
- enforcement and monitoring
- cash-in-lieu

Implementing the Study's recommendations is expected to be carried out through a combination of regulatory updates, new or enhanced parking initiatives, and capital investment. Given the scale of the work, it is not feasible to implement all recommendations at once. It is proposed that the recommendations be advanced and implemented in phases, prioritized based on immediate needs, Council priorities, cost-effectiveness, and ease of implementation.

Table1 lists the study recommendations for each category of parking changes. Staff have also included a potential time frame for implementation, a high-level estimate of hours/staff resources for the task, and whether the task can be done through existing staffing levels, requires additional staff, or through a consultant. The time frame referenced in the table is defined as:

- short term: within five years
- medium term: five to ten years
- long term: ten plus years

Estimated hours/staff resources may be impacting various departments such as Community Development, Transportation Engineering and Bylaw. Items noted as "External" differentiate work that may require engaging a qualified consultant to undertake the works. In addition, the level of effort for both the implementation and the ongoing work for the Study recommendations was estimated. Table 1 below also notes recommendations that staff anticipate being able to complete utilizing existing resources.

Table 1. Summary of Township-wide Parking Study and Bylaw Review Recommendations:

Recommendations	Time Frame (Short, medium, long term)	Estimated Hours/ Resources for Set up	Estimate of Ongoing Hours	Existing/ Additional/ External
Off-Street Vehicular Parking				
Retain the existing regulatory framework for parking minimum requirements, while incorporating flexibility to allow adjustments as transit and active transportation infrastructure become fully developed (Zoning Bylaw Section 107.3).	Short	100	Nil	Additional
Develop a tiered approach to establishing parking reductions in areas with high mobility options.	Medium	50	Nil	Additional
Introduce vehicle parking requirements for additional land uses (Zoning Bylaw Section 107.3).	Short	50	Nil	Existing
Loading				
Introduce new loading space types under loading requirements (Zoning Bylaw Section 107.8).	Short	50	Nil	External
Update and expand loading space design requirements (Zoning Bylaw Section 107.7).	Short	50	Nil	External

Recommendations	Time Frame (Short, medium, long term)	Estimated Hours/ Resources for Set up	Estimate of Ongoing Hours	Existing/ Additional/ External
Update loading requirements based on land use and sizes (Zoning Bylaw Section 107.8).	Short	50	Nil	External
Accessible Parking				
Update accessible parking supply rates (Zoning Bylaw Section 107.11).	Short	25	Nil	Existing
Require a higher number of accessible parking spaces at locations with typically higher demand, such as hospitals and seniors' housing (Zoning Bylaw Section 107.11).	Short	25	Nil	Existing
Update design requirement for accessible parking spaces (Zoning Bylaw Section 107.11).	Short	50	Nil	External
Integrate supply and design requirements for van-accessible parking spaces (Zoning Bylaw Section 107.11).	Short	50	Nil	External
Introduce requirements for visitor accessible parking (Zoning Bylaw Section 107.11).	Short	25	Nil	Existing
Bicycle Parking				
Review existing bicycle parking supply rates against best practices and consider further land use differentiation to ensure that bicycle parking supply rates reflect potential demand (Zoning Bylaw Section 107.12).	Medium	50	Nil	External
Provide greater clarity on expectations relative to the required dimensions, configuration, and location of bicycle parking (Zoning Bylaw Section 107.12).	Medium	50	Nil	External
Include requirements to non-standard bicycle parking and mobility scooters (Zoning Bylaw Section 107.12).	Medium	25	Nil	External
Establish minimum design guidelines for end-of-trip facilities (Zoning Bylaw Section 107.12).	Medium	50	Nil	External

Recommendations	Time Frame (Short, medium, long term)	Estimated Hours/ Resources for Set up	Estimate of Ongoing Hours	Existing/ Additional/ External
Off-Street EV Charging				
Require electric vehicle charging infrastructure in non-residential uses, including both energized electrical outlets and charging stations (Zoning Bylaw Section 107.3).	Short	25	Nil	Additional
Require that all accessible and shared vehicle parking spaces be provided with an energized outlet capable of Level 2 charging (Zoning Bylaw Section 107.3).	Short	25	Nil	Additional
Require that a proportion of visitor parking spaces in residential uses include an energized outlet capable of Level 2 charging (Zoning Bylaw Section 107.3).	Short	25	Nil	Additional
Transportation Demand Management				
Implement a baseline TDM program in designated Urban Centre's and Transit-Oriented Areas.	Medium	200	Nil	External/ Additional
Allow for vehicle parking supply reductions through the provision of TDM strategies.	Medium	100	150	External/ Additional
Shared Parking in Mixed-Use				
Implement provision to provide shared parking in mixed-use development meeting overall parking needs through the provision of fewer parking spaces in uses with complementary parking demand trends (Section 107.4).	Short	100	100	External/ Additional
Consider implementing shared parking include the geographic applicability of these regulations, such as potentially restricting this practice to only high-density mixed-use centres and TOAs.	Short	200	100	External/ Additional
Parking along Arterial Streets				
Prohibit on-street parking for new arterial road construction.	Short	Nil	50	Additional
Develop and adopt a comprehensive curbside management strategy to support decision-making around curb use.	Medium	400	Nil	External

Recommendations	Time Frame (Short, medium, long term)	Estimated Hours/ Resources for Set up	Estimate of Ongoing Hours	Existing/ Additional/ External
Monitor trends and consider repurposing parking with higher curbside functions along arterial roads during redevelopment projects.	Medium	Nil	500	Additional
Parking along Collector and Local Streets				
Develop and adopt a comprehensive curbside management strategy to support decision-making around curb use.	Medium	200	Nil	External
Create, reallocate, or optimize existing curb space to better meet diverse demands beyond parking.	Medium	400	200	Additional
Implement informal and lighter-touch on-street parking management methods before introducing more formalized tools like pay parking or resident permit parking.	Medium	400	200	External/ Additional
Pay Parking				
Follow a data-driven approach supported by community engagement to identify the need for a pay parking system before implementation.	Long	500	500	External/ Additional
Resident Permit Parking Program				
Utilize a data-driven approach combined with community engagement to assess the necessity and feasibility of implementing the Resident Permit Parking program.	Medium	1,000	3,000	External/ Additional
Accessible Parking				
Adopt standardized on-street space design (signage, curb painting, access ramp adjacency), which aligns with a broader Accessibility Strategy under BC's Accessibility Act.	Short	75	Nil	External
Establish a formal application procedure and policy for residents or businesses to request on-street accessible parking spaces.	Short	100	100	Additional
On-Street EV Charging				
Continue to provide electric vehicle charging infrastructure exclusively in off-street public and private lots while introducing on-street charging facilities in limited areas.	Medium	200	200	External/ Additional

Recommendations	Time Frame (Short, medium, long term)	Estimated Hours/ Resources for Set up	Estimate of Ongoing Hours	Existing/ Additional/ External
Curbside Commercial and Passenger Loading				
Establish a curbside loading policy framework that outlines when and where on-street loading zones can be designated.	Medium	200	200	Additional
Introduce Time-Limited and Time-of-Day Loading Zones to balance competing curbside uses in commercial areas.	Medium	200	200	Additional
Explore the implementation of a smart parking reservation system to allow trucks, passenger vehicles, on-demand delivery, or ride hailing vehicles to find and reserve available on-street parking spaces.	Long	1,000	500	External/ Additional
Enforcement and Monitoring				
Expand Automated License Plate Recognition (ALPR) capabilities and available resources for monitoring parking occupancy in addition to enforcement.	Short	100	1,800	Additional
Develop a Parking Data Management System.	Medium	1,000	1,000	External/ Additional
Introduce targeted enforcement scheduling**.**	Medium	200	500	Additional
Cash-in-Lieu				
Implement a modest cash-in-lieu of parking provision for TOA's such as Willowbrook and the 200 Street corridor, allowing developers to reduce parking minimums in support of alternative transportation infrastructure.	Medium	250	200	External/ Additional
Revisit the cash-in-lieu of bicycle parking provision.	Medium	100	100	External/ Additional
Implement a new cash-in-lieu bylaw for the Aldergrove Core Area and establish policies that ensure sufficient funds are collected for the new parking structure.	Short	100	Nil	Existing
Consider alternative approaches to expanding public parking supply in Fort Langley, in addition to the cash-in-lieu payment option.	Short	150	Nil	External

Recommendations	Time Frame (Short, medium, long term)	Estimated Hours/ Resources for Set up	Estimate of Ongoing Hours	Existing/ Additional/ External
Amend the Fort Langley cash-in-lieu bylaw (Bylaw 1995 No. 3472) to increase the per-space fee, introduce an eligibility limit, and broaden the reserve fund's uses.	Short	100	Nil	Existing
Total Estimated Hours		**8,050**	**9,600**	

Notes:

Existing – Task to be completed with existing staffing levels
Additional – Task requires additional staffing resources
External – Task requires external resources such as consulting services

Table 2 below summarizes the required internal and external resources to undertake and implement the short, medium, and long-term recommendations of the study.

Table 2. Summary of Required Resources:

Timeframe	Internal/External	Initial Setup Hours	Annual Ongoing Hours
Short	Existing	325	
	Additional	375	2150
	External	775	
Medium	Existing		
	Additional	1,050	6,450
	External	4,025	
Long	Existing		
	Additional		1,000
	External	1,500	
	Total	**8,050**	**9,600**

RECOMMENDATIONS:

As noted in Table 2 above, the recommendations of the parking study can be implemented in phases, based upon priorities and Council direction. However, implementation of the work will require significant resources in both staff time and/or consultant hours/fees. Given the current internal capacity, most of the proposed works will require additional staff resources for implementation. Additionally, funding will be required for consultants to undertake some recommendations of the study.

Staff recommends that Council endorse, in principle, the Study's recommendations to guide the Township's future modernization of off-street parking regulations and on-street parking management approach.

Staff also recommends that Council direct staff to bring forward separate reports, as appropriate, on the implementation of specific recommendations, including associated bylaw amendments, on-street parking initiatives, and financial and resourcing implications, for Council consideration.

Financial Implications:

Budget implications for implementing the recommendations outlined in the Study have not been determined at this time. As noted in Tables 1 and 2, it is anticipated that the successful implementation of many recommendations will require additional staff resources and/or capital funding. These requirements, including estimated costs and potential funding approaches, will be identified and presented as part of subsequent implementation reports to Council for consideration.

Respectfully submitted,

Paul Cordeiro
MANAGER, TRANSPORTATION ENGINEERING
for
ENGINEERING DIVISION

This report has been prepared in consultation with the following listed departments.

CONCURRENCES	
Division / Department	**Name**
COMMUNITY DEVELOPMENT DIVISION	S. Richardson
BYLAW ENFORCEMENT DIVISION	M. Natt

ATTACHMENT A Township-wide Parking Study and Bylaw Review

ATTACHMENT B Existing Conditions and Best Practices Review Report

ATTACHMENT C Public and Stakeholder Engagement Report



Township-wide Parking Study and Bylaw Review

Final Report

Township of Langley

January 2026

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APPENDIX A - Existing Conditions and Best Practices Review Report
APPENDIX B - Public and Stakeholder Engagement Report

1 Introduction

As one of the fastest growing municipalities in Metro Vancouver and one of the largest municipalities in British Columbia with an area of 316 square kilometres, the Township of Langley (Township) is reviewing how it supplies, manages and regulates parking. Parking has a broad impact on the community in terms of development feasibility, building form, travel behaviour, personal well-being and environmental sustainability.

The Township undertook this parking study to review on-street parking best practices, review and update the zoning and parking bylaws to develop an integrated parking strategy and framework which will provide the Township with the policy tools and recommendations necessary to address growing on-street and off-street parking concerns. In anticipation of significant growth and development potential in the Township, future rapid transit expansion, Small-Scale Multi-Unit Housing (SSMUH) housing density, and continued public parking challenges in Fort Langley and Aldergrove, this parking study and bylaw review comes at a critical time for the Township.

The project is undergoing a comprehensive process that will result in four key outcomes:

- Off-Street Parking and Curbside Management Strategy
- Resident-Only Parking Strategy to address parking spillover issues
- A new Cash-in-Lieu Parking Provision Program for Aldergrove
- Amendment to the Existing Cash-in-Lieu Parking Provision Program in Fort Langley

The study began by reviewing existing parking conditions in the Township using available data, as well as relevant plans and policies that influence parking supply and management. Next, best practices from other Lower Mainland municipalities were examined to identify innovative approaches and lessons applicable to the Township. Based on these analyses, recommendations were developed to address identified gaps and modernize parking policies in anticipation of future growth. Each recommendation includes a short illustrative example to guide staff on potential implementation. This review is intended as a light-touch assessment, and some recommendations will require further evaluation or discussion with staff before being implemented.

Township's Zoning Bylaw (Zoning Bylaw No. 2500) was reviewed to assess current off-street parking requirements. This evaluation included a comparison with best practices, identification of opportunities to update existing parking bylaws, and the development of recommendations for cash-in-lieu parking provision programs for Fort Langley and Aldergrove. A background document was prepared to summarize the current state of on-street and off-street parking management in the Township as well as relevant best and emerging practices in peer communities. Selected excerpts from the background document have been incorporated into this document to support the rationale and recommendations. The complete background document is provided in **Appendix A – Existing Conditions and Best Practices Report**.

This report includes specific recommendations for off-street parking and curbside management strategy responding to the understanding of existing practices and future needs. Revised parking strategies, policies, regulations, and management approaches will align with the Township's goals and objectives, leading to a more structured process that increases consistency for staff, residents, developers, and Council.

Feedback from public and stakeholder online surveys informed the recommendations in this report for future regulatory changes and supporting actions. A summary of the engagement is presented in the Engagement chapter of this report, with a detailed report available in **Appendix B – Public and Stakeholder Engagement Report**.

2 Overarching Themes

This section introduces the key overarching themes that shape both off-street parking policy and curbside management, including Community Structure, SSMUH, Transit-Oriented Areas (TOAs), and the Township's Transportation and Mobility Strategy (TMS). While the report organizes recommendations into separate sections for off-street parking and curbside management, these themes cut across both and influence how parking supply, demand, and curb use should be managed holistically. Establishing this context up front ensures that subsequent recommendations are interpreted and applied in a coordinated and policy-aligned manner, rather than in isolation.

2.1 Community Structure

The Township of Langley's Official Community Plan (OCP) establishes a comprehensive land use and community structure framework that defines how growth and development are organized across the municipality. These designations, described in **Table 1**, ranging from Regional Centres to rural agricultural lands, set out the intended role, scale, and character of each area. Understanding this framework is critical for shaping parking regulations, as parking needs vary greatly between dense mixed-use centres, neighbourhood-scale nodes, employment areas, and rural/agricultural lands. By aligning parking strategies with the OCP's land use structure, the Township can ensure that regulations are tailored to both current and future demands while also supporting broader community objectives such as walkability, transit viability, agricultural protection, and sustainable development forms.

Table 1: Township of Langley Community Structure and Parking Implications

Land Use / Community Structure	Characteristics	Parking Implications	Examples
Regional Centre	Largest, mixed-use hub; includes regional-scale retail, office, entertainment, higher-density housing, transit hub.	High demand for structured parking; potential for paid/managed parking; opportunities for reduced parking near transit; supports park-and-ride.	Willowbrook Regional Centre (part of Langley Regional City Centre)
Town Centres	Municipal-level hubs; commercial, institutional, entertainment; higher-density housing to serve local communities.	Mix of surface and structured parking; shared parking between uses; shift to more walkable, transit-supportive designs.	Willoughby Town Centre, Aldergrove Town Centre
Community Centres	Smaller focal points for each community; provide retail, services, civic amenities; some tourist functions.	On-street and small-lot parking; balance between local access and preserving community character; potential parking	Fort Langley, Murrayville, Walnut Grove, Brookswood-Fernridge

		conflicts between residents and visitors.	
Neighbourhood Centres	Local-serving nodes; small shops and services; lower-density multi-family housing.	Primarily surface and on-street parking; modest demand; neighbourhood-serving scale means walkability reduces need.	Planned within neighbourhood plans (e.g., parts of Willoughby, Brookswood)
Frequent Transit Development Areas (FTDAs)	Growth focused along frequent bus corridors; higher-density residential, mixed-use, commercial.	Parking requirements can be reduced near transit; emphasis on walking, cycling, transit; demand for bike parking and limited vehicle spaces.	Carvolth Frequent Transit Development Area (FTDA) near Hwy 1 and future 200 St
Urban Designation	Residential neighbourhoods, mixed-use, commercial, institutional, recreational.	Mix of surface lots, underground parking in higher-density areas; policies encourage walkable, transit-oriented designs	Willoughby, Walnut Grove, Murrayville, Walnut Grove, Fort Langley, Gloucester, Willowbrook, Brookswood/Fernridge, Aldergrove
Industrial & Mixed Employment	Industrial, commercial, employment lands; provide local jobs.	Large surface lots for employees and trucks; loading and staging areas dominate.	Gloucester, Northwest Langley, Willowbrook, Williams, Aldergrove
Agriculture / Rural Designations	ALR priority lands; non-ALR rural residential areas; low density.	Minimal formal parking; farm vehicle storage; limited public parking; agri-tourism may create seasonal parking pressures	ALR areas throughout Township; rural residential in South Langley, Milner (historic rural community), rural centres (per Rural Plan), Salmon River Uplands, Glen Valley, Aldergrove
Conservation & Recreation	Regional parks, open space, natural conservation lands.	Public parking lots at trailheads, parks; seasonal/peak demand management required	Derby Reach Regional Park, Campbell Valley Regional Park, Aldergrove Regional Park, South Langley Regional Park, Brae Island Regional Park, Glen Valley Regional Park, Two-Bit Bar, West Creek Wetlands

2.2 Small-Scale Multi-Unit Housing (SSMUH)

Bill 44, formally known as the Housing Statutes (Residential Development) Amendment Act, 2023, is provincial legislation in British Columbia designed to expedite housing supply and broaden available options within traditionally single-family residential zones. This legislation mandates that municipalities revise their zoning bylaws to allow for small-scale multi-unit housing such as secondary suites, detached accessory units, triplexes, and fourplexes with provisions permitting up to six units in areas well served by transit. By removing the requirement for protracted rezoning processes for these housing types and establishing definitive timelines for municipal compliance, Bill 44 seeks to ensure more consistent and efficient approval processes. Although its primary focus is land use, the legislation also carries implications for servicing, infrastructure, and parking; increased unit density may elevate demand for off-street and curbside parking, compelling municipalities to reassess parking standards. This is particularly pertinent in areas with limited transit access, while reduced parking requirements may be suitable for locations near frequent transit routes. The Township has enacted bylaw amendments in accordance with the legislation; however, concerns have been raised regarding possible impacts on existing infrastructure, including parking. Bill 25 (the Housing and Municipal Affairs Statutes Amendment Act, 2025) limits local discretion to impose off-street parking or loading requirements for SSMUH located in FTDA. The Province may establish upper limits on parking requirements, including reductions for developments located near frequent transit. The Township Official Community Plan was updated on December 1, 2025 by Amendment Bylaw (2025 OCP Update) No. 6200. and aligns with the new requirements.

2.3 Transit Oriented Areas (TOAs)

Bill 47, the Housing Statutes (Transit-Oriented Areas) Amendment Act, 2023, is a provincial law in British Columbia that mandates municipalities to create TOAs around rapid transit stations and major bus exchanges. Within these TOAs, the Province sets minimum standards for building heights and densities to encourage compact, mixed-use, and higher-density development near transit. A key component of Bill 47's impact on parking is the removal of minimum parking requirements for residential developments within these designated TOAs, allowing developers to determine parking supply based on projected demand rather than zoning requirements. This is intended to reduce barriers to housing construction, lower costs with reduced structured parking supply, and support a shift toward sustainable transportation.

Within the Township, the Willowbrook area with the future Willowbrook Skytrain station and Transit Exchange as part of the Surrey-Langley Expo Line Skytrain Extension (SLS), which will be located at the northeast corner of Willowbrook Drive and Fraser Highway, is designated as TOA. Moreover, TransLink’s 200 Street Bus Rapid Transit (Langley-Haney Place BRT) route from Willowbrook Skytrain Station to Haney Place in Maple Ridge is also planned to offer a high-frequency service along 200 Street. While the Province has not designated future BRT stations as Transit-Oriented Development Areas at this time, the Township has undertaken a corridor planning process for 200 Street to define a future vision for the transit-oriented development in the Willoughby Plan Area.

2.4 Transportation Mobility Strategy

The Township of Langley is also currently developing a new *Transportation & Mobility Strategy (TMS)* to update its *2009 Master Transportation Plan* (MTP) and respond to rapid growth, changing travel patterns, and new regional investments like the Surrey-Langley SkyTrain (SLS) extension and planned Langley to Haney Place BRT. The TMS is being designed around principles of safety, sustainability, equity, and multimodal choice, with a strong emphasis on Vision Zero, climate action, and creating connected communities where walking, cycling, and transit are realistic alternatives to driving.

The TMS reviews all current transportation options and sets a strategic direction for community growth and network development through 2050. This long-term plan offers guidance for multi-modal transportation, recommends policies and projects, and outlines implementation steps to support informed, equitable, and sustainable decisions. While parking is not directly addressed in the TMS, many of its findings such as travel patterns, land use changes, mode shift strategies, and network planning implications inform the recommendations presented in this study.

The TMS presents significant implications for off-street parking regulations. Through the identification of locations where increased density and enhanced transit services may decrease car dependency, the strategy supports more adaptable and context-driven parking standards. This may involve lowering minimum parking requirements, promoting cash-in-lieu options, or facilitating shared and unbundled parking arrangements. Furthermore, it encourages the integration of EV charging infrastructure and the alignment of parking regulations with broader TDM initiatives. As ride-hailing and micromobility continue to expand, and transit priority measures are implemented, there may be a need to reconsider the allocation of some curbside parking. Collectively, updates to off-street parking policies and a comprehensive curbside management approach will support the objectives of TMS, ensuring that both parking and road space contribute effectively to overarching community goals, such as improved livability, economic resilience, and sustainable urban development.

3 Engagement Summary

This study included robust engagement with 1,474 public survey respondents and 16 key interest groups. While a detailed summary can be found in Appendix B, the following section presents detailed findings, supported by quantitative data, that were used to inform recommendations.

Community Mobility and Parking Demand

- Car Dependency:
  - 79% of respondents drive or carpool every day (1,165 out of 1,474).
  - Only 2% use transit daily (34 respondents), and 3% bike daily (49 respondents).
  - 64% never use transit, and 59% never bike or scooter.
- Vehicle Ownership:
  - 46% of households own two vehicles (679 respondents).
  - 32% own three or more vehicles (476 respondents).
  - Less than 1% (7 respondents) do not own a car.
- Electric Vehicles:
  - 83% of vehicle owners do not own an EV (1,218 respondents).
  - Only 13% own one EV, and less than 3% own two or more.

Residential Parking Patterns

- Parking Location:
  - 70% park in private garages/driveways (1,040 respondents).
  - 15% use on-street parking (214 respondents).
  - 9% have a dedicated space in a multi-unit building.
- Work-Related Vehicles:
  - 78% do not park work vehicles at home (1,147 respondents).

Common Parking Issues

- Top Challenges:
  - 60% report not enough on-street parking (885 respondents).
  - 43% report insufficient parking at destinations (638 respondents).
  - 29% report not enough parking at their residence (429 respondents).
- Additional Concerns:
  - 20 respondents cited non-residents using residential parking (e.g., hospital staff, large work vehicles).
  - 15 cited overcrowded street parking.
  - 8 cited lack of visitor and disabled parking.
  - 4 cited insufficient bike storage/parking.

Accessibility and Special Populations

- Accessible Parking:
  - 73% rate accessible parking as important or very important (889 out of 1,216).
  - 50% support creating more accessible parking spaces (636 out of 1,271).

- 55% want more/improved accessible parking in residential areas (699 out of 1,271); 41% in commercial areas (529 respondents).

Attitudes Toward Parking Solutions

- Supportive Measures:
  - Creating more accessible parking spaces: 50% supportive or very supportive.
  - Time-restricted on-street parking: 42% supportive or very supportive.
  - Creating more loading spaces: 41% supportive or very supportive.
- Least Supported Measures:
  - Removing on-street parking for bike/micromobility infrastructure: 75% unsupportive or very unsupportive.
  - Introducing pay parking in commercial areas: 69% unsupportive or very unsupportive.

Alternative Transportation and Mode Shift

- Factors to Encourage Mode Shift (Score of 1 meant least likely and 10 meant most likely):
  - The top factor to encourage switching from personal vehicles was closer access to daily needs (score: 6.41/10).
  - The second factor with a score of 6.33/10 was nothing would get them to switch modes.
  - Improved transit schedules/routes was the third factor and received a score of 5.93/10.

Locations with Parking Challenges

- Hotspots Identified:
  - Willoughby and Willowbrook (110 mentions)
  - 208A Street (28 mentions)
  - 216 Street (26 mentions)
  - Near Langley Memorial Hospital (23 mentions)
  - 88B Street (20 mentions)

Electric Vehicle Charging

- On-Street EV Charging:
  - 61% do not want more on-street EV charging (776 out of 1,271).
  - 26% want more in commercial areas (325 respondents).
  - Only 15% want more in residential areas (190 respondents).

Parking Requirements and Policy

- Community Sentiment:
  - 59% oppose reducing parking requirements (717 out of 1,216).
  - 29% support reductions near frequent transit (358 respondents).
  - 27% support reductions in urban centers (329 respondents).
- Key Interest Groups:
  - 4 out of 9 rely on Township Zoning Bylaw for parking requirements.
  - 7 out of 12 support a combination of factors for reduced minimum parking requirements.

Business and Delivery Needs

- Business Feedback:
    - 90% of key interest group respondents report adequate onsite parking for their business.
    - Highest support for resident parking with permit near commercial/public facilities (54%) and reallocating on-street space for micromobility (75%).

Recommendations

Based on these findings, the following strategic directions are recommended:

- **Maintain and optimize on-street parking** in high-demand residential and commercial areas, especially in identified hotspots.
- **Expand accessible parking and loading zones**, with attention to seniors and those with mobility challenges.
- **Support gradual mode shift** by improving transit and active transportation infrastructure, and by focusing land use planning on bringing daily needs closer to residents.
- **Prioritize off-street EV charging** in multi-family and commercial areas, with limited on-street charging in high-density centers.
- **Maintain or cautiously reduce parking minimums** only where justified and consider cash-in-lieu policies to fund alternative transportation.
- **Ensure parking policies do not create barriers** for vulnerable groups and address business needs for deliveries and customer access.

4 Off-Street Parking

Off-street parking regulations are used to ensure that an appropriate and desirable supply and design of off-street parking facilities are provided alongside new developments. These regulations include vehicle parking for residents and visitors, encompassing accessible parking and loading, but may also address parking for bicycles and mobility scooters, transportation demand management (TDM), and EV charging. In this section, recommended updates to numerous aspects of off-street vehicle parking are addressed including the following:

1. Vehicular Parking
2. Loading
3. Accessible Parking
4. Bicycle Parking
5. EV Charging
6. Transportation Demand Management (TDM)
7. Shared Parking in Mixed-Use

4.1 Vehicular Parking

Existing Practice in Township

Minimum vehicle parking requirements are defined in the Zoning Bylaw under Section 107. Required off-street parking rates are defined by land use type, which include residential, industrial, commercial, institutional, and mixed-use areas. Vehicle parking requirements are calculated based on floor area, number of dwelling units, or anticipated number of users. EV charging requirements are also specified for residential uses and community care facilities. Generally, current vehicle parking requirements for residential uses are consistent with peer communities such as Delta, Coquitlam and Surrey.

For single family residential uses, the Township maintains a traditional parking standard, requiring 1 space per unit with a minimum of 2 spaces per lot, even for triplexes and fourplexes. However, in practice most front-loaded lots provide 4 parking spaces (2 in the garage and 2 in the driveway) and most rear-loaded lots provide 3 parking spaces (2 in the garage and 1 on a parking pad). Also, the Township does allow tandem parking in single family and townhouse units. Because there are currently no Frequent Transit Network (FTN) stops within Township's SSMUH-eligible areas, the Township is not subject to the provincial requirement to waive parking near transit.

Best and Emerging Practices

Parking Supply Requirements

Communities employ three primary methods to establish off-street parking requirements: parking minimums, parking maximums, and market-driven approaches. The best practices for defining off-street parking requirements in the Lower Mainland are transitioning from rigid minimums to flexible and context-sensitive strategies because it aligns parking requirement with observed travel behaviour, evolving land-use patterns, and regional transportation and housing objectives rather than using one-size-fits-all standards. Influenced by climate action, housing affordability, and sustainable transportation objectives, municipalities increasingly eliminate or substantially reduce residential parking minimums, particularly in TOAs as mandated by provincial legislation. Additionally, they are implementing parking maximums to mitigate oversupply and promote alternative transportation options.

Parking requirements for SSMUH in municipalities across Lower Mainland vary but show a clear trend toward flexibility and reduction, especially near transit and in walkable areas. Across the Lower Mainland, municipalities cannot require parking minimums for SSMUH in areas served by frequent transit (within 400 metres) or rapid transit (within 800 metres). Cities now require zero parking within transit-oriented areas (TOA's), and several jurisdictions such as Vancouver, Surrey, and Coquitlam have introduced lower base rates, size-based requirements, or parking caps to limit oversupply. Many municipalities also emphasize EV-readiness, lane access, and site design measures to reduce the footprint of parking and support more affordable, compact infill housing.

Township's parking requirements for non-SSMUH single-family homes align closely with the standard suburban pattern across the Lower Mainland. The Township generally requires a minimum of 2 off-street spaces per detached dwelling and one additional space when a secondary suite is included, mirroring the norms in Surrey, Delta, Coquitlam, Richmond, and most Fraser Valley municipalities. In practice, 3 to 4 off-street parking spaces are provided in newer detached homes. In this respect, Township's requirements are consistent with regional expectations and do not represent an outlier in either direction.

Across the region, almost all suburban municipalities maintain similar minimums for detached housing, typically anchored around 2 spaces per lot plus 1 for a suite. Variations exist as some cities allow tandem configurations, others require enclosed spaces in certain zones, but the baseline remains largely uniform. Even municipalities with more progressive parking policies in their multifamily or infill areas generally retain conventional single-family minimum requirements outside transit-oriented precincts. Outside TOAs, the current standards will continue to apply and will remain broadly aligned with the region's prevailing single-family residential parking approach.

The Township's multifamily parking requirements sit firmly within the regional mid-range, with resident rates of roughly 1.0–1.5 stalls per unit comparable to many Lower Mainland municipalities. Its visitor requirement of 10% of total parking, typically 0.10–0.15 stalls per unit, is lower than the 0.2 stalls per unit used by several peers, which positions Township slightly below the regional average for visitor parking. Compared with municipalities that retain more auto-oriented standards (such as Delta, Richmond, and the District of North Vancouver), Township remains on the more moderate side.

Compared to municipalities with strong transit-oriented or rental-focused parking policies including Vancouver, Surrey, Burnaby, Coquitlam, and New Westminster, Township appears more traditional. These municipalities increasingly provide dedicated rental-housing reductions, TOA or FTN-based minimums below 1.0 stall per unit, or in some cases no minimums at all. Township currently applies a uniform rate to both strata and rental housing and provides fewer incentives that directly lower parking supply for affordable or transit-proximate rental projects.

Metro Vancouver's 2018 Apartment Parking Study analyzed parking supply, utilization, street-parking conditions, and resident travel behaviour at 73 apartment sites across the region. Using overnight parking counts, neighbourhood street surveys, and resident questionnaires, the study compared how much parking was built versus how much was actually used in both strata and rental buildings, in both transit-rich and auto-oriented areas. The study found the following:

- Strata buildings had substantial oversupply, with approximately 42% of parking stalls remaining unused during peak overnight periods, indicating that developers were consistently building far more parking than residents required.

- Purpose-built rental buildings also demonstrated oversupply, though at a slightly lower level, with about 35% of stalls sitting empty, showing that rental parking demand was similarly overestimated across many sites.
- Buildings located near SkyTrain or the Frequent Transit Network exhibited significantly lower parking demand, often averaging less than 0.9 vehicles per unit, demonstrating the strong influence of transit accessibility on vehicle ownership and parking use.
- On-street parking occupancy remained below 85% in most neighbourhoods, even adjacent to buildings with lower on-site supply, confirming that reduced on-site parking did not produce widespread or persistent spillover parking issues.
- Visitor parking was consistently underutilized across the region, suggesting that municipalities may be requiring more visitor stalls than are needed in most contexts.
- About one-third of bicycle-owning residents did not use their building's bike rooms, largely due to concerns about security, overcrowding, or poor design, indicating that improving bike parking quality could better support cycling and reduce reliance on car storage.

Metro Vancouver's 2025 Regional Parking Study update expanded the research to more than 200 apartment buildings, added 16 additional affordable housing sites, refined utilization metrics (accounting for vacant units), and introduced economic analysis to quantify how parking supply affects development feasibility and housing affordability. The update also examined parking performance in the context of new BC provincial legislation removing parking minimums near transit.

- Overall apartment parking utilization remained low, with average use across the surveyed buildings falling between 57% and 75%, meaning that one-fourth or more of all parking stalls continued to be unused. Across the region, visitor parking occupancy averages 36%.
- Strata condominium buildings exhibited comparable rates of unused parking, with approximately 35% of stalls remaining vacant. This trend underscores an increasing disparity between parking supply and actual household vehicle ownership.
- Purpose-built rental buildings were slightly more closely aligned with actual demand, achieving approximately 67% utilization even with much lower supply rate of 0.77 stalls per unit.
- Transit proximity continued to play a major role in lowering demand, as buildings near rapid transit provided an average of 1.09 stalls per unit with only 64% occupancy, compared with 1.47 stalls per unit and 68% occupancy in areas without frequent transit, reinforcing the rationale for reduced parking requirements near transit. Although utilization is somewhat lower, surplus remains high (44 – 50%), indicating supply often outpaces demand even in transit-served areas.
- Non-market affordable housing displayed even lower parking demand, with an average utilization of about 65%, which supports adopting significantly lower parking minimums for these developments.
- Visitor parking remained lightly used across most buildings, with less than half of visitor stalls occupied at peak times, demonstrating continued over-provision in this category.
- The estimated full cost of constructing an underground parking stall ranged from $117,000 to $137,000, and this cost burden can require homebuyers to earn $31,000 to $36,000 in additional annual income to afford a unit with a bundled parking space, illustrating parking's substantial impact on housing affordability.

The ICBC vehicle ownership data for the Township, collected as part of this study, indicated that the average vehicle ownership rates for both condo (20 sampled) and townhouse (8 sampled) buildings are lower than the bylaw parking requirements (1 vehicle per unit for condo compared to 1 – 1.25 space per unit requirement, 1.58 vehicle per unit for townhouses compared to 2 space per unit requirements). By comparison, findings from the Metro Vancouver Apartment Parking study found the parking demand in condo buildings to be an average of 0.85 parking spaces per unit. Market rentals were shown to generate even lower parking demand, with approximately 0.52 parking spaces required per unit.

Location-based Reductions and Flexibility

A review of parking requirements indicates that the Township's current rates align with those of peer municipalities. However, the City of Coquitlam and City of Richmond have modernized bylaws to reflect contemporary practices, incorporating provisions for shared parking and reductions associated with transit-oriented development. Coquitlam prioritizes flexibility near transit stations, offering options such as cash-in-lieu payments and engineering-based adjustments to allow flexible parking supply. Richmond expands upon these measures by breaking down the City Centre into three parking zones with each having distinct parking requirements. Moreover, they require baseline TDM measures in all new developments in TOAs.

Key strategies to implement flexible parking standards include a tiered approach with lower requirements in transit-rich areas, mandatory TDM plans integrating car-share, bicycle facilities, and transit pass incentives, and unbundling parking costs from residential units to discourage car ownership. Shared parking agreements are also encouraged to maximize existing supply, while evolving cash-in-lieu programs are being used to fund TDM or public parking infrastructure.

Communities are also employing several strategies to reduce non-residential parking requirements in TOAs to support transit use and compact urban development. These approaches include distance-based reductions near transit hubs (Vancouver, New Westminster), tiered parking zones with lower requirements closer to stations (Burnaby, Coquitlam), and the introduction of parking maximums to prevent oversupply (Port Moody). Many cities also offer parking reductions through TDM measures such as bike facilities, car-share, or transit passes. Shared parking between land uses with offset peak periods is encouraged, and further relaxations are granted for heritage buildings or sustainable developments.

Relative to the baseline parking demand for residential buildings located more than 400 metres from FTN (approximately one space per dwelling unit), the Metro Vancouver Regional Parking Study found the following for residential buildings situated within 400 metres of FTN and within 800 metres of Rapid Transit. These metrics offer a solid basis for determining appropriate parking reduction thresholds within the Township once transit service becomes available.

- Within 400 metres of FTN (15% less demand than baseline, 0.85 space per unit)
- Within 800 metres of Rapid Transit (30% less demand than baseline, 0.70 space per unit)

Parking Design and Dimensional Standards

Across the region, standard space sizes are consistent, with most municipalities converging on widths in the 2.5-2.75 m range and lengths of 5.5-5.8 m. Township sits toward the upper end on length with a standard 5.8 m space and common width of 2.75 m at 90°, very similar to Coquitlam (2.90 m × 5.8 m) and Nanaimo (2.75 m × 5.8 m). By contrast, Surrey, Burnaby and Delta typically use 5.5 m length standards and slightly narrower regular widths (2.5–2.6 m), while Vancouver's Parking By-law also defaults to 2.5 m × 5.5 m for most spaces. Township's standard space dimensions are somewhat longer than those in most other locations, yet their overall dimensions are comparable to those found in cities with more generous space sizes. The Township's policy regarding small-car space dimensions is also consistent with typical practices, allowing up to 20% of

parking spaces in commercial, industrial, or public lots to be sized at 2.44 m × 4.88 m. This aligns within the upper end of the standard range (2.3–2.4 m × 4.8–5.0 m) commonly adopted by other municipalities.

Recommendations

The Township of Langley's current residential parking requirement rates generally reflect its existing suburban context, where many areas continue to experience limited transit service, incomplete active transportation networks, and a high reliance on private vehicles for daily travel. In this context, the Township's base parking rates remain appropriate to avoid spillover impacts, support commercial viability, and ensure adequate parking supply for residents, employees, and visitors. However, comparative review of regional and provincial best practices demonstrates that municipalities are increasingly shifting from static, one-size-fits-all parking standards toward more flexible, context-sensitive regulatory frameworks that evolve alongside transportation investments, land-use change, and travel behaviour.

Failing to adopt forward-looking parking standards can result in long-term over-supply of parking that does not align with evolving transportation patterns, land-use objectives, or climate commitments. As transit service, active transportation infrastructure, and shared mobility options expand over time, rigid parking minimums risk locking in excess parking that is costly to build, underutilized, and difficult to repurpose. This can undermine the Township's ability to respond to future growth efficiently and adapt to changing travel behaviour.

Therefore, the following recommendations are provided for this theme.

- **Retain the existing regulatory framework for parking minimum requirements, while incorporating flexibility to allow adjustments as transit and active transportation infrastructure become fully developed (Section 107.3).** Reductions to vehicle parking supply can be supported where TDM strategies are provided, or a development is located near frequent transit. Similarly, differentiated parking supply rates for different areas of the Township could also be considered, particularly as it relates to the non-residential uses in TOAs. This could mean maintaining parking minimums, but at a reduced rate compared to other areas of the Township, such as allowing for less parking in TOAs or other core areas. This would allow for greater flexibility for development to provide the amount of parking they need, while still ensuring that some off-street parking is included.

  Implementation:

  The Township could achieve greater flexibility in prescribing parking requirements while maintaining the parking minimum framework by establishing geographic area categories within the Township according to levels of mobility and transportation options, with minimum parking requirements reduced based on available transit service and active transportation infrastructure. As areas in the Township develop increased transit and alternative transportation options, they can be reclassified into suitable categories without requiring frequent updates to parking regulations.

- **Develop a tiered approach to establishing parking reductions in areas with high mobility options.** It is recommended that the Township consider updating its parking regulatory structure to introduce tiered and forward-looking parking standards that respond to varying levels of transit access, density, and land-use intensity over time. This may include establishing reduced parking requirements in defined transit-supportive areas as service levels improve, incorporating parking reductions tied to proximity to frequent transit or future rapid transit corridors. Such an approach would allow the Township to maintain appropriate parking supply today while proactively planning for long-term mode shift and more efficient land use as transit and active transportation infrastructure expands. The Township should consider implementing parking reductions based on the proximity to future rapid transit stations such as the BRT corridor and

Willowbrook TOA, with the areas closest to the stations receiving the most significant reductions. However, commitment to baseline TDM strategies should be required from all developments (discussed in Section 4.6).

Implementation:

The Township may consider implementing tiered parking reductions, with the proposed reduction rates being based on results from the Metro Vancouver Apartment Parking Study. It should be noted that the reductions to recommended minimum parking supply should not apply to accessible or visitor parking supply to ensure that new development continues to support an accessible urban environment and avoid entirely shifting site parking demand to nearby on-street parking.

Use	Parking Reduction		
	Within 400 metres of FTN	Within 800 metres of BRT	Within TOA
Residential	15% reduction	15% reduction	Market Driven
SSMUH	Market Driven	Market Driven	Market Driven
Commercial uses	10% reduction	10% reduction	30% reduction
Institutional uses	10% reduction	10% reduction	30% reduction
Industrial Uses	No reduction	No reduction	No reduction

- **Introduce vehicle parking requirements for additional land uses (Section 107.3).** The Township should consider adding additional vehicle supply requirements for land uses that are currently not defined in the Zoning Bylaw upon conducting a gap review based on active development applications. An example includes distinguishing between income-restricted affordable units and secured market rental tenure ensuring that public benefits are aligned with policy objectives, legally secured through housing agreements, and enforceable over time. This approach reflects established Lower Mainland practice (e.g., Vancouver, Burnaby, Coquitlam, Surrey, Richmond), where municipalities explicitly define both housing types to support affordability goals while protecting and expanding long-term rental supply.

Implementation:

As additional market housing and rentals are added in the Township, the Township can amend its Zoning Bylaw to include vehicle parking rates for these additional land uses.

DEFINITIONS

"Affordable and Special Needs Housing Units" means dwelling units that meet the definitions of either Affordable Housing Units or Special Needs Housing Units, as secured under a housing agreement registered on title and subject to terms specifying affordability levels, eligibility criteria, form of tenure, and minimum duration of affordability.

"Market Rental Housing" means self-contained dwelling units that are secured as rental tenure through a housing agreement or covenant and are rented at market rates, are not income-tested, and are not subject to affordability restrictions, but are intended to remain as rental housing and not strata-titled or sold as individual ownership units.

Parking Requirements

Land Use	Proposed Requirement
Affordable and Special Needs Housing Units	0.50 spaces per dwelling unit + additional 0.10 visitor spaces per dwelling unit
Market Rental Housing	Townhouses – 1.0 spaces per dwelling unit + additional 0.10 visitor spaces per dwelling unit Apartments - 0.60 spaces per dwelling unit + additional 0.10 visitor spaces per dwelling unit

4.2 Loading

Existing Practice in Township

Loading space supply is required for commercial and industrial uses, capped at 1 loading space for every building with a gross floor area of 500 m^2 or greater. Off-street loading spaces are not considered as off-street parking spaces for the purposes of calculating the parking spaces required under the Zoning bylaw.

Best and Emerging Practices

Across comparative municipalities, loading requirements are notably more consistent than vehicle parking requirements. Virtually every jurisdiction requires at least one on-site loading space for new commercial or office development once a modest floor-area threshold is exceeded, with additional spaces triggered at larger building sizes. Even municipalities that have eliminated minimum vehicle parking most notably Vancouver and Downtown Nanaimo continue to require loading spaces. This underscores a shared view across BC that loading is essential functional infrastructure tied to goods movement, servicing, and building operations, and should not be treated in the same way as vehicle parking.

The Township's loading space requirements align squarely with the regional mainstream. Its threshold-based approach, requiring one loading space for standard-sized commercial or office buildings and scaling upward with floor area, is consistent with Surrey, Richmond, Coquitlam, Burnaby, Delta, Langley City, Pitt Meadows, Abbotsford, and Maple Ridge. The Township is neither unusually strict nor permissive when compared with its peers. Where it differs slightly is in structure: some municipalities (Coquitlam, Richmond, Vancouver) use more formalized, class-based systems with explicit dimensions embedded directly in the bylaw, while the Township relies more on a conventional schedule supplemented by engineering and design standards.

Defining the minimum dimensions of an off-street loading space can ensure that this infrastructure is designed to meet the needs of anticipated vehicle types and their users. As such, communities define different types of loading space requirements, largely based on land use, as follows:

- **Class A** – Loading spaces intended for the use of smaller vehicles, such as deliveries and passenger pick-up/drop-off. Minimum dimensions are closer to those of a standard parking space.
- **Class B** – Loading spaces tailored to the delivery of commercial goods as well as waste collection, and therefore suitable for larger trucks or other commercial or agricultural vehicles. Minimum dimensions are larger than standard vehicle parking spaces.
- **Class C** – Loading spaces intended for loading or unloading large vehicles, particularly semi-trailers and other vehicles 17 meters or longer.

Other communities in BC and elsewhere in Canada, such as Vancouver, Coquitlam, and Richmond are responding to the evolving need for loading space in different land uses by apply the approaches noted below:

- **Vancouver** – specifies three classes of loading spaces to support different loading needs (Class A, B, and C) and allocates space requirements into twelve land use categories including dwelling, institutional, office, retail, and manufacturing, among others. The number of required loading spaces increases with development size.
- **Coquitlam** – Generalizes supply requirements into residential, retail, office and industrial uses. Class A loading spaces are only required for office and retail uses. Class C spaces are only required for industrial uses and large restaurants.

- **Richmond** – Prescribes both medium-size and large-size loading spaces requirements for residential uses. The number of spaces is dependent both on the number of dwelling units and whether developments front a public road where on-street parking is typically allowed or prohibited.

Loading space dimensions in the Township compared to other peer communities are highlighted in **Table 2** below.

Table 2: Comparison of Loading Space Dimensions

	Township of Langley	City of Coquitlam	City of Richmond	City of Vancouver
Class A	3m width 9.25m length 4.25m height	3.5m width 7.5m length 3.5m height	2.7m width 5.5m length 3.8m height	2.7m width 5.5m length 2.3m height
Class B		3.5m width 12.5m length 4.5m height	3.0m width 9.1m length 3.8m height	3.4m width 10.2m length 3.8m height
Class C		4.5m width 25m length 4.5m height	3.5m width 18.4m length 4.3m height	3.6m width 23.1m length 4.3m height

Recommendations

The Township's current loading requirements are largely sound and defensible and aligned with what other municipalities continue to require even as they relax or remove parking minimums. However, efforts toward modernization should be undertaken to refine and clarify responses to future developments and evolving needs including requirements for residential and commercial uses. This would improve consistency between developments, reduce staff time spent negotiating site-specific solutions, and provide clearer directions to applicants early in the design process. In growth areas and emerging centres, updated loading regulations would support compact, mixed-use development by encouraging internalized and shared loading, reducing conflicts with active transportation, and protecting residential livability.

Therefore, the following recommendations are provided for this theme.

- **Introduce new loading space types under loading requirements (Section 107.8).** The Township should consider requiring designated loading spaces that match conventional parking sizes but are dedicated to passenger loading, minor goods delivery, and other short-term uses. This would accommodate various delivery and service vehicles while optimizing available parking space and reducing design constraints for larger vehicles. It is recommended that the Township consider defining three types of off-street loading spaces with specific design requirements:
    - Class A - Conventional vehicle parking space-sized loading spaces for small vehicles used for pick-up/drop-off, servicing, repair or delivery activities of overall length equal to or less than 7 m
    - Class B - Off-street loading spaces that can accommodate single-unit trucks and medium-sized vehicles
    - Class C - Loading spaces that can accommodate semi-trailers or other vehicles of overall length equal to or greater than 17 m used for delivery activities

- **Update and expand loading space design requirements (Section 107.7).** To align with the proposed directions, design requirements for off-street loading spaces would also need to be included in the Zoning Bylaw. Existing off-street loading space dimensions found in regulation are generally consistent with common practice for Class B loading spaces and can therefore be brought forward for this type of loading. Additions to regulations will focus on ensuring that Class A loading spaces are defined. As previously described, this will generally align with requirements for conventional vehicle parking spaces in the Township. For Class A loading spaces, design requirements should be tied to conventional parking space requirements under Section 107.5 of the Zoning Bylaw (currently), with specific provisions for signage and pavement markings required to reserve these spaces for loading use.

  Other general design requirements for loading uses that are currently lacking in the Zoning Bylaw that should be embedded in regulation include consideration for access and egress to off-street loading spaces.

  Implementation:

  Township could establish the loading requirements in Section 107.7 of the Zoning bylaw as follows.

  1) Class A, B, and C loading spaces shall abide by the following dimension requirements

	Minimum Loading Space Length	Minimum Loading Space Width	Minimum Vertical Clearance
Class A	7m	2.7m	3.0m
Class B	9.3m	3.5m	4.3m
Class C	23m	3.5m	4.3m

  2) Each off-street loading space must be provided with sufficient maneuvering space.

  3) All loading spaces shall be graded and designed as to not interfere with adjacent vehicle parking, driveway aisles or pedestrian walkways, or back onto a public road.

  4) All loading spaces shall be of adequate size and access to accommodate the types of vehicles loading and unloading.

  5) All loading spaces shall be demarcated with signage and pavement markings.

  6) Waste collection shall be conducted from a designated Class B loading space or a purpose-built service bay identified on the approved site plan. The site plan must demonstrate that a waste collection vehicle can safely maneuver into and out of the designated space and that adequate vertical clearance is provided. All waste storage and staging must occur entirely on-site, ensuring that motor vehicles do not encroach upon or disrupt public streets, lanes, or other public spaces.

- **Update loading requirements based on land use and sizes (Section 107.8).** In alignment with peer communities, the Township may consider increasing loading space provisions for floor areas over 500 m^2 and over 1,000 m^2. Township should also consider separate loading space requirements for residential buildings as well as hospitals, long-term care facilities, or other personal care facilities which are not currently included. These facilities generate frequent and specialized loading activity related to medical supplies, food, linens, waste, and equipment, as well as regular patient pick-up and drop-off by paratransit and service vehicles.

Implementation:

Township could establish the loading requirements in the Zoning bylaw as follows. It is recommended that Township review the proposed thresholds and evaluate if these potential outcomes align with broader goals for managing the curb, supporting economic activity, and encouraging efficient site design. Some additional land uses such as hotel, daycare, and school should have higher Class A requirements.

Use	Building Size	Required Off-Street Loading Spaces		
		Class A	Class B	Class C
All Multiple Dwelling Use	50 to 299 dwelling units	1	1	-
	Each additional 300 dwelling units	+1	+1	-
Commercial and Industrial Uses	500 m^2 to 1,999 m^2	-	1	-
	Each additional 2,500 m^2	-	+1	1
Office and all Institutional uses	0 m^2 to 999 m^2	-	-	-
	1000 m^2 to 5000 m^2	1	1	1
	Each additional 5,000 m^2	+1	+1	+1

4.3 Accessible Parking

Existing Practice in Township

The requirements for accessible parking supply are defined within the Zoning Bylaw as “parking spaces for persons with disabilities.” Additionally, the OCP mandates one parking space for each adaptable residential use. The accessible spaces are determined by the number of off-street parking spaces required for a development. For buildings where 10 to 50 parking spaces are mandated, at least one accessible space must be provided. For buildings requiring more than 50 spaces, a ratio of one accessible space per 50 spaces must be maintained.

The dimensions of accessible parking spaces, generally consistent with those in peer communities, are set at 3.70 meters in width and 5.80 meters in length. These spaces must be positioned close to an accessibility ramp, clearly marked, and feature a firm, slip-resistant surface.
Although the requirement for accessible parking spaces is typically based on the number of conventional parking spaces, it is important to consider accessible parking rates if the Township decides to lower or eliminate minimum parking supply rates for conventional vehicle parking spaces. Any reduction would consequently decrease the number of accessible parking spaces required.

Best and Emerging Practices

Accessible parking requirements in Lower Mainland municipalities focus on inclusivity, clarity, and adaptability to the urban environment. Municipalities such as Vancouver, Surrey, Burnaby, and Richmond generally adhere to the BC Building Code (BCBC) as a minimum standard but frequently implement more comprehensive, locally specific policies. Most require accessible parking spaces in both residential and non-residential developments, with ratios that increase based on the total number of parking spaces or units. For instance, Vancouver’s Parking Bylaw mandates one accessible space for every 100 parking spaces for non-residential uses and specific requirements for adaptable housing, consistent with its inclusive housing goals.

Design standards in these municipalities focus on universal accessibility. Features include wider space dimensions, adjacent access aisles, van-accessible space requirements, and clear signage. Some jurisdictions, such as the City of North Vancouver and Richmond, exceed provincial minimums by requiring additional accessible spaces or incorporating features like tactile paving or heated surfaces in snow-prone areas. Municipalities also mandate that accessible spaces be located near building entrances, with a barrier-free path of travel to ensure usability.

As communities encourage compact, transit-oriented, and mixed-use developments, many are updating accessible parking standards. This includes assessing shared spaces in mixed-use areas, adding accessible EV charging stations, and evaluating needs in high-density housing. The focus is on integrating accessibility into broader mobility and equity strategies, accommodating aging populations and increasing use of mobility devices.

Recommendations

Updating accessible parking provisions represents a low-risk, high-benefit modernization opportunity for the Township. Without increasing the number of accessible spaces required, the Township could improve clarity and consistency by introducing a concise accessible-parking table that explicitly sets out space widths, access aisle requirements, van-accessible space criteria, and location rules. This would reduce ambiguity, improve design outcomes, and align the Township with best practices already established across the region.

Importantly, such an update would strengthen accessibility and equity objectives while remaining fully consistent with provincial codes and without increasing overall parking supply requirements.

Therefore, the following recommendations are provided for this theme.

- **Update accessible parking supply rates (Section 107.11).** Accessible parking supply rates in the Township could be updated to accommodate several changes including adjusting the overall structure of rates to meet demand alongside interconnected regulations and integrating van accessible parking spaces. Current accessible parking supply rates in Township are generally low compared to best practice, while other communities are also shifting away from accessible parking supply rates being tied to the number of parking spaces to allow for consistent supply as minimum parking rates are removed or reduced. Based on the best practices, the Township should adopt a graduated, percentage-based rate structure tied to total parking supply, with a guaranteed minimum and a defined share of van-accessible stalls. This approach ensures equitable access across small and large developments and avoids under-supply on high-parking sites.

  Implementation:

  Update the Zoning Bylaw to the following:

  107.11 1) General Residential and Commercial Uses

Total Vehicle Parking Stalls	Minimum Accessible Stalls	Van-Accessible Requirement
1–25	1	Included in total
26–50	2	Included in total
51–100	3–4 (~3–4%)	Included in total
101–200	4–6 (~3%)	Included in total
201–500	6–10 (~2–3%)	Included in total
Over 500	2% of total stalls	Included in total
All developments	—	Minimum 1 van-accessible stall and at least 1 per 6 accessible stalls (~20%)

- **Require a higher number of accessible parking spaces at locations with typically higher demand, such as hospitals and seniors' housing (Section 107.11).** Senior housing and hospitals typically require higher accessible parking ratios than the generic baseline because they serve populations with above-average mobility needs (eg. residents/visitors with limited mobility, regular clinical visits). For example, some municipal bylaws (City of Vancouver) recommend that for seniors care facilities and housing the first two provided spaces be disability/accessible, with one additional accessible space for every ~15 parking spaces after the first 15, which results in a higher proportion than usual thresholds for other uses.

  Implementation:

  Update the Zoning Bylaw to the following:

  107.11 1) Senior' Housing/Hospital/Medical Uses (Similar to City of Burnaby)

Total Vehicle Parking Stalls	Minimum Accessible Stalls	Van-Accessible Requirement
1–15	1	Included in total
16–30	2	Included in total
31–60	3	Included in total
61–90	4	Included in total
91–150	5	Included in total
Over 150	+1 per 100 stalls	Included in total
All developments	—	Minimum 1 van-accessible stall and at least 1 per 3 accessible stalls

- **Update design requirement for accessible parking spaces (Section 107.11).** Current design practices for accessible parking spaces in the Township are somewhat inconsistent with best practices and regulations in peer communities. Potential updates are highlighted below to ensure that accessible parking spaces are designed to best meet the needs of users:
    - Reduce the minimum width of accessible parking spaces from 3.7 m to 2.6 m and introduce a required access aisle beside all accessible parking spaces between 1.5 to 2.0 m. As such the overall module width of an accessible parking space will slightly increase on average, and the access aisle can be shared by two adjacent spaces.
    - Introduce regulation specifying the required location of accessible parking spaces, such as adjacent to a primary building entrance that is accessible to people with disabilities.
    - Require that the access aisle connect to an accessible curb ramp, where necessary, and be painted with white cross hatching to communicate that this area is not to be used for parking other vehicles.
    - Require that all accessible parking spaces use a blue pavement marking showing the Dynamic Symbol of Access and be marked with vertical signage and blue paint along the wheel stop or adjacent curb space.

  These amendments will also apply to the van accessible parking spaces discussed below, in addition to other considerations for these types of accessible parking spaces.

  Implementation:

  Update the Zoning Bylaw to the following:

  107.11

  1) A parking space for persons with disabilities shall:

  a) be at least 2.6 m wide

  b) have an access aisle between all spaces between 1.5 - 2.0 m wide, which connects to an accessible curb ramp and be painted with hatching

- **Introduce supply and design requirements for van accessible parking spaces (Section 107.11).** Van accessible parking spaces allow for larger vehicles that may include wheelchair lifts, ramps, or other mobility aids to park and load/unload users easily and safely. Typically, van-accessible parking is required as a proportion of the total number of required accessible parking spaces. Generally, this means that the

first accessible parking space would be required to be van accessible, with and where more than six accessible parking spaces are required, an additional van accessible parking space must be provided at each multiple of six accessible parking spaces. This requirement is included as part of the total number of required accessible parking spaces, not in addition to the baseline supply rates previously identified.

Design requirements are generally consistent with those for conventional accessible parking spaces, as outlined above, with similar length, access aisle, and marking requirements. Where van accessible parking spaces differ is in the minimum width requirement, with additional space required to facilitate movement to and from the vehicle. As such, the Township should consider designated a minimum width of van accessible parking spaces of 3.4 m, in line with best practices from other communities.

Implementation:

Update the Zoning Bylaw to the following:

107.11 2) Per every 6 accessible parking spaces provided, one (1) van accessible parking space shall also be provided.

Each van accessible parking space shall

a) Have a minimum width of 3.4m and length of 5.8 m

b) Have an access aisle of between 1.5-2.0 m wide

- **Introduce supply and design requirements for visitor accessible parking spaces (Section 107.11).** Ensuring that some visitor parking can support accessibility needs is important to meet broader needs in the community. Similar to van-accessible parking, visitor accessible parking could be required in new development as a proportion of the total number of visitor parking spaces in a residential development. For example, the City of Victoria requires one visitor accessible parking space for residential developments where 6 or more visitor spaces are required, with an additional space for every 25 visitor parking spaces. Like with other accessible parking spaces, the first accessible visitor parking space should be van accessible, with every sixth accessible visitor space after also required to be van accessible.

Implementation:

Update the Zoning Bylaw to the following:

107.11 3) One (1) visitor accessible parking space shall be provided in residential developments where 6 or more visitor spaces are required, with an additional space for every 25 visitor parking spaces.

4.4 Bicycle Parking

Existing Practice in Township

Short and long-term bicycle supply rates (defined as visitor and required spaces within the Township's Zoning Bylaw) designate the number, size and location of bicycle parking spaces for various uses. Visitor bicycle parking spaces refer to short-term spaces and required bicycle parking spaces refer to long-term. As with vehicle parking, bicycle parking requirements are based on units of measurement such as dwelling units, beds, classrooms, and gross floor area. Land uses for required bicycle parking spaces include residential, commercial, institutional and industrial.

Bicycle parking dimensions are not provided in the Zoning Bylaw. Design requirements point to bicycle parking spaces being separated from parking spaces by 2.0m, within 30m of the main entrance, sufficiently illuminated, within a shared secure bicycle parking area and with convenient access to the outside. For non-dwelling uses, end-of-trip facility requirements are also prescribed in the Zoning Bylaw.

Best and Emerging Practices

Several detailed bicycle parking design guidelines exist, including Chapter H.2 of the B.C. Active Transportation Design Guide (BCATDG). These guidelines cover bicycle parking principles, the trade-offs of various rack designs, different types of short- and long-term bicycle parking, and various other elements. These guidelines can be applied to the public and private supply of bicycle parking and amenities for active travel.

Although the design and layout of bicycle parking facilities may be defined in a bylaw, most bylaws in comparative communities contain only the minimum standards that will ensure a functional and accessible bicycle parking facility. Providing too much detail may be inflexible and cumbersome for developers. The requirements generally include bicycle parking supply, design, and configuration. In addition, non-standard bicycle parking supply, mobility scooter parking supply, and electric bicycle charging requirements are also specified.

The BCAT Guide recommends that for both short- and long-term bicycle parking facilities, a minimum of 10% of all bicycle parking spaces should be able to accommodate larger, non-standard bicycles such as cargo bicycles and bicycles with trailers. Mobility scooters are appearing in parking regulation as a method to ensure people using mobility aids are considered for parking and charging needs. Mobility scooter requirements are typically being integrated with bicycle parking requirements as they have similar charging and maneuvering needs as oversized and/or electric bicycles. The City of Burnaby and North Vancouver specify these requirements in their Zoning Bylaw. Many communities are starting to introduce or increase the number of off-street bicycle parking spaces, particularly long-term spaces, that are required to have access to electrical outlets. Vancouver requires that 50% of long-term spaces be electrified to match the recommendations from BCAT Guide. Delta and North Vancouver separately require in their bylaws that resident bicycle storage areas shall include a minimum of one electrical outlet for every four required bicycle spaces.

Recommendations

Updating bicycle parking rates, parking area design standards, and end-of-trip facilities will help ensure the Township's Zoning Bylaw reflects current travel patterns, evolving bicycle types (including e-bikes and cargo bikes), and regional best practices. Modernizing these provisions will better align the Zoning Bylaw with the Township's transportation demand management objectives, greenhouse-gas reduction goals, and investments

in cycling and transit infrastructure, while also providing clearer direction to applicants and improving consistency in development review.

Therefore, the following recommendations are provided for this theme.

- **Review existing bicycle parking supply rates against best practices and consider further land use differentiation to ensure that bicycle parking supply rates reflect potential demand (Section 107.12).** Long-term bicycle parking should be required for all types of development, irrespective of size, to support bicycle commuting. The existing bylaw requirement rates are largely consistent with those in comparable communities; however, few modifications are recommended as outlined below.

  Implementation:

  Update Zoning Bylaw with the following required bicycle space supply rates:

  107.12 2) Required Bicycle Spaces

Use	Required Long-term Bicycle Spaces	Required Short-term Bicycle Spaces	Changes to Existing Bylaw Requirement
Apartments	1.25 spaces per unit	Greater of 6 spaces for each building or 0.1 spaces per dwelling unit	Increased long-term supply requirement (+0.25 spaces per unit)
Senior's Housing	0.05 spaces per unit	6 spaces for each building	Lowered long-term supply requirement (-0.05 spaces per unit)
Educational uses: Kindergartens, elementary schools, middle schools and group children's day care	1 space per 10 students	4 spaces per classroom	Increased long-term supply requirement (+0.6 space per 10 students)
Educational uses: Secondary schools and other higher education	3 spaces per 10 students	8 spaces per classroom	Increased long-term supply requirement (+2.4 spaces per 10 students)
Recreational uses/Hospital/Government Institutional buildings	1 space per 500 m^2 GFA	6 spaces at each public entrance	Increased long-term supply requirement (+0.7 space per 500 m^2)

- **Provide greater clarity on expectations relative to the required dimensions, configuration, and location of bicycle parking (Section 107.12).** The Township can explore either directly integrating bicycle parking design requirements into their zoning or similar bylaw or developing bicycle parking design guidelines that specify similar requirements, while living outside of regulation. These would include but not be limited to minimum dimensions, parking configuration such as number of ground-anchored spaces and wall-mounted or stacked parking spaces.

Implementation:

Update Zoning Bylaw to include the following design requirements for long-term bicycle parking:

107.12 Secure Bicycle Area Requirements

b) iii. All bicycle spaces shall be separated from garbage storage, recycling and other storage areas

c) Secure bicycle parking area dimensions shall be as follows:

	Minimum Dimensions		
	Width	Depth	Overhead Clearance
Ground Anchored Rack (standard)	0.6m	1.8m	2.1m
Ground Anchored Rack (oversized)	0.9m	3.0m	
Wall Mounted Vertical Rack	0.6m	1.2m	
Access Aisle	1.5m		
Access Door	1.0m		

d) A minimum of 20% of all short-term bicycle parking spaces and 50% of all long-term bicycle parking spaces shall have access to an electrified 110V outlet

- **Include requirements to non-standard bicycle parking and mobility scooters (Section 107.12).** Following the BCAT Design Guide, the Township should require 10% of long-term bicycle parking spaces to accommodate non-standard bikes like cargo or recumbent types with additional dimensions and electrified outlet requirements. A 10% requirement strikes an appropriate balance for the Township of Langley's predominantly suburban and emerging urban contexts. It is also recommended that the Township consider mobility scooter parking supply requirements independent of bicycle parking requirements to ensure appropriate scooter parking, rather than leave the provision at the discretion of the applicant. Supply requirements for mobility scooters should vary by land use, where uses that typically have a higher need are reflected in minimum mobility scooter parking supply requirement.

Implementation:

Non-Standard Bicycle Parking

Update the Zoning Bylaw to the following:

107.12 d) 10% of long-term bicycle parking spaces shall be designed to accommodate non-standard bicycles. 50% of these spaces shall have an electrified outlet for electric bicycles or electric scooters.

Mobility Scooter Parking

Update the Zoning Bylaw to the following:

Requirement

A minimum of one (1) mobility scooter parking space per building shall be provided.

Higher-Need Uses

Hospitals, long-term care facilities, seniors' housing, and similar care or institutional uses shall provide a minimum of two (2) mobility scooter parking spaces per building.

Location

Mobility scooter parking spaces shall be located adjacent to a primary building entrance or other accessible entrance approved by the Township and shall not obstruct pedestrian circulation, accessible routes, or building exits.

Design

Each mobility scooter parking space shall:

a) Have minimum dimensions of 1.0 m in width and 1.5 m in length;
b) Be located on a hard, stable, and slip-resistant surface; and
c) Be clearly identified by signage and/or pavement markings indicating the space is reserved for mobility scooters.
d) a secure docking post or anchor point compatible with scooter locks

General

Mobility scooter parking spaces shall be provided in addition to all other required parking and loading spaces and shall not be used to satisfy vehicle, bicycle, or accessible parking requirements.

- **Establish minimum design guidelines for end-of-trip facilities (Section 107.12).** Alongside bicycle end-of-trip facility supply requirements, the Township should regulate or guide minimum design requirements for the various end-of-trip facilities that the Township wishes to see incorporated into new development. This could include provisions related to where the amenities are located relative to long-term bicycle parking areas ensuring that facilities are sensitively designed and able to meet their intended purpose, ensures that end-of-trip facilities can contribute to promoting accessible and comfortable active travel. Alongside the existing end-of-trip facility requirements, it is recommended that a bicycle repair and wash station be incorporated as an additional requirement.

Implementation:

Depending on the level of prescriptiveness sought by the Township, the proposed design requirements may be incorporated within the Zoning Bylaw or established as distinct design guidelines. Where additional characteristics of end-of-trip facilities are desired by the Township, it is recommended that staff consider developing clear design guidelines to outline expectations for water closets, showers, sinks, lockers, and other required amenities.

- Bicycle maintenance facilities must have following minimum dimensions - width of 0.9 m, length of 2.4 m, and access aisle width of 1.2 m.
- Bicycle maintenance facilities must include a ground or wall anchored bicycle repair stand, common bicycle maintenance tools, a bicycle pump, and a water faucet with functioning drainage.
- Bicycle maintenance facilities must be located in the same secure area as all long-term bicycle parking spaces.
- Include new diagrams showing bicycle maintenance facility integration in long-term bicycle parking areas.
- All water closets and supporting facilities must be either unassigned or equally divided by gender.
- All required water closets are wheelchair accessible.
- All end-of-trip facilities must be located within 50 m of long-term bicycle parking areas.

4.5 EV Charging

Existing Practice in Township

Township's Zoning Bylaw contains EV charging supply requirements as a portion of required off-street parking space supply, for residential uses and community care facilities but do not currently have non-residential EV charging requirements.

The bylaw currently requires that EV charging spaces must feature an energized outlet capable of providing Level 2 Charging or higher, installed adjacent to the parking space, intended solely to be used by Electric Vehicle Supply Equipment (EVSE) and labelled accordingly.

While most Langley single-family homeowners can readily implement EV charging in their garage or driveway, residents that live in multi-family housing (built before the EV requirements were added to the Zoning Bylaw) or who park on the road can face significant challenges to accessing "at-home" charging.

Best and Emerging Practices

Providing EV charging in non-residential uses is an emerging best practice. Recent legislative updates have expanded the ability of local governments to require charging stations, which are generally more applicable to non-residential uses compared to residential developments, given potential challenges around ensuring fair access to these amenities.

A table of the Township's electric vehicle charging requirements compared to peer communities is shown below.

	Township of Langley	City of Delta	City of Coquitlam	City of Richmond
Single family	1 space per dwelling unit	1 space per dwelling unit	1 space per dwelling unit	100% of spaces
Apartment	1 space per dwelling unit	100% of spaces	100% of spaces	100% of spaces
Seniors' housing	1 space per 4 dwelling units	-	-	-
Industrial	-	5%	-	35% of spaces
Commercial	-	20%	-	35% of spaces

Other communities in Lower Mainland have also adopted similar regulations. The City of Surrey requires that 50% of visitor parking spaces and 20% of commercial parking spaces in new buildings require pre-wiring to a Level 2 standard. North Vancouver requires 35% of parking spaces for all non-residential uses to feature energized outlets capable of Level 2 charging and a further 10% must provide an energized outlet capable of short-duration charging.

Leading jurisdictions such as Vancouver, Richmond, Surrey, Burnaby, Kelowna, and Nanaimo now require a high proportion (often 25–100%) of parking spaces in commercial, institutional, and multi-unit residential developments to be EV-ready, meaning electrical capacity, conduit, and panel space are installed at the time of construction even if chargers are not immediately energized. This approach reflects best practice by reducing future retrofit costs, ensuring long-term adaptability as EV adoption increases, and aligning land-use regulations with provincial and federal vehicle electrification targets. Municipal bylaws increasingly differentiate

requirements by land use, with higher EV-ready percentages for long-term parking (e.g., residential, employee, institutional) and lower but still meaningful requirements for short-term or visitor parking, while also incorporating accessible EV stall provisions to ensure equitable access. Together, these practices demonstrate a clear trend toward EV-ready as the baseline standard, with energized chargers phased in over time through parking management, market demand, or future bylaw updates.

Recommendations

In order to align with the current regional best practices and policy direction from the Township's Climate Action Strategy, the Township should update EV charging requirements to include clear, use-specific standards for commercial and industrial parking, mandatory energized EV charging in accessible parking spaces, and defined provisions for visitor parking. These updates would future-proof new development, reduce long-term infrastructure costs, promote equitable access to EV charging, and support the Township's broader transportation demand management and climate objectives.

Therefore, the following recommendations are provided for this theme.

- **Require electric vehicle charging infrastructure in non-residential uses, including both energized electrical outlets and charging stations (Section 107.3).** Technical requirements of this infrastructure should be further refined depending on desired outcomes. Consider the use of electric vehicle management systems (EVEMS) to allow for load sharing across multiple vehicles.

  Implementation:

  Update the Zoning Bylaw to the following:

  DEFINITIONS

  EV-Ready Stall: Parking stall with raceway, conduit, panel capacity, and electrical rough-ins capable of supporting future Level 2 charging.

  EV Charging Stall: Fully energized Level 2 charging stall (minimum 208/240V, 40A circuit unless otherwise specified).

Land Use	EV-Ready Stalls (minimum)	EV Charging Stalls (minimum)	Reference
Commercial – Office / Retail / Service	100% of parking stalls	20% of total stalls (minimum 2)	Vancouver, Richmond, Burnaby, Coquitlam, Kelowna commonly require 100% EV-ready and 10–20% energized. Scalable with future electrification targets.
Commercial – Large Format Retail / Shopping Centres	100% of stalls	25% of stalls	Reflects Richmond, Surrey City Centre, and Metro Vancouver mall standards emphasizing customer dwell time.
Industrial – General / Business Park	50% of employee parking stalls	5% of employee stalls	Best practice recognizes lower daily charging demand but long employee dwell times (Burnaby, Coquitlam, Kelowna).

Industrial – Warehouse / Logistics / Manufacturing	50% of employee stalls	5% of employee stalls (minimum 1)	Aligns with Abbotsford, Surrey, Kelowna—focus on employee parking rather than truck areas.
Institutional (Schools, Hospitals, Civic)	100% of stalls	20% of stalls	Many municipalities treat institutional uses like high-public-access commercial uses with higher EV demand.

Where an Electric Vehicle Energy Management System ("EVEMS") is provided, all communications equipment, control systems, and other devices required to operate the EVEMS shall be installed

- **Require that all accessible and shared vehicle parking spaces are provided with an energized outlet capable of Level 2 charging (Section 107.3).** Ensuring that different user groups in off-street parking areas have access to EV charging is critical recognizing that direction might be required to ensure fair access. This includes accessible parking and shared vehicles (i.e., carshare), the latter which commonly feature hybrid or electric vehicles among their fleets. Leading bylaws require at least one accessible EV stall wherever EV charging is mandated. This avoids retrofits and ensures EV infrastructure serves the public not only employees or tenants.

Implementation:

Update Zoning Bylaw to the following:

107.3) At least one (1) Level 2 electric vehicle charger or dedicated energized outlet shall be provided where accessible parking or shared parking is required.

- **Require that a proportion of visitor parking spaces in residential use include an energized outlet capable of Level 2 charging (Section 107.3).** Visitors to residential uses should also be able to access electric vehicle charging. Generally, these changes help support zero-emissions vehicle uptake and ensure that charging infrastructure is not limited only to conventional spaces.

Implementation:

Update Zoning Bylaw to the following:

Land Use	EV-Ready Stalls (minimum)	EV Charging Stalls (minimum)	Reference
Public / Visitor Parking Facilities	100% of stalls	20% of stalls	Reflects lower range of Vancouver, New Westminster, and Metro Vancouver requirements

4.6 Transportation Demand Management (TDM)

Existing Practice in Township

The Township is currently engaged in an extensive planning process to update its Transportation and Mobility Strategy (TMS). Within this strategy, curbside management and transportation demand management (TDM) have been identified as significant priorities. TDM means a set of strategies, policies, and programs to reduce reliance on single-occupant vehicle travel, shift trips to more sustainable modes such as walking, cycling, transit, carpooling, and shared mobility, and manage the timing, frequency, and location of travel demand, in order to make more efficient use of transportation infrastructure and support community mobility, safety, and environmental objectives.

As part of the Township's Climate Action Strategy, several Transportation and Mobility Action items are included, such as the creation of a Township-wide TDM program. Additional actions involve facilitating the expansion of car-sharing companies into Langley, implementing micromobility-share pilot programs, and incentivizing the installation of electric vehicle charging stations for businesses and residents.

Currently, there are very limited areas within the Township served by the frequent transit network. However, plans are underway for enhanced services, including the SLS and the Langley-Haney BRT project along 200 Street. As developments progress, it will be necessary to implement TDM strategies to encourage a shift toward active transportation modes, especially in areas with reduced parking supply requirements such as TOAs.

Best and Emerging Practices

Across the Lower Mainland, best practice Transportation Demand Management (TDM) systems are implemented as baseline, standardized programs tied to development approvals, particularly in Urban Centres, Frequent Transit Network (FTN) corridors, and TOAs. Municipalities such as Vancouver, Burnaby, Surrey, Richmond, and Coquitlam commonly require a core package of measures (e.g., transit pass programs, secure bicycle parking, car-share spaces, and travel information) secured through legal agreements, with the option for graduated vehicle parking reductions where stronger or bundled TDM strategies are provided. TDM requirements are typically predictable, scalable by land use and size, and designed to complement parking policy by managing demand rather than over-supplying parking, while remaining flexible enough to respond to site context and evolving mobility options.

TDM practices in municipalities like Surrey, Coquitlam, and Delta focus on incorporating multimodal options, parking management, and active transportation incentives into development approvals. These municipalities usually require TDM plans for large-scale developments, especially near transit corridors or in urban centres, to decrease reliance on single-occupancy vehicles and promote sustainable growth. For instance, Surrey includes TDM requirements within its parking bylaw for developments in frequent transit areas, mandating measures such as unbundled parking, transit pass subsidies, and end-of-trip facilities for cyclists.

Coquitlam uses a tiered system based on land use and transit proximity. Developments in Transit-Oriented Development (TOD) areas might get reduced parking requirements if they include TDM measures like bike storage, carshare spaces, or better pedestrian paths. The city works with TransLink to improve transit and encourage modal shifts. TDM strategies are secured through legal agreements or permit conditions, with monitoring to ensure effectiveness.

Delta, while more suburban in character, is gradually adopting TDM policies to manage growth and emerging mobility demands. Its strategies are often applied through the development review process, encouraging features such as bicycle infrastructure, pedestrian connectivity, and flexible parking arrangements. Across all

three municipalities, TDM is increasingly viewed not as a stand-alone measure but as part of a broader policy package that aligns land use planning with climate goals, equity considerations, and transportation system efficiency. These best practices reflect a shift toward integrated mobility planning that prioritizes mode shift and travel behavior change.

Recommendations

Implementing a baseline TDM program will help ensure that new development supports mode shift, efficient use of land, and the Township's long-term transportation and climate objectives, especially in Urban Centres and TOAs. As these areas are planned for higher density and improved transit access, a consistent TDM framework provides a practical way to reduce reliance on single-occupant vehicles, manage parking demand, and maximize the effectiveness of existing and planned transit, walking, and cycling investments. Establishing baseline TDM expectations also creates clarity and consistency for applicants, while allowing flexibility to respond to site-specific conditions.

Therefore, the following recommendations are provided for this theme.

- **Implement a baseline TDM program in designated Urban Centres and Transit-Oriented Areas.** Baseline TDM programs require new developments of a defined type and/or size to provide TDM-supportive programs and/or infrastructure. This approach aligns well with dense, mixed-use urban areas where a variety of mobility options will allow for residents, employees, and visitors to travel easily without a private vehicle. Therefore, it is recommended that a baseline TDM approach be adopted for the Township's Urban Centres and designated TOAs.

  The specific strategies to be required of developments should generally be consistent with those in other communities, including transit incentives and infrastructure, enhanced bicycle parking, shared mobility options, unbundled parking, mobility-related information sharing, and/or other opportunities that are appropriate for the Township. Similarly, further refinement will be required in defining the types and scale of development where these strategies are required, and how many strategies will be sufficient under the regulations.

  The Township will also want to consider the enforceability of these programs, as many will take place over the lifetime of a development (i.e., carshare memberships and transit pass subsidies). Other communities, such as the City of Burnaby, have required that Section 219 covenants be required so that the responsible party will inform residents of the TDM programs along with financial securities on amenities like shared vehicle or EV charging infrastructure.

  Implementation:

  Section 527.1 of the LGA allows the Township to adopt baseline TDM requirements for new developments, ensuring robust preliminary strategies for establishing alternative transportation infrastructure. The following requirements are provided for consideration:

  - Transit – Bus stop improvements shall be required where any bus stop within 100m of the site does not meet TransLink Bus Infrastructure Design Guidelines, Transit Passenger Facilities Design Guidelines, or other applicable document.
  - Car Share – Dedicated vehicle(s) for a two-way car share service (where vehicles are picked up and returned to the same designated parking location for shared, short-term use by multiple users) shall be secured for the multiple dwelling residential building. A publicly available vehicle(s) for a two-way car share service shall be secured for the office and retail use. The rates and threshold to provide the car share should be explored further.

- Bicycle Parking – One bicycle repair station and wash station shall be provided per multiple-dwelling residential building. Bicycle repair station and wash station shall be located within the secure long-term bicycle parking area. For non-residential use, where six (6) or more long-term bicycle parking spaces are required, shower, locker and changeroom facilities should be available at an escalating rate reflecting total required long-term bicycle parking.

Like the City of Vancouver, the Township could propose multiple TDM packages as requirements for Urban Centres. In TOAs, requirements will be more stringent. These requirements are anticipated to be mandatory and will not result in any reductions to parking. Developments that provide higher parking supply are required to implement stronger TDM measures, which means it must contribute additional TDM amenities to discourage excessive car use. Linking TDM requirements to parking supply ensures that developers consider the real costs of over-providing parking and helps maintain the attractiveness of alternative modes, effectively reducing the incentive to "over supply" parking. If transit or car share services are unavailable, an alternative should be offered that allows for a cash-in-lieu payment instead of supplying the minimum TDM packages.

TOA

Residential Parking Spaces Per Dwelling	Transit Pass Value	Car Share Value	Extended Bicycle Infrastructure
0 to 0.3	$500	$500 value	10% additional bike spaces
0.3 to 0.6	$1,000	1 year membership	20% additional bike spaces
More than 0.6	$1,500	1 year membership	30% additional bike spaces

Urban Centres

For non-TOA Urban Centres, one or a mix of multiple TDM Packages can be selected by developers, depending on their specific needs and context.

Package A - Transit	Package B – Active Transportation	Package C - Shared Mobility
Monthly transit passes for 2 years	30% additional bike spaces	Bike-share pass for 3 years
	20% bike parking spaces to be oversized	Monthly transit pass for 1 year
	-	2 designated car share parking spaces per building

- **Allow for vehicle parking supply reductions through the provision of TDM strategies.** The baseline TDM approach will likely only be warranted in some areas of the Township, but other opportunities exist to support sustainable mobility uptake and reduce parking demand. As such, it is recommended that vehicle parking supply reductions be permitted when specific TDM measures, such as car sharing and bicycle sharing programs, are included in a development outside of Urban Centre and TOAs. These regulations could leverage the TDM infrastructure and programs defined in the baseline TDM approach, while assigning allowable reductions to the minimum parking supply. For example, the City of Delta allows for 5%

of all required parking to be dedicated to car sharing and each of these spaces counts for 1.5 conventional vehicle parking spaces against the required minimum. The City of Richmond allows for up to 20% reductions in vehicle parking supply where TDM measures are provided and substantiated by a parking study.

This approach will allow for developments across the Township to support different forms of mobility while still ensuring that off-street parking is provided. The exact structure of these reductions should be analyzed further in subsequent phases of this project to ensure that the various supported strategies and allowable reductions are appropriate to the Township context.

Implementation:

Update Zoning Bylaw to include the following:

Parking Reductions Outside Urban Centres and Transit-Oriented Areas Through TDM

1. Despite any other provision of this Bylaw, where a development is located outside of an Urban Centre or Transit-Oriented Area, the minimum required number of off-street vehicle parking spaces may be reduced by up to twenty percent (20%) where:

a) Transportation Demand Management measures are provided and secured to the satisfaction of the Township; and

b) A parking demand study, prepared by a registered professional engineer, demonstrates that the reduced parking supply will meet the anticipated parking demand.

2. The proposed TDM measures shall be appropriate to the use and scale of the development and may include, but are not limited to, transit pass programs, car share provision, bicycle parking and end-of-trip facilities, and travel information programs.
3. Accessible parking, visitor parking, and parking required for persons with disabilities shall not be reduced under this section.

4.7 Shared Parking in Mixed-Use

Existing Practice in Township

Shared parking is considered as part of a variance applied for at the time of development if the development does not meet the parking requirements on the lot. The variance is to be supported by a traffic and parking study. While there is currently nothing specifically dictating how shared parking is accommodated, there may be applications across the Township where this could be seen. Going forward, visitor parking and long-term parking could be looked at for consideration of shared parking in certain land uses.

Section 107.4 of the Zoning Bylaw states that when a building includes multiple land-use classifications, the required parking supply must be calculated as the combined total for each use; however, reductions or modifications to this requirement may be considered through the review and approval of a site-specific parking study.

Best and Emerging Practices

Shared parking refers to a scenario where two or more adjacent land uses shared parking facilities to reduce the overall parking supply for the site or area. The concept is successful where parking demand for different uses exhibits complementary demand patterns with peak demand experienced at different times of day. Municipalities such as Burnaby, Coquitlam, and Richmond permit shared parking arrangements when peak parking demands for different land uses occur at different times of day. For example, office and residential or retail and entertainment uses often complement each other. These municipalities allow shared parking through development permit conditions, with some requiring a parking demand study or management plan to justify the arrangement and ensure operational viability.

Shared parking is often implemented in areas near transit or within designated urban centres to manage vehicle storage and encourage sustainable travel modes. Coquitlam's zoning bylaw permits shared parking supported by a professional study, with secured access, signage, and usage agreements. Richmond’s City Centre Area Plan also supports shared parking in mixed-use developments to enhance walkability and reduce parking infrastructure. Legal agreements are commonly required by municipalities to formalize access and ensure long-term management, especially when multiple property owners are involved.

In practice, shared parking is most successful when accompanied by complementary TDM strategies, such as unbundled parking, real-time availability signage, and mode shift incentives. Municipalities also emphasize the importance of clear wayfinding, efficient layout design, and safe pedestrian connections to facilitate shared use. Shared parking is increasingly becoming essential to balance flexibility, land use efficiency, and climate goals as transit investment and mobility options grow.

A key issue with shared parking involving residential uses is that peak residential parking demand typically occurs during evenings, overnight hours, and on weekends, which often overlaps with peak demand for other land uses such as restaurants, entertainment, places of worship, and some community facilities. As a result, residential parking supply is frequently fully utilized during the same periods when other uses are seeking shared access, limiting the practical ability to share parking without creating competition or spillover impacts.

Additionally, residential parking demand is less flexible and less time-limited than other uses, as residents require reliable, long-duration parking close to their homes. This makes residential parking less suitable for sharing during evenings and weekends without strong management measures (e.g., permits, pricing, access controls). In mixed-use contexts, attempting to share residential parking during these peak periods can

undermine resident access and lead to conflicts, enforcement challenges, and reduced effectiveness of shared parking arrangements.

Recommendations

Shared parking in mixed-use developments allows the Township to manage parking more efficiently by aligning supply with actual demand rather than requiring separate, peak-based parking for each use. In higher-density mixed-use centres and TOAs, different land uses can have complementary demand patterns, supported by transit access and active transportation options, making shared parking more viable. When applied selectively and supported by site-specific parking studies, shared parking can reduce over-supply, lower development costs, support compact and walkable centres, and protect surrounding neighbourhoods from spillover impacts, while maintaining adequate access for residents, visitors, and businesses.

Therefore, the following recommendation is provided for this theme.

- **Implement provision to provide shared parking in mixed use development meeting overall parking needs through the provision of fewer parking spaces in uses with complementary parking demand trends (Section 107.4).** It is recommended that shared parking be permitted in mixed-use developments only where supported by a site-specific parking study, prepared by a qualified professional and to the satisfaction of the Township. The parking study should demonstrate that peak parking demands for the proposed uses do not substantially overlap, or that appropriate management measures (such as time-based controls, access restrictions, or shared-use agreements) are in place to mitigate conflicts, particularly during evenings and weekends when residential demand is highest. This approach allows flexibility where sharing is feasible, while ensuring resident parking needs are protected and spillover impacts on surrounding streets are avoided. This would essentially formalize current practice with greater clarity for development by defining the conditions under which shared parking will be supported. Examples of this approach include the cities of Burnaby, Surrey, New Westminster, and District of North Vancouver.

  Implementation:

  The Township could create shared parking guidelines, as provided below, for applicants to follow in their studies and requests.

  Permission

  Shared parking may be permitted between two or more uses on the same site where approved by the Township.

  Conditions

  Shared parking shall be permitted only where:

  a) The peak parking demand for each use occurs at different times of the day or week; and

  b) No more than 25% of the required parking spaces for any individual use are shared; and

  c) The total number of parking spaces provided is equal to or greater than the full parking requirement of the use with the highest individual requirement.

  Parking Study

  A parking demand study, prepared by a registered professional engineer, shall be submitted to demonstrate peak demand periods and shall be to the satisfaction of the Township.

Visitor and Accessible Parking

a) Required visitor parking spaces shall not be reduced or shared unless specifically supported by the parking demand study and approved by the Township; and

b) Required accessible parking spaces shall not be shared or reduced and shall be provided in accordance with this Bylaw.

General

The Township may require shared parking arrangements to be secured through conditions of approval or legal agreements, where necessary. Any proposed change in land use, intensity, or occupancy shall trigger a reassessment of parking requirements to ensure compliance with current Township requirements. Where the reassessment indicates a surplus or shortfall of parking, the property owner must adjust, reallocate, or repurpose spaces, or implement TDM measures approved by the Township to offset additional demand. Shared parking arrangements may continue if peak-period demand remains balanced and access, circulation, and operational safety are maintained. No new occupancy under the changed use shall commence until the reassessment and any required adjustments are approved by the Township.

- **Consider implementing shared parking to include the geographic applicability of these regulations, such as potentially restricting this practice to only high-density mixed-used centres and TOAs.** Shared parking can be an effective tool to reduce over-supply and improve land-use efficiency, but its feasibility is highly context-dependent, particularly where residential uses are involved and evening and weekend demand is highest. In lower-density or predominantly residential areas, shared parking can lead to competition and spillover impacts, whereas high-density mixed-use centres and TOAs are more likely to support complementary demand patterns, active management, and alternative travel options. It is recommended that the Township limit shared parking permissions to clearly defined geographic areas, such as high-density mixed-use centres and TOAs, and require a site-specific parking study to demonstrate that peak demands do not significantly overlap or can be effectively managed.

5 Curbside Management

This section includes key curbside management considerations and introduces a range of topics and recommendations related to how curbside space is used and managed. While curbside spaces have traditionally been dedicated primarily to on-street parking, increasing competition from diverse activities such as short-term loading (including waste collection), passenger pick-up and drop-off, deliveries, accessibility needs, micromobility, and active transportation has significantly altered how the curb functions. As a result, there is a growing need to consider both short and long-term parking within the broader context of competing curbside demands. The topics explored in this section include:

1. Parking On Arterial Roads
2. Parking On Collector and Local Roads
3. Pay Parking
4. Resident Permit Parking
5. Accessible Parking
6. EV Charging
7. Commercial and Passenger Loading
8. Enforcement and Monitoring

5.1 Parking along Arterial Streets

Existing Practice in Township

The Township's Subdivision and Development servicing bylaw specify road cross-section standards that do not include provisions for parking along arterial roads. However, some arterial roads currently permit on-street parking with some time restrictions or regulations such as “future travel lane-temporary parking” sign, which include Fraser Highway in Aldergrove, 216 Street, 208 Street north of 88 Ave, and Glover Road in Fort Langley.

Best and Emerging Practices

Arterial roads refer to roadways carrying high-volume traffic that prioritizes mobility and limit access points and primarily facilitates movement of public transit and emergency vehicles. Municipalities often restrict or prohibit parking on arterial roads in the context of high-speed or high-volumes roads, transit priority corridors, areas with high collision history or sightline issues, and narrow right-of-way where parking would interfere with emergency vehicle access or turning movements. Parking may be permitted if specific conditions are met such as lower traffic volumes or speed, peak hour restrictions, commercial frontages to support business access and deliveries (often with time limits), and where right-of-way allows for a dedicated parking lane without compromising travel lane or bike/transit lanes. Vehicles entering or exiting parallel parking spaces frequently interrupt the flow of traffic, leading to sudden braking, delays, and driver frustration. Parallel parking also increases the risk of sideswipe and rear-end collisions. Pedestrians exiting parked vehicles having to cross bike lanes or cycle tracks to reach the sidewalk create frequent and unpredictable conflict points, which is particularly problematic on higher-speed arterial corridors. Where cycling facilities include raised medians or physical separation, these designs can further create barriers for persons with disabilities or mobility aids, making it difficult to safely access the pedestrian realm.

Although majority of the municipalities within Lower Mainland currently do not support parking along arterial roads, some arterial roads in Vancouver, Surrey, Burnaby, Richmond, and North Vancouver currently allow parking with restrictions. Most of these parking provisions were permitted under old regulations and are

allowed to continue operating despite new regulations not supporting this practice. Part-time on-street parking on arterial roads in these communities exist not because it reflects current best practice, but because it is the product of legacy design standards, corridor-specific decision making policy, political compromise, deferred infrastructure investment, and administrative convenience. As municipalities adopt curbside management strategies and prioritize transit and active transportation, these legacy arrangements are increasingly being revisited and, in many cases, removed. Communities where this parking practice is common often face challenges in balancing mobility and access in addition to enforcement issues, such as having to manually patrol the roads, limited tow truck availability during peak periods, and towing operations affecting safety of operators and further negatively affecting peak hour traffic.

In addition to the impact on capacity caused by providing parking along arterial roads, vehicle movements in the travel lane attempting to park, as well as the potential for collisions from vehicles parked adjacent to the travel lane also cause mobility and safety issues. Some of the potential benefits of removing and/or not permitting parking on arterial roads include:

- The elimination of the need to navigate around parked vehicles improves traffic flow, especially for buses, freight, and cyclists.
- Reducing the likelihood of rear-end collisions, sideswipes, or impacts with parked vehicles contributes to a safer environment.
- Reducing conflict and dooring between bicycle lanes and parking lanes.
- Enhanced accessibility to the arterial road network from local roads, combined with safer pedestrian crossings due to improved sight distances, will result in more compact traffic platoons potentially creating gaps in traffic flow.

The following recommendations are for arterial roads with historical on-street parking.

Recommendations

It is recommended that the Township defer decisions to allow on-street parking on arterial roads until a comprehensive curbside management strategy is prepared and adopted. Best practice across BC and other Canadian municipalities demonstrates that incremental or ad-hoc curbside parking decisions on arterials often conflict with long-term transportation objectives and limit future flexibility. Arterial roads are increasingly expected to support higher-priority functions such as transit reliability, goods movement, emergency access, and active transportation infrastructure. Permitting parking, particularly on a part-time basis, can preclude these uses and directly contradict the Township's transportation demand management objectives to encourage walking, cycling, and transit use.

While lower overnight traffic volumes may appear to present opportunities for additional on-street parking, such arrangements are inherently limited and can create unintended consequences. Parking would not be available during afternoon and evening peak periods when residents return home, nor during most daytime hours on weekends, leading to inconsistent access and potential reliance on parking that is unavailable when most needed. This can displace parking demand on local and collector roads, exacerbating neighbourhood impacts. Part-time parking on arterial roads also introduces ongoing enforcement challenges, public confusion, and resistance to future reallocation of curb space to higher-value uses such as time-limited bus lanes, loading zones, or accessible parking.

Therefore, the following recommendation is provided for this theme.

- **Continue to prohibit on-street parking for new arterial road construction.** Travel demands are projected to rise substantially within the Township. The Township has a limited amount of road space, which needs to be used efficiently. Prohibiting on-street parking on newly constructed arterial roads ensures that these corridors function as intended to safely and efficiently support higher traffic volumes, transit, emergency access, and goods movement. This also supports long-term goals for sustainable transportation, improves accessibility for all users, and reduces the need for costly future retrofits. It also simplifies maintenance and enforcement, making the corridor more efficient and resilient over time.
- **Develop and adopt a comprehensive curbside management strategy to support decision-making around curb use.** Establishing a curbside management strategy first provides the necessary framework to prioritize uses, manage trade-offs, and ensure that curbside decisions support the Township's long-term mobility, safety, and sustainability objectives. As such, the curbside management strategy should establish curb use prioritization and allocation that assigns curb functions based on land use context, demand patterns, and mobility goals. In case of arterial roads, mobility functions often take precedence in a given context and time with limited cases justifying on-street parking. This would enable the Township to allocate curb space based on surrounding land use, transportation network, and mobility demand.

  Implementation:

  The Township would undertake a phased approach to develop and adopt a comprehensive curbside management strategy that establishes clear priorities for the use of curb space across not only arterial but also collector and local roads. Initial work would focus on confirming policy objectives and developing a curbside hierarchy that prioritizes safety, transit operations, goods movement, accessibility, and active transportation before vehicle parking. This phase would include a review of existing bylaws, engineering standards, and transportation policies, supported by a high-level inventory of current curbside uses and known conflict areas.

  Many communities are defining various curb functions/typologies to differentiate where, when and how these functions can be used in different land use contexts. For example, the following curb functions are utilized by *Coquitlam* and *North Vancouver*, and can be applicable in the Township (as shown in Table).

  - **Mobility** – transit priority lanes/BRT lanes, vehicle travel lanes, bike lanes, multi-use pathways
  - **Passenger Access** – passenger loading spaces, ride-hail areas, transit shelters
  - **Commercial Delivery/Loading** – short term commercial loading zones, food delivery zones
  - **Public Realm** – parklets, road furniture, road trees, event space, food trucks, vendor space
  - **Storage** – Bike racks, car parking, micromobility parking

Table 3: Curb Function and Examples of Township Use Cases

Curb Function	Street Types Best Fit	Examples of Township Use Cases
Mobility/goods movement – transit priority lanes/BRT lanes, vehicle travel lanes, protected bike lanes	Arterials and Collectors	200 Street, Fraser Highway, 202 Street, 208 Street, 88 Avenue, 80 Avenue, 72 Avenue and 64 Avenue
Passenger Access – passenger loading spaces, ride-hail areas, transit shelters	Collectors and Locals	Street adjacent or in close proximity to commercial centres, transit stations like Carvolth Transit Exchange and future

		BRT stations, community and recreational facilities
Commercial Delivery/Loading – short term commercial loading zones, food delivery zones	Collectors	Commercial roads in Willoughby, Aldergrove, Murrayville
Public Realm – parklets, road furniture, road trees, event space, food trucks, vendor space	Collectors and Local	Mavis Avenue in Fort Langley

The strategy would then be informed by targeted technical analysis and engagement. This would include corridor-level review of arterial and key collector roads, identification of future needs such as transit priority measures and loading demand, and consultation with internal departments (Engineering, Planning, Bylaws, Fire, RCMP) and external partners such as TransLink . Engagement with residents, businesses, and accessibility stakeholders would focus on communicating trade-offs and setting expectations for how curb space is managed over time.

Following analysis and engagement, staff would prepare a draft curbside management strategy outlining guiding principles, a curbside use hierarchy, implementation tools (e.g., time-limited zones, permit types, enforcement approaches), and criteria for when and where parking may be considered. The final phase would include Council review and adoption, followed by incremental implementation through pilot projects, bylaw updates, and integration with future corridors and capital projects. Ongoing monitoring and periodic updates would allow the strategy to evolve as travel patterns, land use, and transportation priorities change. This process could involve evaluating curbside space demand along arterial roads where parking is presently permitted; in such areas, existing parking may be reallocated to support higher-priority curbside functions. Parking removal in these areas is generally implemented in locations with high traffic volumes, frequent transit services, or insufficient pedestrian and cycling infrastructure.

5.2 Parking along Local and Collector Streets

Existing Practice in Township

On-street parking in the Township on local and collector roads is generally free and time-restricted, if regulated at all. Demand for on-street parking and loading has been on the rise, particularly around key destinations and urban residential areas. On-street parking demand is likely to increase, especially in Willowbrook TOA and future TOAs.

While off-street parking is usually managed by requirements and policy in the Zoning Bylaw, on-street parking regulations can sometimes be reactive and may not always align with community challenges.

The Township's OCP identifies the following on-street parking policies:

- 3.8.10. Incorporate on-street parking where possible and appropriate, particularly adjacent to pedestrian-oriented retail uses and ground-oriented residential projects
- 3.8.11. Integrate direct pedestrian connections between on-street parking, public sidewalks, and entrances of ground floor residential units.
- 3.8.16. Regulate the movement and parking of heavy trucks and trailers on municipal roads to minimize negative impacts.

The Regional Growth Strategy also supports on-street parking management strategies:

- 5.1.6 b) Identify policies and actions that support the development and implementation of municipal and regional transportation system and demand management strategies, such as parking pricing and supply measures, transit priority measures, ridesharing, and car-sharing programs.

Best and Emerging Practices

Municipalities are transitioning curbside management from solely vehicle parking to multi-use curb zones, supporting passenger pick-up/drop-off, short-term commercial loading, micromobility parking, carshare and EV charging. On-street parking is increasingly regulated by time-of-day and function, allowing spaces to change roles (e.g., loading in morning, paid parking mid-day, rideshare in evening). City of New Westminster introduced dynamic curbside zones that allow alternating uses throughout the day, supported by signage and enforcement.

The threshold for on-street parking occupancy of 85 - 90% is widely cited: beyond 85% occupancy a curb block is effectively full, and drivers will have to circle, whereas well below 60–70% occupancy indicates underuse. Hence many cities like North Vancouver, where on-street parking demand is high, use 85% as the upper threshold for action, while sustained occupancy under 60-70% suggests surplus capacity and an opportunity to relax regulations.

Dedicated on-street spaces for carshare improve accessibility and reduce the need for private car ownership. City of Richmond provides reserved on-street spaces for carshare vehicles in key areas and is expanding EV-only curbside parking with charging stations. Municipalities are designating micromobility parking corrals (for e-scooters, e-bikes, cargo bikes) to reduce sidewalk clutter and integrate with transit stations or commercial nodes. City of Surrey piloted micromobility parking zones near transit and civic centres to manage e-scooter parking as part of its shared mobility programs.

Communities are adopting curbside management strategies to help guide priorities for curbside use as new development, infrastructure, and technologies change primarily in urban areas. Typically, a curbside

management strategy would identify generalized prioritization of key uses (e.g., access for people, on-street parking, loading and delivery etc.) as it relates to surrounding land use and/or road use. City of North Vancouver and City of Coquitlam have recently developed these strategies aiming to balance curb space use to meet community needs, with goals to improve parking reliability, introduce more equitable parking policies, and support businesses.

Recommendations

Best practice across Canadian municipalities recognizes that curbside space is a finite and valuable public asset, not solely an extension of on-site parking supply. While collector and local roads often accommodate on-street parking, these streets also serve multiple critical functions, including pedestrian access, cycling, goods delivery, waste collection, emergency response, utilities, passenger pick-up and drop-off, and increasingly, space for accessibility needs, micromobility, and curbside amenities. Treating curbside space primarily as vehicle storage can reduce safety, limit flexibility, and create conflicts between competing users, particularly as travel behaviour, land use patterns, and service demands evolve.

Without a comprehensive curbside management strategy, decisions related to parking, loading, and other curbside uses tend to be made incrementally and reactively, often in response to localized pressure rather than broader network objectives. This can lead to inefficient allocation of space, inconsistent regulations, enforcement challenges, and difficulty reallocating curbside space when priorities change. Best practice emphasizes the need for a clear curbside hierarchy that prioritizes safety, accessibility, and the movement of people and goods before long-term vehicle parking, ensuring that curbside decisions on collector and local roads align with transportation demand management objectives and long-term mobility goals.

Therefore, the following recommendations are provided for this theme.

- **Develop and adopt a comprehensive curbside management strategy to support decision-making around curb use.** It is recommended that the Township develop and adopt a comprehensive curbside management strategy to guide the allocation and use of curbside space on local and collector roads. The strategy should establish clear priorities for curbside use, define where and when on-street parking is appropriate, and identify opportunities to dedicate curb space to higher-value functions such as loading, pick-up and drop-off, shared mobility parking, traffic calming, place making and patio extension, and active transportation support. By managing curbside space intentionally on local and collector roads, the Township can improve safety and accessibility, reduce conflicts between users, and positively influence travel behaviour by making walking, cycling, transit use, and short local trips more convenient and attractive choices.

  Without a comprehensive curbside management strategy, on-street parking in front of mixed-use buildings on local and collector roads is often used to compensate for reduced off-street parking rather than being intentionally designed to support short-term turnover and multiple curbside functions. This can lead to inefficient use of curb space, inconsistent regulations, enforcement challenges, and pressure to accommodate parking at the expense of loading or active transportation. A comprehensive curbside management strategy offers practical tools to support parking management, including time-limited parking to encourage turnover, location-specific regulations in front of mixed-use or commercial buildings, shared or flexible parking zones that change by time of day, and integration with permit programs where spillover occurs.

Implementation:

Similar to the approach described in the previous section for arterials roads, the Township would undertake a phased approach to develop and adopt a curbside management strategy focused on improving how curbside space is allocated and managed on local and collector roads. The initial phase would confirm policy objectives and guiding principles, recognizing these roads as multi-purpose community spaces that balance access, safety, and neighbourhood livability. This phase would include a review of existing parking bylaws, loading regulations, and design standards, alongside a high-level inventory of current curbside conditions on representative local and collector streets, including areas with mixed-use development, schools, parks, and neighbourhood commercial nodes.

The second phase would involve targeted technical analysis and engagement to understand how curbside space is currently used and where conflicts occur. This would include assessing parking duration and turnover, loading and servicing needs, accessibility requirements, waste collection operations, and pedestrian and cycling activity. Engagement would focus on internal departments (Engineering, Planning, Bylaws, Fire, Solid Waste) as well as residents, businesses, accessibility groups, and service providers to identify priorities, trade-offs, and acceptable management approaches. The emphasis would be on practical, context-sensitive solutions rather than uniform rules across all streets.

Based on the analysis and engagement, staff would prepare a draft curbside management strategy that establishes a clear hierarchy of curbside uses for local and collector roads, defines the role of on-street parking, and outlines a toolbox of management measures such as time-limited parking, loading zones, accessible parking, pick-up/drop-off areas, and traffic calming treatments. The strategy would include criteria for when parking is appropriate, when it should be limited, and when curbside space should be reallocated to other uses, particularly in front of mixed-use buildings and near activity generators.

The final phase would include Council review and adoption of the curbside management strategy, followed by incremental implementation. This may involve pilot projects on select local or collector roads, updates to bylaws and signage, and coordination with future neighbourhood traffic calming or capital improvement projects. Ongoing monitoring and periodic updates would allow the Township to refine parking and curbside regulations over time, respond to changing travel behaviour, and ensure curbside space on local and collector roads is used efficiently, safely, and in alignment with long-term mobility objectives.

- **Create, reallocate, or optimize existing curb space to better meet diverse demands beyond long-term parking.** In many locations within the Township, existing curb space is underutilized or allocated in a way that does not reflect current needs. Best practices support taking targeted, location-specific actions to create, reallocate, or optimize curb space to reduce conflicts, improve safety, and better serve diverse users, even in the absence of a comprehensive curbside management strategy. This recommendation allows the Township to make incremental, low-cost improvements such as converting select parking spaces to loading zones, introducing short-term or time-limited parking, adding accessible parking in commercial areas, or adjusting curb regulations near mixed-use buildings and community destinations. These actions can be implemented through signage and minor bylaw updates, provide immediate operational benefits, and generate practical experience and data to inform future, more comprehensive curbside planning efforts.

Implementation:

- Identify curbside demands through data collection, site observations, and early engagement with residents, businesses, and key stakeholders to understand existing issues and needs.

- Assess land use context and community input to determine the most compatible curbside functions in relation to adjacent residential, commercial, mixed-use, or community uses.
- Establish the preferred allocation of the curbside by reviewing potential curb uses that are warranted and/or appropriate, informed by technical analysis and stakeholder feedback.
- Implement curbside changes by reallocating space, installing signage and any required supporting infrastructure, and coordinating enforcement and communications to ensure the intended operation is clearly understood and followed.
- Monitor, engage, and refine curbside allocations by reviewing performance, seeking ongoing feedback from users and stakeholders, updating regulations or policies as needed, and maintaining infrastructure to respond to evolving conditions and desired demand patterns.

- **Implement informal and lighter-touch on-street parking management methods before introducing more formalized tools like pay parking or resident permit parking.** Township should develop a progression plan for on-street parking management to address parking spillover issues before considering more formalized tools like pay parking or resident permit parking. Early phase can involve monitoring and understanding the demand to identify pressure areas. These approaches allow the Township to address localized parking issues in a flexible, low-cost manner, reduce unintended impacts, and better understand actual parking demand and behaviour. It is recommended that the Township prioritize these lighter-touch measures as an initial step, using them to test solutions, gather data, and build public understanding, while reserving more formal parking programs for locations where simpler measures have proven ineffective or where sustained, area-wide management is clearly warranted. Shared-use and flex-zone strategies can be employed as next step to increase efficiency of curb use. It should be noted that these strategies are effective mainly in moderate-demand or transitional areas.

  Implementation:

  - Implement targeted time-limited parking (eg. 2 hours, 9am – 9pm) in front of mixed-use buildings, neighbourhood commercial areas, schools, and community facilities to improve parking turnover for visitors and customers while still allowing overnight residential parking and short-duration local trips.
  - Avoid applying time-limited parking on purely residential streets unless there is clear evidence of non-resident spillover, as time limits alone can unintentionally displace residents, reduce neighbourhood acceptance, and shift parking pressure to adjacent streets.
  - Apply overnight or early-morning parking restrictions selectively, and only where long-term vehicle storage, abandoned vehicles, or commuter parking persists beyond what is addressed by the Township's existing 72-hour parking restriction, ensuring these controls remain targeted and proportionate.
  - Introduce daytime parking restrictions near transit stops during weekday commute hours to discourage commuter spillover into residential neighbourhoods while maintaining parking availability during off-peak periods and supporting transit reliability objectives.
  - Improve signage clarity and focus enforcement in priority areas to ensure time-limited and restricted parking zones operate as intended, recognizing that consistent enforcement is critical to the success and credibility of lighter-touch parking measures.
  - Engage residents through informal monitoring or reporting mechanisms to identify recurring problem locations, build local awareness, and support data-driven adjustments before escalating to more formal parking programs.

- Promote and formalize use of underutilized off-street parking (e.g., schools, places of worship, private lots) through shared-use agreements, wayfinding, and time-based access to reduce pressure on on-street parking supply and improve overall parking efficiency.

5.3 Pay Parking

Existing Practice in Township

Township does not operate any pay parking, however, some private lots, the TransLink-operated Park and Ride facility in Carvolth Exchange, limited locations in Fort Langley and Willoughby, and private properties adjacent to the Langley Memorial Hospital include pay parking with varying rates. There are additional commercial properties that are considering the implementation of off-street pay parking on private property.

Best and Emerging Practices

Municipalities implement pay parking in areas where high turnover is needed such as commercial centres with shops, restaurants, transit hubs such as SkyTrain stations, and services where space availability is crucial for customer access. These areas are generally dominated by visitors, commuters, or short-term users especially during business hours or evenings, often throughout the week. The goal is not just revenue - but improved turnover, reduced congestion, and better access for short-term users. For example, pay parking is used in City of New Westminster's Downtown and Uptown to maintain a 1-hour to 2-hour turnover and support small business needs. Rates may vary by time of day, location, or day of week to match demand.

To maintain target occupancy, cities adjust curb regulations based on demand data. In high-demand areas (often >85% occupied), they typically increase meter rates or enforce shorter stays. For example, Vancouver's recent policies specify that when a block's average occupancy exceeds 85%, staff should raise the meter rate (e.g. by $1 per hour). North Vancouver's recent Curb Access & Parking Plan similarly notes that if "observed occupancy tends to be near 100%," it will use demand-based pricing so that "each block hits a targeted occupancy around 85% with a few spaces available".

These rules should form a feedback loop: regular occupancy surveys or sensor data trigger fee adjustments, and rates are revised (often annually) by staff without needing new legislation. In practice most Canadian cities use $0.50 – $1 increments and adjust time restrictions gradually, rather than abrupt "surge pricing." Implementing pay parking requires significant capital and operational investment, including parking payment equipment, software and data systems, signage, and enhanced enforcement tools, as well as ongoing maintenance and licensing costs. It also requires regulatory changes and the creation of a dedicated administrative and enforcement function with sufficient staffing to manage operations, compliance, and customer service. While parking rates can be set to achieve a revenue-neutral outcome, the program should be viewed as a complex service requiring substantial resources and long-term management rather than a simple pricing change.

Recommendations

While the Township does not currently face the level of parking demand or public support needed to introduce on-street pay parking, it may become an important future parking management tool in higher-demand areas as growth and densification continue. Pay parking can help manage demand, improve turnover, and prioritize access in commercial or mixed-use centres, but it also carries significant capital, administrative, and enforcement costs that must be carefully evaluated. As such, pay parking should be considered a long-term option to be introduced selectively when demand conditions, policy objectives, and community readiness justify investment and operational complexity.

Therefore, the following recommendations are provided for this theme.

- **Follow a data-driven approach supported by community engagement to identify the need for pay parking system before implementation.** It is recommended that the Township follow a data-driven

approach supported by community engagement to identify when and where pay parking is warranted. Using evidence on parking demand, turnover, and compliance, alongside meaningful engagement with residents and businesses, ensures pay parking is introduced only where it will improve curb efficiency and access, build public understanding, and reduce the risk of implementing a costly system before conditions and community support justify it. A decision-making framework is provided below based on best practices for consideration.

- Phase 1: Identify hotspots for consideration including areas near commercial centres, mixed-use, rapid transit stops, and high-turnover public areas by conducting parking occupancy studies. Analyze the key causes of parking issues and origin of non-resident vehicles in the identified hotspots. Engage with residents and stakeholders to understand specific issues and level of support.
- Phase 2: Define clear objectives and policy rationale to establish pay parking. Establish why pay parking is being introduced and include principles such as occupancy target, equity considerations, net revenue reinvestment plan. Revenue should be used for operation and enforcement efforts and excess should be used for public realm, alternative transportation infrastructure, or safety upgrades.
- Phase 3: Develop a pricing and enforcement strategy. Determine hourly rates, maximum stay duration, paid hours, and days. Ensure alignment with technology and payment systems, enforcement capabilities, and adjust staffing levels accordingly.
- Phae 4: Update bylaws and regulations to authorize pay parking, rate-setting, and enforcement protocols. Staff should be granted ability to adjust rates based on set thresholds without requiring new council approval each time.
- Phase 5: Monitor, evaluate, and adjust the rates based on occupancy data if occupancy is too high (often >85–90%), raise prices or impose stricter limits. If occupancy is too low (<60–70%), reduce fees or relax restrictions. Performance data and rate changes should be published regularly.

Implementation:

Results of public engagement highlighted that introducing pay parking in commercial areas to encourage shorter stays currently doesn't have high level of support. Township is encouraged to continue monitoring the parking utilization in these areas to consider the timing of pay parking as parking management measure. Should future conditions indicate a clear need, staff would be required to undertake additional due diligence prior to implementation, including detailed parking occupancy and duration studies, financial feasibility and cost-recovery analysis, evaluation of technology and enforcement requirements, coordination across departments, and assessment of public acceptance and business impacts. This phased approach allows the Township to align the timing of paid parking with demonstrated need, available resources, and community readiness, thereby improving the likelihood that paid parking would function as an effective and defensible parking management tool. The following list includes resources needed to successfully implement a pay parking program.

Bylaw Amendments

- Update existing parking bylaws to authorize paid parking, set fine amounts, and define enforcement processes
- Establish provisions for special exemptions (e.g., accessibility, service vehicles)

Parking Infrastructure

- Pay stations, meters, or signage
- Ensure accessibility (multi-language support, cashless options, accessible design)
- Curb markings, wayfinding signage, and pavement stencils

- Mobile payment app integration
- Data management platform for occupancy and revenue tracking

Administration and Program Management

- Administrative staff for customer service and appeals
- Secure platforms for payment collection, reconciliation, and auditing
- Processes for revenue reinvestment in local improvements
- Clear branding of the pay parking program to build trust

Enforcement

- Training and resourcing of parking enforcement officers
- Provision of Automated License Plate Reader (ALPR) vehicles, handheld ticketing devices, and uniforms
- Clear escalation procedure (initial warning, issuance of a ticket, and eventual towing for those who violate the rules repeatedly)
- Transparency in fine amounts and dispute resolution process

5.4 Resident Permit Parking (RPP)

Existing Practice in Township

There is no general permit parking program within Township. On-street parking in residential areas is available on a first-come, first-served basis and parking spillover and high parking occupancy are addressed adequately with time-limited parking regulations. However, the Township has received requests for Resident Only Parking from residents of single-family or townhouses due to concerns with residents of denser housing forms parking on the street.

Best and Emerging Practices

RPP programs are typically implemented to manage parking spillovers from nearby areas, such as transit stations, commercial centres, schools, or institutions that attract non-resident parkers. They help to prioritize residents and their visitors, improve parking availability and turnover, and reduce neighbourhood conflicts without requiring costly infrastructure expansion. When designed using data on demand and implemented with clear eligibility rules, defined permit caps, and regular monitoring, RPP programs provide a flexible, equitable, and scalable parking management tool that can be adjusted over time as conditions change.

The RPP program provides residents with exclusive parking privileges and imposes restrictions or limitations on visitor parking, except where permit-based allowances are specified. However, permit systems that are not priced appropriately or without strong policy have proven ineffective in ensuring that scarce on-street parking space is allocated to those who value it most highly. There are also concerns regarding equity, administrative and enforcement costs, and revenue limitations. More importantly, this type of program has been found to address the symptoms (parking spillovers), but not the cause (vehicle dependence). It could also create a sense of entitlement to view curb space, which is public, as private property. Once implemented, RPP program becomes difficult to reverse, even if it's no longer justified.

As such, majority of the municipalities in the Lower Mainland currently do not support RPP program in their communities. However, few cities like Vancouver, Burnaby, New Westminster, North Vancouver, and Richmond have established residential permit programs based on demonstrated parking pressure from non-residents or proximity to high-demand areas (e.g., near hospitals, transit hubs). In these communities, RPP programs have been effective at protecting on-street parking for residents in areas affected by spillovers from commuters, commercial uses, or institutions. Key advantages include clearer prioritization of residents, reduced long-stay parking, and improved enforcement efficiency, especially when supported by permit databases or license-plate–based systems.

These municipalities have also reported notable challenges: ongoing administrative and enforcement costs, staff time for applications and complaints, and potential oversubscription if too many permits are issued relative to curb capacity. Programs can also raise equity and expectation issues, as permits do not guarantee a space and may be controversial where fees or boundaries are introduced. Overall, Lower Mainland experience suggests RPP programs are most successful when applied selectively in high-pressure areas, supported by cost-recovery fees, clear policies, and complementary measures such as time limits and off-street parking strategies. Municipalities typically define conditions under which residential parking permit zones may be introduced, such as:

- Documented parking spillover from adjacent land uses (SkyTrain station, Hospitals, Schools)
- High parking occupancy (usually >85%) observed through surveys
- Resident complaints or petitions

If in the event implementing RPP results in curb space consistently showing less than 60% utilization alongside a high number of public complaints, it may be deemed suitable for removal.

Other key features of the RPP program include the following:

- Annual or biannual fee, sometimes tiered based on number of permits per household
- Daily/monthly visitor permit (sometimes free)
- Special permits for caregivers or shared vehicles
- Time-limited exception (1-2 hours) for non-permit holders
- Routine monitoring by bylaw officers or LPR-equipped vehicles
- Policies to address misuse or fraud (eg. resale of guest permits)

Recommendations

It is recommended that the Township consider implementing a RPP program only if daytime time-restricted parking measures intended to discourage employee and commuter parking in residential areas are demonstrated, through parking utilization and turnover counts, to be ineffective. Time-limited parking should continue to be the primary tool to encourage visitor turnover and manage spillover, with an RPP program reserved as a more advanced measure for locations where demand pressures persist despite these controls.

If consideration of an RPP program proceeds, the Township would need to explore and secure dedicated funding to cover the capital and ongoing costs associated with program implementation, administration, enforcement, and customer service. This would include permit systems, staffing resources, signage, and enforcement capacity. In parallel, bylaw amendments would be required to establish the authority, eligibility rules, permit limits, fees, and enforcement provisions necessary to enable a permit parking system.

Therefore, the following recommendations are provided for this theme.

- **Utilize a data-driven approach combined with community engagement to assess the necessity and feasibility of implementing the Resident Permit Parking program.** A data-driven, community-supported approach is appropriate in the Township because RPP program represents significant regulatory and operational commitment. Implementing such a system requires ongoing staff resources and costs related to program administration, permit issuance, database management, signage, enforcement, and customer service. Confirming a clear need and sufficient community support in advance helps ensure these resources are deployed efficiently and only where benefits outweigh costs. This approach aligns with the Township's existing parking practices, reduces the risk of introducing a costly program with limited uptake, and supports a targeted, fiscally responsible rollout rather than a premature Township-wide commitment. A decision-making framework is provided below based on best practices for consideration.
    - Phase 1: Identify hotspots for consideration including areas near commercial centres, transit hubs, and institutions (school, hospitals, recreation centres) by conducting parking occupancy studies. Analyze the key causes of parking issues and origin of non-resident vehicles in the identified hotspots. Engage with residents and stakeholders to understand specific issues and level of support.
    - Phase 2: Develop a policy framework outlining how permits will be managed. These include eligibility criteria, permit types, permit fees, time/zone restrictions, and alignment with Township priorities. Review existing bylaws and regulations and make amendments as needed. Consider opting for digital systems to issue, manage, and enforce the permits.
    - Phase 3: Pilot the system in a smaller area with strong resident support (such as near Langley Hospital) before broader rollout. Implement signage, permit distribution, and financial resources

necessary for administration and enforcement protocols. Monitor parking occupancy rates, permit sales, compliance, and resident satisfaction as measure of success.

- Phase 4: Assess the effectiveness of the pilot program and refine components as necessary including eligibility criteria, fee adjustment, hours of operation, zone boundaries.

Implementation:

If time restricted parking proves to be ineffective and existing parking issues persist, the following steps are suggested for piloting an RPP program near the Langley Memorial Hospital, an area with noted parking spillover issues. Staff will need further resources to implement and manage this program including permit applications, issuance, record management, and resident inquiries, as well as bylaw enforcement capacity for compliance monitoring and complaint response, supported by signage installation and maintenance.

Based on the review of similar programs in other jurisdictions, guidelines for a draft policy are provided below.

- **Purpose:** Reduce spillover parking by hospital staff and visitors into residential streets and prioritize on-street parking access for neighbourhood residents and their visitors.
- **Geographic Restrictions:** To ensure that permits are being used in the area in which they were applied for, the Township should consider establishing boundaries in which a permit is valid. This could vary from the neighbourhood level (bounded by 50 Avenue to the south, 52 Avenue to the north, 221A Street to the west, and 224 Street to the east) to a number of select designated blocks (223 Street, 50 Avenue).
- **Fees:** Communities that employ RPP fees use the revenue to support administration, enforcement activities, and provide opportunities for reinvestment in the community through parking benefit districts. Some also differentiate fee levels based on the number of vehicles registered to the household, the availability of off-street parking, and/or geographic area.
- **Permit Type:** Traditionally, most RPPs have been administered using physical decals attached to a vehicle's windshield. To support simple enforcement, the Township should consider using virtual permits which are attached to a license plate registered to the property eligible for a permit.
- **Maximum permitted vehicles per household:** The Township should apply a maximum number of RPPs that are permitted per household to maintain equitable access to permits, support sustainable mobility objectives, and allow for parking availability in RPP zone. The Township may consider limiting access to permits under certain conditions to achieve broader mobility and land use objectives and limiting adverse impacts to surrounding neighbourhoods.
- **Supporting Permit Types:** Permits for visitors or guests could also be considered to ensure that on-street parking is available for short-term needs but is still appropriately priced. This could take the form of short-term permits acquired from the Township for a weekly fee or a year-round permit for an annual fee.
- **Enforcement:** Establish enforcement practices to ensure compliance. Determine when the permit restrictions will be enforced. Options include the following:
    - **Full-time enforcement:** 24 hours a day, 7 days a week – only vehicles with valid permits can park within the designated zone.
    - **Hybrid approach:** Allow non-resident vehicles to park for limited time (e.g., two hours) during the day, while residents with permits have unrestricted access.

These guidelines were used to create a draft policy for launching a pilot program close to Langley Memorial Hospital, which is detailed below. It should be noted that both guidelines and draft policy have been developed at a high level to serve as a guiding framework for staff consideration. Prior to advancing any

amendments, staff should undertake an internal review with affected departments to confirm operational feasibility, resource requirements, and alignment with existing Township policies and practices. The costs associated with the implementation including additional administrative and bylaw enforcement resources are likely not covered by the permit fees.

Residential Parking Permit Program (Pilot)

1. Purpose

1.1 To establish the criteria, approach and methodology for the implementation of a Residential Parking Permit Program (Pilot) in the Township.

2. Background

2.1 The Township receives requests for measures to manage on-street parking near high parking generators, including Langley Memorial Hospital in Murrayville. Residents have expressed concerns that all-day parking by visitors and employees limits their access to street parking.

2.2 A review of municipal practices indicates that residential permit programs are commonly used to manage spill-over parking from hospitals and transit facilities. These programs typically require community support, proof of residency and clear enforcement guidelines.

3. Related Policy

3.1 Township of Langley Highway and Traffic Bylaw 2010 No. 4758 and amendments thereto.

3.2 Township of Langley Subdivision and Development Servicing Bylaw 2011 No. 4861 and amendments thereto.

3.3 Motor Vehicle Act (1996 c. 318) of the B.C. Motor Vehicle Traffic Legislation Manual and amendments thereto.

4. Policy

4.1 Suitable Locations

4.1.1 A Residential Parking Permit Program (RPPP) will only be considered on roads where on-street parking is legally permitted under the Township's Highway and Traffic Bylaw and the B.C. Motor Vehicle Act.

4.1.2 An RPPP will only be considered where there is a demonstrated need based upon:

documented evidence of high on-street parking occupancy (generally 80 % or greater) and a significant proportion of non-resident vehicles; and

records of historical complaints or petitions indicating support from residents adjacent to the proposed area.

4.1.3 An RPPP is intended for residential areas adjacent to facilities where on-site parking is insufficient, such as hospitals, schools or transit exchanges, or where mixed-use areas experience spill-over parking.

4.2 Initiation Process

4.2.1 When a request for an RPPP is received, the Township will provide the requestor with a copy of this Policy.

4.2.2 To initiate the formal process for implementation, a resident or property owner must submit a petition in a form approved by the Director of Engineering or their designate. The petition shall describe the

proposed permit area and confirm that the residents directly fronting the proposed area support the program.

4.2.3 RPPPs will only be considered on a block-by-block basis.

4.2.4 The petition must identify the location and proposed hours during which permit restrictions would apply.

4.2.5 The petitioner must own property directly fronting the proposed area.

4.2.6 Upon receipt of the petition, the Township will determine if there is sufficient support to proceed. Only one signature per residential owner will be counted. A sufficient level of support is defined as at least two-thirds of the properties directly fronting the affected area in support of implementing an RPPP.

4.3 Review Process

4.3.1 Upon receipt of a completed petition, the request for an RPPP will be formalized and documented through a Service Request.

4.3.2 The Township will conduct occupancy surveys and assess whether the proposed restrictions are feasible based on the following factors:

- Safety and traffic flow;
- Access for emergency vehicles; and
- the availability of off-street parking for residents and adjacent institutions.

4.3.3 If occupancy surveys confirm that peak on-street parking exceeds 80% and that at least 50% of vehicles belong to non-residents, staff will proceed to a ballot process.

4.4 Ballot Process

4.4.1 The Township will mail ballots to all owners/occupants of properties fronting roads within the proposed permit area.

4.4.2 To be counted, ballots must be received by the Township by the indicated date and time.

4.4.3 The level of support will be determined based on the number of ballots sent out. Any ballots not submitted will be considered to be not in favour. Only one ballot per property will be considered. If responses are received from both an owner and an occupant, only the owner’s response will be considered. For multi-unit strata properties, only the strata council’s response will be considered; subject to strata council support, all units in the strata will be counted in either support or opposition.

4.4.4 If at least two-thirds (2/3) of the ballots are in favour, staff will move forward with implementation.

4.4.5 If less than two-thirds (2/3) are in favour, staff will not move forward with implementation.

4.4.6 The original petitioner will be advised of the ballot results.

4.5 Implementation

4.5.1 Upon completion of a successful ballot, the Township will implement the RPPP by installing signage on the requested roads and issuing permits to eligible residents. The following criteria will apply:

4.5.1.1 Permit restrictions: Only vehicles registered with a valid residential or visitor permit may park on roads within the permit area during the designated hours.

4.5.1.2 Hours of restriction: Vehicles without a valid permit may park within the permit area for a maximum duration of two (2) hours, after which the vehicle must be removed from the area. This restriction shall apply 24 hours per day, seven days per week, unless otherwise specified by posted signage.

4.5.1.3 Duration: Permits are valid for one year and must be renewed annually.

4.5.1.4 Permit limits: Each dwelling may receive up to two resident permits plus one transferable visitor permit. Households with a legal secondary suite may request one additional resident permit.

4.5.1.5 Fees: An annual fee per resident permit will be established by Council to recover administrative and enforcement costs.

4.5.1.6 Permit medium: Permits will be digital and linked to licence plates. Residents without digital access may apply in person.

4.5.1.7 Signage: Signs will indicate “No Parking Except with Permit” and specify the hours and days of enforcement.

4.5.1.8 Enforcement: Bylaw Enforcement Officers will enforce permit restrictions using licence-plate recognition. Non-permit vehicles parked during restricted hours may be ticketed or towed.

4.5.1.9 The Director of Engineering, or their designate, has the authority to implement an RPPP without a ballot process where there is a demonstrated need based on historical complaints and occupancy surveys.

4.6 Review, Revision or Removal Process

4.6.1 Once an RPPP has been implemented, a period of one (1) year is required before any review of the permit restrictions will be considered by the Township.

4.6.2 After at least one year, a resident may request the removal or modification of permit restrictions by submitting a petition as outlined in Section 4.2. The review process in Section 4.3 and ballot process in Section 4.4 will apply.

4.6.3 The Township will periodically review permit areas. If surveys demonstrate that peak occupancy is consistently below 60 %, or that the program is no longer required, staff may recommend revising or removing the permit area following the petition and ballot process.

5.5 Accessible Parking

Existing Practice in Township

In Township, on-street accessible parking practices are governed by the Highway and Traffic Bylaw No. 4758. The Township provides few, if any, formally designated accessible on-street parking spaces. Most accessible spaces are provided off-street in civic facilities, parks and libraries, and commercial areas (private but regulated through bylaw requirements). The Township does not have a formal process for residents to request designated accessible on-street spaces near their homes.

Best and Emerging Practices

The case studies from Surrey, Maple Ridge, New Westminster, and North Vancouver reveal several best practices for implementing effective on-street accessible parking programs in growing municipalities. A key best practice is the establishment of a formal request process that allows residents with disabilities to apply for accessible on-street parking near their homes. Cities like New Westminster and North Vancouver have clear, transparent application procedures that require documentation and site assessments, ensuring that requests are addressed fairly and based on need. This kind of policy creates a reliable system for addressing individual accessibility challenges without relying on ad hoc decisions.

Another common best practice is the provision of well-designed, visibly marked accessible parking spaces in high-demand public areas, such as town centres, civic facilities, libraries, and transit nodes. Municipalities consistently use standardized signage and curb markings (often blue paint and accessibility symbols) to clearly indicate accessible parking, improving enforcement and usability for people with disabilities.

In addition, municipalities like Maple Ridge and North Vancouver integrate on-street accessible parking with broader accessibility and mobility planning, often consulting local accessibility committees. This ensures that parking decisions are inclusive and coordinated with sidewalk, crosswalk, and curb ramp upgrades, contributing to a more universally accessible public realm.

Lastly, cities emphasize location prioritization - placing accessible spaces near key destinations and avoiding conflict with traffic flow or emergency access routes. Engineering reviews in Surrey and Maple Ridge ensure that parking does not compromise road safety while still addressing accessibility needs.

Recommendations

Designated on-street accessible parking spaces are a critical component of an inclusive and equitable curbside system, providing convenient and predictable access for people with disabilities to nearby destinations where off-street options may be limited or impractical. By minimizing walking distances and improving safety and certainty, these spaces support mobility, accessibility legislation, and age-friendly community goals. Treating accessible parking as a priority curb use ensures that limited on-street space is allocated in a way that supports equitable access and inclusive community design.

Therefore, the following recommendations are provided for this theme.

- **Adopt standardized on-street space design (signage, access ramp adjacency), which aligns with a broader Accessibility Strategy under BC's Accessibility Act.** It is recommended that the Township engage with accessibility advisory committees to guide development of standardized on-street accessible space design including signage, curb painting, and adjacency to access ramps aligned with a broader Accessibility Strategy under BC's Act. Standardization ensures accessible parking is clearly identifiable,

consistently designed, and reliably usable across the Township, reinforcing accessibility as a priority curbside use rather than an exception.

Key considerations include aligning designs with provincial standards and best practices, ensuring proper placement relative to sidewalks and curb ramps, and coordinating implementation across departments and capital programs. Ongoing enforcement, maintenance, and staff training are important to preserve visibility and compliance over time. Integrating these standards into broader accessibility planning also supports defensible, equitable decision-making and improved user confidence in the curbside environment.

Providing standardized on-street accessible parking is challenging due to the Township's parking lane widths being limited to 2.4 metres, as this width does not accommodate the additional side clearance needed for safe deployment of ramps or lifts from accessible vehicles. Accessible spaces often require increased space length, adjacent access aisles, and direct alignment with curb ramps, which can be difficult to achieve without removing nearby parking, reallocating curb space, or adjusting travel lanes. In constrained corridors, these physical limitations require careful, site-specific design and may involve trade-offs, but remain essential to ensure accessible spaces are functional, safe, and compliant rather than nominally designated but unusable.

Implementation:

Two distinct design guidelines are needed to ensure accessible on-street parking can be delivered effectively across different road contexts. Many existing roads in the Township were built with narrow curb lanes, fixed utilities, and constrained rights-of-way that make it impractical to apply standard accessible parking designs without flexibility and trade-offs. In contrast, new roads and reconstruction projects present an opportunity to fully integrate accessibility requirements from the outset through purpose-built geometry and consistent standards. Establishing separate guidelines for retrofitting existing roads and for new roads ensures accessibility objectives are met in a practical, defensible, and context-sensitive manner while supporting long-term consistency and compliance. The design requirements for each context could include the following.

Retrofit Scenario

- **Selection criteria:** Proximity to nearest on-street accessible parking space, including off-street accessible parking being unavailable in close proximity to ensure new spaces are added only where there is a demonstrated access gap. Distance to primary destination should be within 50 metres and within 100 metres in constrained situation. The 50-metre proximity standard reflects best practice for minimizing travel distance for users with mobility limitations, fatigue, or balance challenges, while the 100-metre allowance in constrained situations provides practical flexibility where physical or right-of-way limitations prevent ideal placement. Maximum road cross-slope should be 2% with adjacent sidewalk slope of less than 5% in constrained situation.
- **Stall width & access:** Use a signed accessible space with an adjacent no-parking access zone where 2.4 m curb lanes are insufficient; share space with ramps or boulevards where feasible.
- **Stall length:** Provide longer-than-standard spaces, often by combining spaces or adding buffer zones to allow ramp deployment.
- **Curb ramps:** Ensure direct alignment with a compliant curb ramp; use mid-block ramps where corner ramps are not feasible.
- **Placement:** Prioritize end-of-block or mid-block locations near destinations; avoid steep grades and sightline conflicts.

- **Trade-offs:** Expect removal or reallocation of adjacent parking or curb uses to achieve functional accessibility.
- **Markings & signage:** Apply high-visibility signage, curb paint, and pavement markings to support usability and enforcement.

New Roads or Reconstruction Scenario

- **Curb lane widths:** Design curb lanes to fully accommodate accessible spaces and access aisles without encroaching on travel lanes.
- **Stall length:** Build increased accessible space lengths into the standard block layout.
- **Integrated ramps:** Locate curb ramps directly adjacent to spaces with continuous, compliant sidewalk connections.
- **Location & spacing:** Distribute accessible spaces near key destinations with predictable spacing.
- **Utilities & operations:** Keep access aisles clear of drainage, utilities, and road furniture.

- **Establish a formal application procedure and policy for businesses to request on-street accessible parking spaces.** Establishing a formal application procedure and policy for on-street accessible parking will provide a clear, consistent, and transparent framework for evaluating requests, ensuring that spaces are installed only where a demonstrated need exists and where off-street options are not feasible. A standardized process supports equitable access for people with disabilities while allowing staff to assess roadway safety, curbside impacts, and operational considerations in a consistent manner. Formalizing the process also clarifies that any approved on-street accessible parking space remains public and available for use by any vehicle displaying a valid accessible parking permit and enables ongoing monitoring to confirm continued need and appropriate use over time.

  Implementation:

  The Township can initially proceed with a case-by-case review approach for on-street accessible parking requests, supported by internal evaluation criteria. This approach allows flexibility and responsiveness while the Township gains experience managing requests, with the option to formalize a policy or application process in the future if demand increases or greater consistency is required. Staff can consider site-specific constraints, demonstrated need, roadway safety, and curbside operational impacts when a business with constraints apply to request an on-street accessible parking space. Any on-street accessible parking space approved through this process would remain public and available for use by any vehicle displaying a valid accessible parking permit and may be subject to monitoring and removal, should conditions change.

5.6 EV Charging

Existing Practice in Township

At present, the Township owns 24 public charging stations with user fees (including a DC Fast Charger at the Operations Centre), located at:

- Aldergrove Community Centre;
- Township Civic Facility;
- Langley Events Centre;
- Operations Centre;
- Walnut Grove Community Centre;
- Yorkson Community Park;
- W.C. Blair Recreation Centre; and
- Redwoods Golf Course

Best and Emerging Practices

Placing EV charging stations curbside precludes other uses that enhance or support other priorities. Further, EV charging is predominantly needed by commuters and residents overnight. This means curbside chargers are better placed on quiet side streets in higher-density, commercial, and mixed-use areas and public parkades, rather than major corridors in the commercial cores or other high-demand areas to maximize curb space.

Within the Lower Mainland, the majority of publicly accessible EV chargers are found at municipal facilities, commercial lots/parkades, and dedicated areas for BC Hydro's network of public fast chargers (Level 3 DCFC). Some gas stations have also installed electric vehicle charging stations. While less common than chargers in off-street lots, some municipalities are starting to install Level 2 chargers, particularly in denser urban cores or business districts where off-street parking is scarce and encouraging EV adoption is a priority. City of Vancouver has installed on-street Level 2 chargers in residential and commercial areas to support residents without access to private charging.

The benefits of proving on-street charging stations include increased accessibility and use EV charging for residents and visitors, thereby helping encourage EV adoption, potential increase in economic activity in commercial centres, and less pressure on developers to provide EV parking spaces, and potential revenue generation. However, drawbacks include limited turnover, competing demands with other curbside functions, risk of underutilization, and high capital costs.

Recommendations

Even when EV charging is required in new developments and provided as part of the off-street parking supply, on-street EV charging remains important to serve residents and users without access to private parking, including those in older buildings, secondary suites, visitors, car-share, and on-demand vehicles. Curbside charging improves equity, supports broader EV adoption, and provides flexible, shared infrastructure that can respond to changing demand. When managed with clear time limits, pricing, and enforcement, on-street EV charging complements private charging and functions as a public asset rather than long-term vehicle storage.

Therefore, the following recommendations are provided for this theme.

- **Continue to provide electric vehicle charging infrastructure exclusively in off-street public and private lots while introducing on-street charging facilities in limited areas.** The Township should

continue prioritizing EV charging infrastructure in off-street facilities, while introducing on-street charging in a limited and targeted manner. By focusing most of the charging capacity in areas designed for longer stays and simpler electrical servicing, the Township can more efficiently manage costs, electrical usage, and maintenance duties, all while reducing the effects on curbside activities and road safety. Introducing on-street charging only in limited, strategic locations provides flexibility to address gaps where off-street options are not feasible, enables pilot testing of emerging curbside charging approaches, and allows the Township to assess operational, enforcement, and equity implications before considering broader implementation.

Key considerations include clearly defining criteria for where on-street charging is appropriate such as areas with low off-street access, high residential density, or shared vehicle demand and integrating chargers into broader curbside management policies. On-street chargers should be time-limited, priced to encourage turnover, and supported by enforcement to prevent long-term vehicle storage. Phased implementation, partnerships with utilities or private operators, and ongoing monitoring are also important to manage costs, ensure equity, and adapt the program over time.

Implementation:

On-street EV charging should be introduced through a phased, pilot-based approach that complements existing off-street charging requirements. Initial efforts should focus on establishing clear policy direction, screening criteria, and governance to ensure on-street charging is targeted to areas with limited off-street access or shared demand, such as denser mixed-use centres and older residential areas. Early coordination across departments and with utilities is essential to confirm feasibility, roles, and responsibilities.

Implementation should begin with a small number of pilot locations supported by clear time limits, pricing, signage, and enforcement to maintain curb turnover and prevent long-term vehicle storage. Ongoing monitoring of utilization, compliance, costs, and curb impacts will allow the Township to refine standards and determine whether expansion is warranted. Over time, on-street EV charging can be selectively scaled and integrated into the Township's broader curb management and climate objectives, while remaining flexible to changing demand and technology.

Partnerships with third-party service providers or BC Hydro should be a core component of the Township's on-street EV charging approach. Working with an experienced charging service provider or BC Hydro can reduce upfront capital costs, accelerate implementation, and shift responsibility for equipment procurement, installation, software, billing, and maintenance away from the Township. These partnerships also allow access to proven technology platforms, customer support systems, and usage data, reducing operational risk during the pilot phase. Key considerations include clearly defining roles and responsibilities, including ownership of equipment, revenue sharing, power pricing, data access, and long-term maintenance. The Township should retain policy control over location selection, operating rules, time limits, and curbside management, while partners focus on technical delivery and operations. Early coordination with BC Hydro is particularly important to confirm electrical capacity and upgrade costs, and to align installations with broader grid planning. A pilot-based partnership model will allow the Township to test different delivery approaches before committing to long-term agreements.

5.7 Commercial and Passenger Loading

Existing Practice in Township

The Township of Langley currently manages on-street commercial and passenger loading on a case-by-case basis, without a formal, municipality-wide loading zone policy. In general, designated loading zones are limited and primarily found in commercial or institutional areas, such as town centres (eg. Willoughby, Aldergrove) or near schools and civic buildings. These zones are typically identified through signage only, with time restrictions (e.g., 15–30 minutes) to allow for short-term loading and unloading. Commercial loading needs are largely accommodated off-street, via private development requirements under zoning and building bylaws. There is currently no permit system for commercial vehicles or ride-hailing services to use curbside space, and passenger loading areas (e.g., for schools or seniors' centres) are implemented selectively based on traffic studies or operational needs. Overall, the Township's approach is reactive and localized, with opportunities to develop a more consistent, policy-based framework as urban centres densify.

Best and Emerging Practices

Best practices for on-street commercial and passenger loading in comparable BC municipalities emphasize a structured and flexible approach to curbside management. Municipalities such as Surrey, New Westminster, and North Vancouver implement formal policies with clear criteria for designating loading zones based on adjacent land uses, vehicle types, and safety considerations. Time-limited and time-of-day restrictions are commonly implemented to effectively manage and balance varying curbside requirements, such as commercial loading during morning hours and passenger pick-up or drop-off coinciding with school hours.

Shared or flexible curb zones are an emerging best practice, allowing the same space to serve different purposes throughout the day, maximizing efficiency. The City of Victoria uses flexible curb zones in its downtown to support business deliveries, ride-hailing, and short-term customer stops. Clear signage and curb markings help ensure user compliance and enforcement, while some cities are beginning to use digital tools and data to manage curbside demand more effectively. Lastly, early engagement with local stakeholders such as businesses, schools, and delivery providers ensures loading zones are practical and responsive to real-world needs. Collectively, these practices support safer roads, more efficient goods movement, and better access for passengers in growing urban areas.

Recommendations

As urban centres densify in Township, demand for both commercial deliveries and passenger pick-up and drop-off will increase, making a consistent, policy-based loading framework essential. Clear, standardized policies help prioritize high-turnover loading activities, reduce conflicts with general parking, transit, cycling, and pedestrians, and improve curb efficiency. A consistent framework also provides clarity for businesses, service providers, and enforcement, supports data-driven allocation of curb space, and allows municipalities to adapt loading regulations as travel patterns and land uses continue to intensify.

Therefore, the following recommendations are provided for this theme.

- **Establish a curbside loading policy framework that outlines when and where on-street loading zones can be designated.** It is recommended to establish a curbside loading policy framework that clearly defines when and where on-street loading zones can be designated to support commercial deliveries and passenger pick-up and drop-off. As urban areas densify, a clear framework ensures curb space is allocated to high-priority, high-turnover uses, reducing conflicts with general parking, transit operations, and active transportation while improving overall curb efficiency.

Key considerations include aligning the framework with land use, time-of-day demand, road function, and safety objectives, as well as ensuring consistency with existing parking and traffic bylaws. The policy should be supported by monitoring data, clear signage standards, and enforceable rules, and allow flexibility to adjust locations or hours as demand changes. Transparent criteria and stakeholder communication are also important to improve compliance and maintain public confidence in curbside allocation decisions.

- **Introduce Time-Limited and Time-of-Day Loading Zones to balance competing curbside uses in commercial areas.** It is recommended to introduce time-limited and time-of-day loading zones in commercial areas to balance competing curbside demands. Designating loading space during peak delivery or passenger activity periods while allowing general parking or other uses at off-peak times helps maximize curb productivity without increasing supply, and supports business operations, accessibility, and road safety.

  Key considerations include using demand and occupancy data to determine appropriate locations and time windows, ensuring clear signage and pavement markings, and aligning enforcement schedules with designated operating hours. Flexibility to adjust time limits, active periods, or permitted users is important as conditions change, and clear communication with businesses, delivery operators, and the public is essential to improve understanding and compliance.

- **Explore the implementation of a smart parking reservation system to allow trucks, passenger vehicles, on-demand delivery, or ride hailing vehicles to find and reserve available on-street parking spaces.** It is recommended that the Township, in the long-term, explore the implementation of a smart parking reservation system that allows trucks, passenger vehicles, on-demand delivery, and ride-hailing vehicles to locate and reserve available on-street spaces. Such system can reduce cruising for parking, improve turnover, and ensure that limited curb space is available for high-priority users at the times they are needed, particularly in dense, commercial areas with competing demands.

  Key considerations include technology and operating costs, system integration with existing parking, enforcement, and data platforms, and equity and accessibility for users who may not rely on mobile apps. Clear rules around eligibility, pricing, time limits, and enforcement are essential, as is a phased or pilot-based approach to test demand, manage risk, and evaluate impacts before broader deployment.

5.8 Enforcement and Monitoring

Existing Practice in Township

Parking enforcement in the Township is carried out to ensure the intent of the parking regulatory system is upheld. Throughout the Township, the three locations with the highest infractions are Willoughby, Willowbrook and Walnut Grove.

Between 2020 and 2024, the number of parking violations increased at an average annual rate of 21%. This ongoing rise highlights increasing pressure on parking availability, particularly in high-density commercial and residential areas, as well as the introduction of Township ALPR system. The ALPR systems allow for more efficient enforcement by the Township Bylaws Department but requires additional resources, equipment and staff. Several key factors contribute to the rise in parking violations, including the following.

- Population Growth and Increased Vehicle Use: As urban centers expand, higher population density leads to more vehicles on the road, intensifying parking challenges in both residential neighborhoods and commercial districts. At the same time, growth in commercial activity, deliveries, ride-hailing, and visitor trips places additional pressure on limited curb space, especially in established neighbourhoods where road widths and parking supply are fixed.
- Urban Expansion and New Developments: The construction of residential and mixed-use projects has resulted in increased demand for on-street parking, as the number of residents, employees, and visitors is rising more rapidly than the capacity of off-street parking facilities. The rapid development also requires the provision of adequate transit to reduce the reliance on vehicles. Transit service is typically not provided until the area has developed and the expected ridership supports the service. As such, there may be an increased demand for on-street parking until transit is provided.
- Roadwork and Infrastructure Projects: Ongoing construction and trade vehicle parking along with road improvements reduce available parking, forcing vehicles into unauthorized or restricted areas. Temporary closures and detours further complicate parking accessibility.

Best and Emerging Practices

Municipalities employ advanced technologies including smart meters, license plate recognition, and real-time curb usage data to monitor parking occupancy, enhance enforcement efficiency, and adjust time limits or pricing as needed. The integration of systems such as GPS, cameras, and parking sensors supports the effective implementation of contemporary management practices. Access to comprehensive parking occupancy data enables communities to develop informed policies and rapidly implement new infrastructure or management strategies, thereby optimizing public space utilization.

Real-time analytics enable communities to understand who is using the curb, how it is being used, predict future behaviours, and create period-over-period comparisons. Utilizing a central and integrated management platform is an effective way to ensure the curbside solution is working correctly and effectively, and if adjustments need to be made, the decision-making process will be informed by data.

Recommendations

Focusing on advancing parking enforcement and monitoring technologies is a more effective and sustainable approach than increasing on-street parking supply. Curb space is a limited public asset, and adding more parking often conflicts with pedestrian safety, cycling facilities, transit operations, and public-realm objectives.

In many built-out areas, expanding supply is physically constrained and can simply induce additional demand, quickly eroding any short-term capacity gains.

Modern enforcement and monitoring technologies will enable Township to manage existing curb space more efficiently and align its use with community priorities. Data-driven tools support better compliance, higher turnover, and protection of high-priority curb demands such as short-term parking, loading, and accessible spaces. Improved monitoring also provides reliable evidence on utilization and peak conditions, allowing enforcement resources and parking policies to be targeted where they are most needed and ensuring existing on-street supply is used effectively.

Therefore, the following recommendations are provided for this theme.

- **Expand ALPR capabilities and available resources for monitoring parking occupancy in addition to enforcement.** It is recommended to expand ALPR capabilities and associated resources to support parking occupancy monitoring in addition to enforcement. Using ALPR for monitoring provides reliable, ongoing data on occupancy, turnover, and dwell times, allowing Township to manage curb space more strategically and prioritize high value uses such as short-term parking, loading, and accessible spaces. This data-driven approach improves the efficiency of enforcement and supports evidence-based adjustments to parking regulations and policies.

  Key considerations include the upfront and ongoing costs for technology, data storage, and staff training, as well as the need for clear data governance and privacy protocols. Distinguishing monitoring functions from enforcement in policy and communications is important to maintain public trust. Adequate staff capacity to analyze and apply the data, system integration with existing parking and GIS tools, and a phased or pilot-based rollout should also be considered to manage risk and demonstrate value.

- **Develop a Parking Data Management System**. It is recommended to develop a centralized parking data management system to support coordinated monitoring, enforcement, and policy decision-making. A unified system allows parking, enforcement, and planning data to be consistently collected, stored, and analyzed, improving visibility into occupancy, turnover, compliance, and curb performance. This enables more efficient use of existing parking supply and supports evidence-based adjustments to regulations, enforcement strategies, and curb management priorities.

  Key considerations include the additional staff time and budget required for system setup, data integration, and ongoing management. Clear data governance, privacy protocols, and interoperability with existing enforcement, permit, and GIS systems are essential. Township should also plan for staff capacity to maintain data quality, analyze trends, and translate findings into operational and policy actions, with phased implementation helping to manage costs and risk.

- **Introduce targeted enforcement scheduling.** It is recommended to introduce targeted enforcement scheduling that aligns parking enforcement hours and locations with actual demand patterns and priority curb uses. By focusing enforcement during peak periods and in high-demand areas, Township can improve compliance, increase turnover, and ensure availability for short-term parking, loading, and accessible spaces, without expanding physical parking supply.

  Key considerations include the need for reliable data to identify peak demand times, coordination with staffing and labour agreements, and flexibility to adjust schedules as conditions change. Clear communication with the public and businesses is also important to set expectations and improve compliance. Targeted scheduling may require upfront planning and monitoring effort, but it can significantly improve enforcement effectiveness and efficient use of existing curb space.

6 Cash-In-Lieu of Parking

Existing Practice in Township

The Township of Langley currently applies a cash-in-lieu provision for bicycle parking, which allows developers to satisfy a portion of their required bicycle parking through a financial contribution rather than full on-site construction. Under this provision, cash-in-lieu may be accepted for up to 25% of the required bicycle parking spaces, excluding visitor bicycle spaces, subject to approval by the Director of Development Services or their designate. Where accepted, the on-site bicycle parking requirement is reduced by an equivalent amount, capped at 25%. This mechanism provides flexibility in situations where site constraints, building design, or operational considerations limit the ability to provide all required bicycle spaces on site, while still ensuring investment toward cycling infrastructure consistent with the Township's active transportation objectives.

In addition, the Township has a separate cash-in-lieu bylaw for vehicle parking for select commercial zoning in Fort Langley, reflecting the unique heritage village context, narrow lot patterns, and constrained street network. Under this bylaw, developers may provide a cash contribution in lieu of some or all required on-site vehicle parking, with contributions generally calculated on a per-stall basis. Funds collected are intended to provide off-street parking structure in the commercial area of Fort Langley. However, limited funds have been collected to date partly due to the redevelopments being able to meet the lower parking requirements. The Zoning Bylaw was updated in 2021 to eliminate the 50% reduction in parking supply and baseline parking rates for commercial uses in the Township were also reduced. Another change in the area has been implementation of paid parking at Fort Langley National Historic Site by Parks Canada and at a commercial property adjacent to Glover Road.

Together, these two cash-in-lieu approaches demonstrate the Township's established practice of using targeted, context-specific financial tools to balance development feasibility, physical constraints, and long-term mobility and public-realm goals, rather than relying solely on uniform on-site parking requirements.

The Aldergrove Core Area faces parking supply and development constraints similar to Fort Langley. There are currently a mix of unmetered, time-limited on-street parking along Fraser Highway and nearby streets, as well as several off-street public parking lots near destinations such as the Aldergrove Community Centre and Library for the facility patrons. However, based on a previous study[1], future growth and densification in the core area are projected to generate parking demand of more than 800 additional parking spaces, and many redeveloping sites are expected to face challenges meeting off-street parking requirements due to small, narrow, and shallow lot configurations. In addition, planned widening of Fraser Highway is expected to remove on-street parking during daytime peak periods, further reducing parking supply during peak hours (Monday – Friday between 6-9am and 3-6pm). In this context, the Township is considering a cash-in-lieu parking mechanism for Aldergrove as a targeted, context-sensitive tool consistent with the Fort Langley approach to support redevelopment while enabling a centralized parking solution where full on-site provision is not feasible. As such, some spaces within the parking facility constructed in the Aldergrove core area have been secured by the Township for public use as part of the Aldergrove Town Centre development. The typical capital cost of of constructing a parking stall in a parking structure is approximately $50,000 per stall. A cash-in-lieu provision based upon the typical construction cost of a parking stall in a parkade strcuture offers a way to recover the capital expenses for the parking stalls.

[1] Aldergrove Core Area Engineering Services Plan (Section 6.4.3), Township of Langley, May 25, 2022.

Best and Emerging Practices

Many suburban cities allow cash-in-lieu payment so that developers need not build every required parking space on-site. Typically, this is restricted to designated areas (e.g. downtowns, town centres or transit corridors) where building new parking on private property is impractical. The municipality's bylaw or zoning specifies when cash-in-lieu is allowed, the per-space rate, and how funds are used.

Surrey provides a cash-in-lieu option for commercial uses in Cloverdale Town Centre (created in 1971) due to the expense of underground parking. Within the Town Centre, developers can pay cash-in-lieu (approximately $20,000[2] per space) for up to 10% of required spaces. These payments contribute to a Cloverdale Off-Street Parking Reserve intended for public parking capital. Surrey has utilized these funds to acquire nine surface parking lots (about 220 spaces) around Cloverdale's main retail area. The bylaw outlines eligibility (Cloverdale Town Centre mixed-use projects) specifies a per-space fee, and mandates that all money goes into a reserve exclusively for building or purchasing parking. In the downtown core of Port Coquitlam, owners have the option to pay $40,000 per required space (capped at 10% of the total requirement) instead of providing the space. All proceeds are placed in a statutory reserve for off-street parking exclusively in Downtown.

Best practice includes codifying eligibility and rates in a bylaw and creating a dedicated reserve fund. The bylaw states the per-space amount, maximum proportion of parking buyouts, and eligible area. Funds collected are used solely for public parking facilities like parkades or surface parking lots. Councils may allocate expenditure of these funds through the capital budget; for instance, the City of Surrey buys parking sites as needed.

When a parking structure is deemed too costly, land purchase too expensive or unwarranted due to lack of fit with character of the community, many suburban cities channel the cash-in-lieu funds into sustainable transportation and public realm projects. Section 525 of the Local Government Act states that cash-in-lieu money must go into a reserve for either off-street parking or "transportation infrastructure that supports walking, bicycling, public transit or other alternative forms". In practice, municipalities define specific projects or areas where cash-in-lieu funds are spent on alternatives.

Surrey's 2019 Parking Strategy split new in-lieu payments into two reserves: one for parking, one for "Alternative Transportation Infrastructure". By policy, 50% of each space's fee is allocated to the alternative transportation reserve. These funds can only be spent on walking/cycling/transit improvements within the City Centre. For example, Surrey has earmarked money for sidewalk and bikeway upgrades near SkyTrain stations, sidewalk extensions, protected bike lanes, and intersection safety enhancements in that zone. Decisions on projects are tied to the city's capital planning process and Town Centre plans; staff report that projects are selected annually as part of the capital budget.

In Coquitlam's Evergreen Line Core and Shoulder zones, developers may reduce required spaces by paying cash-in-lieu of parking (typically $20,000 - $35,000/space depending on distance to SkyTrain). These payments are deposited into two statutory reserves (a Parking Cash-in-Lieu Reserve and a Multi-Modal Infrastructure Reserve). Funds have explicitly been used for active transportation and roadscape projects: new bicycle parking, expanded sidewalks, protected bikeways, roadscape beautification and safer pedestrian crossings around Evergreen Line stations. Coquitlam staff note that allocation of these funds follows the regular capital planning process – project priorities are set through city budgeting and reported annually to Council.

[2]

More broadly, many municipalities tie in-lieu funds to sustainability goals. In Metro Vancouver, multiple cities now prohibit downtown parking minimums and accept cash-in-lieu only for urban centres or transit corridors. Funds are used as a flexible transportation and access management tool, rather than a mechanism used solely to build additional parking supply. Many municipalities now prioritize using funds to support shared public parking, demand management, and multimodal access improvements that reduce reliance on private vehicle trips. This includes investments in strategically located public parking facilities, parking technology, and curbside management that improve turnover and efficiency instead of expanding stall counts.

Across peer communities, cash-in-lieu of bicycle spaces is uncommon due to the cheaper cost burden to developers compared to parking spaces and an overall transition towards active transportation uptake and reduced parking supply. Therefore, cash in lieu of bicycle parking within the Township can be counterintuitive to policy and development goals. Rather, cash-in-lieu funds are also commonly directed toward TDM measures and active and sustainable transportation infrastructure. Eligible uses may include transit pass programs, car-share infrastructure, secure bicycle parking, micromobility facilities, pedestrian improvements, and EV charging. Best practice emphasizes clear eligibility criteria, geographic nexus, and transparency, ensuring funds are reinvested within the benefiting area and aligned with broader climate, accessibility, and complete-community objectives.

Recommendations

Cash-in-lieu is a powerful tool for the Township because it enables parking policy to directly support broader transportation, land-use, and climate objectives by shifting the focus from on-site stall provision to shared, flexible investments. By pooling contributions, the Township can fund shared parking, curbside management, TDM measures, and active and sustainable transportation infrastructure that reduce vehicle reliance and improve access. Adjusting cash-in-lieu requirements based on geography and policy intent recognizes that parking demand and travel behaviour vary across town centres, TOAs, and suburban contexts, allowing the Township to reinvest funds where impacts occur and maximize the effectiveness of cash-in-lieu in advancing efficient mobility and complete communities.

Therefore, the following recommendations are provided for this theme.

- **Implement a modest cash-in-lieu of parking provision for TOAs such as the Willowbrook and 200 Street corridors, allowing developers to reduce parking minimums in support of alternative transportation infrastructure.** As parking reductions across the Township become more common, especially in future TOAs, cash-in-lieu of parking will ensure that residents have access to alternative modes of transportation. For cash-in-lieu to be an effective tool, it is essential to maintain parking minimums in some or all areas to leverage contributions. This approach must also be developed alongside robust TDM regulations to ensure that developments with limited or no parking supply have access to mobility options.

  A park-and-ride structure within Willowbrook TOA is a potential consideration. The capital costs ($50,000 per structure space; $150,000 per underground space) and operating costs ($200 - $800 per space[3] annually) may present significant financial challenges if the costs are to be recovered solely through cash-in-lieu. Evaluation of economic feasibility and investigation into alternative funding sources is recommended. It should be noted that most park-and-ride lots in Lower Mainland are currently being replaced in favour of transit-oriented developments.

[3] Operating cost estimates obtained from Frequently Asked Questions, Developing a Park and Ride Policy: https://www.placespeak.com/uploads/assets/Proposed_Park__Ride_Policy_FAQ1.pdf

- **Revisit cash-in-lieu of bicycle parking provision.** Revisiting the cash-in-lieu of bicycle parking provision is timely as the Township continues to advance its transportation demand management and active transportation objectives. The current policy allows cash-in-lieu for up to 25% of required bicycle parking spaces (excluding visitor spaces), providing flexibility where site constraints, building design, or retrofit conditions make full on-site provision challenging. While this approach has supported development feasibility and aligns with the Township's established use of cash-in-lieu tools in other contexts, evolving best practices emphasize the importance of convenient, visible, and on-site bicycle parking to encourage cycling as a regular mode of travel. A review would help ensure the provision continues to balance flexibility with the Township's desire to support behaviour change and growing cycling demand, particularly in mixed-use and higher-density areas.

  It is recommended that the Township review and refine the cash-in-lieu provision to clarify when it is appropriate and how it supports broader cycling outcomes. This could include maintaining the existing 25% cap while introducing clearer criteria tied to site constraints, land use context, and proximity to cycling infrastructure, as well as ensuring that cash-in-lieu funds are directed toward nearby or directly supportive cycling improvements. The primary strength of this approach is that it preserves development flexibility and enables pooled investment in cycling infrastructure with broader network benefits; however, if applied too broadly, it may reduce the availability and visibility of on-site bicycle parking and weaken its role in encouraging cycling. Clear criteria and transparent use of funds are therefore essential to ensure the provision remains a targeted, effective tool rather than a default alternative to on-site bicycle parking.

- **Implement a new cash-in-lieu bylaw for the Aldergrove Core Area and establish policies that ensure sufficient fund is collected for the newly constructed parking structure.** The Aldergrove Core Area is expected to experience significant redevelopment and densification, while facing physical constraints that limit the ability of many sites to provide all required off-street parking on site. At the same time, the Township partially funded a parking structure to provide public parking and support shared parking needs and future growth. It is recommended that the Township implement a new cash-in-lieu parking bylaw for the Aldergrove Core Area, with clear policies to ensure contributions are calibrated to collect sufficient funds to support the delivery, operation, and long-term sustainability of the parking structure, while enabling redevelopment in a constrained urban context. Based on the best practices, the following policies and criteria should be included in the bylaw.

- All cash-in-lieu funds collected must be deposited into a dedicated statutory reserve fund specifically earmarked for the acquisition, design, and construction of public parking structure. Thus, the funds could be used to offset the funds the Township already contributed to acquire the parking spaces in a parking structure constructed in the Aldergrove core.
- Applicants must demonstrate that providing the required off-street parking on-site is genuinely infeasible or would result in significant hardship.
- The development should be within reasonable walking distance from the parking structure (**See Figure 1**).
- The development proposal must demonstrate commitment to TDM measures, even if cash-in-lieu for parking is being sought. Additional reduction in parking requirements through cash-in-lieu contribution can be considered when TDM measures are provided, such as car share or enhanced cycling amenities. When TDMs are proposed, staff can negotiate with the developer to approve a combined cash-in-lieu and TDM package.



Figure 1: 400 metres (5 minutes) walking radius from the newly constructed Aldergrove Parking Facility

- Establish a maximum percentage of the development's required parking that may be fulfilled through cash-in-lieu. Certain commercial properties in Aldergrove may encounter challenges in meeting parking requirements under these provisions, particularly when subject to maximum limits. Therefore, it is advisable to assess whether incentivizing redevelopment of smaller lots by permitting a higher threshold (e.g., 50%) is appropriate, or whether maintaining some on-site parking through a lower limit (e.g., 25%) better serves planning objectives.
- Cash-in-lieu fee per parking space is calculated based on the typical cost of constructing a parking space within a public parking structure (estimated to be approximately $50,000). However, considerations should be given to the impact of implementing this rate on the viability of redevelopment. Lower cash-in-lieu rates could encourage potential redevelopment to be more attractive by lowering the overall development costs while meeting the parking requirements.
- Exemptions should be considered for non-commercial developments where a parking variance request is received.
- While specific criteria should guide decisions, ultimate approval for cash-in-lieu should remain with Council as part of the rezoning or development permit process. Staff reports should clearly outline how the application meets the established criteria.

Implementation:

A draft cash-in-lieu bylaw has been created by applying relevant guidelines and reviewing best practices. This draft is designed as a stand-alone regulation specific to Aldergrove, considering the Core Area's unique physical limitations, existing municipal parking investments, and redevelopment goals, and intentionally avoids setting a precedent for the entire Township. The bylaw establishes its authority, definitions, and geographic scope at the beginning to provide legal clarity. It then outlines criteria for discretionary approval and eligibility to ensure cash-in-lieu is used as a focused planning tool rather than an automatic right. Key safeguards include required minimum on-site parking, the exclusion of accessible parking from cash-in-lieu, and fees based on actual construction costs, which help prevent excessive reliance on municipal parking and ensure fairness. Additionally, the bylaw contains clear provisions around agreements, payment timing, and dedicated use of funds to promote transparency, enforceability, and reinvestment in parking, active transportation, and alternative transportation solutions—measures intended to collectively manage parking demand within Aldergrove's Core Area.

Bylaw No. XXXX, 2026

A Bylaw to Authorize Cash-in-Lieu of Parking within the Aldergrove Core Area

WHEREAS Section 40 of the *Local Government Act* authorizes a municipality to accept money in lieu of providing off-street parking spaces required under a zoning bylaw;

AND WHEREAS the Aldergrove Core Area is characterized by narrow lots, shallow parcels, and established buildings that limit the ability to provide required off-street parking on individual sites;

AND WHEREAS the Township has invested in municipal parking facility within Aldergrove and seeks to support redevelopment while managing parking demand in a coordinated and equitable manner;

AND WHEREAS Council wishes to permit cash-in-lieu of parking in limited and appropriate circumstances while ensuring that developments continue to provide reasonable on-site parking;

NOW THEREFORE the Council of the Township of Langley enacts as follows:

TITLE

1.1 Citation

This Bylaw may be cited as the "Aldergrove Cash-in-Lieu of Parking Bylaw, 2026."

DEFINITIONS

2.1 Definitions

In this Bylaw, unless the context otherwise requires:

"Aldergrove Core Area" means the area designated as the Aldergrove Core Area in the Township of Langley Official Community Plan.

"Cash-in-Lieu of Parking" means a monetary payment made to the Township in lieu of providing one or more off-street parking spaces otherwise required under the Township Zoning Bylaw.

"Municipal Parking Facility" means a Township-owned parking lot or parking structure, including the existing Aldergrove municipal parkade.

"Parking Space" means a vehicle parking space meeting the dimensional and design standards of the Township Zoning Bylaw.

"Parking Shortfall" means the number of parking spaces required under the Zoning Bylaw that are not provided on the development site.

APPLICATION AND SCOPE

3.1 Geographic Limitation

Cash-in-Lieu of Parking may only be accepted for developments located wholly within 400 metres of the parking facility.

3.2 Eligible Developments

Cash-in-Lieu of Parking may be considered for:

a) commercial developments only

3.3 Discretionary Nature

Acceptance of Cash-in-Lieu of Parking is discretionary and is not an entitlement.

ELIGIBILITY CRITERIA

4.1 Physical Site Constraints

Cash-in-Lieu of Parking may be accepted only where the applicant demonstrates that providing the full required parking on site is impracticable due to lot width, lot depth, configuration, existing buildings, or heritage considerations.

4.2 Minimum On-Site Parking Requirement

Despite Section 4.1, at least 50 percent (50%) of required parking must be provided on site.

4.3 Accessible Parking

Required accessible parking spaces must be provided on site and are not eligible for Cash-in-Lieu of Parking.

4.4 Parking Supply Assessment

Cash-in-Lieu of Parking shall not be accepted unless the Township determines that sufficient nearby parking capacity exists.

CASH-IN-LIEU RATE

5.1 Establishment of Rate

The Cash-in-Lieu of Parking rate shall be $50,000 per parking space.

5.2 Indexing

The rate shall be indexed annually using the Statistics Canada Non-Residential Building Construction Price Index for Vancouver.

PAYMENT AND AGREEMENTS

6.1 Agreement Required

A Cash-in-Lieu of Parking Agreement must be executed prior to issuance of a building permit.

6.2 Timing of Payment

Payment shall be made prior to issuance of a building permit, unless phased payment is approved by Council.

6.3 Registration on Title

All agreements shall be registered on title.

USE OF FUNDS

7.1 Parking Reserve Fund

All monies shall be deposited into the Aldergrove Parking Reserve Fund.

7.2 Permitted Uses

Funds in the Aldergrove Parking Reserve Fund may be used only for:

a) the construction, expansion, maintenance, rehabilitation, or operation of municipal parking facilities within or serving the Aldergrove Core Area;

b) parking management measures, including shared-parking systems, wayfinding, parking technology, and demand monitoring;

c) active transportation infrastructure, including sidewalks, pedestrian connections, crossings, bicycle lanes, bicycle parking, and end-of-trip facilities serving the Aldergrove Core Area; and

d) alternative transportation and transportation demand management measures, including transit enhancements, shuttle services, micromobility infrastructure, car-share facilities, and other programs or infrastructure that reduce reliance on single-occupant vehicle travel within the Core Area.

- **Consider alternative approaches to expanding public parking supply in Fort Langley, in addition to the cash-in-lieu payment option.** The Township should explore options allowing shared parking, land dedication, or provision of public spaces as alternatives to cash to help increase supply of public spaces and reduce the need for the Township to build a standalone parking facility. Section 513.1 and 513.3 of the LGA provides the Township with opportunity to require land for purposes of constructing and installing sustainable design features and transportation infrastructure that supports walking, bicycling, public transit or other alternative forms of transportation. These should also be explored to deliver collective mobility options like car share and bike share.
- **Amend the Fort Langley cash-in-lieu bylaw (Bylaw 1995 No. 3472) to increase the per-space fee, introduce eligibility limit, and broaden the reserve fund's uses.** An initial evaluation of the potential site, cost, and feasibility of raising sufficient funds through cash-in-lieu for the construction of a public parking structure in Fort Langley has indicated limited potential. As Fort Langley experiences an increase in parking demand due to tourism, the funds can be allocated towards developing infrastructure that promotes alternative transportation options. Amending the cash-in-lieu bylaw is crucial because the existing provisions, adopted in 1995, no longer reflect current development patterns, construction costs, accessibility needs, or transportation policy objectives. Updating the bylaw ensures that the cash-in-lieu rate more accurately represents the true cost of providing public parking, introduces clearer criteria and limits to ensure on-site parking is still delivered where feasible, and allows funds to be used more flexibly to support parking, accessibility, and alternative transportation improvements that align with Fort Langley's heritage character and long-term community goals.

Implementation:

Proposed Amendments and Deletions to Fort Langley Off-Street Parking Bylaw No. 3472

1. Update Cash-in-Lieu Rate (Amendment)

Amendment: Replace the fixed $12,000 per parking space fee with an updated per-space rate of $50,000 reflecting current construction, land, and lifecycle costs, with authority for Council to adjust the rate by resolution from time to time.

Rationale: The existing rate was established in 1995 and no longer reflects the true cost of delivering public parking, risking under-collection and limiting the Township's ability to fund meaningful parking solutions.

2. Introduce Indexing of Cash-in-Lieu Fees (Amendment)

Amendment: Add a provision allowing the cash-in-lieu rate to be indexed annually (e.g., construction cost index or CPI) without requiring a bylaw amendment.

Rationale: Indexing ensures the fund retains its real value over time and avoids the need for frequent bylaw updates to address inflation.

3. Establish Clear Eligibility and Evaluation Criteria (Amendment)

Amendment: Add criteria specifying when cash-in-lieu may be considered, such as lot size constraints, heritage buildings, site configuration, or demonstrated hardship, and clarify that approval is discretionary.

Rationale: Clear criteria improve transparency, consistency, and defensibility of decisions, while ensuring cash-in-lieu is used as a targeted tool rather than a default substitute for on-site parking.

4. Introduce Limits on the Proportion of Parking Eligible for Cash-in-Lieu (Amendment)

Amendment: Add a provision allowing the Township to cap the percentage (25%) or number of required parking spaces that may be satisfied through cash-in-lieu for any development.

Rationale: This ensures developments continue to provide on-site parking where feasible and prevents over-reliance on public parking facilities.

5. Clarify Township Authority to Require On-Site Parking (Amendment)

Amendment: Retain and strengthen language confirming that Council may require some or all parking to be provided on-site, notwithstanding the availability of cash-in-lieu.

Rationale: Reinforces municipal discretion and ensures parking impacts are appropriately managed on a site-specific basis.

6. Expand Permitted Uses of the Off-Street Parking Reserve Fund (Amendment)

Amendment: Expand eligible uses of the reserve fund to include:

- Public parking facilities;
- Shared-use or structured parking;
- Acquisition or construction of parking spaces within private developments secured for public use;
- Accessibility upgrades;
- Transportation demand management and alternative transportation measures that reduce parking demand such as infrastructure upgrade to promote transit and active transportation.

Rationale: Modern parking management extends beyond surface lots and should support flexible, cost-effective, and context-sensitive solutions in a historic commercial area.

7. Enable Securing Partial Public Parking Spaces Within Private Developments (New Provision)

Amendment: Add a provision allowing the Township to use cash-in-lieu funds to secure a partial number of publicly accessible parking spaces within private developments, through legal agreements, covenants, or easements registered on title.

Rationale: This enables incremental delivery of public parking where full standalone facilities are not feasible, supports redevelopment on constrained sites, and ensures long-term public access to spaces funded by the program.

8. Clarify Legal Status and Public Access of Funded Parking Spaces (Amendment)

Amendment: Add language confirming that parking spaces funded or secured through cash-in-lieu remain publicly accessible and do not convey ownership or exclusive rights to contributing developments.

Rationale: Protects the public nature of the parking supply and avoids ambiguity regarding use, enforcement, and long-term access.

9. Remove Outdated Legislative References (Deletion)

Deletion: Remove or update references to superseded provincial legislation (e.g., the former “Municipal Act, R.S.B.C. 1979”).

Rationale: Ensures legal accuracy and alignment with current provincial legislation.

10. Modernize Administrative and Agreement Language (Amendment)

Amendment: Update administrative provisions to reflect current Township practices, including flexibility in agreement terms, timing of payments, and integration with development approvals.

Rationale: Improves implementation and aligns the bylaw with current development review processes.

A consolidated version of the bylaw, incorporating all approved amendments is provided below.

FORT LANGLEY OFF-STREET PARKING BYLAW, 1995, NO. 3472 (Consolidated and Amended)

This Bylaw authorizes Council to hold, use, improve, operate, maintain, and manage certain real property owned and/or leased by the Township for the purpose of providing public off-street parking facilities in the commercial area of Fort Langley, and to regulate, charge, and collect fees and rents for such use.

WHEREAS the Township of Langley is the owner and/or leaseholder of real property in the commercial area of Fort Langley;

AND WHEREAS it is deemed expedient that such property be held, used, and improved for the purpose of providing public off-street parking facilities;

AND WHEREAS it is necessary for Council to have authority to acquire, construct, equip, operate, and manage public off-street parking facilities and related infrastructure;

AND WHEREAS it is deemed equitable that fees be charged and collected for the provision of public off-street parking and for alternatives to on-site parking provision;

NOW THEREFORE, the Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited as the “Fort Langley Off-Street Parking Bylaw, 1995, No. 3472”.

PARKING LOTS

2. The real property owned by the Township of Langley and outlined in Schedule “A” to this Bylaw shall be held, used, and improved for the purpose of providing public off-street parking facilities for use by the public.

PARKING FACILITIES

3. All parking spaces provided pursuant to this Bylaw shall comply with the minimum area and design standards of the Township of Langley Zoning Bylaw in effect at the time of construction. Parking areas shall be clearly delineated and access points may be controlled or limited as deemed necessary by the Township.

CONSTRUCTION AND IMPROVEMENTS

4. Council may, from time to time, construct buildings and structures, and equip the same, on any parcel of land described in Section 2 for the purpose of providing public off-street parking facilities.
5. The Administrator of the Township shall be responsible for the operation, maintenance, and management of all real property held and used pursuant to this Bylaw.

PARKING PERMITS

6. The Township is authorized to enter into agreements with owners of land located within a commercial zone designated in the Fort Langley Community Plan, permitting required off-street parking to be satisfied, in whole or in part, through the use of public off-street parking or cash-in-lieu of parking.
7. Cash-in-lieu may be considered at the discretion of Council where site constraints, heritage considerations, lot configuration, or other physical or planning limitations make full on-site parking provision impracticable.
8. Council may require that a minimum portion (50%) of required off-street parking be provided on-site, notwithstanding the availability of cash-in-lieu.

PERMIT CONDITIONS

9. Every permit issued pursuant to this Bylaw shall be subject to:

a) Automatic cancellation if the building or structure to which the permit relates is destroyed or removed and not replaced within one (1) year;

b) Termination by the Township upon thirty (30) days’ notice if alternative parking arrangements are adopted or parking requirements are reduced; and

c) Any additional conditions deemed necessary by Council to manage parking impacts.

CASH-IN-LIEU PAYMENT

10. As consideration for the issuance of a permit, the applicant shall pay a non-refundable cash-in-lieu amount per parking space of Fifty Thousand ($50,000), plus an application fee and applicable taxes.
11. The cash-in-lieu rate may be adjusted by Council resolution and may be indexed annually to a recognized construction or inflationary index.

PROVISION AND SECURING OF PARKING SPACES

12. The Township may provide public parking spaces directly or may use cash-in-lieu funds to secure publicly accessible parking spaces within private developments through legal agreements, covenants, or statutory rights-of-way registered on title.

13. Parking spaces secured using cash-in-lieu funds shall remain publicly accessible and shall not be reserved for the exclusive use of any development or owner.

NO COVEYENCE OF RIGHTS

14. No permit or agreement under this Bylaw conveys any ownership interest or exclusive right in any parking space or real property to any person.

LIMITATIONS

15. Council may limit the number or proportion of required off-street parking spaces that may be satisfied through cash-in-lieu for any development.

RESERVE FUND

16. An Off-Street Parking Reserve Fund is hereby established pursuant to the Local Government Act. All monies received under this Bylaw, excluding administrative fees and applicable taxes, shall be deposited into the Reserve Fund.

17. Monies in the Reserve Fund, including interest earned, may be used only for:

a) Acquisition, construction, improvement, or equipping of public off-street parking facilities;

b) Securing public parking spaces within private developments;

c) Accessibility improvements to parking facilities;

d) Transportation demand management and alternative transportation measures that reduce parking demand; and

e) Redeeming debentures issued for the purposes above.

PARKING STALL RENTAL

18. Council may fix and charge fees or rents for the use of public off-street parking facilities and may close parking facilities, in whole or in part, as required for operations or cost recovery.

7 Summary of Recommendations

The suggested updates to regulations and policies related to off-street parking, on-street parking management, and cash-in-lieu bylaws are outlined below. These suggestions do not represent an exhaustive list of possible changes to the Township's parking regulations and management. Additional updates may be necessary as recommendations are refined into formal policy and regulations, or if minor adjustments are needed to align the Township's guidance with best practices.

Many of these recommendations will require bylaw amendments, new policies, implementation and construction costs, administrative/maintenance, and additional enforcement. This will include funding required for capital construction, operation and maintenance, and equipment and staff for administration and enforcement.

Off-Street Vehicular Parking

- Retain the existing regulatory framework for parking minimum requirements, while incorporating flexibility to allow adjustments as transit and active transportation infrastructure become fully developed (Zoning Bylaw Section 107.3).
- Develop a tiered approach to establishing parking reductions in areas with high mobility options.
- Introduce vehicle parking requirements for additional land uses (Zoning Bylaw Section 107.3).

Off-Street Street Loading

- Introduce new loading space types under loading requirements (Zoning Bylaw Section 107.8).
- Update and expand loading space design requirements (Zoning Bylaw Section 107.7).
- Update loading requirements based on land use and sizes (Zoning Bylaw Section 107.8).

Off-Street Accessible Parking

- Update accessible parking supply rates (Zoning Bylaw Section 107.11).
- Require a higher number of accessible parking spaces at locations with typically higher demand, such as hospitals and seniors' housing (Zoning Bylaw Section 107.11).
- Update design requirement for accessible parking spaces (Zoning Bylaw Section 107.11).
- Introduce supply and design requirements for van-accessible parking spaces (Zoning Bylaw Section 107.11).
- Introduce supply and design requirements for visitor accessible parking spaces (Zoning Bylaw Section 107.11).

Off-Street Bicycle Parking

- Review existing bicycle parking supply rates against best practices and consider further land use differentiation to ensure that bicycle parking supply rates reflect potential demand (Zoning Bylaw Section 107.12).

- Provide greater clarity on expectations relative to the required dimensions, configuration, and location of bicycle parking (Zoning Bylaw Section 107.12).
- Include requirements to non-standard bicycle parking and mobility scooters (Zoning Bylaw Section 107.12).
- Establish minimum design guidelines for end-of-trip facilities (Zoning Bylaw Section 107.12).

Off-Street EV Charging

- Require electric vehicle charging infrastructure in non-residential uses, including both energized electrical outlets and charging stations (Zoning Bylaw Section 107.3).
- Require that all accessible and shared vehicle parking spaces are provided with an energized outlet capable of Level 2 charging (Zoning Bylaw Section 107.3).
- Require that a proportion of visitor parking spaces in residential uses include an energized outlet capable of Level 2 charging (Zoning Bylaw Section 107.3).

Transportation Demand Management

- Implement a baseline TDM program in designated Urban Centres and Transit-Oriented Areas.
- Allow for vehicle parking supply reductions through the provision of TDM strategies.

Shared Parking in Mixed-Use

- Implement provision to provide shared parking in mixed use development meeting overall parking needs through the provision of fewer parking spaces in uses with complementary parking demand trends (Section 107.4).
- Consider implementing shared parking include the geographic applicability of these regulations, such as potentially restricting this practice to only high-density mixed-used centres and TOAs.

Parking along Arterial Streets

- Continue to prohibit on-street parking for new arterial road construction..
- Develop and adopt a comprehensive curbside management strategy to support decision-making around curb use.

Parking along Collector and Local Streets

- Develop and adopt a comprehensive curbside management strategy to support decision-making around curb use.
- Create, reallocate, or optimize existing curb space to better meet diverse demands beyond long-term parking.
- Implement informal and lighter-touch on-street parking management methods before introducing more formalized tools like pay parking or resident permit parking.

Pay Parking

- Follow a data-driven approach supported by community engagement to identify the need for pay parking system before implementation.

Resident Permit Parking Program

- Utilize a data-driven approach combined with community engagement to assess the necessity and feasibility of implementing the Resident Permit Parking program.

On-Street Accessible Parking

- Adopt standardized on-street space design (signage, access ramp adjacency), which align with a broader Accessibility Strategy under BC's Accessibility Act.
- Establish a formal application procedure and policy for businesses to request on-street accessible parking spaces.

On-Street EV Charging

- Continue to provide electric vehicle charging infrastructure exclusively in off-street public and private lots while introducing on-street charging facilities in limited areas.

On-Street Commercial and Passenger Loading

- Establish a curbside loading policy framework that outlines when and where on-street loading zones can be designated.
- Introduce Time-Limited and Time-of-Day Loading Zones to balance competing curbside uses in commercial areas.
- Explore the implementation of a smart parking reservation system to allow trucks, passenger vehicles, on-demand delivery, or ride hailing vehicles to find and reserve available on-street parking spaces.

Enforcement and Monitoring

- Expand Automated License Plate Recognition (ALPR) capabilities and available resources for monitoring parking occupancy in addition to enforcement.
- Develop a Parking Data Management System.
- Introduce targeted enforcement scheduling.

Cash-in-Lieu

- Implement a modest cash-in-lieu of parking provision for TOAs such as Willowbrook and 200 Street corridor, allowing developers to reduce parking minimums in support of alternative transportation infrastructure.
- Revisit cash-in-lieu of bicycle parking provision.
- Implement a new cash-in-lieu bylaw for the Aldergrove Core Area and establish policies that ensure sufficient funds are collected for the newly constructed parking structure.

- Consider alternative approaches to expanding public parking supply in Fort Langley, in addition to the cash-in-lieu payment option.
- Amend the Fort Langley cash-in-lieu bylaw (Bylaw 1995 No. 3472) to increase the per-space fee, introduce eligibility limit, and broaden the reserve fun's uses.



Appendix A

Existing Conditions and Best Practices Report



TOWNSHIP-WIDE PARKING STUDY AND BYLAW REVIEW

EXISTING CONDITIONS & BEST PRACTICES REVIEW

April 2, 2025

Township of Langley

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APPENDIX - COMPARATIVE PARKING REQUIREMENTS

1.0 OVERVIEW

As one of the fastest growing municipalities in Metro Vancouver and one of the largest municipalities in British Columbia with an area of 316 square kilometres, the Township of Langley is reviewing how it supplies, manages and regulates parking. Parking has a broad impact on the community in terms of development feasibility, building form, travel behaviour, personal well-being and environmental sustainability.

The Township is undertaking a parking study to review on-street parking best practices, review and update the zoning and parking bylaws to develop an integrated parking strategy and framework which will provide the Township with the policy tools and recommendations necessary to address growing on-street and off-street parking concerns. In anticipation of significant growth and development potential in the Township, future rapid transit expansion, SSMUH housing density, as well as continued parking challenges in Fort Langley and Aldergrove, this parking study and bylaw review comes at a critical time for the Township.

As part of this process, this report documents the bylaw review and best practice review that was conducted to understand current conditions of on and off-street parking in the Township, areas of opportunity to update various parking bylaws, as well as identify recommendations to produce the parking strategy, resident-only parking strategy, and cash-in-lieu parking provision programs for Fort Langley and Aldergrove.

2.0 OVERARCHING THEMES

2.1 COMMUNITY STRUCTURE

The Township of Langley's Official Community Plan (OCP) establishes a comprehensive land use and community structure framework that defines how growth and development are organized across the municipality. These designations, described in **Table 1**, ranging from Regional Centres to rural agricultural lands, set out the intended role, scale, and character of each area. Understanding this framework is critical for shaping parking regulations, as parking needs vary greatly between dense mixed-use centres, neighbourhood-scale nodes, employment areas, and rural/agricultural lands. By aligning parking strategies with the OCP's land use structure, the Township can ensure that regulations are tailored to both current and future demands while also supporting broader community objectives such as walkability, transit viability, agricultural protection, and sustainable development forms.

Table 1: Township of Langley Community Structure and Parking Implications

Land Use / Community Structure	Characteristics	Parking Implications	Examples
Regional Centre	Largest, mixed-use hub; includes regional-scale retail, office, entertainment, higher-density housing, transit hub.	High demand for structured parking; potential for paid/managed parking; opportunities for reduced parking near transit; supports park-and-ride.	Willowbrook Regional Centre (part of Langley Regional City Centre)
Town Centres	Municipal-level hubs; commercial, institutional, entertainment; higher-density housing to serve local communities.	Mix of surface and structured parking; shared parking between uses; shift to more walkable, transit-supportive designs.	Willoughby Town Centre, Aldergrove Town Centre
Community Centres	Smaller focal points for each community; provide retail, services, civic amenities; some tourist functions.	On-street and small-lot parking; balance between local access and preserving community character; potential parking conflicts between residents and visitors.	Fort Langley, Murrayville, Walnut Grove, Brookswood-Fernridge
Neighbourhood Centres	Local-serving nodes; small shops and services; lower-density multi-family housing.	Primarily surface and on-street parking; modest demand; neighbourhood-serving scale means walkability reduces need.	Planned within neighbourhood plans (e.g., parts of Willoughby, Brookswood)

Frequent Transit Development Areas (FTDAs)	Growth focused along frequent bus corridors; higher-density residential, mixed-use, commercial.	Parking requirements can be reduced near transit; emphasis on walking, cycling, transit; demand for bike parking and limited vehicle stalls.	Carvolth FTDA (near Hwy 1 and future 200 St)
Urban Designation	Residential neighbourhoods, mixed-use, commercial, institutional, recreational.	Mix of surface lots, underground parking in higher-density areas; policies encourage walkable, transit-oriented designs	Willoughby, Walnut Grove, Murrayville, etc
Industrial & Mixed Employment	Industrial, commercial, employment lands; provide local jobs.	Large surface lots for employees and trucks; loading and staging areas dominate.	Gloucester, Northwest Langley, Willowbrook, Williams, Aldergrove
Rural Structure	75% of Township; mostly Agricultural Land Reserve; rural, agricultural, recreation, and conservation lands.	Parking mainly on private lots or farm properties; limited public parking; conflicts at urban-rural interface (visitors, agri-tourism)	Milner (historic rural community), rural centres (per Rural Plan), Salmon River Uplands
Agriculture / Rural Designations	ALR priority lands; non-ALR rural residential areas; low density.	Minimal formal parking; farm vehicle storage; agri-tourism may create seasonal parking pressures	ALR areas throughout Township; rural residential in South Langley
Conservation & Recreation	Regional parks, open space, natural conservation lands.	Public parking lots at trailheads, parks; seasonal/peak demand management required	Derby Reach Regional Park, Campbell Valley Regional Park, Aldergrove Regional Park, South Langley Regional Park, Brae Island Regional Park, Glen Valley Regional Park, Two-Bit Bar, West Creek Wetlands

2.2 SMALL-SCALE MULTI-UNIT HOUSING (SSMUH)

Bill 44, formally known as the Housing Statutes (Residential Development) Amendment Act, 2023, is provincial legislation in British Columbia designed to expedite housing supply and broaden available options within traditionally single-family residential zones. This legislation mandates that municipalities revise their zoning bylaws to allow for small-scale multi-unit housing such as secondary suites, detached accessory units, triplexes, and fourplexes with provisions permitting up to six units in areas

well served by transit. By removing the requirement for protracted rezoning processes for these housing types and establishing definitive timelines for municipal compliance, Bill 44 seeks to ensure more consistent and efficient approval processes. Although its primary focus is land use, the legislation also carries implications for servicing, infrastructure, and parking; increased unit density may elevate demand for off-street and curbside parking, compelling municipalities to reassess parking standards. This is particularly pertinent in areas with limited transit access, while reduced parking requirements may be suitable for locations near frequent transit routes. The Township has enacted bylaw amendments in accordance with the legislation; however, concerns have been raised regarding possible impacts on existing infrastructure, including parking. The Township is currently updating the OCP to align with the new requirements.

2.3 TRANSIT ORIENTED AREAS (TOAS)

Bill 47, the Housing Statutes (Transit-Oriented Areas) Amendment Act, 2023, is a provincial law in British Columbia that mandates municipalities to create TOAs around rapid transit stations and major bus exchanges. Within these TOAs, the Province sets minimum standards for building heights and densities to encourage compact, mixed-use, and higher-density development near transit. A key component of Bill 47's impact on parking is the removal of minimum parking requirements for residential developments within these designated TOAs, allowing developers to determine parking supply based on demand rather than zoning requirements. This is intended to reduce barriers to housing construction, lower costs with reduced structured parking supply, and support a shift toward sustainable transportation.

Within the Township, the future Willowbrook station as part of the Surrey-Langley Expo Line Skytrain Extension (SLS), which will be located at the northeast corner of Willowbrook Drive and Fraser Highway, is designated as TOA. Moreover, TransLink's 200 Street Bus Rapid Transit (BRT) route from Willowbrook Station to Haney Place in Maple Ridge is also planned to offer a high-frequency service along 200 Street. While the Province has not designated future BRT stations as Transit-Oriented Development Areas at this time, nor has it provided the minimum building heights and densities that will be applicable to these station areas, the Township has undertaken a corridor planning process for 200 Street to define a future vision for the transit-oriented development in the Willoughby Plan Area.

2.4 TRANSPORTATION MOBILITY STRATEGY

The Township of Langley is also currently developing a new *Transportation & Mobility Strategy (TMS)* to update its *2009 Master Transportation Plan* and respond to rapid growth, changing travel patterns, and new regional investments like the Surrey-Langley SkyTrain extension and planned Langley to Haney Place BRT. The TMS is being designed around principles of safety, sustainability, equity, and multimodal choice, with a strong emphasis on Vision Zero, climate action, and creating connected communities where walking, cycling, and transit are realistic alternatives to driving.

A central feature of the strategy is a more integrated approach to transportation demand management (TDM), road and street design, and multimodal network planning. This includes examining how land use and community structure influence travel behaviour and how the Township can balance local access, goods movement, and regional connections. Importantly, the TMS also includes a curbside management component, which will define priorities for limited curb space whether for short-term parking, deliveries, pick-up and drop-off, cycling, or transit functions.

The TMS presents significant implications for off-street parking regulations. Through the identification of locations where increased density and enhanced transit services may decrease car dependency, the

strategy supports more adaptable and context-driven parking standards. This may involve lowering minimum parking requirements, promoting cash-in-lieu options, or facilitating shared and unbundled parking arrangements. Furthermore, it encourages the integration of EV charging infrastructure and the alignment of parking regulations with broader TDM initiatives. As ride-hailing and micromobility continue to expand, and transit priority measures are implemented, there may be a need to reconsider the allocation of some curbside parking. Collectively, updates to off-street parking policies and a comprehensive curbside management approach will support the objectives of TMS, ensuring that both parking and street space contribute effectively to overarching community goals, such as improved livability, economic resilience, and sustainable urban development.

3.0 OFF-STREET PARKING

This section introduces the background and context around several important components of the Township's off-street parking. Each of the sub-sections reflect one of the many focus areas for the Parking Review.

For the topics in the following sections, relevant policy, legislation and regulations are introduced along with the current conditions in each area. This is then followed by a discussion of emerging best practices and potential approaches to parking management for the Township. Where possible, peer communities similar to the Township and with a similar geographic and mobility context, such as Surrey, Burnaby, North Vancouver and Nanaimo, are used to contextualize best practices and regulatory changes.

3.1 OFF-STREET PARKING

Off-street parking regulations are used to ensure that an appropriate and desirable supply and design of off-street parking facilities are provided alongside new development. This includes vehicle parking, encompassing accessible parking and loading, but may also address parking for bicycles and mobility scooters, transportation demand management (TDM), and EV charging, as examples.

Through the parking modernization project, the Township of Langley intends to identify opportunities to better reflect current policies and directions through parking regulations.

3.1.1 POLICY AND REGULATORY FRAMEWORK

The Township regulates off-street parking through *Section 107 of the Zoning Bylaw*. It contains off-street parking supply and design requirements, accessible parking requirements, bicycle parking and end-of-trip facility requirements, electric vehicle charging requirements, as well as commercial vehicle accessory parking (ie. loading).

The *Official Community Plan*, originally adopted in 1979 and significantly updated in 2016, also contains directions for off-street parking management in various sections, some of which include:

- 2.3.13 – Encourage transit improvements in all centres and Frequent Transit Development Areas. As transit service improves in these areas, consider reducing parking requirements for residential and commercial uses based on a review of parking needs.
- 2.4.10 – Locate schools and neighbourhood parks adjacent to each other to make efficient use of sports field space and parking facilities.
- 3.1.4. – Create incentives to encourage developers to include affordable market rental housing and/or non-market housing in new developments, using:
    - Parking relaxations for non-market units
- 3.9.3. – Consider reducing parking requirements as transit service improves, based on a review of parking needs.
- 3.9.4. – Require, where appropriate, the integration of transit access, high-quality pedestrian environments, cycling routes, and end-of-trip facilities such as bicycle parking and change rooms into the design of new commercial, multi-family residential, and institutional developments.
- 3.9.9 – Encourage major employers and public institutions to establish transportation demand management programs.
- Schedule 2: Adaptable Housing Requirement Section 2.2.1. – At least 1 parking space (3.7m wide) is required for each adaptable unit.

Several of the policies mentioned above address municipal requirements outlined in the *Metro Vancouver 2050 Regional Growth Strategy*, as listed below:

- 1.2.23.b.iv – include policies and actions for Urban Centres and Frequent Transit Development Areas that: support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDAs and consider the use of parking maximums.
- 2.2.9.c.v – include policies for Industrial lands that review and update parking and loading requirements to reflect changes in Industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit services, in an effort to avoid the oversupply of parking.
- 5.1.14.b –support the development and implementation of transportation demand management strategies, such as parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation and micro-mobility, and shared mobility services.
- 5.2.6.f –identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and e-commerce distribution centres, and mitigate any negative impacts of these uses on neighbourhoods.

The ratification of Bills 44 and 47 of the Provincial Housing Legislation have also impacted the Township's approach to off-street parking. Together, Bill 44 and Bill 47 create a unified provincial framework that enables missing-middle housing across neighbourhoods while directing higher density to transit-rich locations. Bill 44 is the legislation that mandates municipalities to allow Small-Scale Multi-Unit Housing (SSMUH) as-of-right, setting minimum unit counts (3–6 units depending on transit access) and limiting local regulation, including parking requirements near frequent transit. Bill 47 complements this by establishing higher-density Transit-Oriented Areas (TOAs) around major transit hubs, where TOA requirements supersede SSMUH standards.

Lands designated in the future Willowbrook Transit-Orientated Area designation will be exempt from required off-street parking spaces for residential uses, except parking for persons with disabilities. If parking spaces are provided for residential uses, they must meet the EV charging requirements as specified in Section 107.3 of the Zoning Bylaw. Further change may be needed to eliminate minimum parking requirements for some SSMUH-eligible residential lots that fall within 400 m of a frequent transit stop, when prescribed service levels are achieved.

3.1.2 CURRENT CONDITIONS

Vehicle Parking Supply

Minimum vehicle parking requirements are defined in the *Zoning Bylaw* under Section 107. Required off-street parking rates are defined by land use type, which include residential, industrial, commercial, institutional, and mixed-use areas. EV charging requirements are also specified for residential uses and community care facilities.

The consolidated list of off-street parking requirements is shown in **Table 1.**

Table 2: Township of Langley Off-Street Parking Requirements

Use	Off-Street Parking Requirement	Visitor Parking Space Requirement	EV Charging Requirements
Residential			
Single family dwellings, two family dwellings, mobile homes, mobile homes as temporary accessory dwellings, small-scale multi-unit housing developments	1 space per dwelling unit, with a minimum total of 2 spaces per lot	-	1 space per principal dwelling unit
Townhouses	2 spaces per dwelling 2.3 spaces per dwelling unit if parking is provided by tandem parking, but no more than 40% of all dwelling units in a townhouse development may have tandem parking spaces 1 space per secondary suite	1 space per 5 dwelling units	1 space per principal dwelling unit 1 space per principal dwelling unit if parking is provided by tandem parking
Apartments	1 space per studio apartment[1] 1.5 spaces for apartments with one or more bedrooms 0.5 spaces per lock-off unit	10% of required parking spaces	1 space per principal dwelling unit for studio apartments 1 space per principal dwelling unit for apartments having one or more bedrooms
dwelling units as part of a commercial or industrial building	1.5 spaces per dwelling unit	-	1 space per dwelling unit

[1] an apartment shall be considered a studio apartment if it does not exceed 45 m2 in total floor space and if there are no walls

Senior's housing	1 space per 4 dwelling units plus 1 space per 3 employees	-	1 space per 4 dwelling units
accessory home occupation	1 space per non-resident employee as permitted under section 104.3	-	-
semi-detached dwellings	2 spaces per principal dwelling unit 1 space per secondary suite	-	1 space per principal dwelling unit
manorhomes	1 space per principal dwelling unit 1 space per secondary suite	-	1 space per principal dwelling unit
rowhouses	2 spaces per principal dwelling unit 1 space per secondary suite	-	1 space per principal dwelling unit
Institutional			
assembly uses, excluding educational uses	1 space per 10 seats plus 1 for each 19 m2 of gross floor area used for assembly	-	-
community care facilities excluding seniors' housing	1 space per employee and 1 space per 4 occupants or residents		1 space per 4 occupants or residents
Educational uses (including children's day care)	1 space per employee for all schools, plus a designated drop-off and pick-up area 1 space per employee and 1 space per 5 students in secondary schools and other higher education	-	-
government institutional buildings	1 space per 28 m2 of gross floor area	-	-
Recreational uses	1 space per 45 m2 of gross floor area plus 1 space per 10 spectator seats	-	-
Hospital	1 space per 41 m2 of gross floor area	-	-
Commercial			
Hotels and motels campgrounds	1 space per accommodation space and 1 space per employee	-	-
commercial assembly uses (other than institutional and recreation uses),	1 space per 12 m2 of gross floor area	-	-

including theatres and funeral homes			
bowling alleys	3 spaces per alley	-	-
Retail stores, service establishments, offices and restaurants	1 space per 35 m2 of gross floor area	-	-
Offices, financial institutions	1 space per 35 m2 of gross floor area	-	-
Restaurants including food primary uses and brewery or distillery lounge areas	1 space per 35 m2 of gross floor area	-	-
Liquor primary use	1 space per 3 patrons licensed under the Liquor Control and Licensing Act	-	-
Golf driving ranges driving tee	1 space per installed golf driving tee	-	-
Golf courses	3 spaces for every par-3 fairway plus 6 spaces for every fairway higher than par-3	-	-
marina class 'A' and 'B'	1 space for every two boats or mooring berths	-	-
marina class 'C'	2 spaces per float home	-	-
Vehicle servicing	1 space per 46 m2 of gross floor area, plus 1 space per service bay, plus 1 space per 2 employees	-	-
Cannabis retail	1 space per 20 m2 of gross floor area	-	-
Industrial			
Service, general, heavy and other industrial uses	1 space for every 186 m2 of gross floor area	-	-
laboratories	1 space for every 100 m2 of gross floor area	-	-
Greenhouses	Greenhouses when permitted to exceed a total lot coverage of 33% shall provide one parking space for every 1000 m2 of greenhouse gross floor area space, plus one space for every 15 m2 of gross floor area uses for accessory retail sales purposes.	-	-

Vehicle parking requirements are specific to land use and are calculated based on floor area, number of dwelling units, or anticipated number of users. One possible challenge in applying these regulations is the use of inconsistent or non-standard units of measurement to require some off-street parking spaces. Examples include one parking space for every mooring berth and one parking space per golf tee.

Provision for small car parking is designated as a maximum of 20% of required parking stalls, provided that the small parking stalls are 90 degrees and have minimum dimensions of 2.44m by 4.88m. These provisions apply to Commercial (C), Industrial (M), Institutional (P), and Commercial and Industrial Comprehensive Development Zones. Multiple Family Residential (RM) and Residential Comprehensive Development Zones are also allowed a 20% maximum for required visitor parking stalls. Compared to peer communities such as Nanaimo, which has a 40% small car provision, and Delta, which has a 25-50% small car provision, the Township's percentage is relatively low.

Transit-Oriented Areas (TOAs)

Within the Township, the future Willowbrook station as part of the Surrey-Langley Expo Line Skytrain Extension (SLS), which will be located at the northeast corner of Willowbrook Drive and Fraser Highway, is designated as TOA. **Figure 5** illustrates the future Willowbrook TOA catchment area, where residential parking minimums will be eliminated as per Bill 47.

Moreover, TransLink has designated 200 Street as one of three priority corridors for TransLink's first of three Bus Rapid Transit routes. The route from Willowbrook Station to Haney Place will offer a high-frequency service along 200 Street. TransLink is consulting with the Township and other municipalities on the location of BRT stations which may become future TOAs. Potential BRT stations south of Highway 1 include the Carvolth Transit Exchange, 84 Avenue, 80 Avenue 76 Avenue., 72 avenue, 64 Avenue, Willowbrook Transit Exchange, as shown in **Figure 2**.

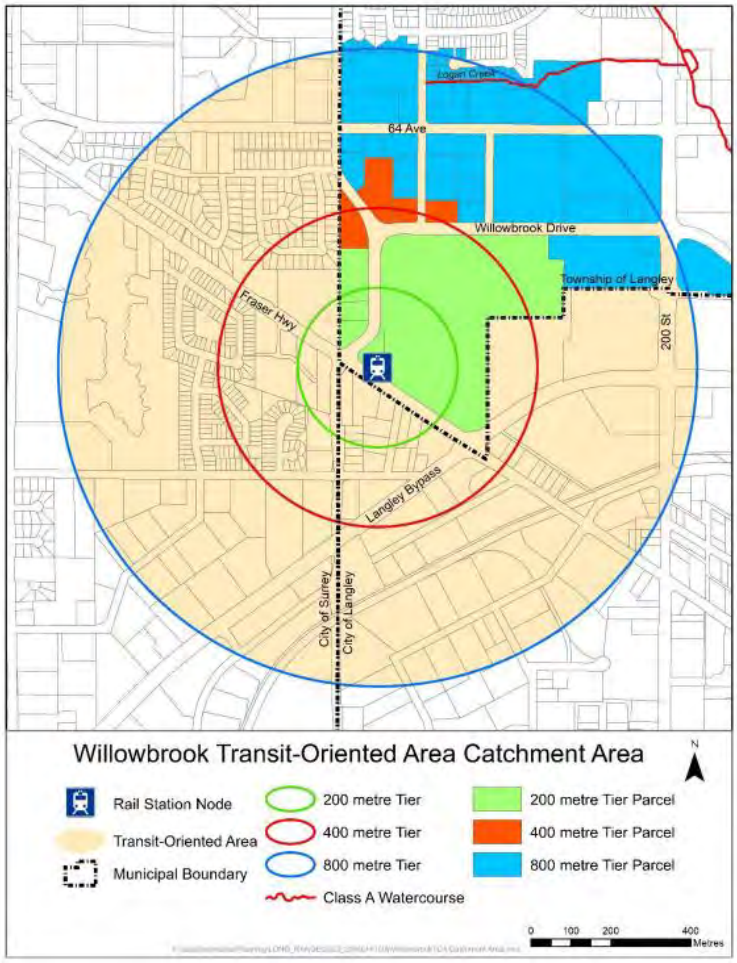


Figure 1: Willowbrook Transit-Oriented Area



Figure 2: Proposed Langley – Haney Place BRT Corridor and Stop Locations (Source: TransLink)

SSMUH Areas

The Province has mandated that the Township eliminate minimum residential parking requirements for any small-scale residential lots over 280 m^2 that fall within 400 m of a frequent transit stop ("prescribed" bus stop). It is also recommended that a maximum of 0.5 spaces per dwelling unit be permitted for lots within 800 m of a prescribed bus stop and a maximum of one space per dwelling unit elsewhere, while acknowledging that other factors may warrant higher ratios.

It should be noted that that transit service in the Township does not currently meet the provincial definition of frequent transit service. However, as the Surrey-Langley Skytrain and BRT is constructed to meet these standards along Willowbrook and 200 Street, further changes to the *Zoning Bylaw* may be required to address these elements of Bill 44. The Township will be updating its OCPs and Community Plans to align with SSMUH by the Provincial deadline of December 31, 2025.

With the enactment of SSMUH legislation, a substantial portion of the Township's single family and duplex lots will be eligible for increased density, allowing for up to four units on each property. This represents a significant potential for change across the community, although the extent will vary by neighbourhood depending on existing infrastructure. Some areas will see only modest eligibility due to servicing limitations, while others will experience near-universal eligibility, highlighting the considerable impact this policy could have on housing supply Township-wide.

Based on SSMUH Township housing projections, Walnut Grove, Yorkson, and Aldergrove could see the highest level of total SSMUH buildout.

Vehicle Parking Design

The vehicle parking design regulations outlined in Section 107 of the *Zoning Bylaw* are representative of typical off-street parking regulations in British Columbia. These regulations encompass provisions for parking space and access dimensions, parking location, and permitted surfacing materials, although they are less detailed compared to some peer communities. The bylaw does not include detailed specifications for lighting, wheel stop placement, grading, or landscaping and screening. Required parking space dimensions are specified in various configurations, which influence the necessary access width and overall parking area layout.

Minimum parking stall dimensions in the Township differ based on the width of the aisle in meters. Larger aisle widths of 7.3m require a minimum parking space of 5.8 x 2.60m for 90-degree parking, while smaller aisles of 6.0m require minimum parking stalls of 5.8 x 2.90m. While height and length dimensions are comparable to those seen in peer communities, aisle width dimensions are larger than those seen in peer communities such as Coquitlam and Victoria.

3.1.3 Best Practices and Case Studies

Regulatory Approach

There are several approaches to off-street parking supply requirements. This section highlights three potential options for parking supply rates that dictate the required number of parking spaces associated with various land uses – parking minimums, parking maximums, and market-driven.

Option 1.
Parking Minimums

Minimum parking supply rates are the most common method of regulating off-street parking, including in Langley, where virtually all communities have established specific rates for most key land uses to ensure each is accompanied by at least the prescribed minimum quantity of parking. While this approach has generally been effective in addressing concerns over new development contributing parking to established neighbourhoods, it has the potential to require parking at a rate above and beyond what is necessary to meet the needs of a particular site. This is especially true where minimum parking supply rates have been established to protect against a “worst case” scenario and/or do not reflect the factors known to influence parking demand (i.e., location, travel options, etc.).

Parking minimums have been shown to be closely connected to inefficient land use, autocentric development, decreasing housing affordability, and higher vehicle ownership. This clash with a local government’s environmental, housing, and transportation objectives has prompted many jurisdictions to move away from parking minimums entirely or in specific areas that may be well-served by transit or have a mix of land uses, like downtowns. Upcoming legislative changes will remove parking minimums in areas near frequent transit service or a bus exchange, therefore the Township may need to adapt its regulatory structure to meet these changes. However, these parking minimums could be reduced only in areas where TransLink has committed to implement increased transit service. Currently, this would apply to the SkyTrain TOA and the planned BRT TOAs in Willowbrook, Willoughby, Walnut Grove, and Northwest Langley Industrial area.

The City of Vancouver eliminated parking minimums in the Downtown in 2019 and recently announced that residential parking minimums will be removed city-wide. Accessible and visitor parking are still required in these areas. Several Canadian local governments have eliminated some or all parking minimums, mainly due to strong transit services, well-developed communities, and active transportation options.

- The City of Vancouver removed parking minimums for all uses in June 2024.
- The City of Calgary removed parking minimums for non-residential uses in 2020.
- The City of Toronto removed parking minimums for nearly all uses, while also adding parking maximums.

Bill 47 has eliminated parking minimum requirements in transit-oriented areas.

Pros	Cons
• Clear, quantifiable numbers reduce uncertainty during development review. • Ensuring sufficient on-site parking reduces on-street parking spillover concerns. • Exerting control over off-street parking supply in some or all land use types. • Ability to leverage cash-in-lieu of parking contributions.	• Historically oversupplies off-street parking. • Requires parking provision which contributes to housing unaffordability. • Limits site design opportunities to accommodate parking supply. • Requires a variance to achieve lower parking supply.

Option 2.

Parking Maximums

Municipalities also have the option to establish a "parking maximum" that defines an upper limit for parking supply. This is an approach that only select communities have in-place and typically only for a small number of land uses. Maximums may accompany minimum supply rates to provide a limited range of possible parking supply, or may be pursued instead where minimums are removed, thereby protecting against over-supply. This approach is most often applied in defined areas such as downtown or other urban centre where land is scarce, and therefore valuable, and the local government is seeking density and to protect against excessive parking supplies. The City of Mississauga has introduced parking maximums in its Downtown Core, Major Transit Station Areas (MTSAs), and Intensification Areas while the City of Calgary applies parking maximums in the Centre City and Transit Station Areas, while retaining minimums in suburban contexts. While parking minimums are eliminated in TOAs based on Bill 47, parking maximums are still allowed.

Pros	Cons
• Providing limits on off-street parking supply in land uses with concerns for oversupply. • Can be applied in TOAs.	• Establishing appropriate rates for parking maximums is a challenging and unreliable process. • Introduces additional complexity to off-street parking regulations.

Option 3.

Market-Driven Approach

With the challenges associated with off-street parking supply requirements becoming increasingly well-known, more communities are removing parking minimums in favour of market-driven supply. This approach allows the market, including actors like developers or homeowners, to dictate the appropriate level of off-street parking supply based on the development's characteristics and context. A market-driven approach does not mean that the Township will be subsidizing development parking. Shifting to a market-driven approach would not mean that all off-street parking would be eliminated depending on the choices made by the developer, and other types of parking, such as accessible parking and perhaps visitor parking are typically still required. Parking maximums may also be used in this approach to safeguard against oversupply. Accompanying regulatory changes for the use of on-street parking (such as residential parking permits), would be required to ensure the effective implementation of a market-driven approach.

Pros

- Provides opportunities for development to provide parking supply tailored to demand.
- Potential to decrease housing costs due to the high construction costs for parking.
- Increases flexibility in site design and density.

Cons

- Removes the Township's ability to capture amenities or cash contributions through variance or rezoning processes.
- Potential to place pressure on public curbside uses, including on-street parking.

Table 3: Summary of Parking Supply Requirement Approach in Other Communities

	Regulatory Approach	Geographic Areas	Land Use
Canada			
Langley (City), BC	Parking minimums	City-wide	All
Abbotsford, BC	Parking minimums	City-wide	All
Coquitlam, BC	Parking minimums	City-wide	All
Maple Ridge, BC	Parking minimums	City-wide	All
Victoria, BC	Parking minimums	City-wide	All
Vancouver, BC	Market-driven	Centre / Neighbourhood	All
Surrey, BC	Market-driven / Parking Minimums/Parking Maximums	City-wide	All
Burnaby, BC	Market-driven / Parking Minimums	City-wide	All
North Vancouver, BC	Parking minimums	Centre / Neighbourhood	All
Calgary, AB	Parking Minimums/Parking Maximums	Parking Maximum in Downtown Core, Major Transit Station Areas (MTSAs), and Intensification Areas	All
Mississauga, ON	Parking Minimums/Parking Maximums	Parking Maximum in Centre City and Transit Station Areas	All
United States			
Seattle, WA	Market-driven / Parking Minimums	Centre / Neighbourhood / Transit Service	All
Tacoma, WA	Market-driven / Parking Minimums	Centre / Neighbourhood / Transit Service	All
Portland, OR	Market-driven	City-wide	All
Eugene, OR	Market-driven / Parking Maximums	City-wide	All

Rates by Geography

Some communities prescribe additional parking supply rates per geographic area based on characteristics such as proximity to Frequent Transit or Rapid Transit. Communities may first establish a base parking supply rate and then apply a reduction to a particular geographic area. These rates may either be explicitly stated in a community's zoning bylaw or stated in a policy under Neighbourhood Plans.

For example, the District of North Vancouver prescribes a 10% reduction in parking requirements if a site is within 800 metres of a RapidBus stop and within 400 metres of a Frequent Transit Network bus stop. While this reduction has been introduced outside of its Zoning Bylaw, it provides the District with the flexibility needed to approve applications that meet requirements specified in its Alternative Vehicle Parking Rates policy.

New Westminster provides parking rate reductions directly in its Zoning Bylaw. Within the Downtown, required parking spaces may be reduced by 5% if within 250 metres of a Skytrain Station, and 2.5% within 500 metres of a Skytrain Station.

The City of Richmond also prescribes TOA parking reductions directly within its Parking and Loading bylaw. There is no minimum number of on-site parking spaces required for residential uses, except that every owner of land shall maintain a minimum number of accessible parking spaces of 0.02 parking space per dwelling unit.

A detailed comparative table outlining bylaw parking requirements for the majority of municipalities in the Lower Mainland is included in **Appendix – Comparative Parking Requirements**.

Metro Vancouver Apartment Parking Study

Metro Vancouver's 2018 Apartment Parking Study analyzed parking supply, utilization, street-parking conditions, and resident travel behaviour at 73 apartment sites across the region. Using overnight parking counts, neighbourhood street surveys, and resident questionnaires, the study compared how much parking was built versus how much was actually used in both strata and rental buildings, in both transit-rich and auto-oriented areas.

- Strata buildings had substantial oversupply, with approximately 42% of parking stalls remaining unused during peak overnight periods, indicating that developers were consistently building far more parking than residents required.
- Purpose-built rental buildings also demonstrated oversupply, though at a slightly lower level, with about 35% of stalls sitting empty, showing that rental parking demand was similarly overestimated across many sites.
- Buildings located near SkyTrain or the Frequent Transit Network exhibited significantly lower parking demand, often averaging less than 0.9 vehicles per unit, demonstrating the strong influence of transit accessibility on vehicle ownership and parking use.
- On-street parking occupancy remained below 85% in most neighbourhoods, even adjacent to buildings with lower on-site supply, confirming that reduced on-site parking did not produce widespread or persistent spillover parking issues.
- Visitor parking was consistently underutilized across the region, suggesting that municipalities may be requiring more visitor stalls than are needed in most contexts.
- About one-third of bicycle-owning residents did not use their building's bike rooms, largely due to concerns about security, overcrowding, or poor design, indicating that improving bike parking quality could better support cycling and reduce reliance on car storage.

Metro Vancouver's 2025 update expanded the research to more than 200 apartment buildings, added 16 additional affordable housing sites, refined utilization metrics (accounting for vacant units), and introduced an economic analysis to quantify how parking supply affects development feasibility and housing affordability. The update also examined parking performance in the context of new BC provincial legislation removing parking minimums near transit.

- Overall apartment parking utilization remained low, with average use across the surveyed buildings falling between 57% and 75%, meaning that one-fourth or more of all parking stalls continued to be unused. Across the region, visitor parking occupancy averages 36%.

- Strata condominium buildings exhibited comparable rates of unused parking, with approximately 35% of stalls remaining vacant. This trend underscores an increasing disparity between parking supply and actual household vehicle ownership.
- Purpose-built rental buildings were slightly more closely aligned with actual demand, achieving approximately 67% utilization even with much lower supply rate of 0.77 stalls per unit.
- Transit proximity continued to play a major role in lowering demand, as buildings near rapid transit provided an average of 1.09 stalls per unit with only 64% occupancy, compared with 1.47 stalls per unit and 68% occupancy in areas without frequent transit, reinforcing the rationale for reduced parking requirements near transit. Although utilization is somewhat lower, surplus remains high (44 – 50%), indicating supply often outpaces demand even in transit-served areas.
- Non-market affordable housing displayed even lower parking demand, with an average utilization of about 65%, which supports adopting significantly lower parking minimums for these developments.
- Visitor parking remained lightly used across most buildings, with less than half of visitor stalls occupied at peak times, demonstrating continued over-provision in this category.
- The estimated full cost of constructing an underground parking stall ranged from $117,000 to $137,000, and this cost burden can require homebuyers to earn $31,000 to $36,000 in additional annual income to afford a unit with a bundled parking space, illustrating parking's substantial impact on housing affordability.

The parking supply and occupancy by municipality is shown in the **Table 4**.

Table 4: Parking Supply and Occupancy by Municipality (Source: 2025 Metro Vancouver Apartment Parking Study)

Municipality	Sample Sites	Supplied Residential Stalls/Unit	Average Occupancy	
			Residential	Visitor
Burnaby	15	1.14	68%	32%
Coquitlam	22	1.29	57%	29%
Delta	2	1.39	72%	47%
Langley City	1	1.27	75%	57%
Langley Township	**4**	**1.37**	**63%**	**41%**
Maple Ridge	1	1.63	69%	30%
New Westminster	4	1.08	75%	52%
North Vancouver City	8	1.26	71%	31%
North Vancouver District	4	1.07	61%	37%
Pitt Meadows	1	1.71	75%	n/a
Port Coquitlam	3	1.40	70%	42%
Port Moody	4	1.51	63%	20%
Richmond	10	1.21	64%	41%
Surrey	57	1.31	70%	40%
UBC	1	1.01	66%	n/a
Vancouver	54	0.83	63%	41%
White Rock	2	1.80	59%	35%
Metro Vancouver	**193**	**1.21**	**65%**	**36%**

Table 5 summarizes parking supply and occupancy by distance of transit. Parking occupancy was found to be lower near transit compared with areas away from the Frequent Transit Network,

suggesting that opportunities may exist to provide somewhat less parking in the most transit-oriented locations (especially near SkyTrain).

Table 5: Parking Supply and Occupancy by Distance to Transit

Distance to Transit	Sample Sites	Supplied Residential Stalls/Unit	Average Occupancy	
			Residential	Visitor
Within 800 m of rapid transit (SkyTrain)	77	1.09	64%	35%
Within 400 m of frequent bus only[2]	81	1.31	65%	37%
More than 400 m from frequent transit	35	1.47	68%	36%

Table 6 summarizes the parking supply and occupancy for strata, market rental, and non-market rental.

Table 6: Parking Supply and Occupancy by Tenure

Tenure	Sample Sites	Supplied Residential Stalls/Unit	Average Occupancy	
			Residential	Visitor
Strata	118	1.30	65%	34%
Market Rental	47	0.77	67%	50%
Non-Market Rental	16	1.30	64%	55%

ICBC Vehicle Ownership Data

The ICBC vehicle ownership data for the Township is summarized in **Table 7**. The results indicate that the average vehicle ownership rates for both strata and townhouse buildings are lower the bylaw parking requirements (1 vehicle per unit for strata compared to 1 – 1.25 space per unit requirement, 1.58 vehicle per unit compared to 2 space per unit requirements). The rates also generally support the findings from Metro Vancouver Apartment Parking study.

[2] "Frequent bus" refers to bus services that are part of TransLink's Frequent Transit Network (FTN), a network of routes where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week

Table 7: ICBC Vehicle Ownership Data for the Township

Address	Unit Type	No. of Units	Number of registered vehicles	Vehicles/Unit
6336 197 Street	Strata	52	58	1.12
20290 86 Avenue	Strata	48	61	1.27
23189 Francis Ave	Strata	29	41	1.41
20728 Willoughby Town Centre Drive	Strata	66	84	1.27
20356 72B Avenue	Strata	75	85	1.13
8150 207 Street	Strata	497	567	1.14
27358 32 Avenue	Strata	208	293	1.41
22015 48 Avenue	Strata	65	78	1.20
20053 68 Avenue	Strata	343	312	0.91
8929 202 Street	Strata	287	341	1.19
5068 221A Street (Built 2023)	Strata	148	50	0.34
22304 50 Avenue	Strata	90	106	1.18
21009 56 Avenue	Strata	108	133	1.23
20834 80 Avenue	Strata	308	217	0.70
8380 200A Street	Strata	103	80	0.78
8447 202 Street	Strata	173	175	1.01
7506 199A Street	Strata	115	75	0.65
19935 75A Avenue	Strata	103	82	0.80
8888 202 Street	Strata	204	35	0.17
23215 Billy Brown Road	Strata	78	80	1.03
Average Strata Vehicle Ownership				**1.00**
8863 216 Street	Townhouse	58	133	2.29
27456 32 Avenue	Townhouse	100	194	1.94
6467 197 Street	Townhouse	64	66	1.03
19645 64 Avenue	Townhouse	58	56	0.97
20150 81 Avenue	Townhouse	107	157	1.47
7169 208A Street	Townhouse	84	133	1.58
8888 216 Street	Townhouse	115	222	1.93
20391 96 Avenue	Townhouse	182	257	1.41
Average Townhouse Vehicle Ownership				**1.58**

3.2 CASH-IN-LIEU OF PARKING

3.2.1 POLICY AND REGULATORY REVIEW

The Zoning Bylaw stipulates cash-in-lieu requirements for vehicle parking spaces within Fort Lanely and cash-in-lieu requirements for bicycle spaces Township wide.

3.2.2 CURRENT CONDITIONS

The Township of Langley currently applies a cash-in-lieu provision for bicycle parking, which allows developers to satisfy a portion of their required bicycle parking through a financial contribution rather than full on-site construction. Under this provision, cash-in-lieu may be accepted for up to 25% of the required bicycle parking spaces, excluding visitor bicycle spaces, subject to approval by the Director of Development Services or their designate. Where accepted, the on-site bicycle parking requirement is reduced by an equivalent amount, capped at 25%. This mechanism provides flexibility in situations where site constraints, building design, or operational considerations limit the ability to provide all required bicycle spaces on site, while still ensuring investment toward cycling infrastructure consistent with the Township's active transportation objectives.

In addition, the Township has a separate cash-in-lieu bylaw for vehicle parking in Fort Langley (see **Figure 3)**, reflecting the unique heritage village context, narrow lot patterns, and constrained street network. Under this bylaw, developers may provide a cash contribution in lieu of some or all required on-site vehicle parking, with contributions generally calculated on a per-stall basis (approximately $12,000 per parking stall), reflecting the cost of providing structured or shared parking. Funds collected are intended to provide off-street parking structure in the commercial area of Fort Langley.

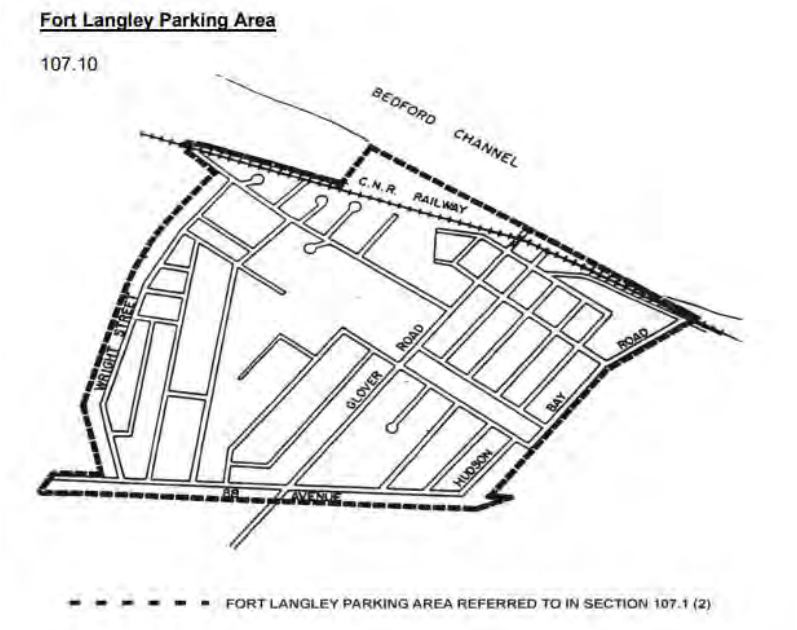


Figure 3: Fort Langley Parking Area

Together, these two cash-in-lieu approaches demonstrate the Township's established practice of using targeted, context-specific financial tools to balance development feasibility, physical constraints, and long-term mobility and public-realm goals, rather than relying solely on uniform on-site parking requirements.

Fort Langley historically required lower parking requirements compared to other parts of the community. This acknowledged its unique walkable village character and likely insufficient space for traditional off-road parking. Cash-in-lieu provisions were introduced for commercial land uses identified on a map to provide flexibility for developers who, for legitimate reasons (eg., small lot size, heritage and development constraints), could not meet the prescribed off-road parking minimums on-site. Instead of providing required number of parking spaces, they would pay a fee to the Township. cash-in-lieu funds were intended to help the Township develop public parking facilities elsewhere. However, limited funds have been collected to date partly due to the redevelopments being able to meet the lower parking requirements. The Zoning Bylaw was updated in 2021 to eliminate the 50% reduction in parking supply. However, baseline parking rates for commercial uses in the Township were also reduced. Another change in the area has been implementation of paid parking at Fort Langley National Historic Site by Parks Canada and at a commercial property in adjacent to Glover Road.

The Aldergrove Core Area faces parking supply and development constraints similar to Fort Langley. There are currently a mix of unmetered, time-limited on-street parking along Fraser Highway and nearby streets, as well as several off-road public parking lots near destinations such as the Aldergrove Community Centre and Library, which are generally adequate for existing demand and only for the facility patrons. However, based on previous study, future growth and densification in the core area are projected to generate more than 800 additional parking spaces, and many redeveloping sites are expected to face challenges meeting off-street parking requirements due to small, narrow, and shallow lot configurations. In addition, planned widening of Fraser Highway is expected to remove on-street parking during daytime peak periods, further reducing supply during peak hours (Monday – Friday between 6-9am and 3-6pm). In this context, the Township is considering a cash-in-lieu parking mechanism for Aldergrove as a targeted, context-sensitive tool consistent with the Fort Langley approach to support redevelopment while enabling centralized parking solution where full on-site provision is not feasible. As such, a four-storey parking facility within the Aldergrove core area has been constructed and assigned to the Township for public use as part of the Aldergrove Town Centre development. The typical capital cost of constructing a parking stall in a parking structure is approximately $50,000 per space. Even though debt financing is covering the construction costs, cash-in-lieu offers a way to recover the capital expenses.

3.2.3 BEST PRACTICES AND CASE STUDIES

Across peer communities, cash-in-lieu of bicycle spaces is uncommon due to the cheaper cost burden to developers compared to parking spaces and an overall transition towards active transportation uptake and reduced parking supply. Therefore, cash in lieu of bicycle parking within the Township can be counterintuitive to policy and development goals.

Rather, cash-in-lieu of parking spaces is a typical approach used by cities to allocate money for active transportation reserve funds, transit funds or public parking funds. CIL of parking is most effective in denser urban cores where surface parking is an inefficient use of valuable land and where there is stronger public transit and active transportation infrastructure to support a reduction in parking supply. CIL funds create funds to support active transportation mode share, transit infrastructure and public parking facilities in the absence of adequate off-street parking supply. Communities can prescribe how funds are allocated and being used for.

The *Local Government Act* (LGA) permits municipalities to establish regulations allowing a prospective developer to pay cash in-lieu of required parking spaces. Cash in-lieu of parking is at the land developer's discretion and is typically pursued where private off-street parking is not needed or is difficult to accommodate on-site due to physical or other constraints.

Per the LGA, all monies received must be placed in a reserve fund for the purposes of providing:

1. New and existing off-street parking spaces, or
2. Transportation infrastructure that supports walking, bicycling, public transit, or other alternative forms of transportation.

All monies received must be credited to the reserve fund, and the municipality is required to report annually on reserve fund contributions, expenditures, balance, and projected timeline for future projects to be funded.

A few specific conditions must be considered if a cash in-lieu regulation is to be pursued, as follows:

Regulatory Structure – Cash in-lieu for vehicle parking spaces, as currently set out in the LGA, only functions in conjunction with parking minimums, thereby creating an incentive for developers to elect to provide cash in-lieu. If the Township elects to move away from parking minimums entirely then cash in-lieu will not be a viable tool to secure contributions from developers.

Cost - A per-space cost must be established for the applicant to contribute for each required parking space that is not provided. Costs in other communities range significantly and are most commonly approximately $8,000 to $25,000 per space, however, some communities are now requesting larger contributions. For example, the City of North Vancouver seek $35,000 per space. In setting rates, consideration should be given to the cost to provide parking, the value to the developer in not having to construct parking, and how the Township may want to disburse funds to support active transportation or public parking infrastructure. Data presented in previous sections suggest that construction costs for underground parking stalls could be up to $200,000 in British Columbia, therefore the value of these spaces is likely not fully captured in other communities, while also not providing nuanced outlooks on the differing costs of construction between surface and structured parking spaces.[3]

Magnitude – An upper limit may be established to ensure that a minimum off-street parking supply is provided and so that an applicant cannot entirely "buy" their way out of supplying parking.

Location – The option for cash in-lieu of parking may be limited only to locations where the Township is strategically seeking to limit parking supply and/or generate funds for public parking or active transportation facilities.

Many suburban cities allow cash-in-lieu payment so that developers need not build every required parking space on-site. Typically, this is restricted to designated areas (e.g. downtowns, town centres or transit corridors) where building new parking on private property is impractical. The municipality's bylaw or zoning specifies when cash-in-lieu is allowed, the per-space rate, and how funds are used.

Surrey provides a cash-in-lieu option for commercial uses in Cloverdale Town Centre (created in 1971) due to the expense of underground parking. Within the Town Centre, developers can pay cash-in-lieu

[3] Altus Group - 2022 Canada Cost Construction Guide https://www.altusgroup.com/reports/canadian-cost-guide/

(approximately $20,000 per space) for up to 10% of required spaces. These payments contribute to a Cloverdale Off-Street Parking Reserve intended for public parking capital. Surrey has utilized these funds to acquire nine surface parking lots (about 220 spaces) around Cloverdale's main retail area. The bylaw outlines eligibility (Cloverdale Town Centre mixed-use projects) specifies a per-space fee, and mandates that all money goes into a reserve exclusively for building or purchasing parking. In the downtown core of Port Coquitlam, owners have the option to pay $40,000 per required space (capped at 10% of the total requirement) instead of providing the space. All proceeds are placed in a statutory reserve for off-road parking exclusively in Downtown.

Best practice includes codifying eligibility and rates in bylaw and creating a dedicated reserve fund. The bylaw states the per-space amount, maximum proportion of parking buyouts, and eligible area. Funds collected are used solely for public parking facilities like garages or surface lots. Councils allocate these funds through the capital budget; for instance, Surrey buys parking sites as needed.

When a parking structure is deemed too costly, land purchase too expensive or unwarranted due to lack of fit with character of the community, many suburban cities channel the cash-in-lieu funds into sustainable transportation and public realm projects. Section 525 of the Local Government Act states that cash-in-lieu money must go into a reserve for either off-road parking or "transportation infrastructure that supports walking, bicycling, public transit or other alternative forms". In practice, municipalities define specific projects or areas where cash-in-lieu funds are spent on alternatives.

Surrey's 2019 Parking Strategy split new in-lieu payments into two reserves: one for parking, one for "Alternative Transportation Infrastructure". By policy, 50% of each space's fee is allocated to the alternative transportation reserve. These funds can only be spent on walking/cycling/transit improvements within the City Centre. For example, Surrey has earmarked money for sidewalk and bikeway upgrades near SkyTrain stations, sidewalk extensions, protected bike lanes, and intersection safety enhancements in that zone. Decisions on projects are tied to the city's capital planning process and Town Centre plans; staff report that projects are selected annually as part of the capital budget.

In Coquitlam's Evergreen Line Core and Shoulder zones, developers may reduce required spaces by paying cash-in-lieu of parking (typically $20,000 - $35,000/space depending on distance to SkyTrain). These payments are deposited into two statutory reserves (a Parking Cash-in-Lieu Reserve and a Multi-Modal Infrastructure Reserve). Funds have explicitly been used for active transportation and roadscape projects: new bicycle parking, expanded sidewalks, protected bikeways, roadscape beautification and safer pedestrian crossings around Evergreen Line stations. Coquitlam staff note that allocation of these funds follows the regular capital planning process – project priorities are set through city budgeting and reported annually to Council.

More broadly, many municipalities tie in-lieu funds to sustainability goals. In Metro Vancouver, multiple cities now prohibit downtown parking minimums and accept cash-in-lieu only for vibrant town centres or transit corridors. Funds are used as a flexible transportation and access management tool, rather than a mechanism used solely to build additional parking supply. Many municipalities now prioritize using funds to support shared public parking, demand management, and multimodal access improvements that reduce reliance on private vehicle trips. This includes investments in strategically located public parking facilities, parking technology, and curbside management that improve turnover and efficiency instead of expanding stall counts.

Across peer communities, cash-in-lieu of bicycle spaces is uncommon due to the cheaper cost burden to developers compared to parking spaces and an overall transition towards active transportation uptake and reduced parking supply. Therefore, cash in lieu of bicycle parking within the Township can be counterintuitive to policy and development goals. Rather, cash-in-lieu funds are also commonly

directed toward TDM measures and active and sustainable transportation infrastructure. Eligible uses may include transit pass programs, car-share infrastructure, secure bicycle parking, micromobility facilities, pedestrian improvements, and EV charging. Best practice emphasizes clear eligibility criteria, geographic nexus, and transparency, ensuring funds are reinvested within the benefiting area and aligned with broader climate, accessibility, and complete-community objectives.

Table 8 outlines cash in lieu of parking rates in peer communities that generally range from $8,000 to $25,000 per parking space. Across these communities, cash-in-lieu of parking rates are generally tied explicitly or implicitly to the capital cost of providing structured parking, but each city applies this principle differently. Vancouver and Coquitlam use the clearest formulas: Vancouver bases its fee on the present value of constructing and maintaining a City-owned stall minus future revenue, while Coquitlam sets its charge at approximately half the cost of building an underground stall, applied only in its Evergreen transit station areas. Burnaby, New Westminster, and Nanaimo use flat per-stall policy rates set through their fees bylaws or parking strategies; these appear cost-informed but not formula-driven and often include limits on how many stalls can be substituted. A common theme is that municipalities aim for partial-cost recovery, not full replacement value, while directing funds toward public parking supply and/or active transportation improvements under the LGA. Based on previous parking study, in order to fully finance the cost of land and parking structures, the Township would need to establish a CIL rate in excess of $45,000 per parking space for recovering construction costs and excluding land acquisition costs.

Table 8: Cash in Lieu Rate in Peer Communities

Community	Conditions	Rate (per space)
Burnaby	Per space not provided as required in Section 800.4 of the Burnaby Zoning Bylaw	$25,828 per parking space
Coquitlam	Only permitted with the Evergreen Line Core and Shoulder Areas up to a maximum of 15%.	Up to 5% - $20,000-$25,000 Next 5% to 10% - $30,000-$35,000 Next 5% up to 15% - $35,000
Nanaimo	Only for properties designated as indicated on Schedule D. No more than 10% of the required parking space may be substituted as cash-in-lieu.	$10,000 per parking space
New Westminster	Case by case basis except for properties within 1,500 ft of Downtown Parkades, where they have outright entitlements	Structured - $25,000 per parking space Surface - $8,000 per parking space
North Vancouver	Not available on a reserved or dedicated basis within the Municipal Parking Facility (future parking facility funded by the payments)	$35,000 per parking space
Vancouver	Commercial or industrial uses in Downtown or Mount Pleasant, or non-heritage residential uses.	$24,700
Surrey	Consideration based on minimum indoor amenity space per building, as outlined in the Zoning Bylaw	$20,000 per parking space

3.3 SHARED PARKING

3.3.1 POLICY AND REGULATORY FRAMEWORK

At this time, the Township does not have any regulations regarding shared parking. Shared parking arrangements are reviewed through a variance process during development applications, which must be supported by a traffic and parking study.

3.3.2 CURRENT CONDITIONS

While there is currently nothing specifically that dictates how shared parking is accommodated, there may be applications across the Township where this could be seen.

Going forward, visitor parking and long-term parking could be looked at for consideration of shared parking in certain land uses.

3.3.3 BEST PRACTICES AND CASE STUDIES

Shared parking refers to a scenario where two or more adjacent land uses share parking facilities to reduce the overall parking supply for the site or area. The concept is successful where parking demand for different uses exhibits complementary demand patterns with peak demand experienced at different times of day. For example, an employment centre and multi-family residential are complementary land uses because employment parking demand is typically highest during weekday working hours while residential demand is highest during weekday evenings and weekends. Parking must remain unreserved (i.e., available for all users) for shared parking to function effectively.

Regulations that allow for shared parking are not common in other communities primarily due to the numerous possible combinations of land uses and associated reductions, as wll as challenges ensuring spaces remain unreserved.

The Institute of Transportation Engineers (ITE) Shared Parking Model is a framework used to estimate parking demand for mixed-use developments by accounting for variations in parking demand throughout the day. This model is commonly used to optimize parking supply and reduce excessive parking requirements.

For example, if a development has:

- **Office** (100 spaces required per ITE)
- **Retail** (50 spaces required per ITE)
- **Residential** (80 spaces required per ITE)

Instead of adding up to 230 spaces, ITE's shared parking methodology would result in around 110-130 shared parking spaces.

Other local communities prescribe shared parking rates directly in their Zoning Bylaws or within separate policies. For example, the City of Coquitlam has a "Shared Parking Guidelines for New

Developments" policy[4] which prescribes shared parking rate calculations within Evergreen Line Core and Shoulder station areas. This document outlines the procedures for calculating shared parking supply and provide the following steps:

- Step 1: Calculate the parking requirement for each individual use being served by the shared parking pool for each parking period based on the Zoning Bylaw rates applicable to the site location, as if these uses were on single use sites.

- Step 2: Multiply the minimum Bylaw parking supply (Step 1) for each use by the "Percent of Peak" Parking Occupancy rate for each of the four time periods, for the weekday and weekend day as listed in the provided table (See reference link).

- Step 3: Calculate the total required parking supply in each of the four columns, for both weekday and weekend days (i.e. total of eight time periods).

- Step 4: Establish the site parking supply to meet or exceed the highest parking requirement value for all eight time periods (Step 3).

- Step 5: Confirm that all development submission meets or exceeds the requirements outlined in the *Zoning Bylaw No. 3000, 1996 Section 716 (City of Coquitlam's Zoning Bylaw)*.

In Abbotsford, shared parking for commercial uses is prescribed in the Zoning Bylaw. Each use shares a maximum of 25% of its individually required parking spaces.

Despite its various benefits, shared parking can come with challenges.

Pros	Cons
• Allows for more efficient use of space • Can lower construction costs for developers • Helps manage parking demand in areas with high turnover • Can help shift travel patterns towards sustainable modes	• May lead to dynamic demand to result in undersupply • Administrative challenges due to enforcement and technology • Requires formal agreements between property owners, businesses, or municipalities.

Overall, shared parking works best in Mixed-use districts (e.g., downtowns, transit-oriented developments), areas with staggered peak demand (e.g., offices + evening entertainment and in areas with municipal parking management. **Table 9** provides a comparative review of shared parking bylaw or policy practices in different communities across Lower Mainland.

[4] Shared parking Guidelines for New Developments, Version 1 – August 2021, City of Coquitlam (https://www.coquitlam.ca/DocumentCenter/View/5608/Shared-Parking-for-New-Development-PDF)

Table 9: Shared Parking Bylaw/Policy Summary in Metro Vancouver

Community	Bylaw/Policy	Maximum Parking Reduction	Agreement/Covenant Required	Land Use Specified
Abbotsford	Policy	Subject to review	Yes	No
Burnaby	Policy	Subject to review	Yes	No
Coquitlam	Bylaw	5% through TDM	No	Yes
City of North Vancouver	Do not have policy	Subject to review	Yes	No
Delta	Bylaw	Subject to review	Yes	No
District of North Vancouver	Bylaw	Yes (25%)	Yes	No
Maple Ridge	Bylaw	Yes (25%)	No	Yes
New Westminster	Bylaw	Subject to review	Yes	No
Port Coquitlam	Do no have a policy	Subject to review	No	No
Port Moody	Not accepted			
Richmond	Bylaw	Subject to review	Yes	Yes
Surrey	Bylaw	Yes (25%)	Yes	Yes

3.4 LOADING

3.4.1 POLICY AND REGULATORY FRAMEWORK

The Township's OCP contains the following policy in support of delivery vehicles:

2.5.6. Design each community and neighbourhood to be efficient and convenient for a variety of transportation modes, including walking, bicycles, transit, delivery trucks, and private automobiles

Section 107.8 in the Zoning Bylaw sets the requirement for loading for commercial and industrial uses. In addition, various community plans and neighborhood plans contain policies that support loading. For example, the Aldergrove Community Plan contains the following loading policies:

- New development should be street fronting with building elevations that provide visual interest. While parking areas may be located in front of the building, parking and loading shall mainly be in the rear.
- (b) Adequate, well designed off-street parking, loading and service areas shall be required in the commercial areas and in industrial areas.

3.4.2 CURRENT CONDITIONS

Loading space supply requirements are required for commercial and industrial uses, capped at 1 loading space for every building with a gross floor area of 500m^2 or greater. Off-street loading spaces do not count toward required off-street parking spaces.

Loading space design requirements outlined in the bylaw are set at no less than 3m in width, 9.25m in length and 4.25m in height.

3.4.3 BEST PRACTICES AND CASE STUDIES

Across comparative municipalities, loading requirements are notably more consistent than vehicle parking requirements. Virtually every jurisdiction requires at least one on-site loading space for new commercial or office development once a modest floor-area threshold is exceeded, with additional spaces triggered at larger building sizes. Even municipalities that have eliminated minimum vehicle parking most notably Vancouver and Downtown Nanaimo continue to require loading. This underscores a shared view across BC that loading is essential functional infrastructure tied to goods movement, servicing, and building operations, and should not be treated in the same way as discretionary vehicle parking.

The Township's loading requirements align squarely with the regional mainstream. Its threshold-based approach, requiring one loading space for standard-sized commercial or office buildings and scaling upward with floor area, is consistent with Surrey, Richmond, Coquitlam, Burnaby, Delta, Langley City, Pitt Meadows, Abbotsford, and Maple Ridge. The Township is neither unusually strict nor permissive when compared with its peers. Where it differs slightly is in structure: some municipalities (Coquitlam, Richmond, Vancouver) use more formalized, class-based systems with explicit dimensions embedded directly in the bylaw, while the Township relies more on a conventional schedule supplemented by engineering and design standards.

Defining the minimum dimensions of an off-road loading space can ensure that this infrastructure is designed to meet the needs of anticipated vehicle types and their users. As such, communities define different types of loading space requirements, largely based on land use, as follows

- **Class A** – Loading spaces intended for the use of smaller vehicles, such as deliveries and passenger pick-up/drop-off. Minimum dimensions will be closer to those of a standard parking space.
- **Class B** – Loading spaces tailored to the delivery of commercial goods, and therefore suitable for larger trucks or other commercial or agricultural vehicles. Minimum dimensions will be larger than a standard vehicle parking spaces.
- **Class C** - Loading spaces intended for loading or unloading large vehicles, particularly semi-trailers and other vehicles 17 meters or longer.

This approach mirrors that of other communities in B.C. and elsewhere in Canada, such as Vancouver, Nanaimo, and Burnaby, who are responding to the evolving need for loading space in different land uses. Loading spaces for larger vehicles (often referred to as Class C) could be considered as well.

Should the Township decide that differentiated loading spaces are appropriate, loading supply requirements will need to be adapted to capture these new space types and their relationship to relevant land uses. Examples of BC communities that apply this approach are noted below:

- **Vancouver** – specifies three classes of loading spaces to support different loading needs (Class A, B, and C) and allocates space requirements into twelve land use categories including dwelling, institutional, office, retail, and manufacturing, among others. The number of required loading spaces increases with development size.
- **Coquitlam** – Generalizes supply requirements into residential, retail, office and industrial uses. Class A loading spaces are only required for office and retail uses. Class C spaces are only required for industrial uses and large restaurants.
- **Richmond** – Prescribes both medium-size and large-size loading spaces requirements for residential uses. The number of spaces is dependent both on the number of dwelling units and whether developments front a public road where on-street parking is typically allowed or prohibited.

A detailed comparative table outlining bylaw parking requirements for the majority of municipalities in the Lower Mainland is included in **Appendix – Comparative Parking Requirements**.

Loading space dimensions in the Township compared to other peer communities are highlighted in **Table 10** below.

Table 10: Comparison of Loading Space Dimensions

	Township of Langley	City of Coquitlam	City of Richmond	City of Vancouver
Class A	3m width 9.25m length 4.25m height	3.5m width 7.5m length 3.5m height	2.7m width 5.5m length 3.8m height	2.7m width 5.5m length 2.3m height
Class B		3.5m width 12.5m length 4.5m height	3.0m width 9.1m length 3.8m height	3.4m width 10.2m length 3.8m height
Class C		4.5m width 25m length 4.5m height	3.5m width 18.4m length 4.3m height	3.6m width 23.1m length 4.3m height

3.5 ACCESSIBLE PARKING

3.5.1 POLICY AND REGULATORY FRAMEWORK

While the Township does not have any specific policy addressing accessible parking requirements, the Township is undergoing a process to form an Accessibility Committee and Accessibility Plan.

3.5.2 CURRENT CONDITIONS

The requirements for accessible parking supply are defined within the *Zoning Bylaw* as "parking stalls for persons with disabilities." Additionally, the OCP mandates one parking space for each adaptable residential use. These spaces are determined by the number of off-street parking spaces required for a development. For buildings where 10 to 50 parking stalls are mandated, at least one accessible stall must be provided. For buildings requiring more than 50 stalls, a ratio of one accessible stall per 50 stalls must be maintained.

The dimensions of accessible parking spaces, generally consistent with those in peer communities, are set at 3.70 meters in width and 5.80 meters in length. These spaces must be positioned close to an accessibility ramp, clearly marked, and feature a firm, slip-resistant surface.

Although the requirement for accessible parking spaces is typically based on the number of conventional parking spaces, it is important to consider accessible parking rates if the Township decides to lower or eliminate minimum parking supply rates for conventional vehicle parking spaces. Any reduction would consequently decrease the number of required accessible parking spaces.

3.5.3 BEST PRACTICES AND CASE STUDIES

Accessible Parking Supply

While the Township's regulatory approach to off-street accessible parking exists and is generally in line with peer communities, the Township can improve its prescription of accessible parking requirements in its Zoning Bylaw. The Township currently does not differentiate based on land use. Rather, it prescribes 1 parking stall for all building types and uses. Peer communities such as Coquitlam and Burnaby differentiate off-street accessible parking supply requirements by residential uses and commercial, industrial and institutional uses directly in their bylaws. In Coquitlam, accessible parking spaces in residential uses are calculated as 1 accessible parking space per 30 dwelling units or portion thereof; or 1 accessible parking space per 2 accessible residential units or portion thereof. For commercial, industrial and institutional uses, the required off-street accessible parking space requirement is based on the required total number of off-street parking spaces; for example, 1 accessible space is required for every 1-40 regular parking spaces. The City of Delta requires 1 accessible parking space for every 25 additional parking spaces for non-residential uses with more than 10 parking spaces. The Township may consider expanding its prescription of accessible parking space requirements in its Zoning Bylaw to reflect best practice seen in peer, adjacent communities.

For the Township, changes to the broader regulatory structure may have impacts on minimum requirements for accessible parking that must be addressed through corresponding updates.

An emerging best practice is to differentiate supply rates based on land use where it is anticipated to have a higher demand for accessible parking. Examples could include medical offices and senior citizen apartments, as well as residential units specifically designed for universal access and likely to be inhabited by an individual(s) requiring accessible parking (i.e., accessible and adaptable units). Further,

emerging policy is establishing the need for the one visitor parking space per building in multiple-family residential buildings to be accessible, as recently adopted by the City of Victoria.

The Township's regulations do not require accessible parking at a higher rate for some land uses when compared to other communities, however other communities seek a greater proportion of accessible spaces for other uses. For example, the City of Burnaby requires approximately double the required accessible spaces for senior citizen housing, supportive housing facilities and medical homes compared to other land uses. A detailed comparative table outlining bylaw parking requirements for the majority of municipalities in the Lower Mainland is included in **Appendix – Comparative Parking Requirements**.

Van Accessible Parking Spaces

Van accessible parking accommodates people who rely on mobility assist devices. A mobility assist device generally includes a wheel mobility device, such as a wheelchair (manual or motorized) or mobility scooter. This group requires a wider parking space to allow for maneuvering a mobility device in and out of a vehicle but does not necessarily require close proximity to the building entrance.

Alongside conventional accessible parking, minimum requirements for van-accessible parking spaces are becoming increasingly common. For example, the City of Surrey requires that for every accessible parking space is required, 50% must be van accessible. The City of Burnaby requires that for every 3 accessible parking spaces required, 1 must be van accessible.

Accessible Parking Design

The *Zoning Bylaw* provides design requirements for accessible parking spaces that meet or exceed many of the current best practices as identified by Canadian Standards Association (CSA). CSA recommendations are described and depicted below in **Figure 4**.

A designated accessible parking space shall:

a) be at least 2.6 m wide;
b) have an adjacent side access aisle at least 2 m wide
c) have an adjacent rear access aisle at least 2 m long

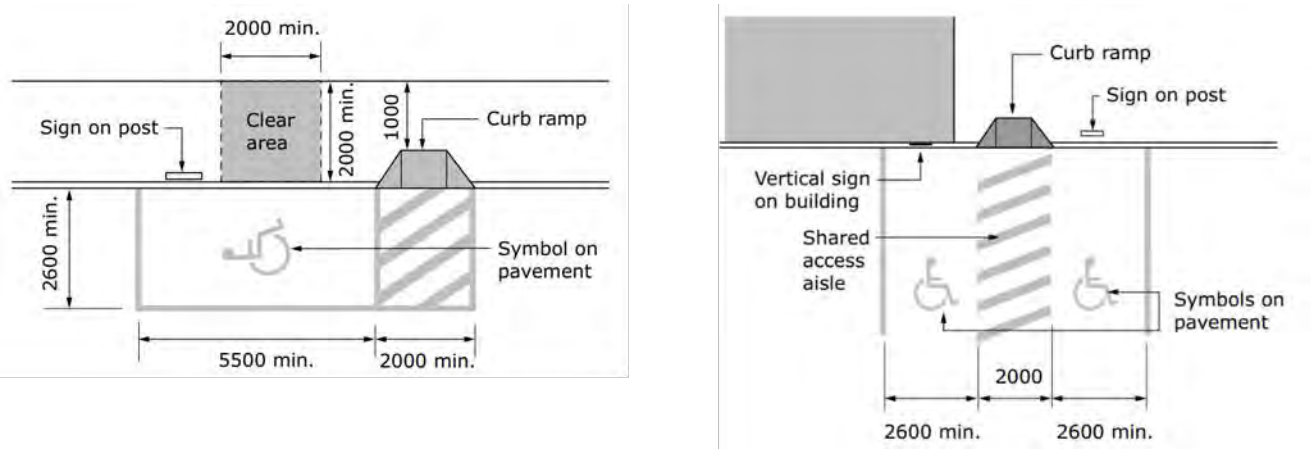


Figure 4: Accessible Parking Design Standards, Canadian Standards Association

Currently, the Township's accessible parking design requirements are excessively wide (3.7 m), likely to allow for loading and unloading from a vehicle. Regulations could be shifted to be more aligned with

conventional parking space dimensions, with an additional requirement for an access aisle (up to 2.0 m wide) that aligns with CSA guidance.

Similarly, van accessible parking design standards would need to be integrated into the *Zoning Bylaw*. Typically, van accessible parking spaces require greater width to allow for mobility devices to be loaded and unloaded from a vehicle. In Burnaby, van accessible parking spaces must have a minimum width of 3.4 m, with an access aisle of 1.5 m.

In addition to design dimensions, communities are also updating their paint and signage standards related to accessible parking to ensure consistency and awareness for users, to increase safety and to assist with issues related to compliance. These design features can include:

- Requiring a curb ramp to be aligned with the access aisle, per BC Building Code.
- Painting the curb of the accessible parking space blue
- Using hatching to clearly demarcate the rear and side access aisles
- Applying the Dynamic Symbol of Access on pavement markings and vertical signage, rather than the conventional symbol.

3.6 BICYCLE PARKING

Bicycle parking is a key component of the Township's active transportation network and helps support mode shift away from private vehicles towards more sustainable modes. This section summarizes the Township's current regulatory approach to bicycle parking and provides recommendations to update regulation based on best practices to support Township-wide objectives.

3.6.1 POLICY AND REGULATORY FRAMEWORK

In 2008, the Township adopted the Sustainability Charter, of which one of the goals is to develop livable communities by "making communities pedestrian and bicycle-oriented."

The OCP contains the following policy in support of improved off-street bicycle parking:

- 3.9.4. Require, where appropriate, the integration of transit access, high-quality pedestrian environments, cycling routes, and end-of-trip facilities such as bicycle parking and change rooms into the design of new commercial, multi-family residential, and institutional developments.

3.6.2 CURRENT CONDITIONS

Short and long-term bicycle supply rates (defined as visitor and required spaces within the *Zoning Bylaw*) designate the number, size and location of bicycle parking spaces for various uses. Visitor bicycle parking spaces refer to short-term spaces and required bicycle parking spaces refer to long-term. As with vehicle parking, bicycle parking requirements are based on units of measurement such as dwelling units, beds, classrooms, and gross floor area. Land uses for required bicycle parking spaces include residential, commercial, institutional and industrial.

While visitor bicycle spaces requirements are established as a whole number for each land use, (i.e. 6 visitor spaces per residential building, 8 visitor spaces per classroom), long-term requirements are based on more ambiguous measurements. For example, seniors housing requires 0.1 spaces per dwelling unit, secondary schools require 0.6 spaces per 10 students on a maximum attendance.

For commercial uses, 6 visitor spaces are also required, plus 0.06 spaces per 100 m2 of gross floor area. For mixed-use buildings, where two or more uses exist, the total number of bicycle parking spaces is the sum of spaces required for each individual use. Assembly uses do not require long-term bicycle parking. Industrial uses and community care facilities do not require short-term/visitor spaces.

Bicycle parking dimensions are not provided in the *Zoning Bylaw*. Design requirements point to bicycle parking spaces being separated from parking spaces by 2.0m, within 30m of the main entrance, sufficiently illuminated, within a shared secure bicycle parking area and with convenient access to the outside.

End of Trip Facilities

For non-dwelling uses, the *Zoning Bylaw* requires the following end-of-trip facility requirements:

- A minimum 1 clothing locker per secure bicycle parking space. Lockers must be 45cm deep x 30cm wide x 90cm height.
- The number of water closets, wash basins, showers and grooming stations are required based on the following bicycle parking spaces

Table 11: End-of-Trip Facility Requirements

Number of Secure Bicycle Parking Spaces	Water Closet(s)	Wash Basin(s)	Shower(s)
0-9	0	0	0
10-29	1	1	1
30-49	2	1	2
50+	3	2	3

- Water closets, wash basins and showers are not required if on-site facilities are provided by employee fitness centres.

3.6.3 BEST PRACTICES AND CASE STUDIES

Several detailed bicycle parking design guidelines exist, including Chapter H.2 of the *B.C. Active Transportation Design Guide (BCAT)*. These guidelines cover bicycle parking principles, the trade-offs of various rack designs, different types of short- and long-term bicycle parking, and various other elements. These guidelines can be applied to the public and private supply of bicycle parking and amenities for active travel.

Although the design and layout of bicycle parking facilities may be defined in a bylaw, most bylaws in comparative communities contain only the minimum standards that will ensure a functional and accessible bicycle parking facility. Providing too much detail may be inflexible and cumbersome for developers.

The following elements are commonly provided in land use and parking bylaws.

Bicycle Parking Supply

Municipalities take varying approaches in terms of the number of land use designations described in their bicycle parking regulations. Surrey, Vancouver and others take a detailed approach, assigning requirements to a long list of sub-categories. Other municipalities, including Coquitlam and Burnaby, use fewer categories (e.g., "all institutional uses" compared to defining requirements for each type of school).

Similar to vehicle parking supply requirements, the Township should also consider reviewing the units of measurement for bicycle parking to ensure consistent applications, adaptability to changing circumstances, and legibility of the bylaw.

For those land uses that do require short- and long-term bicycle parking, supply requirements for some key land uses in the Township tend to be lower than in peer communities, including the examples below:

- **Multiple Dwelling –** Township's requirement is 1 long-term bicycle parking spaces per dwelling unit. In Burnaby, it is 2 spaces per dwelling unit. In Coquitlam, apartment uses are required to provide 1.25 spaces per dwelling unit.
- **Commercial Uses** – Township's requirement is 0.06 spaces per 100 m^2 of the gross floor area, over 2,000 m^2, while North Vancouver's requirement is 1 space per 200m^2 gross floor area.

The BCAT recommends that 50% of long-term and 10% of short-term bicycle parking be designed to accommodate e-bikes by providing an electrical outlet. The CRD's *Capital Region Local Government*

Electric Vehicle (EV) + Electric Bicycle (E-Bike) Infrastructure Planning Guide also recommends electrifying 50% of all long-term spaces.

Some other communities including Vancouver – have requirements specific to e-bike parking. Vancouver requires that 50% of long-term spaces be electrified match the recommendations from the CRD and BCAT. The Township's long-term requirements are more ambiguous, stating that where a secure bicycle parking area is required, so is an electrical outlet. A detailed comparative table outlining bylaw parking requirements for the majority of municipalities in the Lower Mainland is included in **Appendix – Comparative Parking Requirements**.

Bicycle Parking Design

Design for bicycle parking establishes minimum dimensions for ground and wall mounted bicycle parking configurations. Dimensions include minimum stall depth, aisle width, distance between racks, and distance between racks and the entranceway. Accommodating electric bicycles in short- and long-term bicycle parking requirements is becoming common practice. Due to their motors, e-bikes tend to be larger and heavier than standard bicycles, making it challenging to park them on vertical racks. Additionally, they require access to electrical outlets for charging. There is therefore an opportunity to ensure that bicycle parking infrastructure is well suited to the diverse needs of cyclists.

The *British Columbia Active Transportation Design Guide* (BCAT) recommends short-term and long-term bicycle spaces to have a minimum of at least 0.6 m clearance if the rack has single-side access, or 2.5 m clearance for a rack with double-sided access, as shown in **Figure 5**. If a bicycle rack is located parallel to a wall, at least 0.6 m clearance should be provided. Bicycle racks should have at least 1.2 m of clear space between them. A clear space of at least 1.8 m should be maintained between bicycle racks that can hold two bicycles.

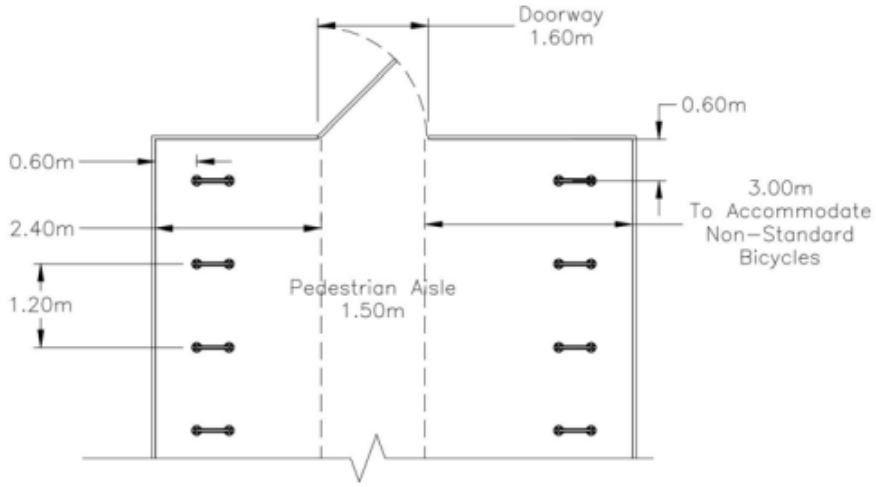


Figure 5: Long-Term Bicycle Parking Dimensions Recommendations

Along with regulating end-of-trip facility supply, design requirements should be established for the various amenities the Township wishes to see incorporated in new development. This could include provisions related to where the amenities are located relative to long-term bicycle parking areas.

Bicycle Parking Configuration

Many communities provide options for long-term bicycle parking design to ensure that bicycle parking meets the diverse needs of cyclists, while also being adaptable for different contexts. Typically, these include ground-anchored, vertical, and stacked (or two-tiered) as shown in **Figure 6**. Integrating these bicycle parking configurations introduces other design considerations including rack design and security of off-street bicycle parking locations, of which regulation can be included in bylaw.

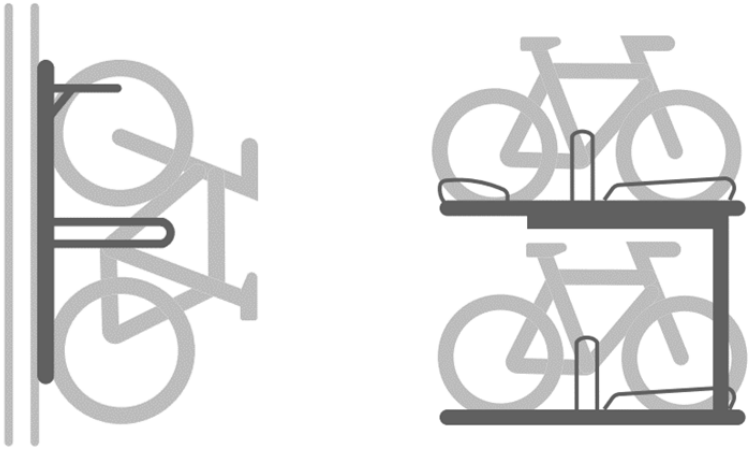


Figure 6: Vertical (Left) and Stacked (Right) Long-Term Bicycle Parking Configurations

Providing requirements for the configuration of long-term bicycle parking that are wall-mounted (vertical), two-tiered, and ground-anchored bicycle parking allows for adequate access and clearance to bicycle parking facilities, for overall convenience, safety and security. Restrictions on the amount of wall-mounted long-term bicycle parking ensures that individuals with heavier bicycles and/or who are physically unable to use vertical bicycle parking have other types of bicycle parking available to them. Adding two-tiered bicycle parking maintains space efficiency, while also improving accessibility relative to vertical configurations. However, two-tiered configurations require extra consideration when overlapping with requirements for oversized bicycles and electrification to ensure appropriate access. This could also include requiring two-tiered systems that are equipped with pneumatic lifts to support moving bicycles from the parking space to and from ground level.

BCAT recommends that a minimum of 50% of all bicycle parking spots in any off-street, long-term bicycle parking facility should be basic, on-ground bicycle racks that serve people of all ages and abilities, with high density bicycle racks providing additional capacity as needed.

Typical maximums on wall-mounted configurations range are typically between 30-50% and up to 60% for two-tiered configurations.

Non-Standard Bicycles

The BCAT provides sample bicycle parking layouts, with slightly larger minimum dimensions than Langley. This is important for accommodating “non-standard” bicycles such as cargo bicycles, recumbent bicycles, adult tricycles, bicycles with trailers, and adaptive bicycles for people with mobility impairments. These bicycle types are becoming increasingly common, as they help to make cycling accessible to a larger number of people and trip purposes (e.g., grocery shopping, taking children to school, etc.). Many non-standard bicycles are longer, wider, and heavier than a typical bicycle, making them challenging to park using conventional bicycle racks and extremely difficult (if not impossible) to park with vertical racks

The *B.C. Active Transportation Design Guide* (BCAT) recommends that for both short- and long-term bicycle parking facilities, a minimum of 10% of all bicycle parking spaces should be able to accommodate larger, non-standard bicycles such as cargo bicycles and bicycles with trailers. A stall depth of at least 3.0m should be used for these spaces. These spaces may be marked with a sign or pavement markings identifying their purpose as a spot for non-standard bicycles, to encourage compliance. In long-term bicycle parking areas, BCAT also recommends a wider doorway of 1.6m along with greater typical stall depth of 2.4m. Limiting the number of long-term bicycle parking spaces that can be provided in a vertical configuration could also be considered given potential physical challenges with lifting or manoeuvring bicycles into these positions. These spaces may be marked with a sign or pavement markings identifying their purpose as a spot for non-standard bicycles, to encourage compliance.

Mobility Scooters

Mobility scooters are appearing in parking regulation as a method to ensure people using mobility aids are considered for parking and charging needs. Mobility scooter requirements are typically being integrated with bicycle parking requirements as they have similar charging and maneuvering needs as oversized and/or electric bicycles.

Currently, the Township does not regulate minimum supply or design requirements for mobility scooter parking. Some of the key considerations in establishing a mobility scooter requirement are as follows:

- **Supply Rate** – Establish a supply rate requirement that meets the need for mobility scooter parking.
- **Land Uses** – Consideration of the land uses where mobility scooter parking is desirable, with possible variation in supply rate requirements to reflect differing needs.
- **Design / Layout** – Establish appropriate mobility scooter stall dimensions and access requirements, including integrating appropriate design considerations for different types of mobility scooters, which could also incorporate the accommodation of oversized bikes such as cargo bikes and bucket bikes to offer greater flexibility of use.
- **Charging** – Consider access to an electrified outlet capable of charging a mobility scooter while parked.

Burnaby's bylaw makes specific mention of providing parking for mobility scooters, stating that one (1) electric mobility scooter space shall be provided per every 4 units in supporting housing facilities.

North Vancouver notes that "*Bicycle Compounds and Rooms may be used to park wheeled mobility aids with the limitations that; (a) such use shall not impose on access aisle; (b) bicycle racks shall be provided unless it is demonstrated with reasonable accuracy the proportion of people requiring wheeled mobility aids expected to use the site*."

Electric Bicycle Charging

Given the rapid uptake of electric bicycles, access to charging infrastructure is a critical consideration for new development and retrofits of existing buildings. Accommodating electric bicycles in short- and long-term bicycle parking requirements is becoming common practice. Due to their motors, e-bikes tend to be larger and heavier than standard bicycles, making it challenging to park them on vertical racks. Additionally, they require access to electrical outlets for charging.

BCAT recommends that 50% of long-term and 10% of short-term bicycle parking be designed to accommodate e-bikes by providing an electrical outlet. The Capital Regional District's *Capital Region*

Local Government Electric Vehicle (EV) + Electric Bicycle (E-Bike) Infrastructure Planning Guide also recommends electrifying 50% of all long-term spaces.[5]

Many communities are starting to introduce or increase the number of off-street bicycle parking spaces, particularly long-term spaces, that are required to have access to electrical outlets. Vancouver requires that 50% of long-term spaces be electrified match the recommendations from BCAT. Delta and North Vancouver separately require in their bylaws that resident bicycle storage areas shall include a minimum of one electrical outlet for every four required bicycle spaces.

Generally, requirements for short-term bicycle parking to have electrical charging infrastructure are less important, given the duration of most stays and the potential availability of charging infrastructure in other bicycle parking areas. On Vancouver Island, Colwood and Courtenay have electrification requirements for short-term bicycle parking spaces, with a minimum of 20% of all short-term spaces requiring an electrical outlet.

[5] https://bicycleinfrastructuremanuals.com/manuals7/WATT-Consulting-Group-Capital-Region-Local-Government-Electric-Vehicle-and-Electric-Bike-Infrastructure-Planning-Guide-2018.pdf

3.7 ELECTRIC VEHICLE PARKING

3.7.1 POLICY AND REGULATORY FRAMEWORK

The Township's *Low Carbon Mobility Plan* outlines the following parking objectives to support electric vehicle charging:

- 2.1 Implement EV Ready requirements for new residential developments: Establish requirements for residential parking spaces to include an adjacent energized electrical outlet capable of providing Level 2 EV charging.
- 2.2 Implement EV Ready requirements for new non-residential developments: Establish requirements for non-residential parking spaces to include appropriate provisions for EV charging infrastructure.
- 2.3 Advocate for "Right-to-Charge" legislation: Send a letter of support to the Province to amend the Strata Property Act to prevent stratas from denying electric vehicle supply equipment (EVSE) for residents
- 2.5 Pilot incentives for single family, multi-family buildings and workplaces: Explore opportunities to complement future provincial and/or utility EV charging infrastructure incentive programs. Focus especially on programs providing access to charging for large parking areas in multifamily buildings and workplaces. Expand existing TOL rebate programs, including electrical panel upgrades.
- 3.2 Develop an incentive program for commercial EVSE installation: Develop a grant program for Langley businesses or institutions to apply for funding for a public EVSE project.
- 6.3 Encourage electric car sharing: As car-sharing is introduced into Langley, engage car-sharing companies regarding strategies to support electrification. Support two-way car-sharing in new developments by securing access to Level 2 EV charging with relatively high-power capacity and third-party station management.

3.7.2 CURRENT CONDITIONS

The Township's *Zoning Bylaw* contains electric vehicle charging supply requirements as a portion of required off-street parking space supply, for residential uses and community care facilities.

Requirements are as follows:

- **Residential uses** (besides seniors housing): 1 space per dwelling unit
- **Senior's housing**: 1 space per 4 dwelling units
- **Community care facilities**: 1 space per 4 occupants/residents

The bylaw requires that EV charging spaces must feature an energized outlet capable of providing Level 2 Charging or higher, installed adjacent to the parking space, intended solely to be used by Electric Vehicle Supply Equipment (EVSE) and labelled accordingly.

While most Langley single-family homeowners can readily implement EV charging in their garage or driveway, residents that live in multi-family housing built before EV requirements were added to the Zoning Bylaw or who park on the street can face significant challenges to accessing "at-home" charging.

3.7.3 BEST PRACTICES AND CASE STUDIES

In 2023, Metro Vancouver released the "Keeping it Current" report that analyzed future charging demand and provided guidance on the collaborative deployment of EV charging across the region. The report demonstrated a need for significant capital investment ($1.2 billion by 2035) in EV charging for public and residential charging. The report identified key action areas for local governments to take to meet demand, including:

- Streamlining permitting and regulatory processes to support private sector investment in EV charging infrastructure.
- Adopting requirements for EV-ready parking in new residential developments (the Township already requires one EV-ready space/dwelling).
- Leveraging development approval processes to expand the public charging network on private properties.
- Advocating for increased provincial and federal funding for public charging infrastructure.

Development regulations present the opportunity to ensure appropriate EV charging is included in new development. There are two general means of including EV charging in regulations:

1. Requiring that a development be 'EV ready' (i.e., future-proofing the parking by providing an energized outlet capable of providing Level 2 charging or higher) so that future occupants seek to install charging stations. This approach does not represent a significant cost for developers and builders in the interim and allows for the future installation of EV charging station when demand dictates.
2. Requiring dedicated EV charging infrastructure is installed at the time of development. This may include Level 1 charging in residential sites where vehicles are typically parked overnight or for long periods of time, or Level 2 charging in commercial, institutional, or other uses where vehicles are typically parked for a shorter period and benefit from a faster charge.

The City of Surrey requires that 50% of visitor parking spaces and 20% of commercial parking spaces in new buildings require pre-wiring to a Level 2 standard. In Nanaimo, 5% of required off-street parking spaces within retail and services centres must have access to an electric vehicle charger. A detailed comparative table outlining bylaw parking requirements for the majority of municipalities in the Lower Mainland is included in **Appendix – Comparative Parking Requirements**.

Table 12: Electric Vehicle Charging Requirements in Peer Communities

Peer Community	Residential Requirements	Commercial Requirements
City of Surrey	50%	20%
City of North Vancouver	100%	35%
City of Coquitlam	100%	-

Changes to the regulatory structure for off-street parking will have a meaningful impact on EV charging infrastructure provision. In areas where parking minimums are eliminated, uncertainty around the number of parking spaces provided will impact the availability of chargers, particularly in residential uses, where long-term charging is more widely supported.

3.8 TRANSPORTATION DEMAND MANAGEMENT

3.8.1 POLICY AND REGULATORY FRAMEWORK

The Township does not currently have transportation demand management regulation or policy.

3.8.2 CURRENT CONDITIONS

The Township is currently engaged in an extensive planning process to update its *Transportation and Mobility Strategy*. Within this strategy, curbside management and transportation demand management (TDM) have been identified as significant priorities.

As part of the Township's *Climate Action Strategy*, several Transportation and Mobility Action items are included, such as the creation of a township-wide TDM program. Additional actions involve facilitating the expansion of car-sharing companies into Langley, implementing bike-share pilot programs, and incentivizing the installation of electric vehicle charging stations for businesses and residents.

Currently, there are no areas within the Township served by the frequent transit network. However, plans are underway for enhanced services, including the SLS and Langley-Haney BRT along 200 Street. As developments progress, it will be necessary to implement Transportation Demand Management (TDM) strategies to encourage a shift toward active transportation modes, especially in areas with reduced parking supply requirements such as Transit-Oriented Areas (TOAs) and Small Scale Multi Unit Housing (SSMUH) zones.

3.8.3 BEST PRACTICES AND CASE STUDIES

TDM refers to specialized policies, targeted programs and encouragement, and innovative mobility services that encourage people to use sustainable transportation modes rather than driving alone or make fewer trips by vehicle.

Two basic approaches for the provision of TDM are commonly used by communities in B.C. and across Canada:

- **Baseline TDM Requirements**
  Regulations that require the inclusion of one or many TDM infrastructure or program options in new development in some or all geographic areas. Typically, baseline TDM requirements focus on creating a mobility-rich environment to encourage sustainable mobility and offset vehicle parking reductions.
- **TDM-Based Vehicle Parking Supply Reductions**
  Regulations that allow for developments to reduce the minimum number of vehicle parking spaces in exchange for providing certain TDM infrastructure or programs, typically up to a maximum reduction in overall vehicle parking supply.

Both approaches are discussed in more detail in this section. Given their different applications it could be that the Township chooses to adopt one or a combination of both of these TDM approaches. The direction for these types of regulations are closely linked to how the Township chooses to approach overall vehicle parking supply rates, which can then be supplemented with TDM regulations.

Baseline TDM Requirements

The City of Vancouver and other peer communities have pursued TDM to provide alternative active transportation mode shift in areas where minimum parking supply requirements have been reduced or eliminated. Administratively, baseline TDM requirements are more effective and efficient for municipalities.

The City of Vancouver adopted a Transportation Demand Management for Developments bulletin in 2019, which provides guidance on submission requirements for TDM plans required by the *Parking Bylaw*. An applicant developing within the Downtown, Broadway Plan Area of TOAs is required to submit a proposal for one of four TDM plans, or bundles, which includes a mix of TDM strategies, including transit, bicycle parking, end-of-trip facilities, and car share vehicles, among others, as shown in **Figure 7** below.

TDM Plan A Transit Passes	**TDM Plan B Mobility Infrastructure Package**		**TDM Plan C Shared Mobility Package**	**TDM Plan D Unbundled Parking Pilot Program**
	Residential Uses	**Non-Residential Uses**		
Monthly one-zone transit passes for 3 years	30% additional Class A bicycle parking spaces	30% additional Class A bicycle parking spaces; or a minimum of 3 spaces, whichever is greater	Car share vehicles and spaces Commitment from an operator for 3 years, and SRW to the City for the life of the building	Participate in a pilot program to provide parking spaces for lease only, not to purchase. Applicable only to applications with strata components.
	20% of the total number Class A spaces to be lockers	20% of the total number Class A spaces to be lockers; or a minimum of 1 locker, whichever is greater	Mobi All Access Passes for 3 years	
	10% of the total number Class A spaces to be oversized spaces	10% of the total number Class A spaces to be oversized spaces; or a minimum of 1 oversized space, whichever is greater	Monthly one-zone transit passes for 1 year	
	Weather-protected Class B bicycle parking spaces	Weather-protected Class B bicycle parking spaces		

Figure 7: City of Vancouver TDM Packages[6]

Prior to TDM packages, the City of Vancouver assigned point values for various TDM measures provided by new developments within the City, outlined in the Transportation Demand Management Schedule B. The point system was intended to provide a flexible, transparent, and outcome-focused approach to reducing automobile dependence and managing parking demand. By assigning point values to a

[6] https://guidelines.vancouver.ca/bulletins/bulletin-transportation-demand-management-for-developments.pdf

range of TDM measures, the system allows developments to choose the mix of actions that best suits their context while ensuring that projects with higher parking supply or greater travel demand contribute more toward mode shift. This approach discourages parking oversupply, supports alternative transportation options, and aligns development approvals with the City's broader mobility, climate, and livability objectives. For example, providing additional Class A bicycle parking was up to 8 points depending on land use, while providing improved end of trip facilities was up to 6 points, with more points given for additional amenities. This is another strategy the Township may consider.

If selected as the preferred approach, baseline TDM requirements should be integrated as new regulations that would require developers to select a TDM package, eliminating any ambiguity for developers and the Township. Some of the potential TDM programs and infrastructure could include the following options identified in **Table 13**.

Table 13: Potential TDM Infrastructure and Programs

	Infrastructure	Programs
Bicycle TDM	Enhanced or expanded bicycle parking (short- and/or long-term) End-of-trip facilities Shared bicycles	Shared bicycle membership
Transit TDM	Transit stop improvements	Transit pass subsidies
Carshare TDM	Carshare vehicles Dedicated carshare parking	Carshare memberships and/or subsidies
Parking TDM	Shared parking	Unbundled parking Parking cash out
Other TDM	Wayfinding signage	Employee or resident shuttle service TDM awareness packages TDM monitoring fund

Of importance to the Township, some communities have faced challenges with implementing off-street carshare parking spaces as part of TDM requirements.

The City of Delta requires that a maximum of 5% of total parking spaces (excluding visitor parking spaces) may be designated for the sole use of car sharing programs. Each car share parking spaces can be counted as an equivalent to 1.5 required parking space.

Even if developers offer car share memberships to residents, coordinating with providers to park vehicles in designated off-street spaces can be difficult. Developers are often asked to consult with car share providers to ensure parking availability in the neighborhood, which often proves challenging. Therefore, car share is more practical as a Townshipwide on-street strategy to support mode shift, rather than an off-street TDM program.

TDM-Based Vehicle Parking Supply Reductions

Another option for TDM regulation frequently used is to offer reductions to minimum parking supply requirements where identified TDM strategies or site characteristics are met by the developer. This approach is like cash-in-lieu by capturing some of the value of an unbuilt parking space, while

increasing opportunities for on-site mobility infrastructure or programs that can support travel behaviour changes.

Like with a baseline TDM requirements regulation, vehicle parking supply reductions could be offered for different TDM strategies, including carshare, bicycle parking, end-of-trip facilities, transit proximity, and/or transit pass provision. Vehicle parking supply reductions are offered in exchange for TDM provision in several communities in B.C, with some examples offered below:

- **Victoria** – 100% reduction for providing transit passes for 5 years to all units (max. 1 per unit) in a Missing Middle housing development.
- **Surrey** – Up to a 20% reduction in residential parking space in City Centre if adequate TDM measures are provided by the development (car sharing and cycling)
- **New Westminster** – 5% reduction in required parking spaces for the provision of end of trip facilities for non-residential uses and 5 parking space reduction per carshare car & space (up to 10% of total vehicle parking supply).

Vehicle parking supply reductions in exchange for TDM provision could be considered by the Township in tandem with the baseline requirements discussed in the previous section.

4.0 CURBSIDE MANAGEMENT

Demand for on-street parking and loading has been on the rise in the Township, particularly around key destinations and urban residential areas. On-street parking demand is likely to increase, especially in future transit-oriented areas, where minimum parking requirements will be eliminated.

While off-street parking is usually managed by requirements and policy in the Zoning Bylaw, on-street parking regulations can sometimes be reactive and may not always align with community challenges. This section outlines the various approaches the Township may take in relation to on-street parking and curbside management, using examples from peer communities and around the globe.

4.1 Policy and Regulatory Framework

Typical parking restrictions are outlined in the *Motor Vehicle Act*, as well as the *Township Highway and Traffic Bylaw No. 4758*, as follows:

- Within 1 m or in front of a driveway
- On a sidewalk
- In an intersection or within 3 m of the end of a curb return
- Within 8 m from an intersection on a roadway with no curbs
- Within 5 m of a fire hydrant
- Within 30 m before, or within 15 m beyond, the centre line of a marked crosswalk located mid-block between intersections
- Within 6 m on the approach to a flashing beacon, stop sign, or traffic control signal located at the side of a roadway
- Within 6 m either side of the entrance or exit from a hotel, theatre, public meeting place, dance hall, fire hall, or playground in a rural area
- Within 15 m of a railway crossing
- Within 3.5 m of the centre of the roadway or in such a manner as to obstruct the free passage of traffic on the highway
- On a paved shoulder or boulevard
- Within 3 m of the entrance or exit to a lane
- Within 5 m of a community mailbox
- Within a distance of 21 m from the near side, or 8.5 m on the far side, of a sign for a bus stop
- Where any sign or marking restricts parking

The Township's *OCP* identifies the following on-street parking policies:

- 3.8.10. Incorporate on-street parking where possible and appropriate, particularly adjacent to pedestrian-oriented retail uses and ground-oriented residential projects
- 3.8.11. Integrate direct pedestrian connections between on-street parking, public sidewalks, and entrances of ground floor residential units.
- 3.8.16. Regulate the movement and parking of heavy trucks and trailers on municipal roads to minimize negative impacts.

The Metro Vancouver 2050 *Regional Growth Strategy* also supports on-street parking management strategies:

- 5.1.14 b) support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation and micro-mobility, and shared mobility services.

4.2 PARKING ON LOCAL, COLLECTOR, AND ARTERIAL ROADS

Arterial Roads

Arterial roads refer to roadways carrying high-volume traffic that prioritizes mobility and limit access points and primarily facilitates movement of public transit and emergency vehicles. Municipalities often restrict or prohibit parking on arterial roads in the context of high-speed or high-volumes roads, transit priority corridors, areas with high collision history or sightline issues, and narrow right-of-way where parking would interfere with emergency vehicle access or turning movements. Parking may be permitted if specific conditions are met such as lower traffic volumes or speed, peak hour restrictions, commercial frontages to support business access and deliveries (often with time limits), and where right-of-way allows for a dedicated parking lane without compromising travel lane or bike/transit lanes. Pedestrians exiting parked vehicles having to cross bike lanes or cycle tracks to reach the sidewalk create frequent and unpredictable conflict points, which is particularly problematic on higher-speed arterial corridors. Where cycling facilities include raised medians or physical separation, these designs can further create barriers for persons with disabilities or mobility aids, making it difficult to safely access the pedestrian realm.

Although majority of the municipalities within Lower Mainland currently do not support parking along arterial roads, some arterial roads in Vancouver, Surrey, Burnaby, Richmond, and North Vancouver currently allow parking with restrictions. Most of these parking provisions were permitted under old regulations and are allowed to continue operating despite new regulations not supporting this practice. Part-time on-street parking on arterial roads in these communities exist not because it reflects current best practice, but because it is the product of legacy design standards, corridor-specific decision making plolicy, political compromise, deferred infrastructure investment, and administrative convenience. As municipalities adopt curbside management strategies and prioritize transit and active transportation, these legacy arrangements are increasingly being revisited and, in many cases, removed. Communities where this parking practice is common often face challenges in balancing mobility and access in addition to enforcement issues, such as having to manually patrol the roads, limited tow truck availability during peak period, and towing operations affecting safety of operators and further negatively affecting peak hour traffic

In addition to the impact on capacity caused by providing parking along arterial roads, vehicle movements in the travel lane attempting to park, as well as the potential for collisions from vehicles parked adjacent to the travel lane also cause mobility and safety issues. Some of the potential benefits of removing and/or not permitting parking on arterial roads include:

- The elimination of the need to navigate around parked vehicles improves traffic flow, especially for buses, freight, and cyclists.
- Reducing the likelihood of rear-end collisions, sideswipes, or impacts with parked vehicles contributes to a safer environment.
- Reducing conflict and dooring between bicycle lanes and parking lanes.
- Even distribution of vehicles over the traffic lanes reduces lane changing, allows for consistent speeds along a route and leads to a decrease in greenhouse gas emissions.
- Enhanced accessibility to the arterial road network from local roads, combined with safer pedestrian crossings due to improved sight distances, will result in more compact traffic platoons potentially creating gaps in traffic flow.

Allowing parking to be provided along arterial roads is only justified by lower off-peak traffic volumes and other benefits of on-street parking such as acting as a traffic calming measure. The addition of on-street parking narrows the roadway, leading to slower driving.

Local and Collector Streets

Municipalities are transitioning curbside management from solely vehicle parking to multi-use curb zones, supporting passenger pick-up/drop-off, short-term commercial loading, micromobility parking, carshare and EV charging. On-street parking is increasingly regulated by time-of-day and function, allowing spaces to change roles (e.g., loading in morning, paid parking mid-day, rideshare in evening). City of New Westminster introduced dynamic curbside zones that allow alternating uses throughout the day, supported by signage and enforcement.

The threshold for on-street parking occupancy of 85 - 90% is widely cited: beyond 85% occupancy a curb block is effectively full, and drivers will have to circle, whereas well below 60–70% occupancy indicates underuse. Hence many cities like North Vancouver, where on-street parking demand is high, use 85% as the upper threshold for action, while sustained occupancy under 60-70% suggests surplus capacity and an opportunity to relax regulations.

Dedicated on-street spaces for carshare and EVs improve accessibility and reduce the need for private car ownership. City of Richmond provides reserved on-street spaces for carshare vehicles in key areas and is expanding EV-only curbside parking with charging stations. Municipalities are designating micromobility parking corrals (for e-scooters, e-bikes, cargo bikes) to reduce sidewalk clutter and integrate with transit stations or commercial nodes. City of Surrey piloted micromobility parking zones near transit and civic centres to manage e-scooter parking as part of its shared mobility programs.

Curbside Management Strategy

Communities are adopting curbside management strategies to help guide priorities for curbside use as new development, infrastructure, and technologies change primarily in urban areas. Typically, a curbside management strategy would identify generalized prioritization of key uses (e.g., access for people, on-street parking, loading and delivery etc.) as it relates to surrounding land use and/or road use. City of North Vancouver and City of Coquitlam have recently developed these strategies aiming to balance curb space use to meet community needs, with goals to improve parking reliability, introduce more equitable parking policies, and support businesses.

Traditionally used for parking, curbside space is increasingly being rethought as public space that may be managed to support a range of uses and activities. Given the competing needs for space, many communities are developing curbside management strategies to identify curbside priorities and ensure efficient and adaptable use of this important public resource that aligns with desired outcomes for mobility, urban design, economic development, and environmental sustainability, among others. This commonly includes parking and related activities, but also takes in sustainable transportation, shared mobility, greening and public space, among others.

Many communities have started their process of curbside management through the development of “curb management frameworks” that helps to identify the policies, plans, fees, and regulations required for city staff, developers, operators, businesses, and the public. The framework could guide the details on how to apply for a passenger loading zone, show a business how to get a permit for a parklet or provide bicycle parking, and tell staff how departments can modify or remove curb regulations to support the diverse functions of the curb.

Table 14: Typical Curbside Functions and Uses

Function		Uses
Mobility	The movement of people and goods, including sidewalks, bicycle lanes and protected bikeways, dedicated bus or light rail/streetcar lanes, and general-purpose vehicular travel lanes	• Sidewalks • Bike lanes • General purpose travel lanes - includes freight • Right-or left-turn only lanes • Bus lanes
Access for People	People arriving at their destination or transferring between different modes of transportation. This includes transit stops, passenger loading/unloading zones, taxi zones, short-term parking, bicycle parking, and curb extensions.	• Bus stops • Bike parking • Ride-hailing • Passenger load zones • Short-term parking • Taxi zones
Access for Commerce	Goods and services reaching their customers and markets primarily through commercial vehicle or truck loading zones.	• Commercial vehicle loading • Truck load zone • Delivery / courier
Activation	Provision of vibrant social spaces that encourage people to interact and congregate. Uses that drive activation include food trucks, restaurant patios or sidewalk cafes, parklets, public art installations, seating, and street festivals (including farmers markets).	• Seating • Patios, parklets • Food trucks • Public art • Street festivals, temporary events
Greening	Enhancements to aesthetics as well as environmental health via planted boulevard strips, streets trees, planter boxes, rain gardens, and bio-swales.	• Boulevards, curb extensions • Street trees • Planter boxes • Rain gardens / bio-swales
Storage	Provision of storage for vehicles and equipment, including bus layover spaces, reserved spaces for specific uses such as police or government vehicles, short-term vehicle and bicycle parking, longer-term on-street parking, and construction vehicles.	• Bus layover • Long-term parking • Reserved spaces • Construction

4.3 RESIDENTIAL PERMIT PARKING (RPP)

This section provides an overview of the current conditions, best practices, and case studies related to residential parking permit (RPP) programs, including guidance on when such programs are most appropriate to consider. Residential permit systems are typically introduced in areas where on-street parking demand routinely exceeds supply due to spillover from nearby land uses, commercial districts, institutions, or transit stations, resulting in reduced parking availability for residents.

4.3.1 CURRENT CONDITIONS

Currently, the Township does not have resident-only parking programs, where parking on designated streets is restricted to neighbourhood residents. On-street parking in residential areas is available on a first-come, first-served basis.

4.3.2 BEST PRACTICES AND CASE STUDIES

There are generally two types of residential permit parking used by municipalities. The first is a Resident Permit Parking zone (RPP), which requires residents to purchase permits for parking. The second is a Resident Parking Only (RPO) zone, which is compliance based and generally unregulated. Generally, RPO works best in neighborhoods with higher demand from visitors (ie. near hospitals and commercial areas) where restriction for residents is more necessary. RPP areas are preferable in mixed-lower density areas where some flexibility is acceptable.

Benefits and disadvantages of each residential parking system are described below:

	Pros	Cons
Resident Parking Only	• Prioritizes resident access with minimal administration • Simple to implement and enforce • Low ongoing cost • Suitable as an interim measure in limited, localized areas	• Inflexible and difficult to adapt over time • Can result in underutilized curb space • Restricts visitor, caregiver, and service access • Less suitable in mixed-use or evolving areas • May be perceived as overly exclusive
Resident Permit Parking	• More efficient and flexible use of curb space • Allows visitor access through time limits or permits • Customizable by area, hours, and permit caps • Can be adjusted based on demand and utilization • Permit fees can offset administration and enforcement costs	• Requires ongoing administration and enforcement • More complex to implement and manage • Potential affordability concerns if pricing is not calibrated • May not fully resolve parking competition in high-demand areas

RPP programs are one of several tools that municipalities can use to manage high on-street parking demand, but most municipalities treat them as a targeted, "later-stage" response rather than a default first step. While majority of the communities do not support such program, best practice guidance and municipal policies in places such as Vancouver, New Westminster, North Vancouver, and Calgary indicate that RPP is usually considered only when monitoring shows persistent, non-resident spillover parking, high curb occupancy, and limited off-street options, and after measures like time limits, seasonal restrictions, and pricing have been tried and found insufficient. This cautious approach reflects both the administrative cost of operating a permit system and concerns about equity and "privatizing" public curb space, which is why cities like Surrey have explicitly decided against resident-only schemes where evidence does not clearly justify them.

As a result, current best practice is not to avoid RPP entirely, but to deploy it selectively within a broader curb management hierarchy using clear problem thresholds, data-driven criteria, and community engagement to determine when and where an RPP program is warranted, and to identify opportunities to refine or expand it over time.

In North Vancouver, there are predominately resident exempt (RE) zones and only a few resident permit only (RPO) zones. Whether a block is granted RE or RPO depends on parking occupancy and what residents are looking for. Usually, the City will start with RE regardless and monitor if it solves the issue. For RE parking designations, residents may obtain a resident permit for themselves or a visitor to utilize on-street parking on their residential block in resident permit only areas and be exempt from any time restrictions for up to 72 hours. RE already significantly limits parking capacity through the day. The City is look into exploring other criteria for residential permits, such as building types, zoning, and occupancy. Residential parking programs are burdensome for the City to administer, and many residents do not want to pay for permits due to many non-residents parking on permit only blocks.

In the City of New Westminster, only certain areas are eligible for a residential parking pass which exempts the resident's vehicle from posted on-street time limits[7]. Parking permits only apply to one vehicle, which must be identified at the time of application. Visitor parking permits are not tied to a specific vehicle; however, the visitor's vehicle must be parked on the resident's street. All properties eligible for residential parking permits are identified on an ArcGIS WebMap provided by the City[8].

The City of Calgary has developed a Residential Parking Permit (RPP) Program where Calgarians can request in busy residential areas where parking is in high demand due to a nearby parking-generating use. Residential parking restrictions are implemented by resident request once 80% of a block supports the restriction. The City of Calgary established different types of permits and regulations for different building types:

- Standard Residential Permit for residential houses and low-profile multiple-residential buildings;

[7] City of New Westminster, Resident Parking Permits. Retrieved from https://www.newwestcity.ca/transportation/parking-and-towing/parking/parking-permits

[8] City of New Westminster, Residential Parking Permits Web App. Retrieved from: https://newwestcity.maps.arcgis.com/apps/webappviewer/index.html?id=845a1dd1aff44a34aa729380e6126fd4&mobileBreakPoint=300

- Large multiple-residential buildings built before 1945 or small multiple-residential buildings (less than four stories or 20 or fewer dwelling units);
- Large multiple-residential buildings built after 1945.

Permit fees vary based on building type, number of permits needed, location in Calgary, and income status. **Table 15** below indicates some details including the areas covered and cost of residential parking permits in communities where they are available.

Table 15: Residential Parking Permit Fees in Comparative Communities

Municipality	Permit Program Availability	Areas Covered	Permit Cost (annual)
Burnaby	Yes (limited)	Only around Burnaby General Hospital (the sole Resident-Only parking area in Burnaby). Elsewhere street parking is first-come, first-served.	Approximately $40/year (annual Resident Permit fee proposed by City) Visitor permits $10
New Westminster	Yes (Resident Permit Parking Program)	Implemented on eligible blocks in low-density residential areas (requires ≥66% resident petition). Examples include parts of Queens Park, Brow of the Hill, Sapperton, etc. where non-resident parking was chronic.	$55/year for 1st and 2nd permits; $110 for 3rd/4th permits One visitor permit per household for $55/year
North Vancouver City	Yes (Resident Permit areas)	Multiple residential permit zones citywide (primarily in Central Lonsdale and surrounding neighborhoods where on-street parking demand is high). All residents in a permit area are eligible for permits.	~$100/year for first vehicle (base rate $8.33/month) and ~$150/year for second vehicle Low-income discounted rate $25/year
North Vancouver District	Yes (Resident-Only zones)	Resident Parking Only (RPO) zones on certain streets (established by petition) – e.g. in Deep Cove and other areas impacted by visitor parking. Outside of RPO-signed blocks, no permits are required.	~$37/year per permit (2025 fee $35.71 + GST) Annual parking decal required for vehicles in RPO zones

Port Moody	Yes (Multi-Family permit program)	Certain multi-family residential areas near transit hubs (Inlet Centre & Moody Centre SkyTrain stations) have a permit program. Eligible apartment/condo residents can obtain a hang-tag to exceed 4-hour parking limits on their street.	$70.68 per year for a resident permit (one per household) (Valid until Dec 31 each year; renewal required annually)
Richmond	Yes (limited program)	Select high-demand areas allow on-street permits (e.g. certain streets in City Centre or near major destinations). The City has pilot resident permit zones under consideration (e.g. in the Azure Rd neighborhood near Richmond Hospital).	On-street permit costs ~$54 per month (annual equivalent ~$648)
Vancouver	Yes (Residential Parking Permit zones)	Many neighborhoods have designated permit zones (e.g. Kitsilano, Mount Pleasant, Fairview, etc., plus a special West End zone). Permits exempt residents from time limits on signed blocks.	Standard annual permit ~$75.90 (most zones) West End zone permits higher (~$476/year market rate for new applicants)

4.4 PAY PARKING

4.4.1 CURRENT CONDITIONS

The Township does not currently operate a permanent, Township-wide on-street pay parking program. On-street parking across the Township is generally free of charge and managed primarily through time-limited restrictions, signage, and enforcement to support turnover in higher-demand areas. This approach reflects the Township's predominantly suburban context, where most commercial and institutional areas are supported by a combination of on-street parking and off-street private or public parking supply.

In activity centres such as Fort Langley, Aldergrove, Walnut Grove, and Willoughby, on-street parking is typically regulated using posted time limits (e.g., 1–2 hours) rather than pricing. Where parking pressure is higher, particularly in historic or commercial cores, the Township has relied on monitoring, enforcement, and off-street public parking facilities to manage demand. While pay parking has been explored through studies, public engagement to date has indicated limited support for introducing on-street pay parking, and staff have identified that implementing a pay parking program would require significant upfront investment, ongoing operating resources, technology, and enforcement capacity. As a result, the Township's current practice is to continue managing on-street parking through non-priced regulatory tools while monitoring utilization to inform future decisions.

4.4.2 BEST PRACTICES AND CASE STUDIES

Parking pricing is perhaps the most effective approach to managing parking behaviours. Compared with unpriced parking, cost-recovery parking typically reduces affected parking demand and vehicle trips by 10-30%, and sometimes more if implemented in conjunction with alternative mode improvements (walking, bicycling, ridesharing, and public transport).[9]

Given that on-street parking is not priced throughout the Township, an important consideration moving forward will be how to evaluate the need to expand priced on-street parking as the Township grows and changes.

- **Surrounding Land Use** – Priced parking is typically most effective in commercial or mixed-use areas where available parking spaces are valuable for customers and visitors. In residential areas, other tools can be used to price and restrict on-street parking such as residential parking permits.
- **Parking Utilization and Turnover** – Since priced parking seeks out to make on-street parking available to people when and where they need it, it is important to first understand if charging for parking is necessary. If parking occupancy consistently exceed 85% or higher on a particular street or defined area, additional restrictions should be considered.
- **Existing Parking Restrictions** – Identifying what restrictions have been imposed on on-street parking in the areas being considered for priced parking and understanding their effectiveness in achieving the desired outcomes. If time limitations have already been reduced to one (1) hour

[9] Litman, L (2023). *Parking Pricing Implementation Guidelines.* Victoria Transport Policy Institute.

or less, and utilization and turnover objectives have not been met, priced parking is likely to support improved outcomes.

- **Compliance** – Monitoring the number of tickets or complaints in the subject area to identify the effectiveness of existing restrictions.

Typically, on-street parking restrictions would progress from unrestricted to different time limited restrictions, before introducing pay parking. This allows for a logical progression that is easy to communicate to the public, local businesses, and other stakeholders, while also showing a clear methodology relative to parking occupancy.

Prices can be structured to achieve various objectives, including recovering infrastructure costs, managing travel demand, and generating revenue. **Table 16** below compares public parking pricing in similar communities.

Table 16: Cost of Public Parking in Peer Communities

Community	Cost of Public Parking (Hourly)
Vancouver	$1.00 - $6.00
Burnaby	$1.00 - $3.00
New Westminster	$3.25 - $3.75
Surrey	$1.00 - $2.50
Nanaimo	$1.25

Pricing Systems

Dynamic pricing is a pricing strategy used to adjust parking rates based on customer demand. Dynamic pricing in parking can be approached in two ways:

- Rates are fixed during a specific time period and/or day, with the rates raised during peak occupancy and lowered during downtimes.
- Rates are fully dynamic, fluctuating in real time based on supply and demand. This approach requires using technology such as sensors or integration with app-based solutions.

Across the Lower Mainland, dynamic or demand-responsive on-street parking pricing is most commonly applied in urban centres and high-demand commercial areas, rather than as a region-wide approach. Municipalities such as Vancouver, Richmond, New Westminster, and the City of North Vancouver use pricing that varies by location, time of day, or length of stay to manage curb demand and support turnover. In these communities, higher rates are typically applied in downtowns, town centres, and waterfront areas, while lower or free parking is retained in lower-demand locations. Pricing structures are reviewed and adjusted periodically based on observed occupancy and utilization, allowing municipalities to respond to changing conditions without relying on static, long-term rates.

These examples demonstrate that dynamic pricing in the Lower Mainland is primarily used as a parking management tool rather than a revenue-generating measure. Escalating rates for longer stays, area-specific pricing, and alignment with nearby off-street parking are common practices to discourage commuter or employee parking in prime curb locations. Importantly, municipalities have implemented these systems incrementally, supported by modern payment technology and enforcement capacity. For more suburban contexts, these practices highlight that dynamic pricing is most effective when

applied selectively in areas with sustained parking pressure, clear turnover objectives, and sufficient staff and technology resources to support ongoing monitoring and adjustment.

City of Burnaby

Burnaby is expanding the pay parking areas around most Skytrain stations, with fewer expansions in Lougheed due to grid challenges. Some streets allow for daily on-street parking for park and ride purposes. Burnaby also has a Parking Meter and EV charging bylaw, which includes specifications on the extent of pay parking areas. Vancouver has a similar bylaw, and Coquitlam may consider applying this approach when expanding their limited pay parking areas.

Burnaby employs somewhat dynamic fees for on-street priced parking. At Metrotown, prices are increasing to account for inflation and achieve an 85% utilization rate and optimal turnover. This pricing method allows the Council to set rates between $0.50 and $6.00 within their regulatory structure, though true dynamic pricing is desired in the future.

Burnaby currently uses individual parking meters; however, there is an ongoing pilot project to implement smart meter kiosks. These kiosks could potentially provide data on infractions that can be enforced, which is part of the City's broader approach to ensuring that new infrastructure is future proofed to accommodate new technologies and data needs.

City of North Vancouver

There are plans to significantly increase the number of on-street pay parking spaces, especially in commercial areas like central and Lower Lonsdale. They currently have about 33 on-street pay parking stalls and plan to expand this number.

The focus is on managing demand through a market-based approach and pricing strategy. They are looking to implement demand-responsive pricing for parking, with annual reviews to adjust fees based on utilization. The goal is to achieve 60-80% utilization, increasing fees if it exceeds 85% and decreasing them if below 60%. This approach is similar to Vancouver's parking meter bylaw.

4.5 ACCESSIBLE PARKING

4.5.1 CURRENT CONDITIONS

In the Township of Langley, accessible parking zones are designated with signs or painted wheelchair symbols, and only those with valid disability placards are permitted to park in them.

4.5.2 BEST PRACTICES AND CASE STUDIES

Ensuring an appropriate supply of accessible parking is critical to ensuring that appropriately designed parking spaces are available on-street for people with accessibility needs, where they need them. Best practice for curbside management suggests providing accessible parking at a rate generally consistent with the proportion of users requiring mobility accommodations, typically in the range of 3–5% of the on-street parking supply. Many municipalities plan for approximately 4% as a system-wide benchmark, supplemented by location-specific installations based on demonstrated need.

Across the Lower Mainland, best practice for on-street accessible parking permits and spaces is grounded in a hybrid, needs-based approach, rather than rigid block-by-block minimums. Municipalities such as Vancouver, Burnaby, New Westminster, and the North Shore communities provide a baseline distribution of accessible on-street spaces in commercial areas, civic precincts, and neighbourhood centres, while relying on request-based installations to address location-specific needs. This allows municipalities to respond to demand near medical offices, seniors' housing, and community facilities without permanently over-allocating limited curb space.

Most municipalities also operate within a permit-based framework, where accessible parking permits issued by the Province enable use of designated on-street spaces across jurisdictions. Cities such as Vancouver and Victoria (often referenced in Lower Mainland practice) supplement this with clear signage, strong enforcement, and integration with time-limited or paid parking zones to maintain turnover. On-street accessible parking is generally treated as a human-rights and reasonable-accommodation obligation, rather than a standard parking supply metric.

Design specifications for accessible parking spaces are identified by the Canadian Standards Association (CSA), which recommend that a designated accessible parking space shall have the following dimensions in both parallel and perpendicular configurations, as shown in **Figure 8**.

- be at least 2.6 m wide
- be at least 5.5 m long
- have an adjacent side or rear access aisle at least 2 m wide

In addition to design dimensions, communities are also updating their paint and signage standards related to accessible parking to ensure consistency and awareness for users, to increase safety and to assist with issues related to compliance. These design features can include:

- Requiring a curb ramp to be aligned with the access aisle, per BC Building Code.
- Painting the curb of the accessible parking space blue
- Using hatching to clearly demarcate the rear and side access aisles
- Applying the Dynamic Symbol of Access on pavement markings and vertical signage, rather than the conventional symbol.

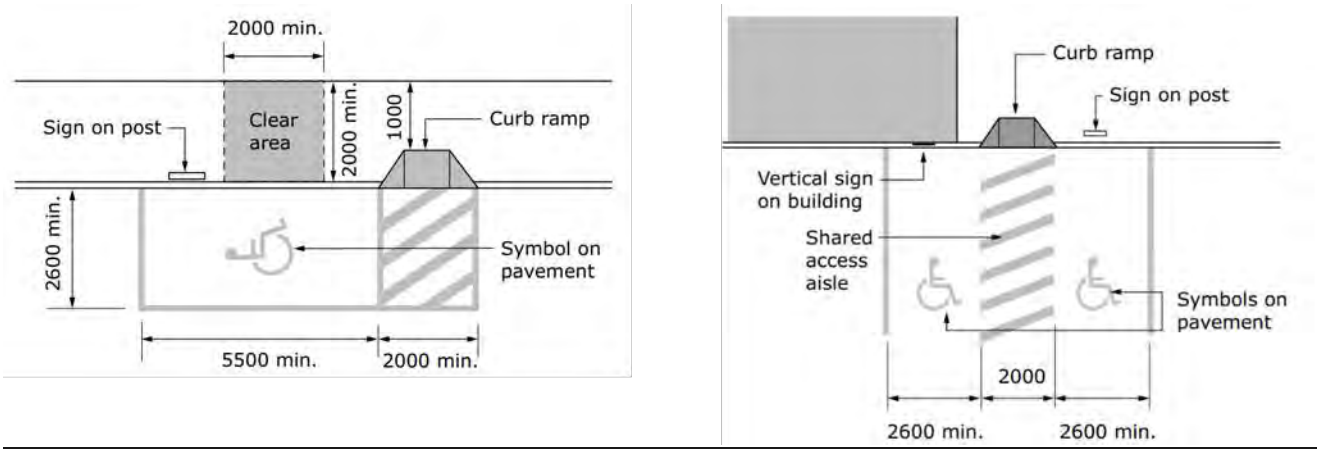


Figure 8: Accessible Parking Design Standards, Canadian Standards Association

Similar design standards for access, pavement markings, signage, and other characteristics should also apply to public on-street accessible parking and should be referenced as a design guide for these spaces. The City of Victoria and other local governments in BC have adopted these standards for new and retrofitted accessible parking spaces being integrated into the built environment.

Alongside longer-term on-street accessible parking options, accessibility is an important element of other key curb uses, including passenger loading zones. Communities across North America are exploring opportunities to ensure that appropriate accessible design criteria are applied to new passenger loading zones and retrofitting existing passenger zones. Like with design criteria for on-street accessible parking spaces, this could include designing for safe paths of travel from the passenger zone to the adjacent sidewalk, removing obstacles from the curb, and providing access aisles. The U.S. Access Board's Public Right-of-Way Access Guidelines (PROWAG) identifies technical requirements for accessible passenger loading zones and could be used as a reference should the Township elect to adopt its own design criteria.[10]

One example is Chicago, Illinois, where the Building Code was updated to require one accessible loading space for every 100 continuous feet (30.5 m) of passenger loading zone. These spaces must feature a curb ramp, and accompanying signage and pavement markings.

[10] U.S. Access Board. Public Right-of-Way Accessibility Guidelines. Retrieved from https://www.access-board.gov/prowag/technical.html#r311-passenger-loading-zones

4.6 EV CHARGING

4.6.1 CURRENT CONDITIONS

The Township's *Climate Action Strategy* indicates support for on-street EV charging. The following initiatives highlight the Township's goals as outlined in the plan:

- TM-18 – Expand the Township's public EV charging network (1–2 years)
- TM-19 – Explore and pilot on-street EV charging (3–6 years)
- TM-20 – Explore commercial EV charging hubs (3–6 years)
- TM-21 – Implement user fees for Township EV charging (1–2 years) to support cost recovery and increase turnover
- TM-17 – Incentivize EV charging installations for businesses and residents (1–2 years)
- TM-16 – Ensure new developments are "EV Ready" (3–6 years)

At present, the Township offers public charging access at 24 public charging stations with user fees, located at:

- Aldergrove Community Centre;
- Township Civic Facility;
- Operations Centre;
- Langley Events Centre (2 DC Fast Charger);
- Redwoods Golf Course;
- Yorkson Community Park;
- Walnut Grove Community Centre; and
- W.C. Blair Recreation Centre

4.6.2 BEST PRACTICES AND CASE STUDIES

Placing EV charging station curbside precludes other uses that enhance or support other priorities. Further, EV charging is predominantly needed by commuters and residents overnight. This means curbside chargers would likely be better placed on quiet residential side streets and public parkades, rather than major corridors in the commercial cores such as Aldergrove or other high-demand areas to maximize curb space.

Pros and cons associated with on-street public charging are outlined below:

Pros:

- Increased accessibility and use EV charging for residents and visitors, thereby helping encourage EV adoption
- May increase economic activity in commercial centres by allowing visitors to charge in front of businesses
- Would take pressure off of developers to provide EV parking spaces as parking restrictions increase
- Cities can generate revenue from public charging

Cons:

- Cannot be placed in areas where Township requires unobstructed paths
- Requires high upfront and maintenance costs
- Limits available on street parking space
- Township would have to consider enforcement

In the City of Vancouver, to support residents who do not have access to an off-street parking stall with electrification, allowing residents to obtain a $5 annual cord cover permit to charge their vehicle on-street using an extension cord from their home. Cord covers must comply with design requirements so that they do not inhibit movement along the sidewalk, particularly for wheels to ramp over the cord, and sidewalks remain accessible to all users.

The City of Toronto undertook a 2-year pilot of on-street EV chargers. The project installed 17 charging devices on nine streets across the city to test charger usage and cost effectiveness. At the time, each charger cost an average of $20,000 to install. Charging fees of $2 an hour applied between 8 a.m. and 8 p.m. and a $3 flat rate overnight. The pilot found that vehicle charging was typically low, with chargers in use 35% of the time Downtown and 22% in residential areas. Although there was cost recovery from the pilot, the usage of the stalls was low compared to other opportunities; however, the fees collected were sufficient to cover the cost of electricity and transaction fees.

Lower Mainland municipalities have generally taken a targeted and cautious approach to on-street EV charging, using it as a supplement to off-street public charging rather than a blanket curbside provision. Cities such as Vancouver, New Westminster, and the North Shore municipalities have focused installations in neighbourhoods with limited off-street parking and higher concentrations of apartments or older housing stock, where residents may not have access to private chargers. This equity-driven approach ensures that curbside charging addresses a clear access gap, rather than duplicating charging supply that can be accommodated on private property or in off-street public lots.

Across these examples, on-street EV charging is typically delivered through small-scale pilots, paired with time limits, EV-only restrictions, and user fees to manage turnover and prevent long-term vehicle storage. Municipalities emphasize early coordination with BC Hydro to confirm electrical capacity and upgrade costs, recognizing that utility constraints are a key feasibility factor. Overall, best practices in the Lower Mainland demonstrate that on-street EV charging is most effective when guided by clear siting criteria, integrated with curbside and parking management objectives, and implemented incrementally to manage cost, operational, and public-realm impacts.

4.7 LOADING AND DELIVERY

4.7.1 CURRENT CONDITIONS

The Highway and Traffic Bylaw regulates commercial and passenger delivery vehicle parking and loading. As the Township is an important regional transportation corridor connecting Metro Vancouver to the Fraser Valley, the movement and parking of commercial vehicles play a vital role in the Township's efficient transportation network.

4.7.2 BEST PRACTICES AND CASE STUDIES

Commercial Loading

The rise in deliveries has impacted urban logistics and created competition for curbside space. Modern approaches to accommodate and adapt to demands for commercial loading space are identified below.

For example, the Green-Log is a cooperative and sustainable last-mile delivery solutions system using autonomous vehicles and delivery droids, cargo bike-based innovations for micro-consolidation and multimodal parcel deliveries. The approach has been deployed in five Urban Living Labs of Athens, Barcelona, Flanders, Oxfordshire and Ispra.

Another example of innovative commercial delivery systems is an urban consolidation centre which is a logistics hub designed to consolidate freight deliveries from multiple vendors into fewer, larger loads for more efficient loading. The hubs act as central points where goods from various suppliers are collected, sorted and loaded for final delivery.

An example of using technology to support efficient loading was found in the City of Seattle where they studied the use of real-time curb availability technology by providing delivery drivers with a mobile app. The data collected showed that when curb availability information was provided to drivers, their cruising for parking time significantly decreased by 28%, and their cruising distance decreased by 12%. These results demonstrate the potential for implementing intelligent parking systems to improve the efficiency of urban logistics systems.[11]

Research in several communities in the U.S., including Seattle, Columbus, and Austin, has demonstrated that when providing commercial drivers with technology that shows real-time parking availability, they will use this information, which contributes to reduced congestion and dwell time.

Smart Loading Zones

Cities across North America are piloting "smart loading zones" to more efficiently manage curb space amid rising delivery and ride-hail activity. These zones use digital tools such as smartphone apps or QR codes to allow drivers to reserve a curbside space, pay only for the time used and receive real-time availability information. Most pilots equip each zone with cameras or vehicle-detection sensors to collect data on occupancy and dwell time, and many programs include dynamic pricing or free grace

[11] Dalla Chiara G, Krutein KF, Ranjbari A, Goodchild A. Providing curb availability information to delivery drivers reduces cruising for parking. Sci Rep. 2022 Nov 11;12(1):19355. doi: 10.1038/s41598-022-23987-z. PMID: 36369268; PMCID: PMC9652335.

periods to encourage turnover. By digitizing loading-zone rules and payments, cities aim to reduce illegal parking and double-parking while gaining data to refine curb-management policies.

Seattle's Department of Transportation launched 25 smart commercial-vehicle loading zones in the Belltown and Denny Triangle neighborhoods in fall 2024. Each zone has sensors to record how long and what types of vehicles use it, and a web-based map helps drivers locate available spaces. Early data showed that about 80% of parking in existing commercial-vehicle load zones was by non-authorized users, so the pilot will inform a digital permit program and enforcement strategy. Columbus, Ohio partnered with curbFlow to create eight Loading Management Zones; over a six-month period, roughly 2,400 drivers registered to use the zones, resulting in about 19,000 reservations and higher satisfaction from delivery drivers because the system cut down on double-parking. Philadelphia designated 20 existing loading spaces as smart zones in 2022 and allowed drivers to reserve and pay for them through; the city also tested low-cost sensors and moved to automated enforcement in 2025, where drivers scan a QR code to register and are charged based on length of stay.

Other cities are scaling up similar programs. Pittsburgh used a Department of Energy grant to install cameras and create 20 smart loading zones in 2021; after adjusting fees so the first 15 minutes are free, officials extended the contract and plan to expand up to 200 zones. Nashville announced a partnership with Automotus in 2024 to roll out sensor-equipped smart loading zones that charge by the minute, with variable rates to encourage off-peak loading. Smaller cities like Bethlehem, Pennsylvania, are also testing the technology: a three-year pilot uses computer-vision cameras to automate payment and offers the first five minutes free before per-minute charges begin. Collectively, these examples show that smart loading zones are evolving from small pilots into larger, data-driven curb-management strategies, with cities tailoring payment structures and enforcement to local needs.

Off-Peak Deliveries

Further, by providing incentives or creating requirements through the *Zoning Bylaw,* the Township could encourage off-peak delivery to ease peak demand on the curb and redistribute freight demand throughout the day. Off-peak delivery has the potential to alleviate peak period congestion, improve efficiency of deliveries and reduce emissions but is often not implemented due to concerns about noise for residents living near the businesses.

During the 2010 Vancouver Olympics, the City of Vancouver reduced truck volume in the downtown area by 37% by instituting off-peak deliveries. Further, off-peak delivery pilots in New York City and Stockholm found that the speed at which deliveries were able to be made at night meant that trucks were available for additional deliveries, thereby reducing the need for a larger fleet.[12]

Passenger Loading

With the emerging growth in demand for curbside pick-up and drop-off by ride-hailing services, taxis, and other users, considering pick-up and drop-off (PU/DO) needs is imperative for curbside management.

To manage how ride-hailing providers and taxis use PU/DO zones, communities have found implementing geofencing technology at passenger loading zones creates faster PU/DO operations at the curb. Ride-hailing companies are equipped with geo-fencing technology, which creates a virtual

[12] H.K. Truck Center. The Benefits of Off-Peak Delivery. https://hktruck.com/benefits-of-off-peak-delivery/

geographic boundary around an area, enabling software to trigger a response when a mobile device enters or leaves the area.

Competing demand for limited curb space may not be consistent throughout a day or week, particularly when it comes to passenger and commercial loading since these activities can be influenced by business hours, commuting times, and other factors that may create spikes in activity. Many North American communities are therefore exploring opportunities to increase the flexibility of loading spaces to be able to accommodate variable demand without allocating more curb space to their uses.

In most cases, this takes the form of a “flex zone” which can be implemented in different ways per the ITE Curbside Management Practitioners Guide:

- Multiple functions served simultaneously in the same space, such as in combined commercial and passenger loading zones
- Different functions served at different times in the same space through time-of-day restrictions, such as a peak-period travel lane which is used for off-peak loading or parking
- Multiple functions served simultaneously in different spaces along the road, such as the conversion of some on-street parking to provide designated loading zones, parklets, and curb extensions along the curb on the same block face

4.8 ENFORCEMENT AND TECHNOLOGY

4.8.1 CURRENT CONDITIONS

Parking enforcement in the Township is carried out to ensure the intent of the parking regulatory system is upheld.

Throughout the Township, the three locations with the highest infractions are Willoughby, Willowbrook and Walnut Grove.

To date in 2025, 851 infractions have been issued. 2024 saw 7,394 infractions, which was an increase of approximately 2,000 from 2023 .

Between 2020 and 2024, the number of parking violations increased at an average annual rate of 21.25%. This ongoing rise highlights increasing pressure on parking availability, particularly in high-density commercial and residential areas, and warrants consideration by the Transportation Department.

Several key factors contribute to this trend, including:

- Population Growth and Increased Vehicle Use: As urban centers expand, higher population density leads to more vehicles on the road, intensifying parking challenges in both residential neighborhoods and commercial districts. At the same time, growth in commercial activity, deliveries, ride-hailing, and visitor trips places additional pressure on limited curb space, especially in established neighbourhoods where road widths and parking supply are fixed.
- Urban Expansion and New Developments: The construction of residential and mixed-use projects has resulted in increased demand for on-street parking, as the number of residents, employees, and visitors is rising more rapidly than the capacity of off-street parking facilities. The rapid development also requires the provision of adequate transit to reduce the reliance on vehicles. Transit service is typically not provided until the area has developed and the expected ridership supports the service. As such, there may be an increased demand for on-street parking until transit is provided.
- Roadwork and Infrastructure Projects: Ongoing construction and trade vehicle parking along with road improvements reduce available parking, forcing vehicles into unauthorized or restricted areas. Temporary closures and detours further complicate parking accessibility.

The top 3 Violation Types include the following:

  - Section 302 – Park/Stop Contrary to Traffic Control Device
  - Section 302(20) – Stop/Stand/Park Alongside a Yellow Curb
  - Section 302(19) – Stop/Stand/Park Within 3M of a Curb Return

4.8.2 BEST PRACTICES AND CASE STUDIES

Perhaps most important in carrying out improved management is a shift to new technological systems that support updated management techniques. There are generally three (3) technological options employed in other communities, as follows:

- GPS – GPS technology can be used to track locations of vehicles (where and when they are parking) as well as historical batched trip data (parking patterns over time). Information can be

used to develop maps to inform how communities could change curb regulations based on demand.

- **Cameras** – Communities can place cameras on their corridors that capture images at a given frequency, such as license plate recognition technologies. Using artificial intelligence that draws data from images, the system then marks the start and end time of when a vehicle is occupying a space, providing information to communities on how curb space is used in real-time.
- **Sensors** – Parking sensor technology provides real-time information of parking space occupancy, which information can be used for data collection and to share real-time parking availability information with the public and delivery drivers. In Berlin, Germany, the Siemens project detects open parking spaces using a radar system. The sensors scan areas of 30 metres and data is transmitted back to Berlin's traffic management control centre to process and convert into information for drivers.[13]

Another example of real-time parking management technology is in Moncton, NB, where mkBeacon wireless smart parking meters were installed and integrated with HotSpot's real-time parking mobile application. The smart meters communicate their occupancy and payment status to HotSpot, which shows occupancy status on a mobile map that drivers can access in real time.[14] The same technology has also been implemented in Halifax, NS to monitor parking occupancy in city neighbourhoods in real time. San Francisco, CA pioneered real-time parking occupancy monitoring to implement dynamic, demand-responsive pricing for on-street parking and parkades to ensure adequate parking availability throughout the city. Block-by-block pricing is available through the City's website.[15]

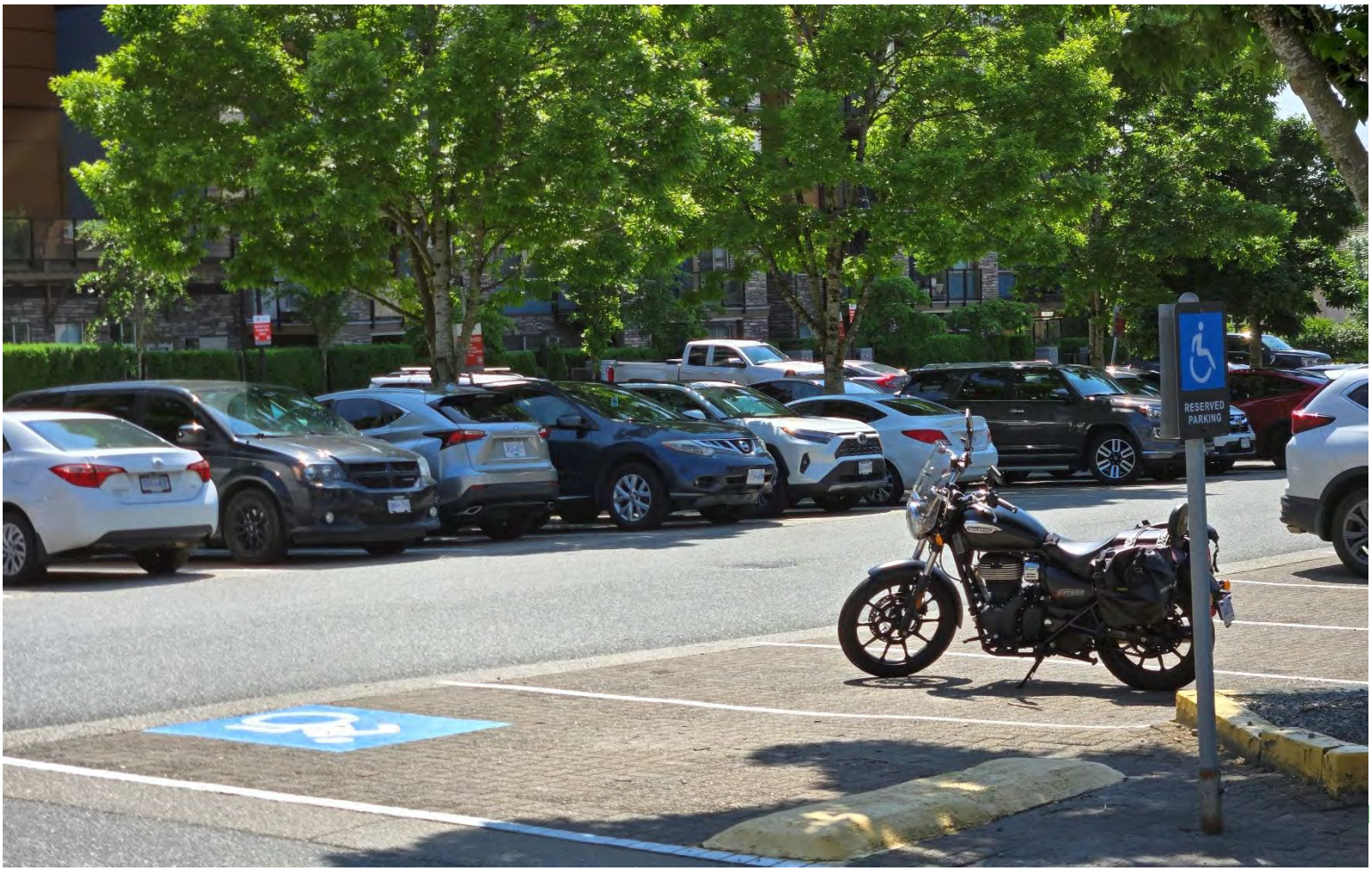
Having access to this mobility data can equip communities with information to create policies and quickly establish new infrastructure or management approaches that will maximize the use of public space and revenue generation.

Real-time analytics enable communities to understand who is using the curb, how it is being used, predict future behaviours, and create period-over-period comparisons. Utilizing a central and integrated management platform is an effective way to ensure the curbside solution is working correctly and effectively, and if adjustments need to be made, the decision-making process will be informed by data.

Relevant communities using technology to inform their parking management decisions include:

- **Quebec City, QC** – Street Curbside Parking Management System
- **The Municipality of Jasper, AB** – Paid Parking Program Analytics
- **City of Barrie, ON** – Citywide Curbside Inventory
- **City of Dublin, IR** – Digital Mapping and Management of the Curbside

[13] https://press.siemens.com/global/en/pressrelease/siemens-starts-pilot-project-berlin-test-radar-based-parking-space-detection
[14] https://www.saltwire.com/atlantic-canada/business/mackay-meters-helps-with-smart-parking-solution-183500/
[15] https://www.sfmta.com/demand-responsive-parking-pricing



Appendix - Comparative Parking Requirements

Township of Langley

December 2025

1.1 Vehicle Parking (Residential – SSMUH)

Across the Lower Mainland, municipalities are substantially reducing or eliminating parking minimums for SSMUH, especially in areas served by frequent or rapid transit. Cities like Vancouver, Burnaby, and Richmond now require zero parking within transit-oriented areas, and several jurisdictions have introduced lower base rates, size-based requirements, or parking caps to limit oversupply. Many municipalities also emphasize EV-readiness, lane-based access, and site design measures to reduce the footprint of parking and support more affordable, compact infill housing.

By contrast, the Township maintains a more traditional parking standard, requiring 1 stall per unit with a minimum of 2 stalls per lot, even for triplexes and fourplexes. Because there are currently no Frequent Transit Network (FTN) stops within Township's SSMUH-eligible areas, the Township does not yet benefit from the provincial requirement to waive parking near transit. As a result, Township's effective parking supply remains higher than the emerging regional norm, particularly compared to transit-rich municipalities where multiplexes can be built with little to no off-street parking. Township does allow tandem parking for townhouses, but otherwise its bylaw reflects more conservative assumptions about car ownership.

Overall, the region is moving toward context-sensitive, transit-responsive, and lower parking requirements, while the Township remains at the higher end of the parking spectrum, primarily due to limited transit coverage and a desire to manage potential spillover in auto-oriented neighbourhoods.

Municipality	Parking Requirement	Additional Guidelines
Langley Township	1 stall/unit; min 2 per lot; 0 in FTN (none currently).	Tandem allowed; 100% EV-ready stalls required.
Burnaby	0.5 stalls/unit outside FTN; 0 within 400 m of FTN.	EV-ready required; lane access preferred; low stall cap to protect open space.
Coquitlam	No minimum in TOAs; ~1 stall/unit elsewhere.	EV-ready required; parking provisions under review for 2025 consolidation.
Delta	1 stall/unit; no garage required.	Former 3-vehicle cap removed; EV-ready for new stalls.
Langley City	1 stall/unit (small units); 1.5 (large units); 0 within 400 m FTN.	No max; EV-ready encouraged; minor impact as few FTN stops exist.
New Westminster	Max 3 stalls per lot; 0 in TOAs.	Duplex lots with suites capped; EV-ready requirement applies.
North Vancouver (City)	0 in FTN areas; ~0.5–1/unit elsewhere.	Lane access required; all stalls EV-ready.
North Vancouver (District)	~1 stall/unit; 0 in FTN areas.	EV-ready required; TDM measures can reduce parking.
Port Coquitlam	1 stall/unit; 0 within 400 m transit.	Tandem + driveway parking allowed; simplified design rules.
Richmond	1 stall/unit (wide lots); 0.5/unit (narrow lots); 0 within 400 m FTN.	No visitor parking; EV-ready; parking scaled to lot frontage.
Surrey	1 stall per principal unit + 1 per suite; 0 within 400 m FTN.	Flexible layout; EV-ready required; lane access used where available.

Vancouver	No minimum parking for SSMUH citywide.	Parking access via rear lane; EV-ready stalls required; no underground parking for multiplexes.

1.2 Vehicle Parking (Residential – Single-Family Residential)

Township of Langley's parking requirements for non-SSMUH single-family homes align closely with the standard suburban pattern across the Lower Mainland. The Township generally requires 2 off-street spaces per detached dwelling and 3 spaces when a secondary suite is included, mirroring the norms in Surrey, Delta, Coquitlam, Richmond, and most Fraser Valley municipalities. In this respect, Township's requirements are fully consistent with regional expectations and do not represent an outlier in either direction.

Across the region, almost all suburban municipalities maintain similar minimums for detached housing, typically anchored around 2 spaces per lot plus 1 for a suite. Variations exist as some cities allow tandem configurations, others require enclosed spaces in certain zones, but the baseline remains largely uniform. Even municipalities with more progressive parking policies in their multifamily or infill areas generally retain conventional single-family requirements outside transit-oriented precincts. Outside TOAs, the current standards will continue to apply and will remain broadly aligned with the region's prevailing single-family residential parking approach.

Municipality	Land Use (non-SSMUH single-family context)	Base Parking Requirement (per dwelling unit / site)	Extra Notes	Secondary Suite Requirements
Township of Langley	Standard single-family zones (e.g., RSF)	2.0 spaces / dwelling	Covers single family dwellings, two family dwellings, mobile homes, mobile homes as temporary accessory dwellings, small-scale multi-unit housing developments	+1 space for suite (3 total), per Section 107
Burnaby	Single-family dwelling	1.0 space / dwelling unit	Applies citywide outside TOA	+1 space for a secondary suite (often required to be independently accessible)
Burnaby (TOD areas)	Residential within designated TOD	Moving toward 0 min residential parking	TOD parking reductions apply	Suites generally not required to provide an additional space in TOD
City of Langley	Single detached dwelling	2.0 spaces / dwelling	Confirm in Zoning Bylaw 3000	1 additional space required for a legal secondary suite (2+1 = 3 total)
City of North Vancouver	Single-detached	2 spaces / dwelling	Significant reductions being considered	+1 space usually required

	(outside TOA & SSMUH zoning)			
Coquitlam	Single-detached dwelling (A-3, RS-2, Legacy zones)	2.0 spaces / unit	Standard across most single-detached zones	+1 space per accessory dwelling unit (i.e., suite) – typically 3 total
Coquitlam (TOA)	Any single-detached parcel in TOA	0 min	Province prohibits minimums	No additional suite space required
Delta	Single detached dwelling	2.0 spaces / dwelling	Applies citywide except TOA	+1 space per secondary suite or boarder (typically 3 total)
District of North Vancouver	Single-detached	Generally 2 spaces / dwelling	Active updates related to SSMUH do not apply here	+1 for suite
New Westminster	Detached dwelling (outside SSMUH reforms)	~2–3 spaces per site depending on zone	RD-1 and new infill rules cap parking at 3 spaces	+1 space for first suite; no additional for second suite (3-space cap)
Port Coquitlam	Single-detached dwelling	~1.0–2.0 spaces, depending on lot & zone (commonly 2)	Some zones cap at 3 per site	+1 space for suite in most cases
Richmond	Single detached housing	2.0 spaces / dwelling	No visitor requirement for single-detached	+1 space for coach house; suite requirements vary by lot width but generally +1
Surrey	Single detached dwelling (RF-type zones)	2.0 spaces / dwelling	Must be on-site, often with tandem allowed	+1 space for suite (3 total)
Vancouver	One-family / two-family dwelling (outside Downtown / Broadway / TOA)	Varies by zone; typically 1–2 spaces per dwelling, based on Schedule C & district schedule	Minimums removed in Downtown & Broadway areas; reductions encouraged near transit	Suites usually require 1 additional space depending on zone (check district schedule)

Vancouver (TOA)	Any low-density residential within provincial TOA	0 minimum	Provincial rule prohibits min parking in TOA	No suite parking requirement

1.3 Residential Parking (Multifamily)

The Township's multifamily parking requirements sit firmly within the regional mid-range, with resident rates of roughly 1.0–1.5 stalls per unit comparable to many Lower Mainland municipalities. Its visitor requirement of 10% of total parking, typically 0.10–0.15 stalls per unit, is lower than the 0.2 stalls per unit used by several peers, which positions Township slightly below the regional average for visitor parking. Compared with municipalities that retain more auto-oriented standards (such as Delta, Richmond, and the District of North Vancouver), Township remains on the more moderate side.

Compared to municipalities with strong transit-oriented or rental-focused parking policies including Vancouver, Surrey, Burnaby, Coquitlam, and New Westminster, Township appears more traditional. These municipalities increasingly provide dedicated rental-housing reductions, TOA or FTN-based minimums below 1.0 stall per unit, or in some cases no minimums at all. Township currently applies a uniform rate to both strata and rental housing and provides fewer incentives that directly lower parking supply for affordable or transit-proximate rental projects.

Overall, the Township's requirements are balanced and not outliers by regional standards, but opportunities exist to modernize the bylaw. Enhancements such as rental-specific rates, structured transit-area reductions, and refined visitor parking rules are now common tools across the region and could bring Township's approach closer to emerging best practices. This would maintain Township's position within the regional norm while better aligning parking policy with housing affordability, transit investment, and long-term mode-shift objectives.

Municipality	Land Use / Multifamily Category	Base Rate (per dwelling unit)	Key Provisions	Rental vs Strata Distinction
Township of Langley	Apartments	1.0–1.5 + 10% visitor	Variance-based reductions	No distinction
City of North Vancouver	Apartments	1.2 (incl. visitor)	TDM + shared parking flex	Rental eligible for reductions
Coquitlam	Apartments	1.0–1.5 + 0.2 visitor	Urban centre + TDM reductions; cash-in-lieu	Rental lower near transit
Delta	Apartments	1.5 + 0.2 visitor	Variance-based reductions	Rental lower, strata higher
District of North Vancouver	Apartments (FAR-based)	~1.5–1.9 / unit	TDM points system; shared parking	Rental has flexible reductions
Langley City	MUR zones	1.0–2.0 + 0.2 visitor	Higher density zones require more	No distinction
New Westminster	Apartments	1.0–1.5 + 0.2 visitor	Transit-area and TDM reductions	Rental markedly lower
Port Coquitlam	Apartments	1.0–2.0 + 0.2 visitor	Centre-area variances	No distinction
Richmond	Apartments	1.5 + 0.2 visitor	City Centre + TDM reductions	Rental/non-market lower

Surrey	Apartments	1.3–1.5 + 0.2 visitor	TDM; cash-in-lieu; FTN reductions	Rental lower
Vancouver	Apartments (city-wide)	0.5–1.1 + ~0.075–0.1 visitor	TDM system; no mins in TOAs	Rental significantly lower

1.4 Bicycle Parking (Residential)

Across the Lower Mainland, most municipalities require secure long-term bicycle parking for multi-family residential buildings, typically ranging from 1.0 to 1.5 spaces per dwelling unit. Township, with its requirement of 1 long-term space per unit, fits squarely within this regional band and aligns well with suburban jurisdictions such as Richmond, Coquitlam, and Port Coquitlam. While Township's standard is not as high as Vancouver's or the North Shore municipalities (which often require 1.5 or more spaces per unit), it is consistent with the majority of municipalities outside urban cores and demonstrates support for active transportation objectives.

Short-term (visitor) bicycle parking requirements vary more widely across the region. Many suburban municipalities including Surrey, Coquitlam, Port Coquitlam, and Delta rely on a fixed minimum of 6 spaces per residential building, aligning directly with Township of Langley's requirement. This places Township firmly within the mainstream of regional practice. However, Vancouver and New Westminster apply scaling or tiered formulas that increase visitor parking for larger developments, reflecting more urban cycling demand patterns. Township's fixed requirement provides simplicity but may under-provide visitor parking for large apartment complexes compared to the most progressive standards.

Ground-oriented residential forms (single-family, duplexes, townhouses) remain largely unregulated across the region, and Township is similar in relying primarily on its multi-family building requirements. With several municipalities currently modernizing their bicycle parking bylaws to support mode-shift goals, Township's standards are regionally consistent, but there may be opportunities to enhance them particularly through graduated short-term requirements or higher long-term ratios in transit-oriented areas.

Municipality	Residential Land Use	Long-Term (Secure)	Short-Term (Visitor)
Township of Langley	Apartments	1 bicycle space in a secure bicycle parking area per dwelling unit	6 visitor bicycle spaces per multiple unit residential building
	seniors' housing	0.1 bicycle spaces in a secure bicycle parking area per dwelling unit	6 visitor bicycle spaces per multiple unit residential building
Burnaby	Single-Family / Duplex	No requirement (not applicable in R1 zone)	No requirement
	Multiple Family Dwelling	2 spaces per dwelling unit	2 spaces for up to 20 units, +1 per each additional 20 units
	Townhouse / Apartment	(Classified as "multiple family"; same as above)	(Same as above short-term formula)
Coquitlam	Single-Family / Duplex	No requirement (none specified for R1 zones)	No requirement
	Townhouse	1.25 spaces per dwelling unit	6 spaces per building entrance (if no individual garages)
	Apartment	1.25 spaces per dwelling unit	6 spaces for each building entrance

	Mixed-Use Residential	1.25 spaces per dwelling unit (for residential portion)	6 spaces per building entrance (residential)
Delta	Single-Family / Duplex	No requirement	No requirement
	Apartment / Townhouse	~1.0 space per dwelling unit (secure) (bylaw includes bike parking for new multi-unit developments)	Short-term racks required at larger developments (e.g. ≥5 bikes per building)
Langley (City)	Single-Family / Duplex	No requirement	No requirement
	Apartment / Multi-Family	~1.0 space per dwelling unit (typical development practice; no explicit rate in older bylaw)	Short-term: commonly 6 spaces per building (encouraged, not mandated)
New Westminster	Single-Family / Duplex	No requirement (excluded from bike parking table)	No requirement
	Infill Townhouse / Rowhouse	1 space per dwelling unit	Not required (no Class B needed)
	Apartment (Multiple Dwelling)	1.5 spaces per dwelling unit	Tiered: 2 spaces for ≤19 units; 6 for 20–59; 9 for 60–99; 12 for 100+ unit buildings
	Senior/Supportive Housing	0.25 spaces per dwelling unit (seniors/supportive)	Tiered (same as apartments – e.g. 6 spaces for 20–59 units)
	Non-Profit Housing	1.0 space per dwelling unit	Tiered (2, 6, 9, 12 based on size, as above)
North Vancouver (City)	Single-Family / Duplex	No requirement (none specified in zoning)	No requirement
	Apartment / Townhouse	1.5 spaces per dwelling unit (secure)	Short-term racks required (approx. 6 spaces per building for larger developments)
	Mixed-Use Residential	1.5 spaces per dwelling unit (residential portion)	Short-term same as apartment (visitor racks at building entrances)
North Vancouver (District)	Single-Family / Duplex	No requirement	No requirement
	Multi-Family (General)	~1.5 spaces per unit (District policy aligns with City – refined in 2019)	Short-term racks at
Port Coquitlam	Single-Family / Duplex	No requirement (not required by bylaw)	No requirement

	Townhouse	No explicit requirement (often private garage storage)	No explicit requirement (visitor racks typically not mandated if <20 units)
	Apartment	1 space per dwelling unit (minimum Class I)	6 spaces if >20 units (min. 6 for 21+ units)
	Mixed-Use Residential	1 space per dwelling unit (in residential portion)	6 spaces if >20 units (for residential portion)
Richmond	Single-Family / Duplex	No requirement (not specified in bylaw)	No requirement
	Townhouse	1.25 spaces per dwelling unit	0.2 spaces per dwelling unit (i.e. 1 short-term per 5 units)
	Apartment	1.25 spaces per dwelling unit	0.2 spaces per dwelling unit
	Mixed Commercial/Residential	1.25 spaces per dwelling unit	0.2 spaces per dwelling unit
Surrey	Single-Family / Duplex	No requirement (no Class A required)	No requirement
	Townhouse (Ground-Oriented)	No long-term requirement (private garages assumed)	None required (unless no private garages, then 6 spaces total per site)
	Apartment (Non-Ground-Oriented)	0.40 spaces per dwelling unit (capped at 40–300 bikes per bldg.)	6 visitor spaces per building entrance
	Mixed-Use Residential	0.40 spaces per dwelling unit (residential portion)	6 visitor spaces per building (for residential component)
Vancouver	Single-Family / Duplex	No requirement	No requirement
	Multiple Dwelling (3+ units)	1.5 spaces per unit <65m²; 2.5 per 65–105m²; 3 per >105m² (none required in single-family zones)	2 spaces for developments ≤20 units, +1 per additional 20 units
	Seniors Housing	0.75 spaces per unit (or 0.10 for supportive living)	Same as multiple dwelling (2 min. if ≥20 units, +1/20 units)
	Mixed-Use Residential	Treated as multiple dwelling (same rates as above)	Treated as multiple dwelling (same short-term formula)

1.5 Bicycle Parking (Commercial/Office)

Across the Lower Mainland, most municipalities require both short-term and long-term bicycle parking for commercial and office uses, and in many cases at rates that are considerably more prescriptive than those in the Township of Langley. The Township's current approach, a fixed requirement of six short-term spaces per public entrance and a long-term requirement only for buildings over 2,000 m², set at 0.06 secure spaces per 100 m² is simpler than most regional standards and results in lower overall bicycle parking supply, especially for typical small and mid-sized commercial developments.

In comparison, municipalities such as Vancouver, Burnaby, Richmond, Coquitlam, and North Vancouver apply scaled formulas tied to gross floor area, which require long-term spaces in nearly all commercial and office developments regardless of size. Their long-term rates ranging from 1 space per 125 to 350 m² are significantly higher than the Township's threshold-based requirement, and they do not exempt smaller buildings. These jurisdictions also apply more targeted short-term requirements, generally between 1 per 250 to 500 m², rather than a flat number per entrance. This means the Township's approach may under-require short-term parking for larger commercial frontages and over-require it for very small storefronts.

Municipalities in the eastern part of the region such as Delta and Langley City still require both types of bicycle parking at higher levels than the Township. Their bylaws generally mandate long-term parking without size thresholds and set short-term requirements based on floor area, ensuring that new commercial and office buildings of any scale provide at least some secure bicycle parking.

Overall, the comparison shows that the Township has among the least prescriptive and lowest bicycle-parking requirements in the region, particularly for office uses, mid-size commercial developments, and buildings under 2,000 m², where no long-term spaces are currently required. The broader Lower Mainland trend is toward higher, scalable, and universally applied long-term bicycle parking standards, paired with proportional short-term requirements linked to building size. This suggests that the Township needs more robust and scalable standards to align with regional best practices, support mode-shift objectives, and ensure adequate bicycle-supportive infrastructure in new commercial and office developments.

Municipality	Land Use	Short-Term (visitor)	Long-Term (secure)
Township of Langley	Commercial Uses	6 per public entrance	0.06 per 100 m² (≥ 2,000 m²)
Burnaby	Office	1 per 1,000 m² (min 2)	1 per 170 m²
	Retail	1 per 500 m² (min 2)	1 per 340 m²
Coquitlam	Commercial; Office	6 spaces per entrance	4 + 0.1 per 100 m²
Langley City	Downtown Commercial / Mixed Use	1 per 300 m²	1 per 200 m²
Maple Ridge	Commercial	1 per 500 m² (min 2)	1 per 250 m²
New Westminster	Commercial – All Other Commercial Uses	6 spaces ≥ 1,000 m²	1 per 500 m² NFA
North Vancouver City	Commercial & Office	1 per 500 m² (min 2)	1 per 250 m²
North Vancouver District	Office	1 per 1,000 m²	1 per 300 m²

	Retail / Service	1 per 500 m² (min 2)	1 per 350 m²
Port Coquitlam	Retail / Office	1 per 500 m²	1 per 200 m²
Richmond	Commercial / Office / Retail	0.40 per 100 m² over 100 m²	0.27 per 100 m² over 100 m²
Surrey	Office	None required	None required
Surrey	Service Commercial	0.06–0.12 per 100 m² (≥ 2,000 m²)	0.06 per 100 m² (≥ 2,000 m²)
Vancouver	Office	6 spaces for developments ≥ 2,000 m²	1 per 170 m² GFA
	Retail / Service Commercial	6 spaces for developments ≥ 1,000 m²	1 per 340 m² GFA

1.6 Bicycle Parking (Institutional/Civic)

Across the Lower Mainland, bicycle parking requirements for institutional and civic uses vary widely. Larger municipalities such as Vancouver, Richmond, Burnaby, and Surrey generally have the most structured standards, with clear distinctions between short-term (visitor) and long-term (secure) bicycle parking. These cities often apply formulas based on classrooms, staff counts, student enrolment, or building floor area. Many other municipalities including City/District of North Vancouver, and sometimes Coquitlam provide only limited or generalized requirements, relying on case-by-case review rather than consistent, use-specific standards. Overall, regional practice is uneven, with only a subset of municipalities providing comprehensive institutional and civic bicycle parking regulations.

Compared with this landscape, the Township of Langley's current bylaw places it firmly among the region's leaders provides explicit long-term and short-term requirements for schools, hospitals, civic buildings, and recreation facilities, including detailed formulas that adjust by classroom count and student population. These requirements are more complete than Surrey's (which lacks secure school standards) and are broadly aligned with Vancouver and Richmond, which have some of the most advanced frameworks in the region.

Where Township stands out is in its supporting provisions mandatory end-of-trip facilities (lockers, showers, grooming areas) tied to secure bicycle parking, and a limited cash-in-lieu option. Few other Lower Mainland municipalities include these elements in their bylaws. As a result, Township's approach is comprehensive, modern, and consistent with best practices, exceeding most regional peers and providing clearer, more predictable standards for institutional and civic developments.

Municipality	Land Use	Long-Term (secure)	Short-Term (visitor)
Township of Langley	educational uses: kindergartens, elementary schools, middle schools and group children's day care	0.4 bicycle spaces in a secure bicycle parking area per 10 students on a maximum attendance period	4 visitor bicycle spaces per classroom
	secondary schools and other higher education	0.6 bicycle spaces in a secure bicycle parking area per 10 students on a maximum attendance period	8 visitor bicycle spaces per classroom
	government institutional buildings/ recreational uses and facilities including commercial uses/ hospitals	0.06 bicycle spaces in a secure bicycle parking area per 100 m2 of the gross floor area where gross floor area is greater than or equal to 2,000 m2	6 visitor bicycle spaces at each public entrance
Burnaby	School (Elementary)	1 space per 20 employees	1 per 20 students (minimum 2 spaces)
	School (Secondary/Post-sec)	1 per 20 employees + 1 per 20 students	1 per 20 students (minimum 2 spaces)
	Library / Museum / Ctr.	1 per 500 m² gross floor area	1 per 250 m² GFA (minimum 2 spaces)
	City Hall (Office)	1 per 170 m² gross floor area	1 per 1000 m² GFA (minimum 2 spaces)

	Hospital	1 per 20 employees	6 spaces at each public entrance
Coquitlam	School (Institutional)	No explicit long-term requirement	6 spaces per building entrance (for >1000 m² bldgs)
	Community/Civic Bldg	No explicit long-term requirement	6 spaces per building entrance (if >1000 m²)
Richmond	School (Elementary)	1 per 3 staff	2 spaces per 10 students
	School (Secondary)	1 per 3 staff	3 spaces per 10 students
	University/College	1 per 4 staff + 1 per 10 students	1 per 10 students
	City Hall (Office)	0.27 per 100 m² GFA	0.4 per 100 m² GFA (City Centre; 0.2 outside)
	Library / Cultural	*No explicit rate (treated as assembly use)*	*No explicit rate (e.g. ~0.78/100 m² assembly)*
Surrey	School (Elementary)	*No explicit long-term requirement*	4 spaces per classroom
	School (Secondary)	*No explicit long-term requirement*	8 spaces per classroom
	University/College	*No explicit long-term requirement*	8 spaces per classroom
	City Hall (Office)	0.06 per 100 m² GFA (secure area)	0.12 per 100 m² GFA (City Centre visitor racks)
	Hospital	0.1 per 100 m² GFA	6 spaces at each public entrance
Vancouver	School (Elementary)	1 per 17 staff	0.06 per 10 students (min 1/20 students)
	School (Secondary/Post-sec)	1 per 17 staff + 0.4 per 10 students	0.06 per 10 students
	Library / Museum	1 per 500 m² of assembly floor area	6 per 1500 m² of assembly floor area
	City Hall (Office)	1 per 170 m² gross floor area	6 spaces (if ≥2000 m² floor area)
	Hospital	1 per 17 employees	6 spaces at each public entrance

1.7 Loading

Across the Lower Mainland, loading requirements are typically regulated through zoning or parking bylaws and commonly structured around use-based triggers, gross floor area thresholds, and loading space classes (e.g., small service/loading vs. large truck loading). Larger urban municipalities such as Vancouver, Surrey, Burnaby, Richmond, and Coquitlam generally apply graduated loading requirements that distinguish between retail, office, restaurant, industrial, and mixed-use developments, often requiring additional or larger loading spaces as building size increases. Vancouver and Burnaby, in particular, have well-defined Class A, B, and C loading spaces, with explicit dimensional standards, maneuvering aisle widths, vertical clearances, and operational separation from parking areas. These municipalities also increasingly recognize the need for flexibility in constrained urban sites, allowing shared loading, time-based loading strategies, or off-site arrangements where supported by studies or design justification.

In contrast, smaller and suburban municipalities (including Maple Ridge, Langley City, and parts of Delta) generally apply simpler, more prescriptive loading requirements, often with fewer loading classes and more limited differentiation by land use intensity. While this approach provides clarity and predictability, it can result in over- or under-provision of loading spaces, particularly for modern mixed-use or service-oriented developments where freight activity is evolving toward smaller vehicles, more frequent deliveries, and off-peak operations. Several municipalities, such as Surrey and Richmond, have begun to modernize their frameworks by explicitly linking loading requirements to development scale and operational characteristics, rather than applying a single standard across broad land-use categories.

Relative to its peers, the Township of Langley's loading framework is generally aligned with traditional suburban standards, providing clear minimum requirements but offering limited differentiation by loading function or vehicle type. Compared to leading practices in Vancouver, Burnaby, and Surrey, the Township's bylaw presents an opportunity to better reflect current and future freight and servicing needs by introducing defined loading classes, clarifying dimensional and maneuvering standards, and allowing greater flexibility for shared or alternative loading arrangements. Updating the loading provisions in this way would improve operational efficiency, reduce conflicts with parking and pedestrian areas, and better support intensifying commercial, industrial, and mixed-use development across the Township.

Municipality	Loading Requirement	Loading Type / Dimensions	Key Notes
Township of Langley	1 loading space required once a modest GFA threshold is exceeded; additional spaces at higher GFA (per Section 107 loading schedule)	Dimensions addressed through zoning/engineering standards rather than a class-based system	Traditional, threshold-based approach; limited differentiation by location or transit context.
Abbotsford	1 loading space for commercial buildings ≥ ~500 m²	~9.2 m × 4.0 m × 4.5 m	Exemption areas exist; otherwise clear, numeric standard.
Burnaby	Class-based loading for commercial/office, scaled by GFA	Medium/large truck standards in schedules	Strongly aligned with Vancouver-style class system; loading clearly separated from parking.

City of North Vancouver	1 loading space above minimum GFA; more at higher GFA	Typical medium-truck dimensions (~3 m × 9 m)	Allows shared/internal loading in some zones and CDs.
Coquitlam	No loading for first ~300 m² NFA; then 1 space for next ~1,500 m², with step-ups at larger floor areas	Dimensions in parking/loading section	Net-floor-area based; graduated, formula-driven approach.
Delta	1 loading space typically required for commercial/office above minimum GFA	Dimensions in off-street parking/loading provisions	Conventional suburban standard; limited nuance by use.
District of North Vancouver	1 loading space for most commercial/office buildings; step-ups at larger GFA	3.0 m × 9.0 m × 4.0 m clear height	Explicit dimensional standards; AVPR does not usually waive loading.
Kelowna	GFA- and use-based table, capped at max 3 loading spaces per site	Dimensions specified by class/type	Strong structure; applies even in Urban Centres.
Langley City	1 loading space once commercial/office exceeds minimum GFA; increases with size	Dimensions set in parking/loading provisions	Similar structure to Township but with clearer thresholds in newer bylaw.
Maple Ridge	1 loading space for most commercial/office uses once minimum GFA is exceeded	Dimensions in Off-Street Parking & Loading Bylaw No. 4350	Loading fully separated from zoning; updated standalone bylaw.
Nanaimo	Graduated schedule: typically 1 space for small buildings; 2–3 spaces as GFA increases	~10.0 m × 3.0 m × 4.2 m clear height	Downtown allows more flexibility via design approvals.
New Westminster	1 loading space for most commercial/office buildings above threshold	Dimensions and counts in off-street parking/loading schedule	Narrow-lot and downtown flexibility through variances/design solutions.
Port Coquitlam	1 loading space for most commercial/office uses above threshold	Dimensions per zoning/parking provisions	Some CDs allow site-specific adjustments or shared solutions.
Richmond	1 medium loading space for lower-GFA commercial/office; additional medium or large spaces at higher GFA	Medium: 3.0 m × 9.1 m; Large: 3.5 m × 18.4 m	Class-style system; loading maintained in City Centre and transit-oriented areas.
Surrey	GFA-based schedule; typically 1 loading space for small–mid	Dimensions specified in bylaw/standards	Applies citywide; loading not reduced in City Centre;

	commercial/office buildings; increases to 2–3 at higher GFA		screening and on-site access required.
Vancouver	Class-based loading (A / B / C) tied to GFA bands	Class B (most common): ~3.0 m × 8.5 m × 3.8 m; Class A and C smaller/larger	Loading required even though vehicle parking minimums are zero; highly prescriptive and design-oriented.

1.8 Accessible Parking

Accessible parking requirements across Lower Mainland municipalities are generally guided by provincial building code minimums, but most municipalities supplement these with zoning or parking bylaw provisions that specify minimum accessible stall counts, stall dimensions, aisle widths, signage, and proximity to building entrances. Larger municipalities such as Vancouver, Surrey, Burnaby, Richmond, and New Westminster typically apply graduated accessible parking supply rates tied to total parking supply or building size, ensuring that larger developments provide proportionally more accessible stalls. These municipalities also consistently require van-accessible stalls, wider access aisles, vertical clearance standards, and barrier-free paths of travel from stalls to building entrances.

A notable best practice among several municipalities is the integration of accessible parking into broader parking and mobility policies, rather than treating it solely as a technical compliance item. Vancouver, Burnaby, and Surrey, for example, explicitly address accessible parking within mixed-use developments, shared parking scenarios, and parking reductions, ensuring that accessible stalls are protected from reductions and remain available even where overall parking supply is minimized. Some municipalities also differentiate between residential, commercial, and institutional uses, recognizing that accessible parking demand varies by land use and user group.

The Township of Langley's accessible parking requirements are generally consistent with minimum provincial standards and comparable suburban practices; however, they are less comprehensive than those of larger urban peers. In particular, the Township's bylaw could benefit from clearer articulation of graduated supply rates, explicit identification of van-accessible stall requirements, and stronger alignment with modern accessibility and universal design principles. As development intensity increases and the Township's population continues to age, updating accessible parking provisions to match leading Lower Mainland practices would enhance equity, usability, and regulatory clarity while ensuring that accessible parking remains prioritized regardless of future parking reductions or alternative mobility initiatives.

Municipality	Minimum Number of Accessible Spaces	Typical Stall & Aisle Dimensions	Location & Design Requirements
Township of Langley	Minimum 1 accessible space per development, with additional spaces required as total parking increases (graduated, per zoning bylaw schedule)	Accessible stalls generally wider than standard stalls; additional width required adjacent to walls or obstructions; relies on BC Building Code (BCBC) for exact aisle and ramp details	Must be located close to building entrance; design details largely implicit or cross-referenced to BCBC rather than tabulated in bylaw
Abbotsford	Graduated requirement by total supply	Clear stall and aisle dimensions	Exemptions uncommon and discretionary
Burnaby	Graduated scale (similar to Vancouver/Richmond)	Explicit distinction between regular accessible and van-accessible stalls; 1.5 m aisle	Strong alignment with BCBC; clear marking and vertical clearance requirements

City of North Vancouver	Graduated requirement	Explicit stall width and aisle dimensions	Emphasizes connection to sidewalk and building entry
Coquitlam	Minimum 1, then increases with total stalls	Wider stall plus access aisle; dimensions included in parking tables	Functional guidance provided but less detailed than Vancouver/Surrey
Delta	Minimum 1, stepped increase with total parking	Accessible stall width + aisle specified	Conservative, BCBC-aligned approach
District of North Vancouver	Graduated requirement	Clear tables for accessible and van-accessible stalls	One of the clearest suburban design tables
Kelowna	Graduated, use-agnostic requirement	Detailed accessible and van-accessible design standards	Strong integration with universal design and access routes
Langley City	Graduated requirement (clear numeric thresholds)	Accessible stall + aisle dimensions specified	Similar to Township, but clearer tabulation of triggers
Maple Ridge	Graduated requirement in standalone Parking & Loading Bylaw	Explicit table for stall widths, aisles, signage	Clearer separation between zoning and technical design
Nanaimo	Minimum + stepped increases	Explicit accessible stall dimensions and aisle width	Downtown subject to design review, not exemptions
New Westminster	Graduated minimums	Accessible stall widths and aisles specified	Downtown allows design flexibility but not removal of spaces
Port Coquitlam	Graduated by total parking supply	Accessible stall + aisle required	CD zones may allow alternative placement but not fewer spaces
Richmond	Graduated requirement tied to total parking count	Accessible and van-accessible dimensions explicitly listed; access aisle required	Must be closest stalls to accessible building entrances; signage and surface treatment specified
Surrey	Graduated requirement based on total parking supply (clear numeric table)	Accessible: ~2.5 m × 5.5 m stall + 1.5 m access aisle; van-accessible ~3.4 m × 5.5 m	Requires shared or dedicated access aisles; clear proximity rules to main entrances
Vancouver	Graduated scale tied to total parking spaces (e.g., 1 at low supply, increasing	Explicit tables for standard accessible and van-accessible stalls, including stall width, 1.5 m access	Must be closest possible spaces to entrances; strong signage, path-of-travel, and grade

	incrementally); applies even where parking minimums = 0	aisle, clear height, slope limits	requirements in Design Supplement

1.9 EV Charging

EV charging requirements show the greatest variation across Lower Mainland municipalities, reflecting differences in policy maturity and update cycles. Municipalities such as Vancouver, Burnaby, Surrey, Richmond, and New Westminster have adopted tiered EV requirements, distinguishing between EV-ready stalls (energized conduit and panel capacity) and EV-charging stalls (installed chargers), with higher requirements for residential uses and progressively increasing expectations for commercial, institutional, and employment uses. Many of these municipalities now require 100% EV-ready parking for new developments, with a defined percentage of stalls fully equipped with chargers.

For non-residential uses, best practices increasingly differentiate between commercial, industrial, and institutional contexts, recognizing different parking duration and operational needs. Some municipalities also explicitly require EV charging in accessible parking stalls and encourage or mandate EV chargers within visitor parking areas to support broader public access. These approaches are often supported by flexibility clauses that allow alternative compliance where electrical capacity constraints exist, provided future readiness is secured.

Compared to these peers, the Township of Langley's EV charging framework is more limited and less differentiated by land use, particularly for commercial and industrial developments. As vehicle electrification accelerates, best practices suggest the Township would benefit from clearly separating EV-ready and EV-charging stall requirements, introducing land-use-specific standards, and explicitly addressing EV charging in accessible and visitor parking. Doing so would improve long-term readiness while balancing near-term feasibility in a community where auto-oriented travel remains prevalent.

Municipality	Residential EV Requirements (Multifamily / Apartment)	Commercial / Office EV requirements	Technical & Design Notes
Township of Langley	EV concepts defined, but no universal % requirement clearly applied to all residential uses in the zoning table reviewed	No minimum EV requirement specified for office/commercial (often shown as "NA")	Framework in place (definitions, EMS), but requirements not consistently mandated by land use
Abbotsford	100% residential stalls EV-ready	20% commercial stalls EV-ready	Strong provincial alignment; CIL does not replace EV
Burnaby	100% residential stalls EV-ready	20% of commercial stalls EV-ready	Requires conduit, wiring, breaker capacity; load management allowed
City of North Vancouver	100% residential stalls EV-ready	20% non-residential stalls EV-ready	Strong integration with accessibility & bike parking
Coquitlam	100% residential stalls EV-ready	20% commercial stalls EV-ready	Similar structure to Burnaby/Richmond
Delta	100% residential stalls EV-ready	10–20% commercial stalls EV-ready (by zone/use)	Some flexibility via EMS

District of North Vancouver	100% residential stalls EV-ready	20% commercial stalls EV-ready	Allows phased installation via EMS
Kelowna	100% residential stalls EV-ready	25% commercial stalls EV-ready	Some of the most progressive commercial targets
Langley City	100% residential stalls EV-ready	20% commercial stalls EV-ready	Explicit alignment with BC Energy Step Code
Maple Ridge	100% residential stalls EV-ready (updated Parking & Loading Bylaw)	20% commercial stalls EV-ready	Stand-alone bylaw improves clarity
Nanaimo	100% residential stalls EV-ready	20% commercial stalls EV-ready	Downtown exemptions apply to parking, not EV readiness
New Westminster	100% of residential stalls EV-ready	20% of non-residential stalls EV-ready	EV stalls must be clearly identified and energized-ready
Port Coquitlam	100% residential stalls EV-ready	20% commercial stalls EV-ready	Parking bylaw separate from zoning
Richmond	100% residential stalls EV-ready	20% of non-residential stalls EV-ready	Detailed outlet, signage, and panel capacity rules
Surrey	100% of residential stalls EV-ready	25% of commercial stalls EV-ready	EV Energy Management Systems explicitly permitted
Vancouver	100% of residential parking stalls must be EV-ready	20–25% of non-residential stalls EV-ready (varies by use)	Level 2 readiness; load sharing permitted; zero vehicle parking ≠ zero EV requirement



Appendix B

Public and Stakeholder Engagement Report



Township-wide Parking Study and Bylaw Review

What We Learned Report

Township of Langley

July 2025

1.0 Introduction

1.1 Project Background

The Township of Langley is conducting a Township-wide Parking Strategy aimed at updating off-street parking regulations and developing on-street parking management strategies. This study will equip the Township with the necessary policy tools to address concerns related to on-street and off-street parking by assessing current parking conditions, reviewing best practices, projecting future demands, and identifying parking management strategies.

The comprehensive process will result in updated and modernized bylaws and policies that ensure appropriate and desirable parking conditions are incorporated into future land development. Additionally, it will facilitate the development of a new on-street parking management strategy, designed to guide decision-making and implementation of on-street parking in a cost-effective and equitable manner.

The significant growth in the Township has altered the demand for curbside space and mode shift behaviors among residents and commuters. This situation presents an opportunity for the Township to reassess its parking supply, management, and regulation practices. Updated parking strategies, policies, regulations, and management approaches can better align with the Township's goals and values, enabling a structured approach that offers greater certainty and confidence to staff, residents, developers, business owners and Council.

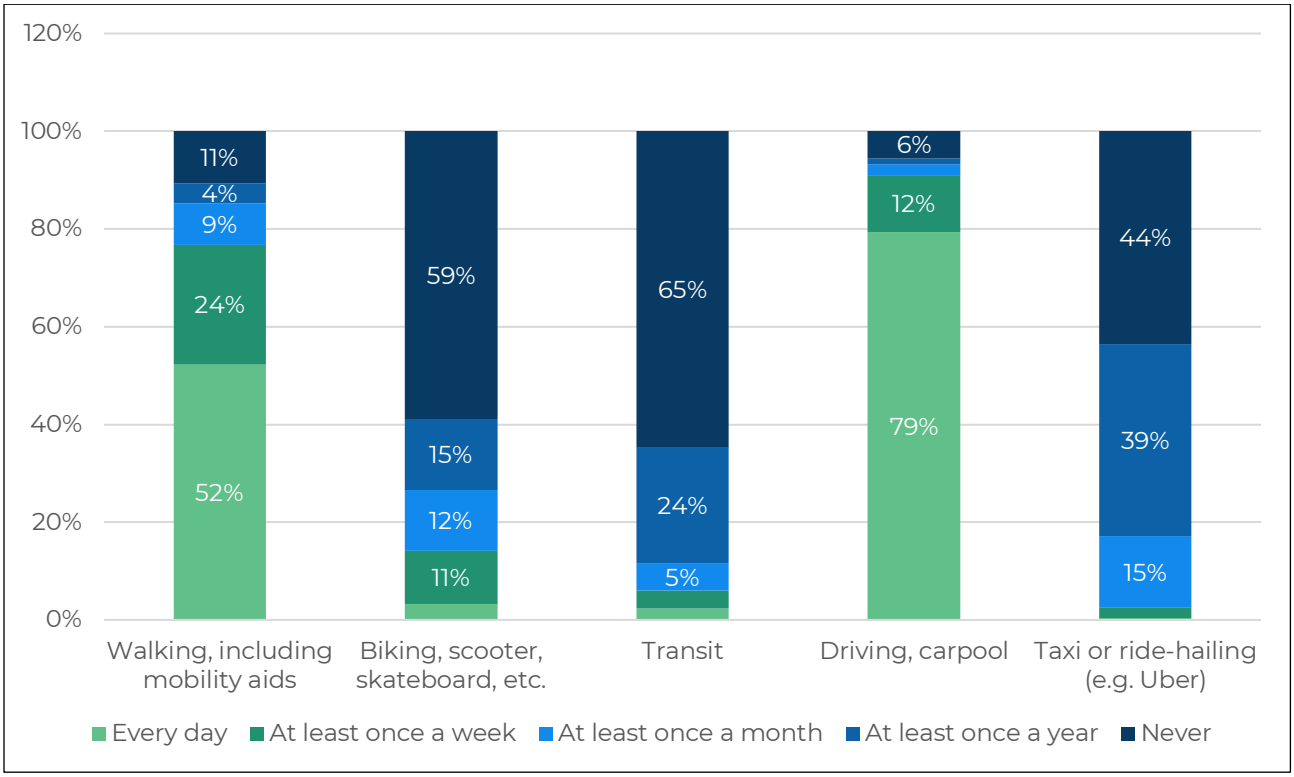
1.2 Engagement Purpose

Engaging with those who live, work, play, learn, and do business in the Township is an important part of this process. The purpose of the engagement was to inform community members and key interest holders about the project and collect broad input around on- and off-street challenges, and opportunities. Two separate surveys were developed for the public and key interest groups that contained specific information and questions to garner useful feedback. Results from both surveys were used to inform draft recommendations and bylaw updates. These survey results are highlighted in the section below.

2.0 What We Heard: Community Survey

Between June 16th and July 7th, 2025, 1,474 community members completed an online survey to share their ideas and concerns regarding parking across the Township. The following section summarizes the findings.

Question 1: How Do You Move Around?

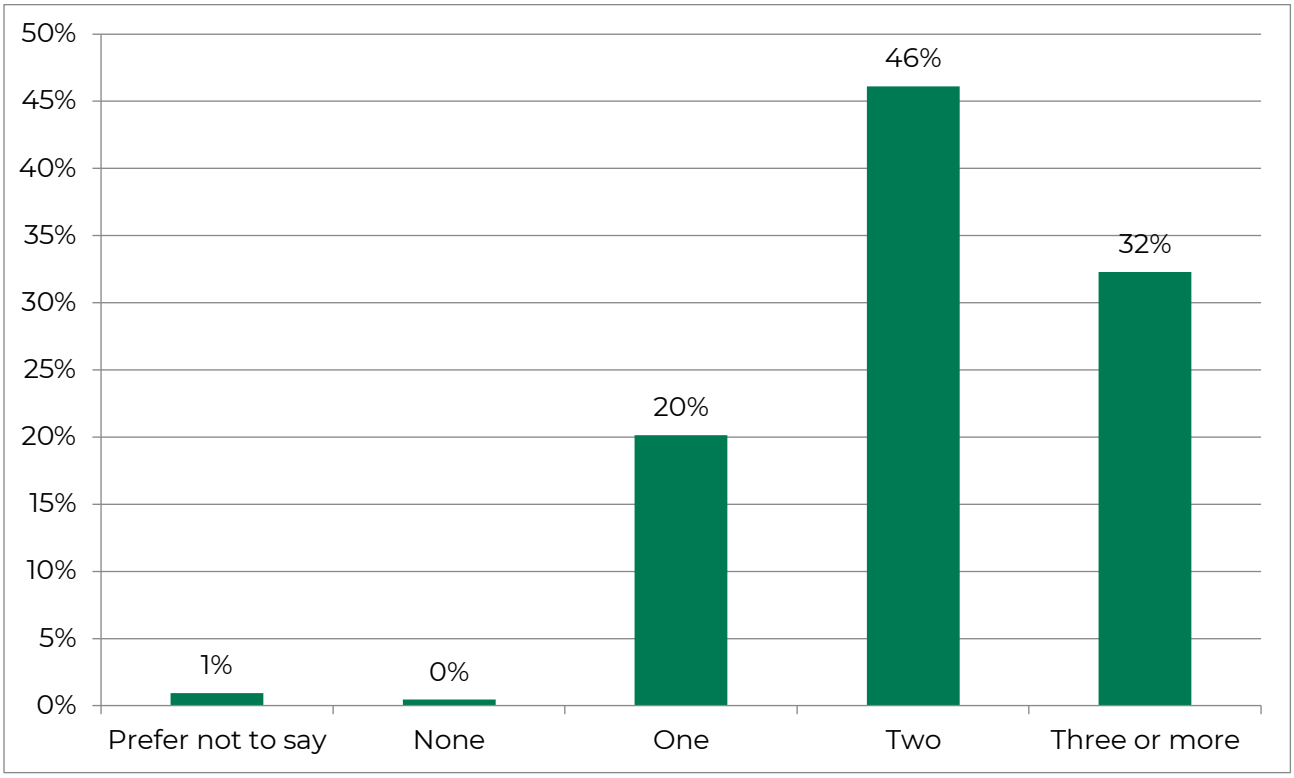


Total respondents: 1,474

Of the 1,474 responses to this question, 79% of respondents drive or carpool every day, and 52% of respondents who walk every day. Only 3% of respondents bike every day and only 2% take transit every day. 64% of respondents never take transit and 59% of respondents never bike or scooter to get around.

The responses indicated that majority of the respondent travel most frequently on private vehicles with minimal transit, cycling, and taxi/ride-hailing usage. The parking study and bylaw update will address on and off-street bicycle parking, as well as management of curbside functions, which may include the prioritization of functions other than on-street parking in some locations.

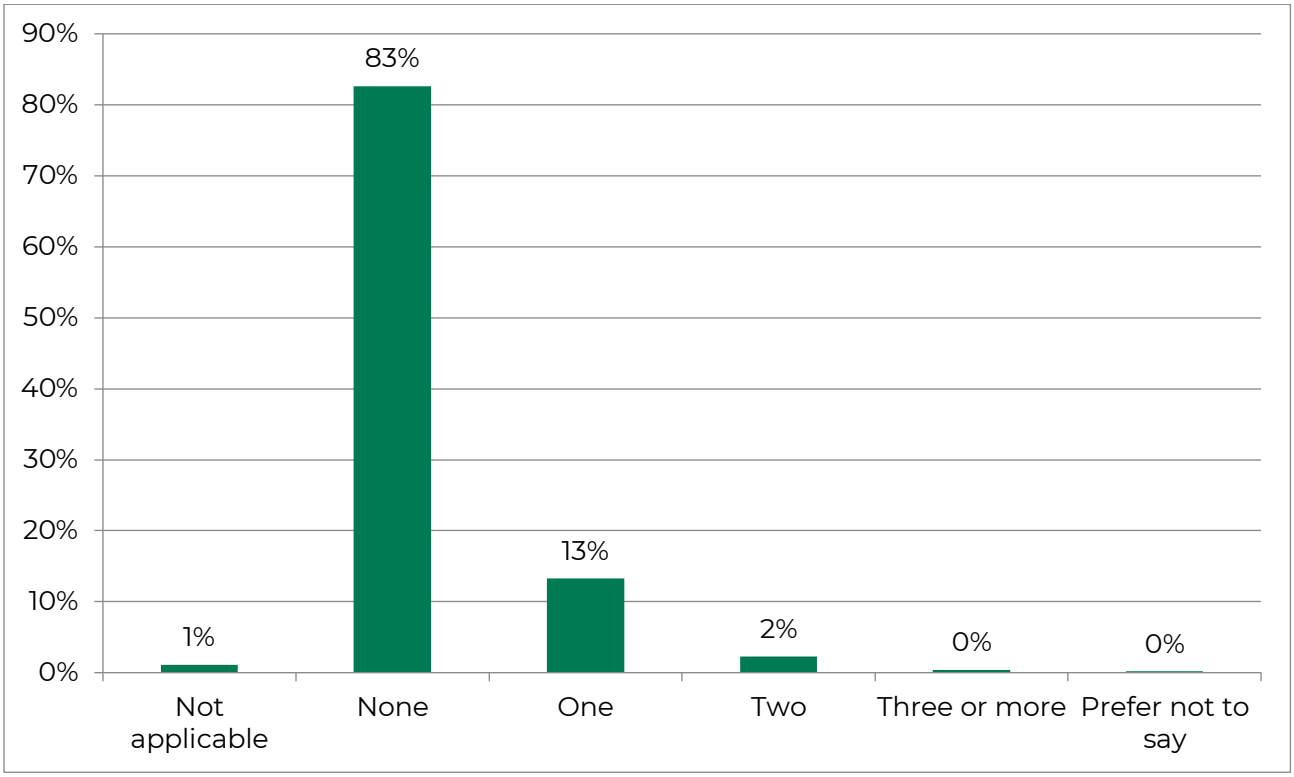
Question 2: How Many Private Vehicles Does Your Household Own or Lease?



Total respondents: 1,474

The highest number of survey respondents own two cars per household (46%), and another 32% of respondents own three or more cars per household. Less than 1% of respondents do not own a car at all. This response indicates that the Township is a very car-dependent community, with high parking needs.

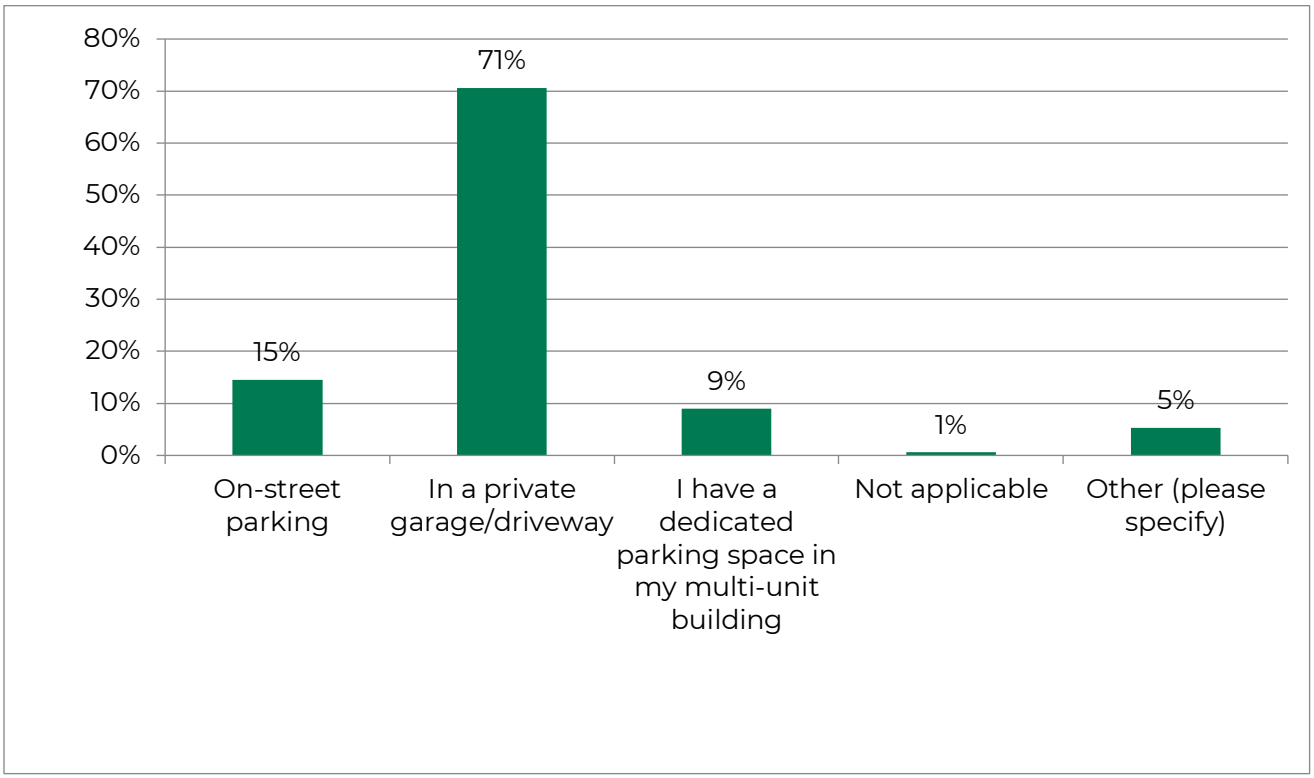
Question 3: Of the total number of vehicles, how many are electric?



Total respondents: 1,474

Of those who own one or more private vehicles, 83% do not own an electric vehicle. This data indicates that on-street electric vehicle ownership currently may not be a priority for Township residents. Focus could be on off-street EV charging in multi-family residential buildings, as well as on-street charging in high-density commercial areas for visitors.

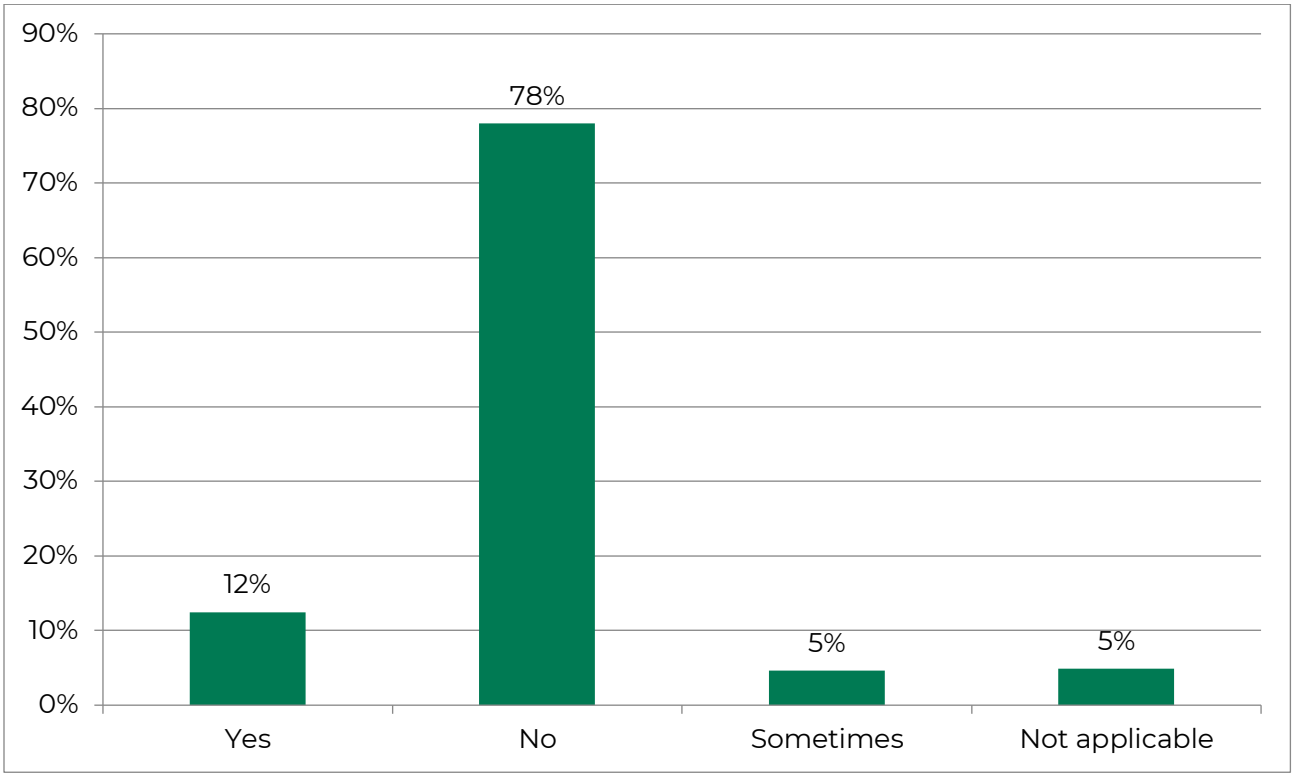
Question 4: When you park your private vehicle at your place of residence, where do you park most often?



Total respondents: 1,474

The majority (70%) of respondents park their vehicle in a private garage or driveway, indicating that most participants live in single family dwellings or townhomes with private access. 15% of respondents park their primary or secondary vehicle on-street.

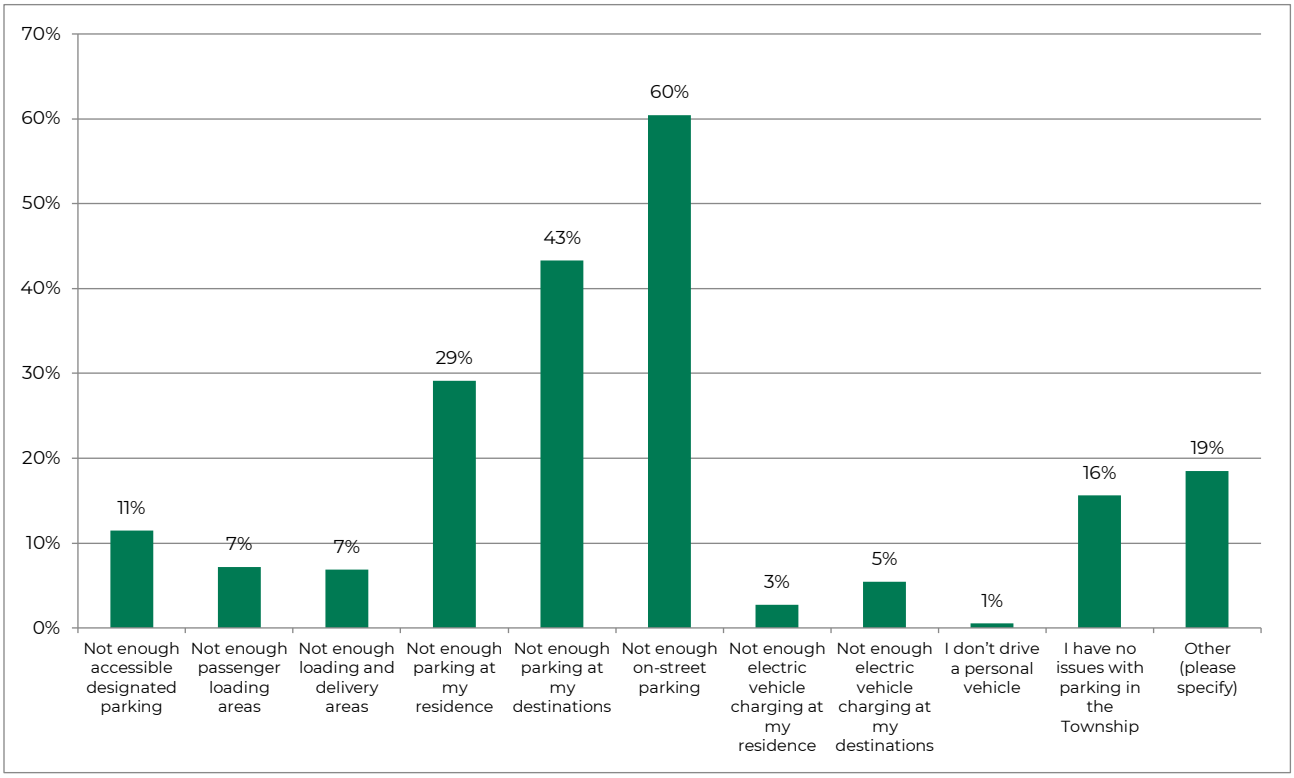
Question 5: Do You Park Any Work-Related Vehicles at Your Place of Residence?



Total respondents: 1,474

Most respondents (78%) do not park work-related vehicles at home, indicating these vehicles do not impact parking demand.

Question 6: In Your Experience, What Types Of Parking Issues Are Most Common In The Township? (Select up to four)



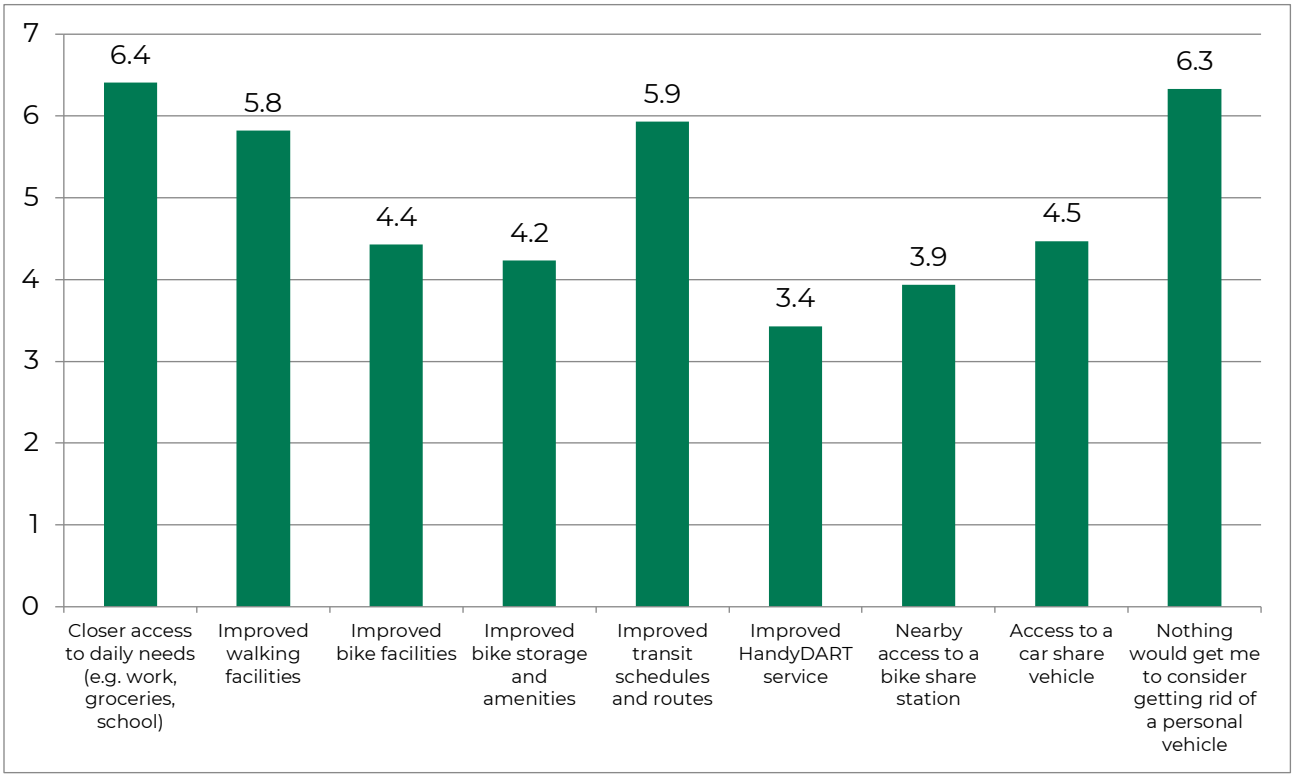
Total respondents: 1,474

60% of respondents indicated that the biggest parking challenge in the Township is not enough on-street parking, followed by not enough parking at destinations (43%).

Respondents were invited to leave "other" responses for this question. Of the 273 other responses provided, some parking challenges that were noted multiple times include the following:

- Non-residents using residential street parking (ie. hospital staff, large work vehicles etc) (20)
- Overcrowded street parking (15)
- Lack of visitor and disabled parking both on and off street (8)
- Not enough bike storage or parking (4)
- Vehicles parking in bicycle or pedestrian lanes (2)

Question 7: Please Rank The Following In The Order Of How Likely They Are To Encourage You To Consider Switching From Using A Personal Vehicle To Alternative Modes Of Transportation.



Total respondents: 1,474

This question was a weighted average question based on ranking various solutions. The solution that would encourage most people to switch from driving to alternative transportation (6.41) was to have closer access to daily needs such as work, school and errands. However, closely followed with a score of 6.33 was "nothing would get me to switch modes." Improved transit schedules and routing received a third highest score of 5.93.

Question 8: Please Identify Locations Where You Currently Experience Challenges Related To On-Street Parking.

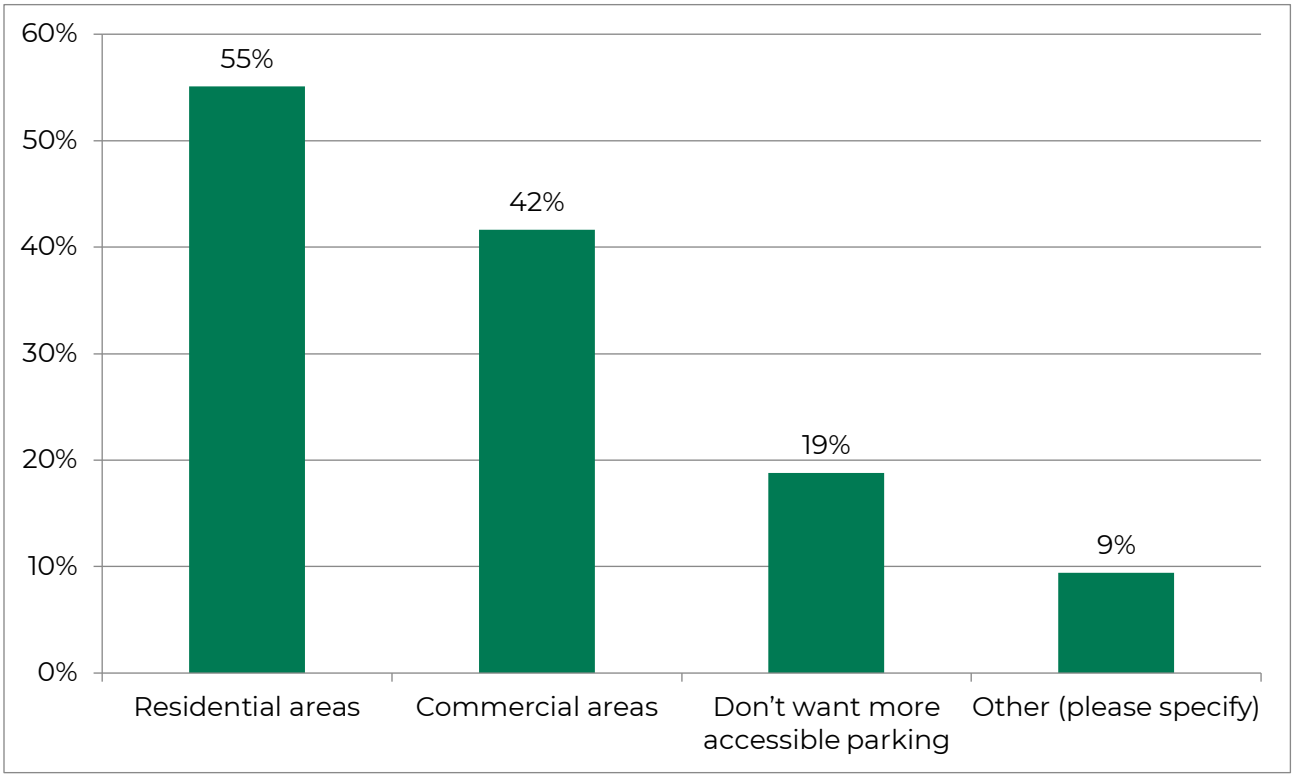
This question was an open response, in which residents had the opportunity to indicate locations relevant to them.

Total respondents: 955

The most common locations where respondents experience challenges related to on-street parking included:

- Willoughby and Willowbrook (100)
  - On-street parking challenges
  - Walking, cycling unsafe
- 208A Street (28)
- 216 Street (26)
- Near Langley Memorial Hospital (23)
- 88B Street (20)
- 209 Street (15)
- Willowbrook commercial area (10)
- 76 Street (8)
- Public parks and recreation areas (6)

Question 9: Where Would You Like To See More/Improved On-Street Accessible Parking? (Select all that apply)



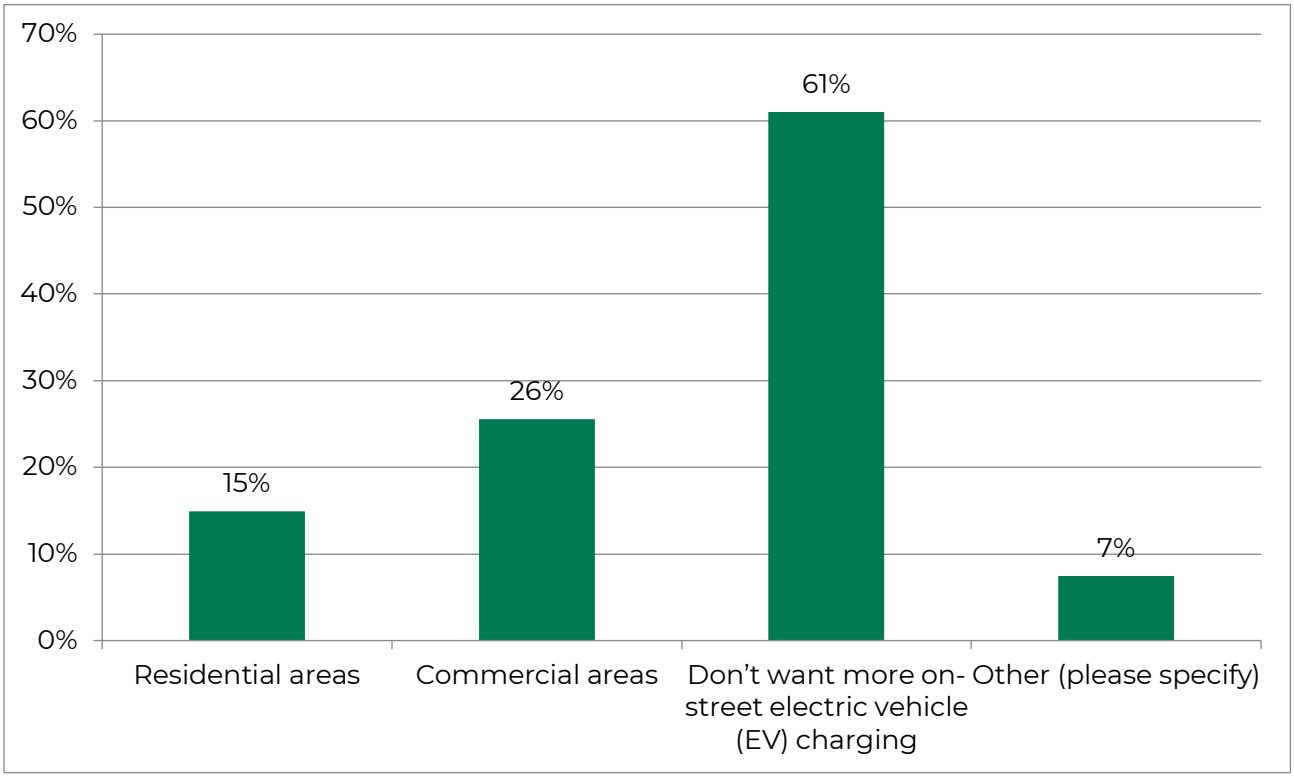
Total respondents: 1,271

The highest number of survey respondents noted that they would like to see more/improved on-street accessible parking in residential areas (55%), followed by commercial areas (41%).

Respondents were invited to leave a comment if they selected "other". Of the 120 other comments, the top comments organized by theme and number of responses are listed below:

- Recreational facilities and parks (10)
- Hospitals/medical clinics (7)
- Schools (6)
- Accessible parking should be off-street (5)
- Near transit stations (2)

Question 10: Where Would You Want To See More On-Street Electric Vehicle Chargers? (Select all that apply)

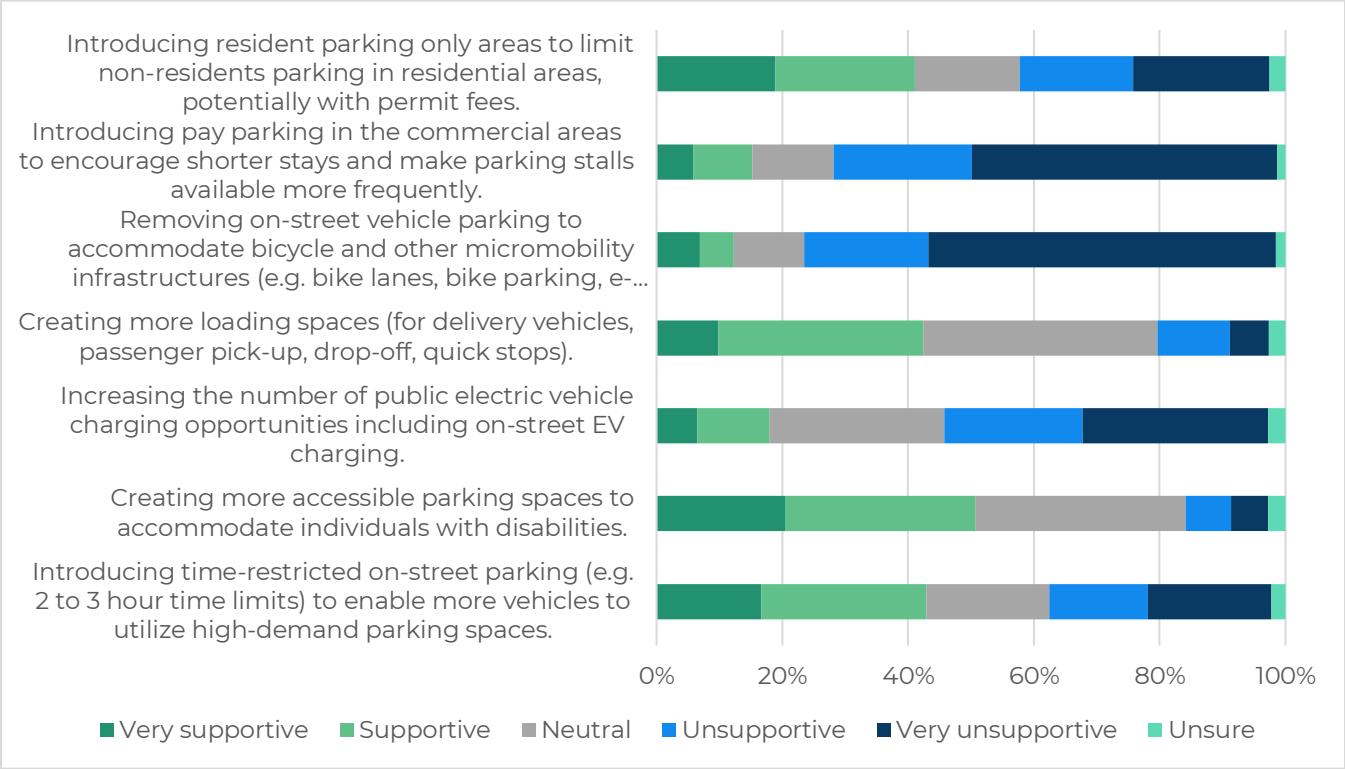


Total respondents: 1,271

More than 60% of respondents do not want to see more on-street EV charging. Of those who do want more on-street EV charging, 26% want to see them in commercial areas. Of the 95 "other" responses, township buildings and public parks (5).

While most respondents are not supportive of introducing more on-street EV charging, there is an opportunity for the Township to focus these locations on high-density commercial urban centres or in off-street public lots around these centres. Alternatively, the Township can focus on amending off-street EV charging requirements to increase supply.

Question 11: For each of the following on-street parking options, please rate how supportive or unsupportive you and/or your household would be.



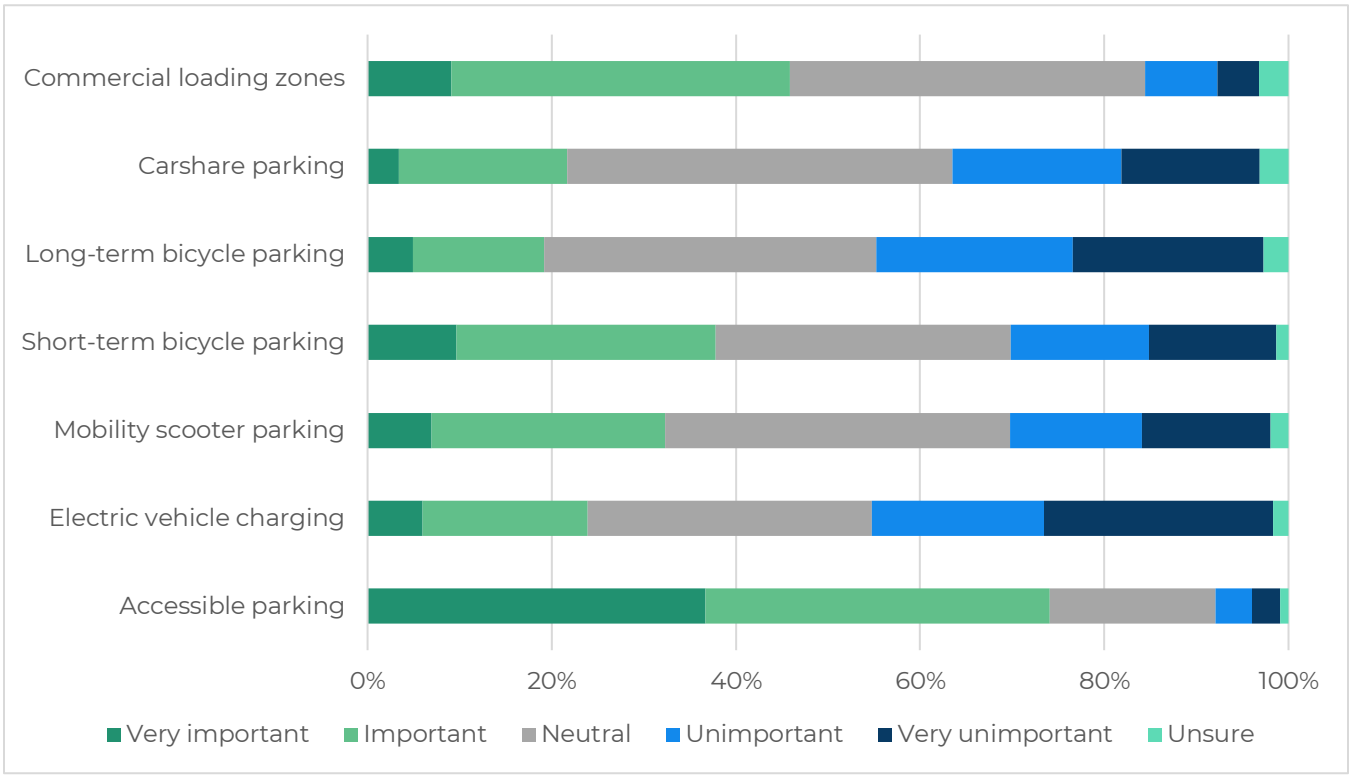
Total respondents: 1,271

The solution that received the most support (very supportive and supportive) was “creating more accessible parking spaces to accommodate individuals with disabilities” (50%), followed by “introducing time-restricted on-street parking” (42%) and “creating more loading spaces” (41%).

The solution with the least support (unsupportive and very unsupportive) was “removing on-street vehicle parking to accommodate bicycles and other modes” (75%), followed by “introducing pay parking in commercial areas to encourage shorter stays” (69%).

Accessible parking and loading space provision proved popular amongst respondents to this question. The Township may also have an opportunity to increase on-street parking turnover in high-demand commercial areas and urban centres such as Willowbrook and Fort Langley through implementing timed parking, rather than pay parking or elimination of parking altogether.

Question 12: How Important Is It For Each Of The Following To Be Provided In The Township?

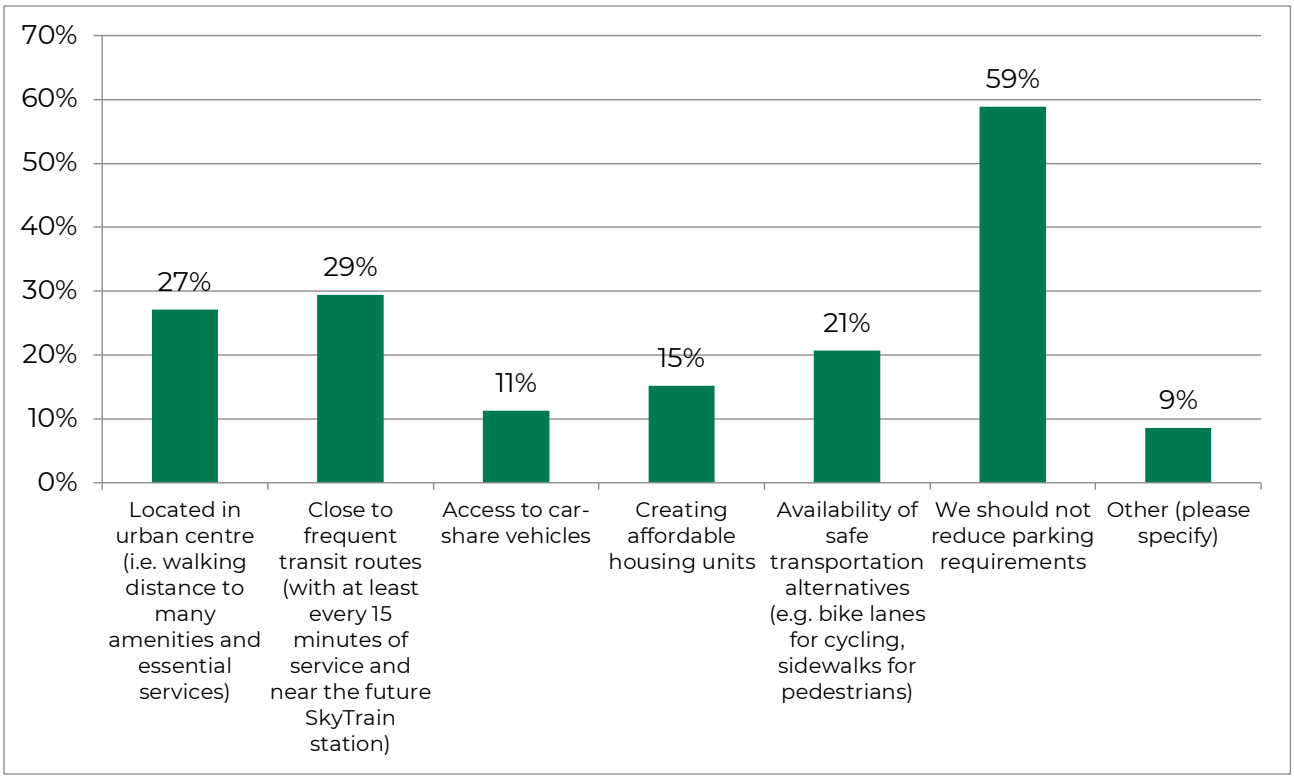


Total respondents: 1,216

Of the options provided, the most supported was accessible parking (73%) followed by commercial loading zones (46%) and short-term bicycle parking (37%).

The provision of more accessible parking can be done for both off-street and on-street locations. Off-street accessible parking supply will require amending the Zoning Bylaw, while on-street accessible parking supply can be provided in commercial areas, near hospitals and seniors homes by re-allocating space previously reserved for private vehicle parking and implementing updated accessible design standards.

Question 13: Reduced Parking Requirements Mean That New Construction Projects Will Need Fewer Parking Spaces. This Bylaw Update Will Consider The Effects Of Reduced Parking Requirements. Which Factors Do You Feel Should Support Reduced Parking Requirements? (Select all that apply)



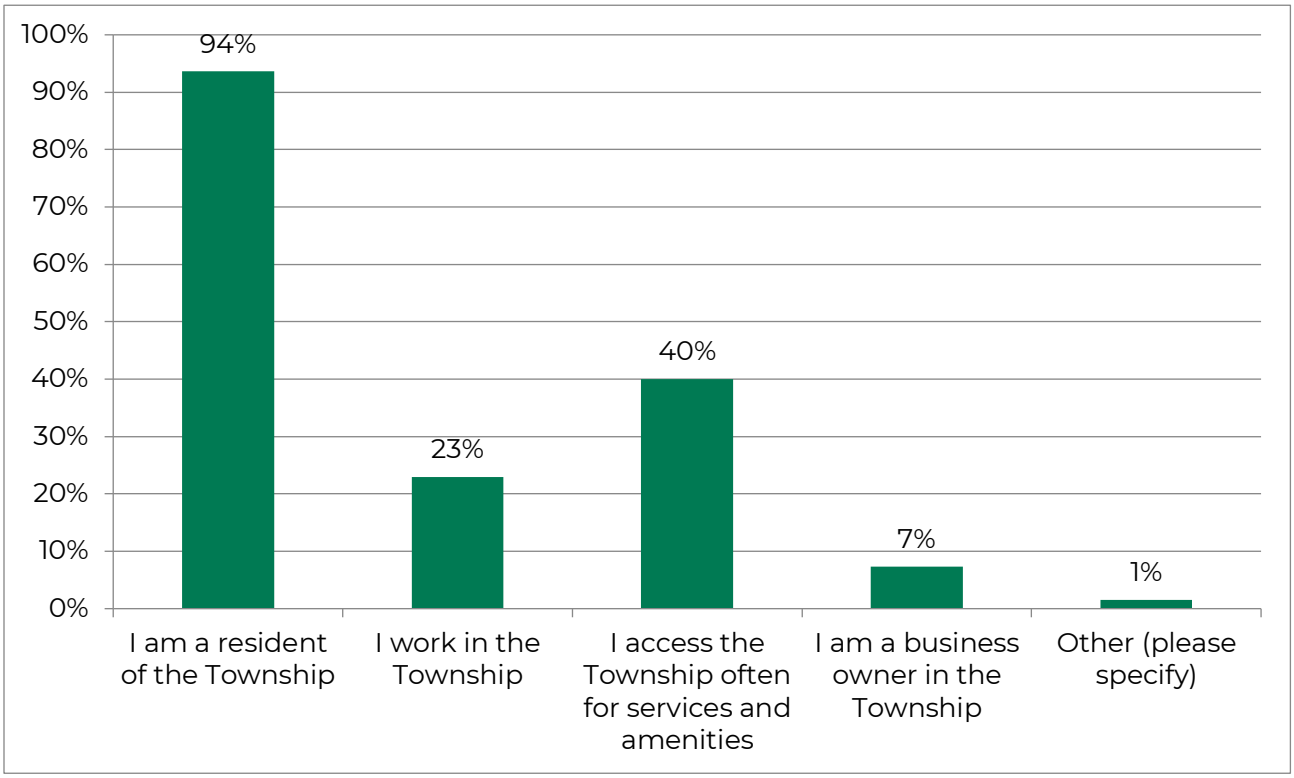
Total respondents: 1,216

The majority of respondents (59%) do not feel that the Township should reduce parking requirements. 29% of respondents support reduced parking requirements if it is near frequent transit, and 27% support reductions if they are located in urban centres.

Of the 104 "other" responses that do not involve responding against reduced parking requirements, the most common themes include:

- Visitors should have more parking
- All new developments should have parking

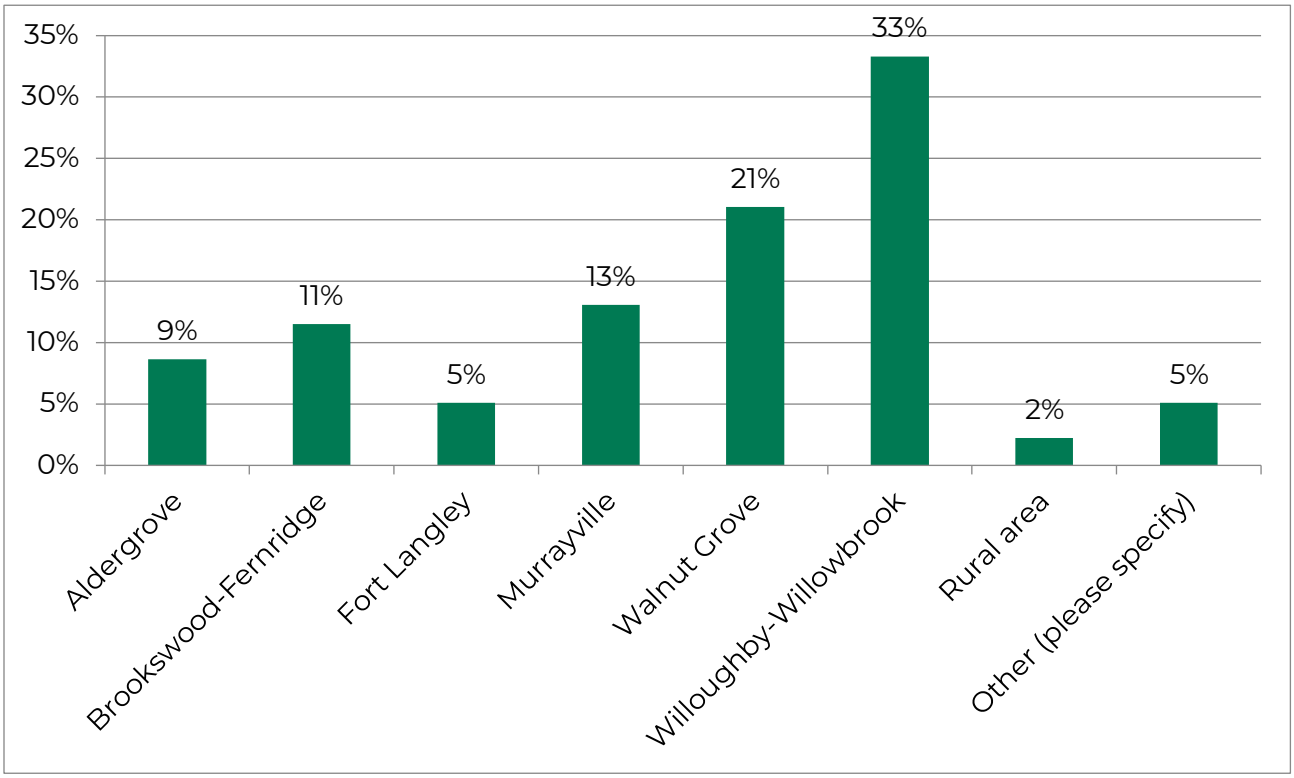
Question 14: Which Option Best Describes You? (Select all that apply)



Total respondents: 1,205

A majority of respondents (94%) live within the Township. 40% of respondents access services and amenities within the Township frequently, whether they indicated living within or outside of the Township.

Question 15: Which Neighborhood(s) Do You Live And/Or Work In?

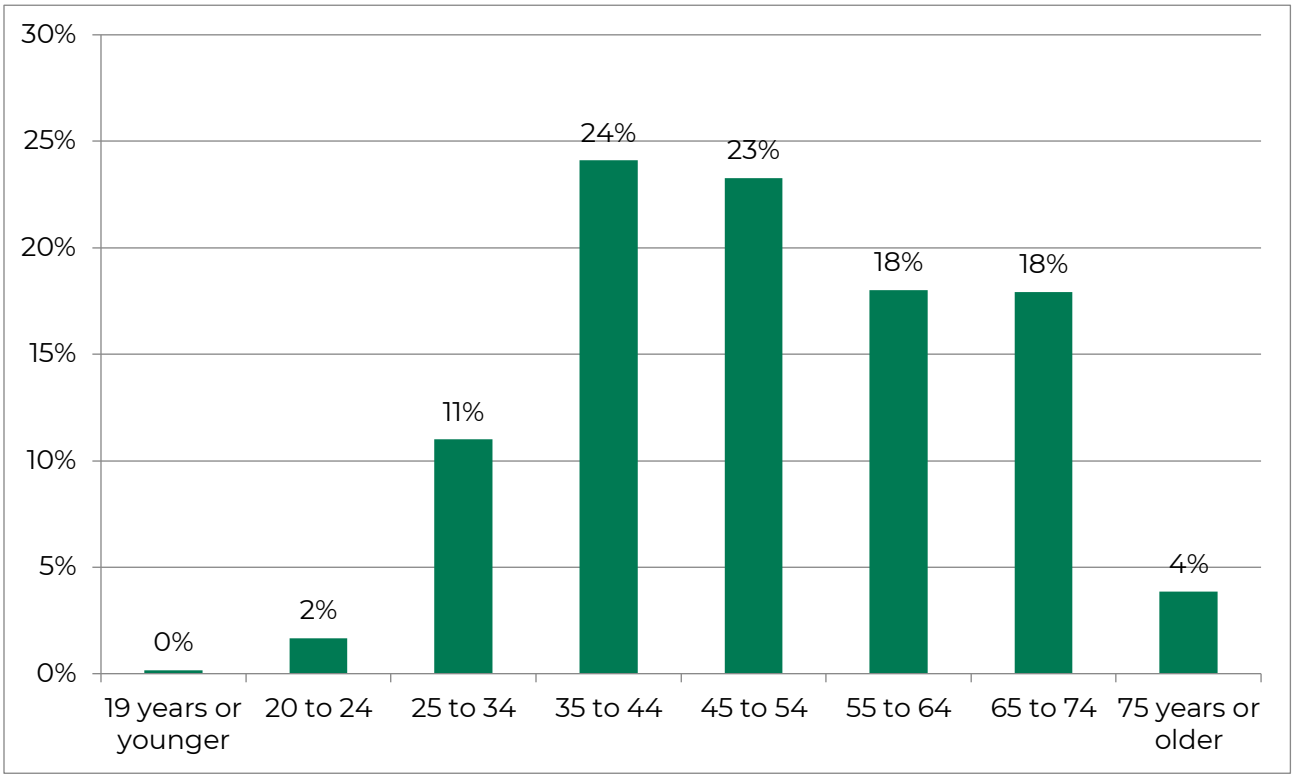


Total respondents: 1,201

Other popular answers within the Township included:

- Milner Heights (5)
- Cloverdale (3)

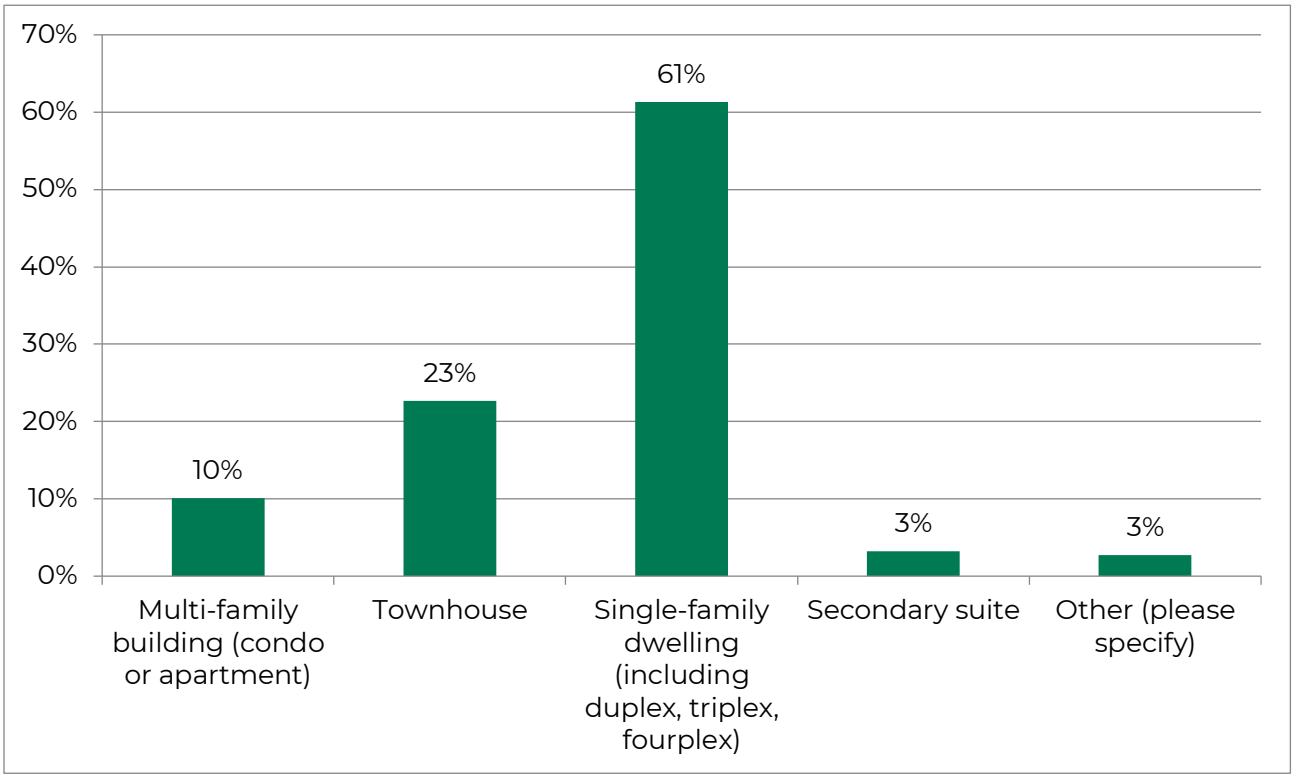
Question 16: Which Age Category Do You Fall Into?



Total respondents: 1,199

The majority of respondents fall within the age categories of 35-44 and 45-54 (47%). This indicates that the majority of respondents are either working professionals who commute to work daily or have additional family members they drive to and from daily activities. Less than 5% of respondents are younger than 24, which may be representative of young people choosing not to drive a personal vehicle or choosing to take alternative modes of transportation such as transit or active transportation. 21% of respondents are 65 years or older.

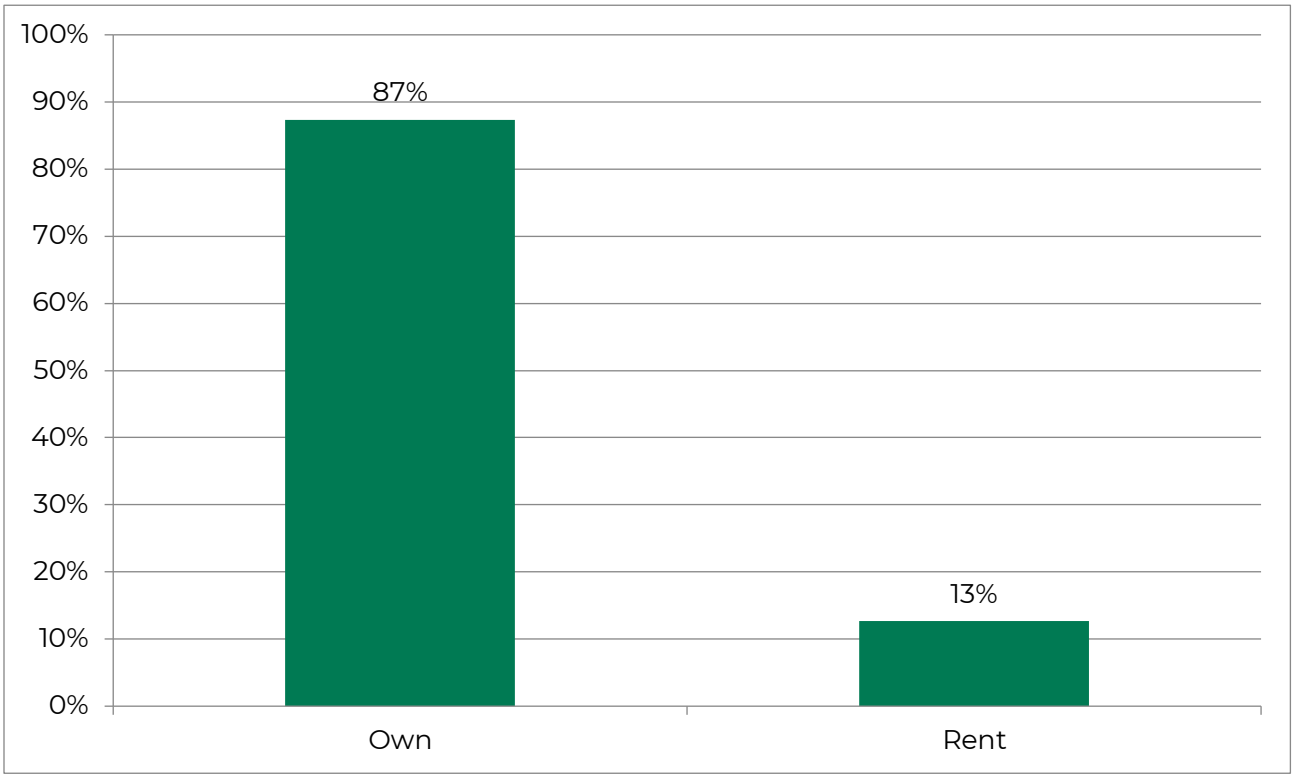
Question 17: If You Live In The Township, Which Of The Following Best Describes Your Residence.



Total respondents: 1,170

The majority of respondents (61%) live in a single-family dwelling. This is consistent with zoning within the Township, also indicating that respondents who drive private vehicles are often parking on-street in front of their residence, or in a private driveway or garage.

Question 18: Do You Own Or Rent Your Residence?



Total respondents: 1,195

Nearly 90% of respondents reported owning their residence, suggesting that survey responses primarily reflect the perspectives of homeowners.

3.0 What We Heard: Key Interest Group Survey

From July 11th to July 27th, 2025, 16 of the following 27 invited key interest groups participated in an online survey to provide feedback and express concerns related to parking throughout the Township.

- Ministry of Transportation and Transit (MoTT)
- TransLink
- School District #35
- Fraser Health
- Metro Vancouver
- Coast Mountain Bus Company (CMBC)
- Langley HUB Cycling
- Strong Towns Langley
- Greater Langley Chamber of Commerce
- Aldergrove Business Association
- Tourism Langley
- Walnut Grove & Willoughby Business Association
- Langley Senior Resources Society
- BC Accessibility HUB
- Ron Care Society
- Urban Development Institute
- Trinity Western University
- BC Trucking Association
- BC Taxi Association
- Langley District Parent Advisory Council (DPAC)
- Stepping Stone Community Services Society
- Langley Seniors in Action
- Inclusion Langley Society
- qʷɑːnƛ̓ən̓ (Kwantlen) First Nation
- qʼicʼəyʼ (Katzie) First Nation
- Máthxwi (Matsqui) First Nation
- seʼmyaʼme (Semiahmoo) First Nation

The following section summarizes the findings.

Question 1. Please select your organization from the list below.

Of the 16 responses to this question, 3 respondents were part of *Langley Seniors in Action*, 2 were part of the *Urban Development Institute*, and 2 were from *Fraser Health*.

Other respondents included representatives from Ministry of Transportation and Transit, School District 35, Metro Vancouver, Strong Towns Langley, Tourism Langley, Trinity Western University, BC Trucking Association, and Langley Senior Resources Society,

Question 2. How does parking impact your organization?

Of the 14 responses, open responses included the following:

Fraser Health - Parking is a component of the built environment and transportation infrastructure that can impact public health in complex ways. Fraser Health can play a role in highlighting these impacts and informing policy decisions. Recent literature finds four pathways through which parking impacts public health: (1) by encouraging driving and car-dependent environments, (2) by increasing coverage of land with impervious surfaces, (3) by increasing housing cost and driving unaffordability, and (4) by mitigating negative impacts of its design, construction, and maintenance.

Trinity Western – paid parking on-campus for staff, students and visitors

Metro Vancouver – conducts off-street parking studies

Question 3. What are the biggest parking challenges you experience in the Township?

Of the 10 responses, themes included the following:

- Congestion at pick up and drop off times
- Expanding off-street parking dataset is an opportunity to increase the precision and reach of our analysis.
- Insufficient on-street and off-street parking for customers and delivery vehicles at local businesses. Rapid growth and densification in areas like Willoughby and Fort Langley have squeezed curbside space, making it tough to find parking for guests, deliveries, or residents in secondary suites.
- Desire for more and better marked parking for the disabled.
- Overnight parking for commercial vehicles, followed by a lack of space to park large vehicles during the day for short period (lunch, washroom breaks, etc).

Question 4. What are some additional parking concerns you would like addressed?

Open responses to this question included the following:

- Safety
- Arterial street parking should be everywhere in off hours.
- An exploration of "unbundling" approaches for strata buildings.
- Reduce parking requirements for multi-family condo projects.
- Make accessible parking close to services - many seniors have mobility issues and walking blocks from a parking lot to a service is not possible and may be a barrier.
- Having more handicap parking for seniors and families closer to venues.

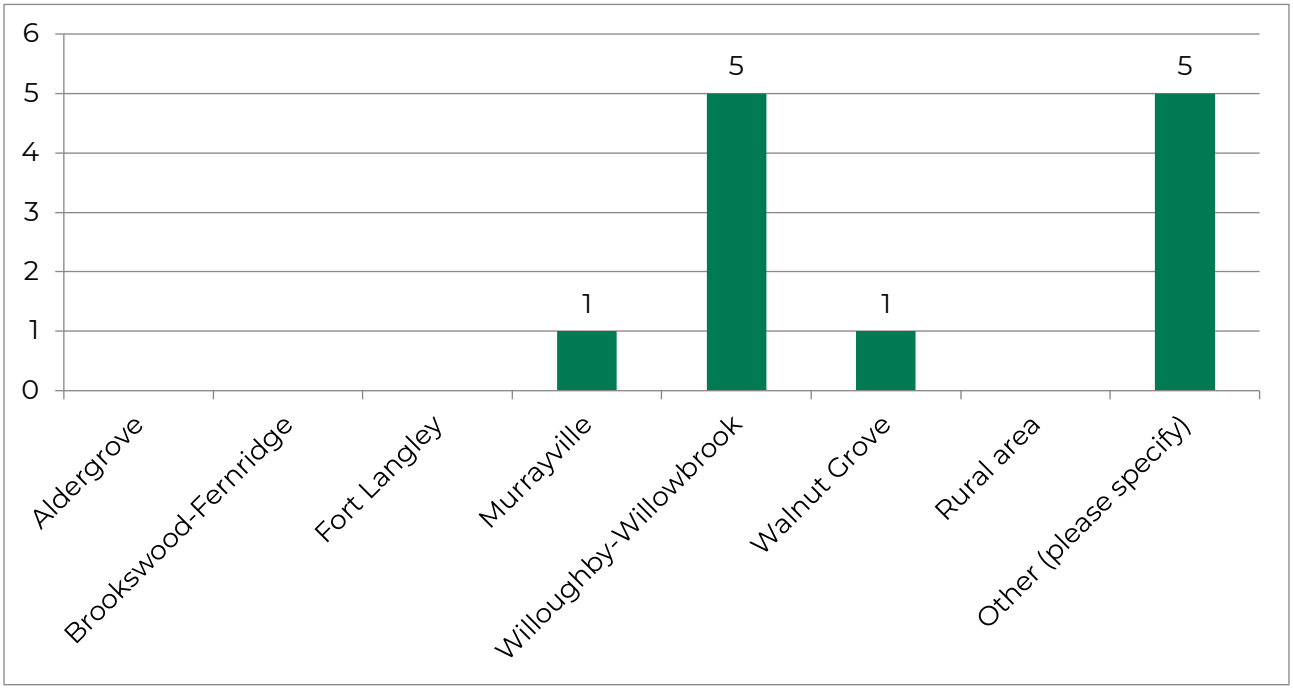
Question 5. What changes would you suggest for improvement?

The nine (9) responses included the following themes:

- Support alternatives to car dependency through limiting on- and off-street parking availability that allow residents to opt out of paying for parking they do not use.
- Revising parking design to better reflect typical usage, rather than peak usage
- Reducing parking minimums for commercial developments and replacing on-street parking allotment with traffic calming features.

- A broad-based policy to eliminate all off-street parking requirements for non-market (i.e. affordable / non-profit) housing.
- Continue to encourage/support alternative modes of transportation (transit, AT)
- Land use decisions must include consideration of opportunistic and overnight truck parking. Zoning must also include these considerations. Overnight parking in commercial areas can be permitted, IF (a big if) enforcement ensures we do not end up with trailers dropped.
- Reducing the parking ratio
- create designated parking spots specifically for the elderly above age 75.
- Consider the additional use of signage to temporarily convert regular parking to handicap parking for major events and other venues that could attract a higher percentage of seniors and families with strollers, etc.

Question 6. What neighborhood is your business/organization located in?



5 respondents are located in Willoughby-Willowbrook, 1 is located in Murrayville and 1 is located in Walnut Grove. Additional responses included Trinity Western, and all of the above destinations.

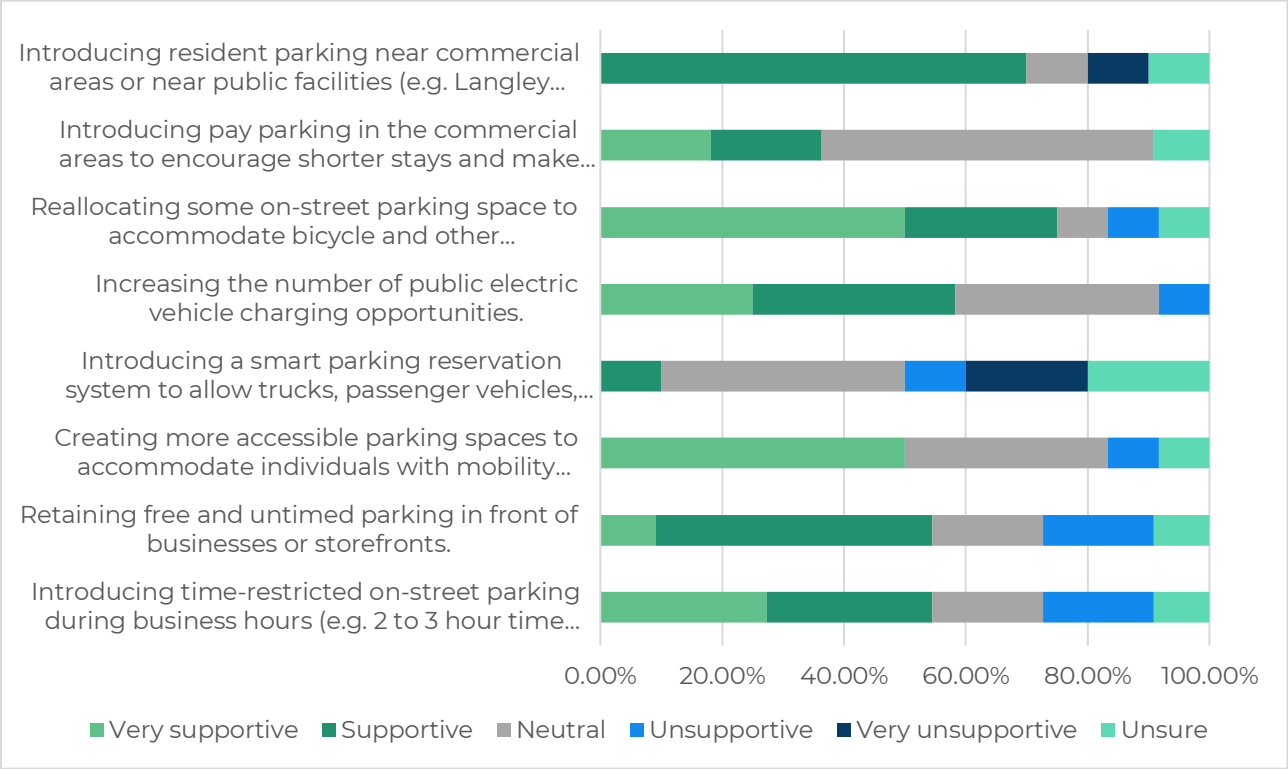
Question 7. Is there adequate onsite parking for your business?

Of the 10 responses to this question, 90% of respondents selected that there is enough onsite parking for their business.

Question 8. What, if any challenges do you face with on-street parking and loading?

Of the 4 open responses provided, children's safety, on-street parking restrictions, high speed traffic and RV parking emerged as the highest priority challenges.

Question 9. For Each of the Following Parking Options, Please Rate How Supportive or Unsupportive Your Business/Organization Would Be.



Parking options with the highest level of support (very supportive and supportive) include “introducing resident parking near commercial areas or near public facilities,” (54%) and “reallocating some on-street parking space to accommodate bicycles and other micromobility infrastructure” (75%).

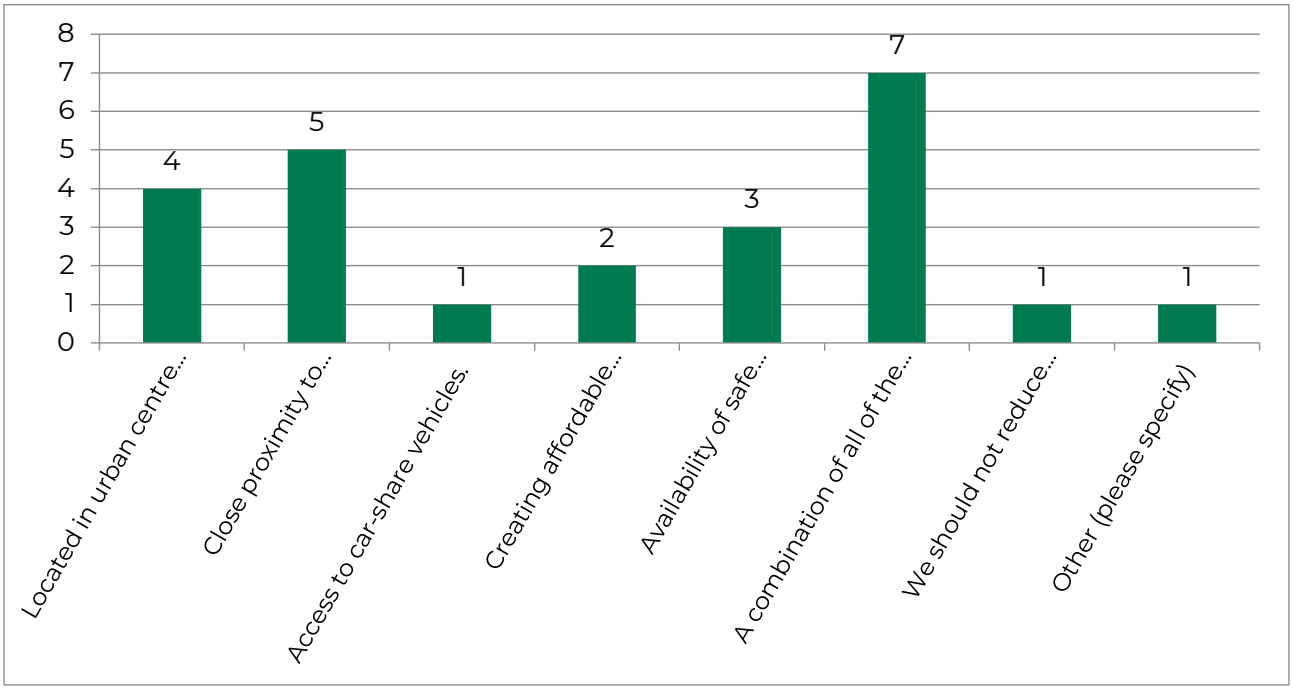
The parking options with the lowest level of support (unsupportive and very unsupportive) include “introducing a smart parking reserve system to allow trucks, passenger vehicles, delivery vehicles or or ride hailing vehicles to find and reserve available on street spaces” (30%) and “Introducing time-restricted on-street parking during business hours (e.g. 2 to 3 hour time limits) to enable more vehicles to utilize high-demand parking spaces and support higher parking turnover” (18.20%).

Question 10. How does Parking Impact Your Organization?

Of the 6 responses to this question, the themes included the following:

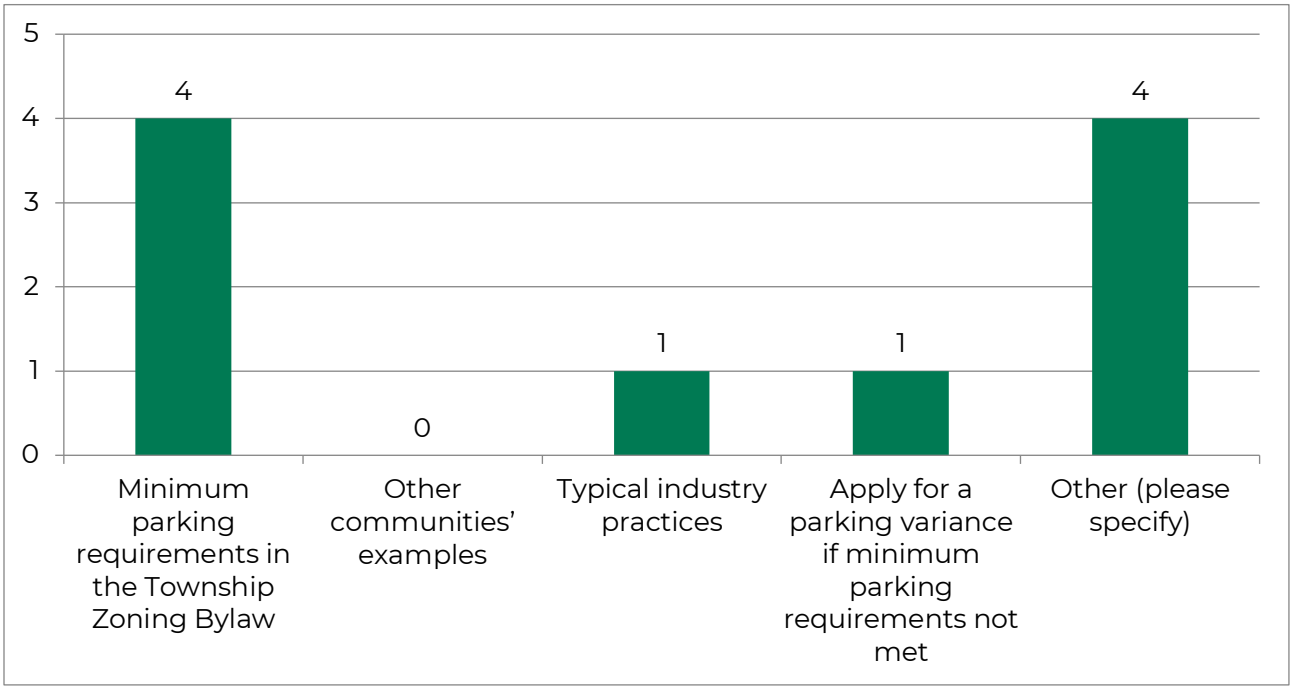
- Paid parking in high demand areas is essential to prevent overuse
- Designated seniors parking stalls
- Prioritize walkable and transit-oriented communities alongside having adequate parking spaces

Question 11. Which factors do you feel should support reduced minimum parking requirements in development? (Select all that apply)



Of the 12 responses to this question, seven (7) respondents support a combination of all factors to support reduced minimum parking requirements in developments. Close proximity to frequent transit routes was the most popular answer, with support from five (5) respondents. Access to car share vehicles and not reducing minimum requirements received the lowest support.

Question 12. What resources do you rely on to determine minimum parking needs you should be following for your development? (Select all that apply)



Of the nine (9) responses to this question, four (4) participants rely on minimum parking requirements in the Township Zoning Bylaw to determine minimum parking needs.

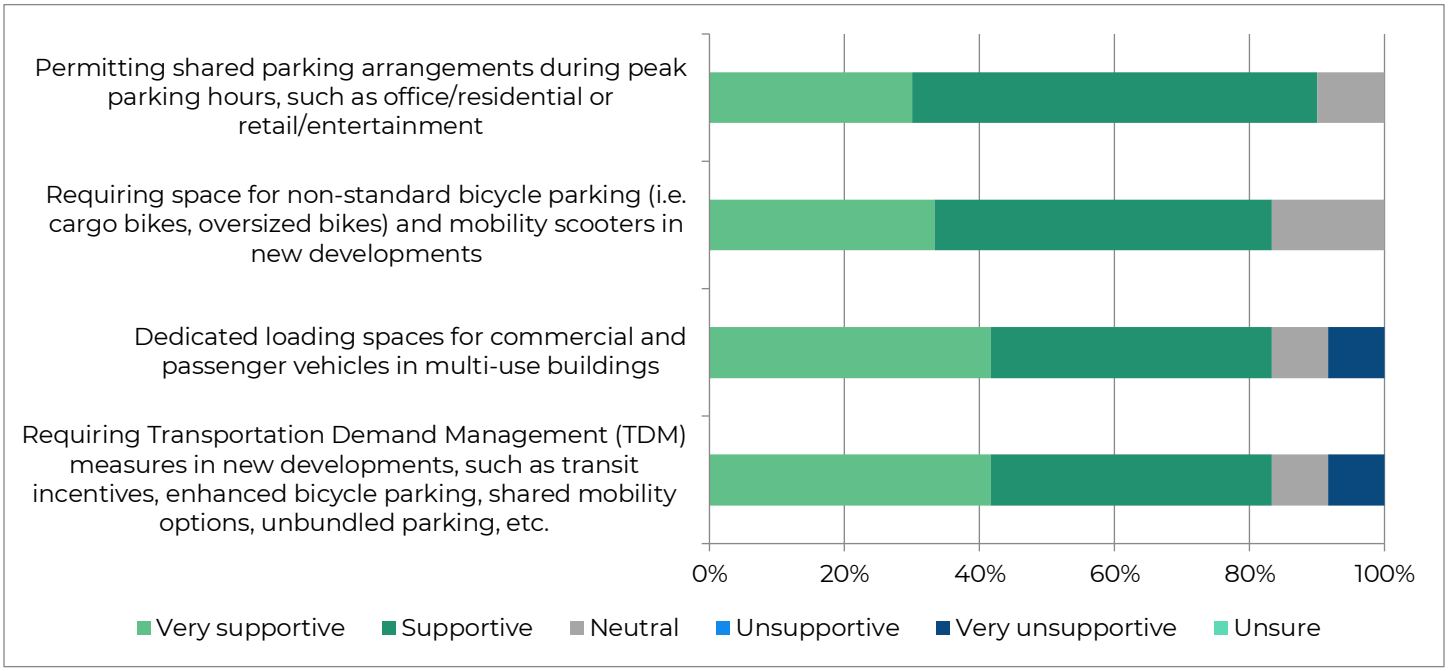
Question 13. Does your organization face challenges related to loading activities within multi-unit buildings or commercial buildings?

Of the 11 responses, 10 indicated not facing any challenges related to loading.

Question 14. Have you dealt with shared parking requirements? If so, please describe your experience.

None of the respondents reported experience with shared parking requirements, so this may represent an unfamiliar concept and require clarity if considered for implementation.

Question 15. For each of the following parking options, please rate how supportive or unsupportive your organization would be.



All TDM options received high level of support, except for 1 "very unsupportive" response for "requiring Transportation Demand Management (TDM) measures in new developments, such as transit incentives, enhanced bicycle parking, shared mobility options, unbundled parking, etc." and "dedicated loading spaces for commercial and passenger vehicles in multi-use buildings."

Question 16. Kindly share your insights or feedback regarding any of the topics mentioned above in the Off-street Parking section of the survey.

Three responses to this open question included the following:

- The biggest problem is the cost of rent/construction not the availability of parking. Parking drives these costs higher for us.
- Provincial TOAs prevent the Township from requiring parking in buildings near the Surrey-Langley-SkyTrain project. Future provincial TOAs may threaten the Township's ability to manage off-street parking if they are introduced around the future 200 St BRT (for example).
- I support shared parking options, especially for developments or businesses that have available space in half an hour times.

Question 17. There is an opportunity to establish a new parking cash-in-lieu policy as well as amend the existing bylaw to allocate a reserve fund specifically for alternative forms of transportation. As part of the process, Township will set eligibility criteria, cash-in-lieu rates, maximum limits for contribution, etc. Please provide any feedback regarding the impacts on your project planning, costs, and decision-making as a result. What improvements or changes would you suggest?

Four (4) respondents are supportive of cash-in-lieu structures that contribute to alternative transportation modes.

Two respondents brought up the cost of cash-in-lieu in relation to other development costs such as DCCs, construction and financing costs. Recommendations include encouraging Council to ensure that any cash-in-lieu charges be nominal and proportionate, and based on market rates.

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	FEBRUARY 9, 2026 - REGULAR MEETING	**REPORT:**	26-12
FROM:	ENGINEERING DIVISION	**FILE:**	5320-01
SUBJECT:	LOCAL AREA SERVICES POLICY UPDATE		

RECOMMENDATION:

That Council approve the revised Local Area Services Policy 05-007, presented as Attachment A to this report.

EXECUTIVE SUMMARY:

The Township of Langley's Local Area Services (LAS) Policy provides direction and guidance for the completion of LAS projects in accordance with the statutory provisions permitting such projects under the Community Charter. The Community Charter provides local governments with the broad procedural framework for managing and financing LAS projects; it also provides guidance for borrowing in relation to a LAS and recovery of the costs of a LAS.

At the December 2, 2024, Regular Meeting, Council directed staff to update the existing Local Area Services and Business Improvement Area Services Policy 05-007. The update was to focus on adjustments to the Township's cost-sharing for certain LAS types and to remove provisions related to Business Improvement Areas, resulting in a policy specific to Local Area Services.

In response, staff reviewed the policy and practices of comparable municipalities and prepared a revised policy that reflects Council's direction. The revised policy updates cost-sharing arrangements for select LAS project types, removes Business Improvement Area-specific content, and makes administrative and definitional refinements to improve clarity and alignment with current practices. The revised policy was also reviewed by legal counsel to confirm compliance with the Community Charter and other applicable legislation.

As with all LAS projects, which are typically initiated outside of the regular capital budget process, the timing of projects may be influenced by the availability and source of funding for the project.

A revised Local Area Services Policy is presented as Attachment A for Council's consideration.

PURPOSE:

To provide a revised Local Area Services Policy for Council consideration and adoption pursuant to Council's direction from the December 2, 2024, Regular Meeting.

BACKGROUND/HISTORY:

Council adopted the Local Area Services and Business Improvement Area Services Policy 05-007 in April 2014, with subsequent amendments in May 2016 and May 2017.

The Township of Langley's Local Area Services Policy provides direction and guidance for the completion of LAS projects in accordance with the statutory provisions permitting such projects under the Community Charter. The Community Charter provides local governments with the broad procedural framework for managing and financing LAS projects; it also provides guidance for borrowing in relation to a LAS and recovery of the costs of a LAS.

On December 2, 2024, at the Regular Meeting, Council directed staff to update the existing Local Area Services and Business Improvement Area Services Policy 05-007 with the following objectives:

- increase the Township of Langley and/or Utility shares to be 25-50% for Water and Sanitary Systems, as it may be feasible for Council to consider
- increase the Township of Langley's share to 25% for curbs, gutters and sidewalks
- remove items specific to Business Improvement Areas, for a Council Policy specific to Local Area Services
- otherwise streamline the current LAS consideration and approval processes, if possible, with other improvements that it may be appropriate for Council to consider.

DISCUSSION/ANALYSIS:

Staff reviewed the LAS practices/policies in other municipalities to compare the cost-sharing models between benefiting property owners and the municipality for various types of LAS. Among the municipalities reviewed, the City of Surrey and the City of Maple Ridge were considered the most comparable municipalities in respect of the LAS objectives provided to staff by Council. Cost-sharing models for LAS from both Surrey and Maple Ridge are summarized below.

Municipality	Type of LAS Service	Owners Share	Municipality Share
City of Surrey	Concrete curbs, gutters and sidewalks	50-100%	0-50%
	Sanitary sewer systems	100%	0%
	Storm sewer drainage systems	100%	0%
	Streetlighting	100%	0%
	Water systems	100%	0%
City of Maple Ridge	Concrete curbs, gutters and sidewalks	75%	25%*
	Sanitary sewer systems	100%	0%
	Storm sewer drainage systems	100%	0%
	Streetlighting	75%	25%*
	Water systems	100%	0%

*Increase to 60% within the Downtown Core

It is noted that the other municipalities do not include municipal contributions for water and sewer projects, although there are some contributions provided for curb/gutter, sidewalk and streetlighting projects.

The revised policy presented includes an increased Township share for water, sanitary sewer and curbs, gutters and sidewalks as previously directed, and a decreased Township share for storm sewer systems to ensure consistency within the overall cost-sharing structure.

The revised policy also includes a provision to prevent utilization of the LAS process to proceed in advance of development in areas with adopted or in-progress Neighborhood Plans. This measure is proposed to prevent development servicing requirements from proceeding ahead of development applications and to prevent financing for development requirements from being secured from adjacent residents. Exceptions are proposed for established neighborhoods such as traditional Brookswood and the Fort Langley area, primarily in recognition that these neighborhoods were built to a different service level standard, and many lots include on-site wells and septic systems. This exception will continue to allow LAS requests to proceed with water and sewer projects where capacity is available.

The following table summarizes the proposed change to the cost-sharing structure:

Type of LAS Service	Existing Policy		Revised Policy	
	Owners Share	Township Share	Owners Share	Township Share
Concrete curbs, gutters and sidewalks	100%	0%	75%	25%
Sanitary sewer systems	100%	0%	75%	25%
Water systems	100%	0%	75%	25%
Storm sewer systems	50%	50%	75%	25%
Street lighting	100%	0%	100%	0%
Utility undergrounding	100%	0%	100%	0%
Retaining walls along riverbanks	100%	0%	100%	0%

Staff also reviewed the current LAS processes and determined that the existing process is streamlined and is generally consistent with the LAS processes adopted by other similar municipalities. The revised policy was also reviewed by legal counsel to ensure compliance with the Community Charter and any other applicable legislation.

FINANCIAL IMPLICATIONS:

Increasing the Township's share of costs for certain LAS projects may introduce delays depending on the source of funding for the costs.

LAS projects are typically initiated by way of a resident petition and may occur outside of the standard capital budget cycle. Depending on the nature of the LAS project and the petition, the petition may require the Township to contribute a share of project costs.

Under Section 180 of the Community Charter, elector approval is required for a loan authorization bylaw. If the Township's share of an LAS project is to be financed through debt, a separate borrowing bylaw must be approved by the public through the formal elector approval process. This can delay the project until the debt is issued through the Municipal Finance Authority, increasing the risk of cost estimates becoming outdated and triggering the need to re-petition for an LAS service.

If all of the costs of the Township's share of the LAS project are to be recovered by a local service tax, under Section 217 of the Community Charter, no such loan authorization bylaw is required.

If the Township is not borrowing to cover the costs, the Township has broad discretion under the Community Charter to use reserve funds, utility fees, or other current and future revenues to finance its portion of LAS projects, provided these are used for their designated purposes (i.e. a water reserve fund can only be used to fund an LAS water system project).

The appropriate funding source for the project will have to be evaluated on a project-by-project basis. If the costs for a proposed LAS project is not eligible or cannot be covered under existing funding in the annual budget, there may be a delay in obtaining the funding until the next budgeting process is completed.

For the reasons outlined above, staff recommend setting the Township's cost share at 25% for the construction of concrete curbs, gutters, and sidewalks, as well as sanitary sewer, water, and storm sewer systems, to ensure prudent use of municipal resources while maintaining support for LAS projects.

Summary of Changes:

The table below summarizes all the proposed changes to the current policy for Council's consideration.

Policy Section	Proposed Revisions	Rationale
Various Sections	Replace "General Manager of Engineering" with "Director of Engineering and Public Works"	Revision to match organizational changes
Various Sections	Remove reference to Business Improvement Areas	Per Council direction
Section 4.1 – Definition	Remove definitions: "Agricultural Land Reserve", "BIAS Proponent", "Business Improvement Area", "Designated Urban Development Area" and "Request for BIAS"	Makes the policy specific to Local Area Services; removes outdated or irrelevant terms
Section 4.1 – Definition	Add definitions: "Neighborhood Plan", "Official Community Plan", "Municipal Finance Authority of British Columbia", and "Traditional Brookswood"	Adds new or relevant terms
Section 5.2 – LAS	To add a geographic limitation on where LAS requests may be considered	To prevent LAS from preceding development in areas with adopted or in-progress Neighborhood Plans
Section 5.2.1 – LAS	To allow an exemption to Section 5.2	To recognize the maturity of the Traditional Brookswood neighborhood with limited municipal water, sanitary sewer and storm sewer infrastructure
Section 5.2.2 – LAS	To allow an exemption to Section 5.2	To recognize the maturity of the Fort Langley neighborhood with limited municipal water, sanitary sewer and storm sewer infrastructure
Section 5.8 (a) and (b) – LAS	Add "for LAS or a Petition Against"	To clarify when petitions against LAS must be certified
Section 5.12 (b) – LAS	Secure funding, including the Township shared portion as noted in Section 5.19, as part of a future annual budget	To clarify that delays may occur if funding is not available for the LAS project

Policy Section	Proposed Revisions	Rationale
Section 5.17 – LAS	Removes 5.17 entirely	Remove duplicate section
Section 5.18 – Cost Recovery	Revision to the cost recovery model between the Owners and Township, as follows: Sanitary sewer systems: Owners Share = 75% Township Share = 25% Water systems: Owners Share = 75% Township Share = 25% Concrete curb, gutters and sidewalks: Owners Share = 75% Township Share = 25% Storm Sewer drainage systems: Owners Share = 75% Township Share = 25%	Per Council direction
Section 6 – Business Improvement Area Services	Removal of the entire section	Revision to make the policy specific to Local Area Services
Section 7 – Repeal	Removal of the entire section	Removes outdated or irrelevant section
Schedule E – Request for Business Improvement Area Service	Removal of Schedule E	Revision to make the policy specific to Local Area Services

To ensure fairness and ease of administration, current applications or projects will be completed under the existing policy. All new projects before the preliminary petition stage will be completed under the proposed policy, subject to Council approval.

Respectfully submitted,

Newton Conti
MANAGER, ENGINEERING SERVICES
for
ENGINEERING DIVISION

This report has been prepared in consultation with the following listed departments.

CONCURRENCES	
Division / Department	**Name**
FINANCE DIVISION	S. Ruff
COMMUNITY DEVELOPMENT DIVISION	T. Hanson

ATTACHMENT A Proposed Local Area Services Policy

Township of Langley

Est. 1873

COUNCIL POLICY

LOCAL AREA SERVICES

POLICY NUMBER: 05-007
EFFECTIVE DATE: 2014-04-28

1. Purpose

To define conditions whereby the Township may establish and recover the costs of Local Area Services in the Township of Langley.

2. Background

This policy replaces the existing Local Area Service and Business Improvement Area Services Policy 05-007 with a revised Local Area Service Policy 05-007.

3. Related Policy

None.

4. Policy

4.1 In this Policy:

(a) **"Council"** means the Council of the Corporation of the Township of Langley;

(b) **"Director of Finance"** means the person in the position having that name, his or her designates, and Township employees acting under his or her direction;

(c) **"Frontage"** means the side of a parcel which is nearest to the local area service works and, if two (2) or more sides of a parcel are equidistant from the local area service works, means the shortest of those sides;

(d) **"Director of Engineering and Public Works "** means the person in the position having that name, his or her designates, and Township employees acting under his or her direction;

(e) "**LAS Proponent**" has the meaning ascribed to it in Section 5.4 of this Policy;

(f) "**Local Area Service (LAS)**" means a service referred to in section 210(1) of the Community Charter;

(g) **"Local Service Area"** means the area in which a local service tax is imposed to recover all or part of the costs of a local area service; the area must include more than one parcel;

(h) **"Municipal Finance Authority of British Columbia"** means a corporation that provides financing for the capital requirements of regional districts and their member municipalities.

(i) **"Neighbourhood Plan"** means a detailed sub-plan within a larger Official Community Plan. It outlines specific policies for land use, amenities, and mobility within a defined neighborhood, and also includes standards that guide the design and form of new development;

(j) **"Official Community Plan"** means the planning document that sets out the Township of Langley's long-term vision through objectives and policies that guide planning, land use, development, and the exercise of its powers to support community sustainability and resilience;

(k) **"Official Petition for LAS"** has the meaning ascribed to it in Section 5.6 of this Policy;

(l) **"Parcel"** means any lot, block or other area in which land is held or into which it is subdivided, but does not include a highway;

(m) **"Petition Against LAS"** has the meaning ascribed to it in Section 5.14 of this Policy;

(n) **"Preliminary Petition for LAS"** has the meaning ascribed to it in Section 5.5 of this Policy;

(o) **"Rearage"** means the side of a parcel which is opposite the frontage;

(p) **"Request for LAS"** has the meaning ascribed to it in Section 5.4 of this Policy;

(q) **"Taxable Frontage"** means the portion of the frontage of a parcel that may be taxed by a local service tax;

(r) **"Total Perimeter"** means the total perimeter of a parcel, including the frontage;

(s) **"Township"** means the Corporation of the Township of Langley;

(t) **"Township Clerk"** means the person appointed by Council to the position having that name; and

(u) **"Township of Langley"** means the geographic area subject to regulation by the Township.

(v) **"Traditional Brookswood"** means an established urban area, as defined in the Brookswood-Fernridge Official Community Plan.

5. Local Area Service

5.1 The only services that may be provided as LAS are services that Council considers provide particular benefit to part of the Township of Langley.

5.2 A request for LAS is not permitted in areas where Neighborhood Plans have been adopted or are under review by Council. The following exemptions may apply, in the discretion of the Director of Engineering and Public Works:

5.2.1 A request for a LAS may be considered in areas within the Traditional Brookswood area.

5.2.2 A request for a LAS may be considered in areas within the Fort Langley Official Community Plan area.

Initiating and Establishing a LAS

5.3 A LAS may be initiated by petition or by Council.

(i) PETITION

5.4 An owner of a parcel who would like to petition for a LAS for the benefit of their parcel ("LAS Proponent"), must submit a Request for LAS ("Request for LAS") to the Director of Engineering and Public Works in the form attached hereto as Schedule "A". By submitting a request for an LAS or circulating a preliminary petition, the proponent consents to the release of contact information for the purposes of the LAS.

5.5 The Director of Engineering and Public Works will review a Request for LAS and may:

(a) request further information about the proposed LAS from the LAS Proponent;

(b) provide the LAS Proponent with a letter outlining the reasons why the Township will not proceed with the proposed LAS; or

(c) provide the LAS Proponent with a letter:

(i) outlining the scope of the proposed LAS; and to determine which properties benefit from the LAS.

(ii) providing an estimate of the costs of the proposed LAS; and

(iii) including a blank Preliminary Petition for LAS (“Preliminary Petition For LAS"), in the form attached hereto as Schedule "B".

5.6 The LAS Proponent has up to sixty (60) days to circulate the Preliminary Petition for LAS and return it to the Director of Engineering and Public Works. If the Preliminary Petition for LAS is not returned to the Director of Engineering and Public Works within sixty (60) days after initial receipt by the LAS Proponent, the Township will not take any further steps with respect to the proposed LAS. If the Preliminary Petition for LAS is returned to the Director of Engineering and Public Works within sixty (60) days after initial receipt by the LAS Proponent, and the Director of Engineering and Public Works is satisfied that there is sufficient support for the proposed LAS from the owners of parcels located in the proposed Local Service Area, the Director of Engineering and Public Works will request permission from Council to circulate an Official Petition for LAS ("Official Petition For LAS").

Sufficient support is deemed to exist where at least sixty percent (60%) of the owners of parcels located in the proposed Local Service Area indicate their support for the proposed LAS on the Preliminary Petition for LAS.

If the preliminary petition meets the minimum threshold, staff will provide written notice to all benefitting property owners advising detail of the Council meeting pertaining to the official petition authorization.

If the preliminary petition does not meet the minimum threshold, staff will provide written notice to all benefitting property owners advising the petition failed and that no further actions will be taken.

5.7 If Council authorizes staff to circulate an Official Petition for LAS, Township staff will mail out an information package to all owners of parcels in the Local Service Area which will include: a cover letter, estimated costs to each parcel, map of the works, voting sheet, and pre-paid and pre-addressed return envelope. Voting sheets are to be mailed back to the Township or returned to the Township offices in person within sixty (60) days or another period of time specified by the Director of Engineering and Public Works. The Director of Engineering and Public Works will provide the Official Petition for LAS to the Township Clerk to determine its sufficiency and validity.

5.8 To be certified as sufficient and valid,

(a) an Official Petition for LAS or a Petition Against LAS must be signed by the owners of at least fifty percent (50%) of the parcels located in the Local Service Area; and

(b) the persons signing the Official Petition for LAS or a Petition Against LAS must be the owners of parcels that in total represent at least fifty percent (50%) of the assessed value of land and improvements in the Local Service Area.

5.9 In determining whether the requirements under Section 5.8 have been met, if two or more persons are owners of a parcel,

(a) they will be considered as one owner only;

(b) they are not entitled to sign the Official Petition For LAS unless a majority of them concurs; and

(c) their signatures will be disregarded in determining whether the Official Petition for LAS is sufficient unless it is signed by the majority of them.

5.10 Once an Official Petition for LAS has been certified as sufficient and valid by the Township Clerk:

(a) Council may sign the Official Petition for LAS if the Township is the owner of a parcel included in the Local Service Area; and

(b) Council may establish the LAS by adopting a LAS bylaw.

(c) If the official petition meets the minimum threshold, staff will provide written notice to all benefitting property owners advising detail of the Council meeting pertaining to the LAS Bylaw authorization.

5.11 If the Official Petition for LAS is not certified as sufficient and valid by the Township Clerk, the Township will provide written notice to the owners of parcels in the proposed Local Service Area but will not take any further steps with respect to the proposed LAS.

5.12 Construction of a LAS may be delayed by the Township to:

(a) coordinate with other projects, and/or

(b) secure funding, including by way of borrowing or as part of a future annual budget.

(ii) COUNCIL INITIATIVE

5.13 Council may propose to undertake a LAS on its own initiative by giving notice of this intention:

(a) in accordance with Section 94 of the *Community Charter*, SBC 2003, c 26 and

(b) to the owners of parcels that are located within the proposed Local Service Area.

5.14 If the owners of parcels that are located within the proposed Local Service Area object to the proposed LAS, they may present Council with a Petition Against LAS ("Petition Against LAS"), in the form attached hereto as Schedule "C", within thirty (30) days after the notice required pursuant to Section 5.13 has been given. The Petition Against LAS will be subject to the conditions outlined in sections 5.8 and 5.9 and will not be accepted by the Township more than thirty (30) days after the notice required pursuant to Section 5.13 has been given.

5.15 If the owners of parcels that are located within the proposed Local Service Area do not present Council with a Petition Against LAS within thirty (30) days after the second notice publication under Section 5.13, Council may establish the LAS by adopting a LAS bylaw with the assent of the electors, in accordance with the *Community Charter*.

5.16 If a Petition Against LAS meets the requirements of sections 5.8 and 5.9, and is presented to Council within thirty (30) days after the notice required pursuant to Section 5.13 has been given, Council will not:

(a) proceed with the proposed LAS, or

(b) propose the same LAS on its own initiative within a year after the presentation of the Petition Against LAS to Council, unless the LAS varies from or is less expensive than the LAS which was originally proposed.

Change in LAS Project Costs

5.17 If, after receipt of the construction Class A(+/- 15%) estimate or the construction bids, the cost of completing the LAS is more than 15% of the estimated total project cost for the LAS set out in the Official Petition For LAS or, in the case of a LAS initiated by Council, set out in the notice required pursuant to Section 5.13, the Township will:

(a) circulate a new Petition for LAS containing a revised estimate of the costs of the LAS or, in the case of a LAS initiated by Council, circulate a new notice pursuant to Section 5.13 containing a revised estimate of the costs; or

(b) elect not to proceed with the LAS.

Cost Recovery

5.18 The owners of parcels benefitting from a LAS will share the total project costs of a LAS with the Township in accordance with the percentages outlined in the following table:

Type of LAS	Owners Share	Township Share
Concrete curbs, gutters, and sidewalks	75% and see Section 5.20	25%
Retaining walls along river banks	100%	0%
Sanitary sewer systems	75%	25%
Storm sewer drainage systems	75%	25%
Street lighting	100%	0%
Utility undergrounding	100%	0%
Water systems	75%	25 %

5.19 The owners of parcels benefitting from a LAS not described in Section 5.18 will be responsible for the percentage of the total project costs of that LAS specified by the Director of Engineering and Public Works.

5.20 If a concrete sidewalk is to be constructed as a LAS on one side of a local or collector roadway, the owners of the parcels adjacent to the sidewalk are responsible for 65% of the owners share, and the owners of the parcels on the opposite side of the local or collector roadway are responsible for 35% of the owner's share of the costs of the LAS.

If a concrete sidewalk is to be constructed as a LAS on one side of an arterial roadway, the owners of the parcels adjacent to the sidewalk are responsible for 100% of the owners share of the LAS.

5.21 The Township will recover the costs of constructing a LAS in whole or in part by imposing a local service tax on the owners of parcels located within the Local Service Area. A local service tax may take the form of either or both of:

(a) a property value tax which may be imposed on land, on improvements, or on both; and

(b) a parcel tax.

5.22 If a local service tax includes a parcel tax, the parcel tax will be based on the taxable frontage of a parcel calculated in accordance with the formula attached as Schedule "D" hereto, with the following exceptions:

(a) a minimum taxable frontage of 15 metres will apply to all parcels with a lesser frontage;

(b) a maximum taxable frontage of 105 metres will apply to all parcels with a greater frontage except residential, suburban residential, and rural parcels;

(c) a maximum taxable frontage of 61 metres will apply to all residential, suburban residential, and rural parcels with a greater frontage;

(d) Township laneways and road frontage will not be used in calculating taxable frontage.

5.23 A local service tax will be levied annually on properties located within the Local Service Area for a period set out in the LAS bylaw, commencing in the year the LAS bylaw is adopted, provided the project is completed by February 15, or commencing in the following year if the project is not completed by February 15 of the year the LAS bylaw is adopted by Council.

5.24 The interest rate charged on a local service tax will be the Municipal Finance Authority of British Columbia's lending rate on the date Council approves circulation of the Official Petition for LAS, plus 0.25%.

5.25 An owner subject to a local service tax may commute, by payment, the local service tax imposed upon them. The commuted value is the unamortized proportionate share of the owner's portion of the costs of the LAS plus interest, as determined by the Director of Finance.

5.26 A local service tax will be reduced to reflect any third party grants or contributions to the costs of the LAS.

5.27 The Township will recover fees associated with the LAS in accordance with the following tables:

Administration Fee Breakdown	Incremental Project Cost	Administration Fee (% of Incremental Project Cost)
First	$100,000	5.50%
Next	$150,000	5.00%
Next	$250,000	4.50%
Next	$500,000	4.00%
Remainder	$1,000,000 and over	3.75%

Private Connection Costs

5.28 All costs associated with connecting a parcel to a LAS (including any work on private property) are the sole responsibility of the owner or owners of the parcel.

Enlargement or Reduction of Local Service Area

5.29 Council may, by bylaw, enlarge or reduce a Local Service Area.

Merging of Local Service Area

5.30 Council may, by bylaw, merge two (2) or more Local Service Areas into one Local Service Area.

Construction by Township forces

5.31 Construction may be performed by Township forces at the discretion of the Director of Engineering and Public Works, where the total project cost for the LAS does not exceed $100,000.

Approval History

Approved	2014-04-28
Revised	2016-05-30
Revised	2017-05-29
Revised	

Township of Langley
Est. 1873

Schedule "A"

REQUEST FOR LOCAL AREA SERVICE

Date: _____

Name: _____

Address: _____

Telephone #: _____

E-mail: _____ **(Refer to www.tol.ca/LAS for information)**

Type of Local Area Service You Are Requesting:

- ☐ Concrete curbs, gutters and sidewalks
- ☐ Retaining Walls along river banks
- ☐ Sanitary sewer systems
- ☐ Storm sewer drainage systems
- ☐ Street Lighting
- ☐ Utility undergrounding
- ☐ Water systems

If the type of local area service you are requesting is not listed above, please describe it below:

_____

_____

_____

_____

Where would you like this local area service to be constructed?

_____

_____

_____

_____

Why are you requesting this local area service?

Is there any other information the Township should know?

Any personal information collected on this form will be managed in accordance with the *Freedom of Information and Protection of Privacy Act*, RSBC 1996, c 165 and its associated regulations. Enquiries, questions, or concerns regarding the collection, use, disclosure or safeguarding of personal information associated with this form may be directed to the Supervisor, Information, Privacy and Records Management, 20338 – 65 Avenue, Langley, BC, V2Y 3J2 (604-533-6101).

Schedule "B"

PRELIMINARY PETITION FOR LOCAL AREA SERVICE

We the undersigned property owners, wish to petition Council for the following local area service: _____

_____

_____

Dated this _____ day of _____ , 20 ____

CONTACT PERSON:

Name: _____

Address: _____

Telephone #: _____

E-mail: _____

(Refer to www.tol.ca/LAS for information)

OWNER NAME	CIVIC ADDRESS	POSTAL CODE	SIGNATURE	TELEPHONE NUMBER

OWNER NAME	CIVIC ADDRESS	POSTAL CODE	SIGNATURE	TELEPHONE NUMBER

Any personal information collected on this form will be managed in accordance with the *Freedom of Information and Protection of Privacy Act*, RSBC 1996, c 165 and its associated regulations. Enquiries, questions, or concerns regarding the collection, use, disclosure or safeguarding of personal information associated with this form may be directed to the Supervisor, Information, Privacy and Records Management, 20338 – 65 Avenue, Langley, BC, V2Y 3J2 (604-533-6101).

Schedule "C"

PETITION AGAINST LOCAL AREA SERVICE

We the undersigned property owners, wish to petition Council against the establishment of the following local area service: _____

_____

_____

Dated this _____ day of _____ , 20 ____

CONTACT PERSON:

Name: _____

Address: _____

Telephone #: _____

E-mail: _____

(Refer to www.tol.ca/LAS for information)

OWNER NAME	CIVIC ADDRESS	POSTAL CODE	SIGNATURE	TELEPHONE NUMBER

OWNER NAME	CIVIC ADDRESS	POSTAL CODE	SIGNATURE	TELEPHONE NUMBER

Any personal information collected on this form will be managed in accordance with the *Freedom of Information and Protection of Privacy Act*, RSBC 1996, c 165 and its associated regulations. Enquiries, questions, or concerns regarding the collection, use, disclosure or safeguarding of personal information associated with this form may be directed to the Supervisor, Information, Privacy and Records Management, 20338 – 65 Avenue, Langley, BC, V2Y 3J2 (604-533-6101).

Schedule "D"

TAXABLE FRONTAGE FORMULA

$$TF = \frac{((2F + R)/(3)) + ((4F + TP)/(10))}{(2)}$$

TF = Taxable Frontage

F = Frontage

R = Rearage

TP = Total Perimeter

Triangular shaped parcels whose base is fronting the works are deemed to have a rearage of zero (0).

See Definitions in Section 4.1 of this Policy.

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	FEBRUARY 9, 2026 - REGULAR MEETING	**REPORT:**	26-11
FROM:	ENGINEERING DIVISION	**FILE:**	1855-35
SUBJECT:	2026 EMERGENCY OPERATION CENTRES EQUIPMENT AND TRAINING GRANT		

RECOMMENDATION:

That Council authorize an application to the 2026 Union of British Columbia Municipalities Emergency Operation Centres Equipment and Training Grant for $30,000 of funding towards the EOC Training and Functional Exercise Project.

ANALYSIS:

The Union of British Columbia Municipalities (UBCM), through the Community Emergency Preparedness Fund, offers funding for equipment and training for Emergency Operation Centres (EOC), and is intended to support eligible applicants to build local capacity through the purchase of essential equipment and supplies to maintain or improve an EOC and to enhance EOC capacity with training and exercises. The program provides a cost share of 100% of eligible costs, up to a maximum of $30,000 in funding. Applications are due by February 27, 2026.

Staff are proposing an EOC Training and Functional Exercise Project for submission. This project involves providing training to staff and elected officials and obtaining a consultant to facilitate a functional exercise to enhance the Township's EOC capacity and operational readiness. The training and exercise will allow for assessing whether the current processes, plans, and systems are effective while ensuring pre-emptive adjustments can be made in a non-emergency setting. The funding will also be used to purchase off-site equipment to help build redundancy in communications.

Financial Implications:

Should the Township be successful in its application, it will receive $30,000 in funding, covering 100% of the project costs.

Respectfully submitted,

Karl Neufeld-Peters
MANAGER, ADMINISTRATIVE SERVICES
for
ENGINEERING DIVISION

This report has been prepared in consultation with the following listed departments.

CONCURRENCES	
Division / Department	**Name**
FINANCE DIVISION	S. Ruff
PROTECTIVE SERVICES - FIRE	J. de Roy

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	FEBRUARY 9, 2026 - REGULAR MEETING	**REPORT:**	26-10
FROM:	ENGINEERING DIVISION	**FILE:**	1855-95
SUBJECT:	2026 ACCESSIBILITY GRANT APPLICATIONS		

RECOMMENDATIONS:

That Council authorize an application to the Royal Bank of Canada's Barrier Buster Grant Program for $40,000 of funding towards the undertaking of accessibility improvements at W.C. Blair Recreation Centre.

That Council authorize an application to the Local Community Accessibility Grant Program for $25,000 of funding towards the undertaking of accessibility improvements at W.C. Blair Recreation Centre.

ANALYSIS:

The Rick Hansen Foundation, in partnership with Royal Bank of Canada (RBC) and the RBC Foundation, offers the RBC Barrier Buster Grants Program. In honour of the 40th anniversary of Rick Hansen's Man in Motion World Tour, the program aims to empower communities across the country to remove physical barriers and create spaces that welcome people of all ages and abilities. The program provides up to $40,000 in funding toward access-improvement projects, with an application deadline of March 15, 2026.

The Province of British Columbia, through the Social Planning and Research Council of BC (SPARC BC), offers the Local Community Accessibility Grant Program. This initiative provides funding to local governments to remove barriers for persons with disabilities through community-based action. The program provides up to $25,000 of funding and has a continuous application process, requiring projects to be completed by 2029.

Staff are proposing improvements at the W.C. Blair Recreation Centre for submission to both grant programs, as the project aligns with each program's goals. This project includes upgrades to improve the overall accessibility, safety, and inclusiveness of W.C. Blair Recreation Centre for community members of all abilities. The funding will be used to purchase improvements, including automatic door openers, a portable hearing loop system, and visual fire alarms.

Financial Implications:

Should the Township be successful in both grant applications, it would receive up to $65,000 in funding to fully fund the accessibility improvements at the W.C. Blair Recreation Centre.

Respectfully submitted,

Karl Neufeld-Peters
MANAGER, ADMINISTRATIVE SERVICES
for
ENGINEERING DIVISION

This report has been prepared in consultation with the following listed departments.

CONCURRENCES	
Division / Department	**Name**
FINANCE DIVISION	S. Ruff
FACILITIES DIVISION	H. Chohan

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

UTILITY RATE BYLAW NO. 6107

AMENDMENT BYLAW NO. 6193

EXPLANATORY NOTE

Bylaw No. 6107 Amendment Bylaw No. 6193 to add new fees, or other adjustments to Utility User Fee Rates for Water, Sewer and Solid Waste Collection.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

UTILITY RATE BYLAW NO. 6107

AMENDMENT BYLAW NO. 6193

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as “Utility Rate Bylaw No. 6107 Amendment Bylaw No. 6193”

2. If a portion of this bylaw is held invalid by a Court of competent jurisdiction, the invalid portion must be severed, and the remainder of this bylaw is deemed to have been adopted without the severed section, subsection, paragraph, subparagraph, clause or phrase.

3. The Township hereby imposes utility rates for the provision of user pay services as specified in Schedules “1” to “3” attached to and forming part of this bylaw.

READ A FIRST TIME the	26	day of	January	, 2026
READ A SECOND TIME the	26	day of	January	, 2026
READ A THIRD TIME the	26	day of	January	, 2026
ADOPTED the		day of		, 2026

_____ Mayor _____ Township Clerk

SCHEDULE 1. WATER UTILITY
UTILITY RATE BYLAW NO. 6107
AMENDMENT BYLAW NO. 6193

Water Utility Rate Type	Description	Amount
Flat Annual Water Rates		
Flat Annual Multi-Family Water Rates	For a distinct Condo, Townhouse, Row House, or Apartment. The 2026 annual flat rates shall be multiplied by 365/326 and calculated from February 9, 2026.	$667.22
Flat Annual Water Rates	For a distinct Premise or Coach House that is not charged a Flat Annual Multi-Family Water Rate. The 2026 annual flat rates shall be multiplied by 365/326 and calculated from February 9, 2026.	$779.96
Secondary Suite Annual Rate	Where a Premise contains a Secondary Suite.	Additional 30% fee of Flat Annual Water Rate
Metered Water Rates		
Annual Water Infrastructure Charge (Based on Water Meter Size)		
≤ 19mm	For each metered service connection to Real Property. The 2026 minimum metered infrastructure rates shall be multiplied by 365/326 and calculated from February 9, 2026.	$476.00
25mm		$476.00
37mm		$857.00
50mm		$1,381.00
75mm		$3,271.00
100mm		$3,752.00
150mm		$6,663.00
200mm		$6,663.00
Where water meter diameter is not shown in the table, the annual infrastructure charge will be based on rounding the meter size up to the closest diameter shown.		
Metered Water Unit Rate		
Tier 1 Volumetric Consumption Charge: 0 to 500m³	500m³ consumption prorated to billing period	$0.98 / m³
Tier 2 Volumetric Consumption Charge: over 500m³	Consumption over 500m³ prorated to billing period	$1.28 / m³
Other Rates		
Water Purchased for Resale		Four (4) times the Tier 2 Rate
Municipal Standpipe Use	Prepayment of estimated use over a period of one year is required	Four (4) times the Tier 2 Rate
Unauthorized Usage		Four (4) times the Tier 2 Rate

SCHEDULE 2. SEWER UTILITY
UTILITY RATE BYLAW NO. 6107
AMENDMENT BYLAW NO. 6193

Sewer Utility Rate Type	Description	Amount
Flat Annual Sewer Rates		
Flat Annual Multi-Family Sewer Rates	For a distinct Condo, Townhouse, Row House, or Apartment. The 2026 annual flat rates shall be multiplied by 365/326 and calculated from February 9, 2026.	$609.00
Flat Annual Sewer Rates	For a distinct Premise or Coach House that is not charged a Flat Annual Multi-Family Sewer Rate. The 2026 annual flat rates shall be multiplied by 365/326 and calculated from February 9, 2026.	$716.47
Secondary Suite Annual Rate	Where a Premise contains a Secondary Suite.	Additional 30% fee of Flat Annual Sewer Rate
Metered Sewer Rates		
Annual Sewer Infrastructure Charge (Based on Water Meter Size)		
≤ 19mm	For each metered service connection to Real Property. The 2026 minimum metered infrastructure rates shall be multiplied by 365/326 and calculated from February 9, 2026.	$476.00
25mm		$476.00
37mm		$857.00
50mm		$1,381.00
75mm		$3,271.00
100mm		$3,752.00
150mm		$6,663.00
200mm		$6,663.00
Where water meter diameter is not shown in the table, the annual infrastructure charge will be based on rounding the meter size up to the closest diameter shown.		
Metered Sewer Unit Rate		
Tier 1 Volumetric Consumption Charge: 0 to 400m³	Calculated based on 80% of water consumption. 400m³ consumption prorated to billing period.	$1.26 / m³
Tier 2 Volumetric Consumption Charge: over 400m³	Calculated based on 80% of water consumption. Consumption over 400m³ prorated to billing period.	$1.76 / m³
Other Rates		
Contaminated Ground Water	Discharge volume as indicated on the GVS&DD “Application for a Waste Discharge Permit” pursuant to GVS&DD Sewer Use Bylaw No. 299, 2007.	$1.76 /m³

SCHEDULE 3. SOLID WASTE UTILITY
UTILITY RATE BYLAW NO. 6107
AMENDMENT BYLAW NO. 6193

Solid Waste Utility Fee Type	Description	Amount
Flat Annual Solid Waste Base Rate	The 2026 annual rates shall be multiplied by 365/326 and calculated from February 9, 2026.	
Curbside Collection	Fee charged per Eligible Property for curbside collection service, all services	$226.00
Centralized Collection - All Services	Fee charged per Eligible Property for Centralized Collection service, all services	$149.30
Centralized Collection - Organics Service Only	Fee charged per Eligible Property for Centralized Collection service, Organics service only	$54.20
Annual Municipal Garbage Collection Service Fee	The 2026 annual rates shall be multiplied by 365/326 and calculated from February 9, 2026.	
Container Charge - 120L Garbage Cart	Fee charged per 120L Garbage Cart for garbage collection service	$100.00
Container Charge - 240L Garbage Cart	Fee charged per 240L Garbage Cart for garbage collection service	$200.00
Other Fees		
Extra Garbage Sticker		$3.50
Cart Administration Fee		$50.00
Cart Replacement Fee		$110.00

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	FEBRUARY 9, 2026
FROM:	PUBLIC WORKS DIVISION	**FILE NO:**	5225-07-003
SUBJECT:	2026 FRASER RIVER SPRING FRESHET NOTIFICATION		

The purpose of this memorandum is to inform Mayor and Council that a postcard will be mailed to over 300 residents who reside within the Fraser River floodplain. The postcard provides information regarding the 2026 Fraser River Spring Freshet and directs residents to online resources to help them prepare for Freshet.

The Township has a comprehensive Flood Response Plan that is updated annually based on prior years' experiences. This plan includes regular dike inspections and monitoring of water levels and forecasts provided by federal and provincial agencies. The plan considers the readings at the Mission Gauge to determine the threat of flooding and the actions that should be taken by those potentially impacted.

Residents in the floodplain are reminded to have a plan in place, which includes arranging to stay with family or friends, having emergency kits packed with clothes, medication, and other necessities and making provisions for pets and livestock.

ATTACHMENT A 2026 Fraser River Spring Freshet Notification Postcard

Township of Langley
20338 – 65 Avenue
Langley, BC V2Y 3J1

Notification of 2026 Fraser River Spring Freshet

You are receiving this notification because you are the registered owner of a property located in a flood prone area.

Each year, communities along the Fraser River prepare for the possibility that the accumulation of melting snow and significant rain events could lead to rising water levels during the freshet, which usually occurs annually in the spring months.

It is important that residents and private property owners understand the risks related to flooding and how to prepare their homes and families in the event of an emergency.

For more information visit **tol.ca/floodresponse**

Name 1
Name 2
Mailing Address Line 1
Mailing Address Line 2

ENG25-015

Know The Risks
Make a Plan
Create An Emergency Kit

For more information, visit PreparedBC.ca

Stay Informed

Website: tol.ca/floodresponse
Social media: @langleytownship
Questions: 604-532-7300 or opsinfo@tol.ca

BC River Forecast Centre:
bcrfc.env.gov.bc.ca/warnings

BC Emergency Info:
emergencyinfobc.gov.bc.ca



Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	FEBRUARY 9, 2026
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE NO:**	BA000050
SUBJECT:	DEVELOPMENT COST CHARGES REGIONAL COMPARISONS		

At the January 26, 2026 Regular Meeting, Council gave first, second and third reading to Langley Development Cost Charges Bylaw No. 6189.

During consideration, discussion occurred regarding comparative Development Cost Charge (DCC) rates from other municipalities which may be helpful in the decision-making process. The comparisons in this memo and attached are provided in response.

However, when comparing DCC rates between municipalities, it is important to recognize that differences reflect varying infrastructure needs and growth circumstances rather than policy choice alone.

Municipalities that are closer to buildout and experience limited greenfield development may have lower DCC rates as much of their major infrastructure has already been constructed. Conversely, higher DCC rates may indicate that significant infrastructure investment is still required to support future growth.

Growth projections also play a key role in determining DCC rates. Higher growth projections can distribute costs across a larger number of future units potentially resulting in a lower per unit charge, whereas lower growth projections may lead to higher DCC rates as costs are spread over a smaller development base.

The attachment and table below present a comparison of recently updated/proposed DCC rates from municipalities within the region. For reference, the lowest and highest values in each rate category below are highlighted in green and red, respectively.

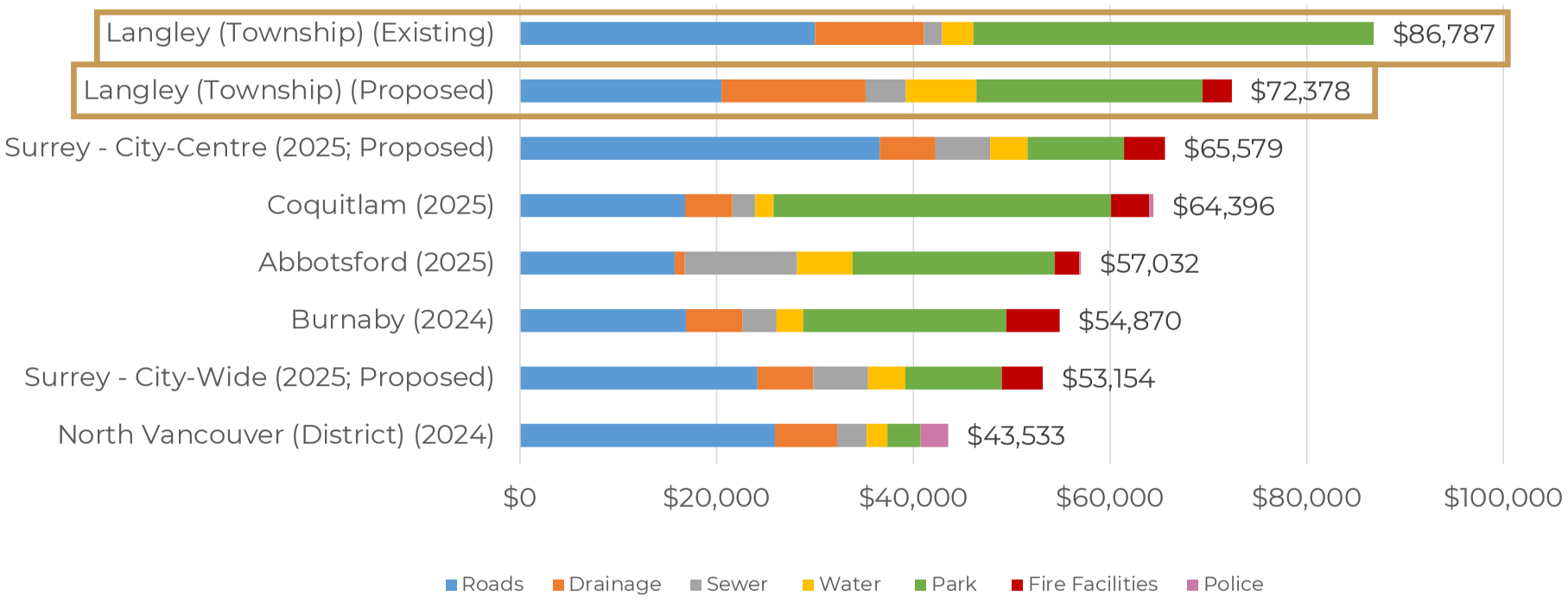
DCC RATE REGIONAL COMPARISONS	Single and Two Family Residential (per unit)	Ground Oriented Multi-Family Residential (per unit)	Apartment Residential (per unit)	Commercial (per m^2 GFA)	Industrial (per m^2 GFA)	Institutional (per m^2 GFA)
Abbotsford (2025)	$57,032	$27,903	$17,912	$187.16	$104.65	$297.59
Burnaby (2024)	$54,870	$37,423	$25,360	$259.06	$111.97	$183.40
Coquitlam (2025)	$64,396	$38,537	$24,435	$131.00	$73.00	$132.00
Township - Bylaw 5555 (2020) (statutory in-stream protection rate)	$48,356	$36,405*	$26,647	$141.00**	$84.60**	$90.41**
Township - Bylaw 5897 (readopted 2025)	$86,787	$55,268*	$38,482	$193.72**	$123.08**	$129.53**
Township - Bylaw 6189 (2026; proposed)	$72,378	$45,302	$31,618	$214.00	$94.85	$209.75
North Vancouver (District) (2024)	$43,533	$27,644	$19,625	$230.68	$183.56	$129.74
Surrey - City-Centre (2025; proposed)	$65,579	$51,712	$34,322	$172.05	$56.74	$133.53
Surrey - City-Wide (2025; proposed)	$53,154	$45,979	$31,144	$138.42	$56.74	$109.54

GFA = Gross Floor Area
*Ground Oriented Multi-Family Residential is compared to the average of current Residential 2 and Residential 3 categories
**Existing DCC rates for non-residential land use categories includes conversion factor from area of development to gross floor area

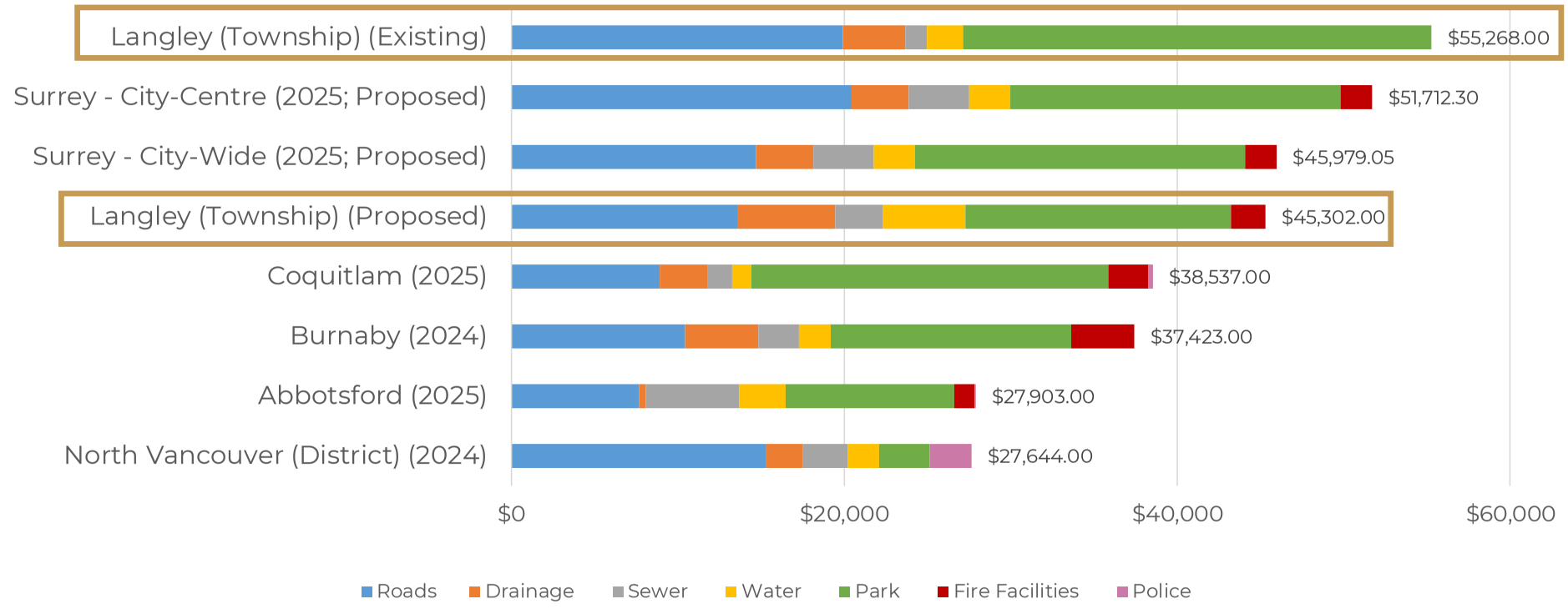
ATTACHMENT A DCC Regional Comparisons

COMMUNITY COMPARISONS

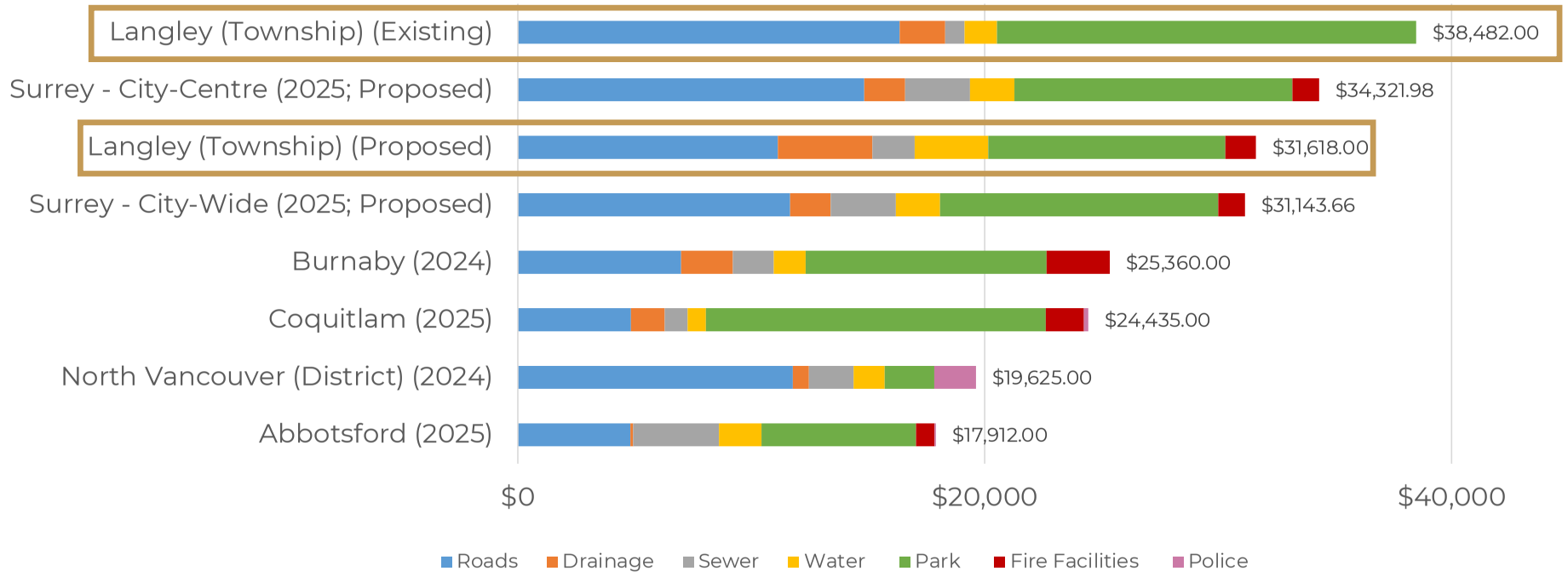
SINGLE AND TWO FAMILY RESIDENTIAL (PER UNIT)



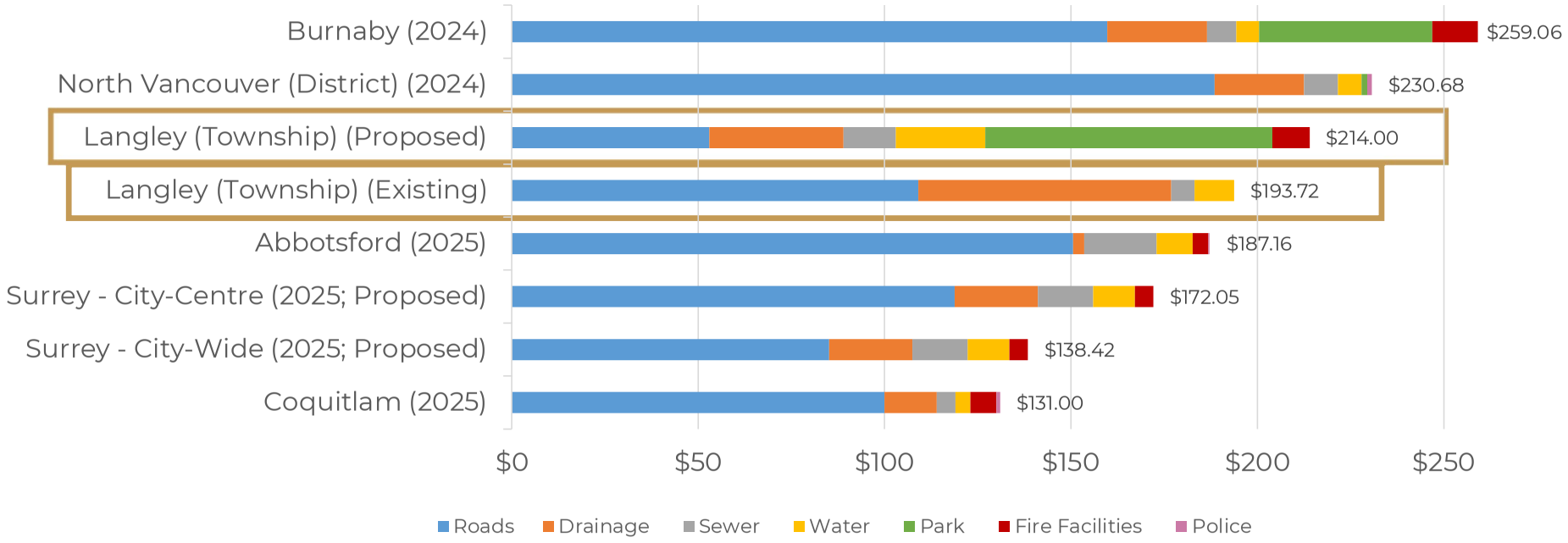
GROUND ORIENTED MULTI-FAMILY RESIDENTIAL (PER UNIT)



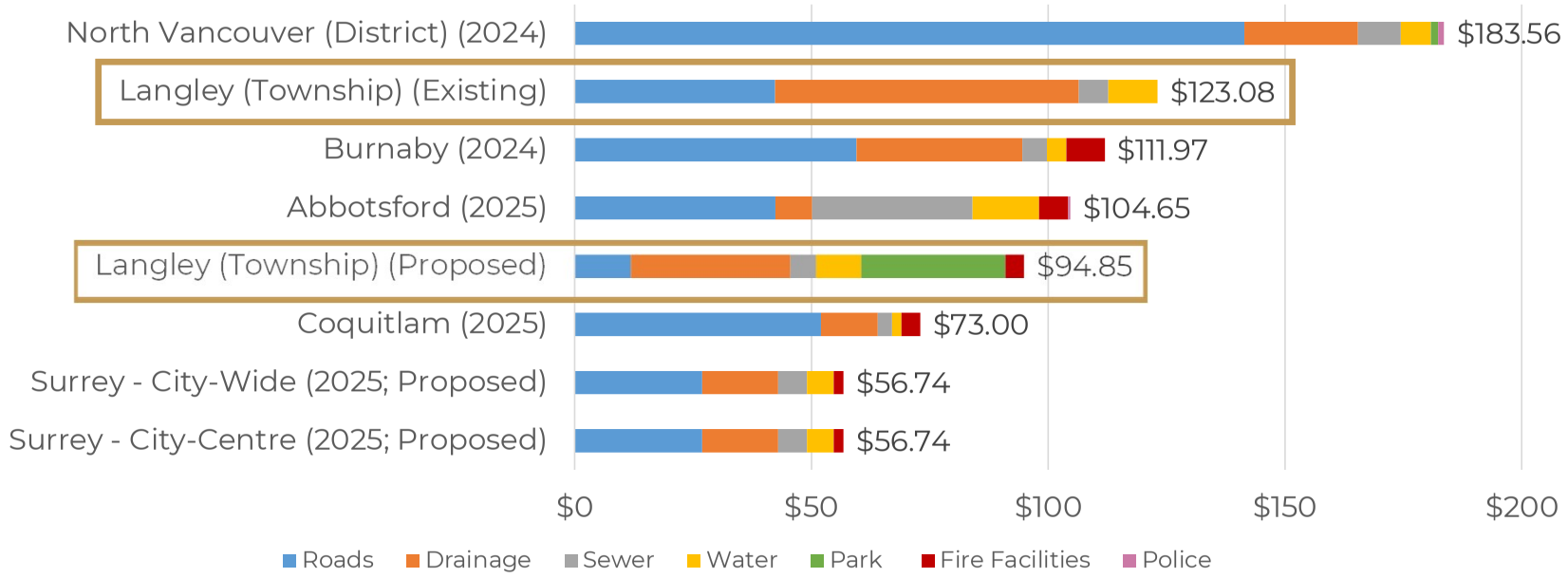
APARTMENT RESIDENTIAL (PER UNIT)



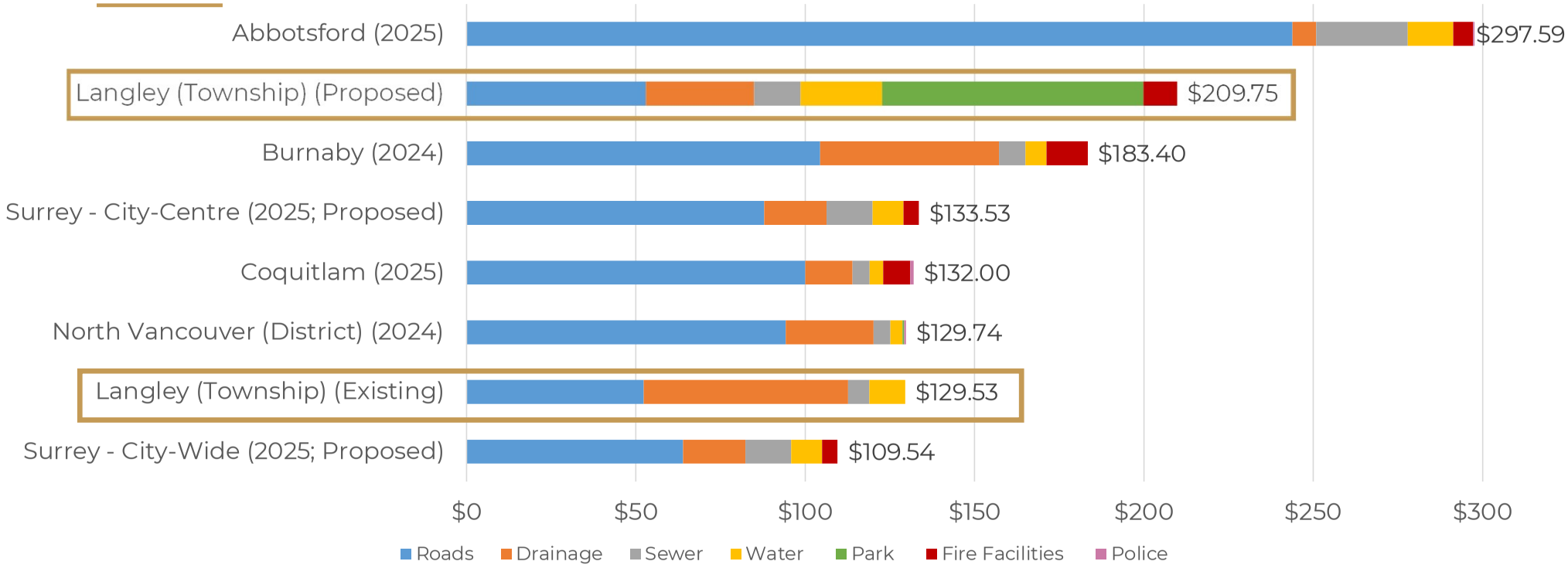
COMMERCIAL (PER SQUARE METRE GFA)



INDUSTRIAL (PER SQUARE METRE GFA)



INSTITUTIONAL (PER SQUARE METRE GFA)



Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	FEBRUARY 2, 2026
FROM:	RECREATION, ARTS AND CULTURE DIVISION	**FILE NO:**	7900-20
SUBJECT:	W.C. BLAIR RECREATION CENTRE ANNUAL POOL MAINTENANCE SHUTDOWN		

Staff would like to provide Mayor and Council with information about the upcoming annual pool maintenance shutdown at W.C. Blair Recreation Centre (WCB).

As a standard practice performed across all pool sites within the Township of Langley (TOL) and the broader aquatics industry, scheduled maintenance shutdowns are necessary to ensure the sustained functionality and safety of our facilities. The duration of these shutdowns, typically spanning 3 to 6 weeks, is contingent upon the specific maintenance requirements at hand.

The annual shutdown of the WCB pool areas for this year is set for February 17 – March 8, 2026.

Key focal points during this maintenance period include tile repairs, interior wood replacement for the sauna, lighting replacement on the pool deck, preventative maintenance of the pool systems, repairs and painting of damaged walls, and repair of pool play features. During this time, staff will also perform deep cleans and conduct preventative maintenance work to support the longevity and reliability of our facilities.

Staff have worked to coordinate the shutdowns across all our facilities, ensuring that two alternative pools remain open and available to provide service to displaced pool guests.

During this three-week pool closure, the rest of the WCB facility is scheduled to be open with the exception of multipurpose room 5 as access to electrical panels in that room is required. Public notification will take place through TOL communication channels. The pool areas are scheduled to reopen March 9, 2026.

TransLink
400 – 287 Nelson's Ct
New Westminster, BC V3L 0E7
Canada
778.375.7500
South Coast British Columbia
Transportation Authority

February 4, 2026

20338 - 65 Avenue
Langley, BC
V2Y 3J1

Re: South of Fraser East Area Transport Plan – Project Overview and Upcoming Public Engagement

Dear Mayor and Council,

TransLink has recently launched the planning process for the South of Fraser East Area Transport Plan, which focuses on North Delta, City and Township of Langley, the City of Surrey, and the City of White Rock. We have prepared the attached memo, which provides an overview of the project and the upcoming public engagement for the project, for Council awareness.

If you have any questions, please contact governmentrelations@translink.ca.

Sincerely,

Matt Craig
Director, System Planning
TransLink – Transportation Planning & Policy Division

Addendum:

Memo on South of Fraser East Area Transport Plan – Project Overview and Upcoming Public Engagement

TO: Mayor and Council

FROM: Matt Craig, Director, System Planning, TransLink

DATE: February 4, 2026

SUBJECT: South of Fraser East Area Transport Plan – Project Overview and Upcoming Public Engagement

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PURPOSE

TransLink is about to launch the South of Fraser East Area Transport Plan. This memo provides an overview of the project and the upcoming public engagement for Council awareness.

BACKGROUND: ***An opportunity to understand and prioritize transportation investments***

The South of Fraser East Area Transport Plan (ATP) is a medium-term plan to improve how people move around in North Delta, City and Township of Langley, the City of Surrey, and the City of White Rock. The plan will help shape future transit, regional cycling, walking, and goods movement for the transportation network within these communities for the next one to 15 years.

More specifically, this plan will look at:

- Local bus routes and areas where bus service does not yet exist or where there is not enough;
- Where local buses need to be faster and more reliable;
- How to integrate the local bus network with Surrey-Langley SkyTrain extension and the King George Boulevard and Langley-Haney Place Bus Rapid Transit routes;
- How streets connecting to transit stations and bus loops can be made safer for walking, cycling, and the use of small mobility devices like electric wheelchairs; and
- How to support the safe movement of goods that communities rely on.

Out of scope are detailed implementation decisions about transportation operations (e.g., scheduling, SkyTrain operations,) and matters of regional scale (e.g., funding sources, transit fares, HandyDART, new rapid transit).

The South of Fraser East ATP is an opportunity to advance the goals and objectives of *Transport 2050* (the regional transportation strategy) and *Access for Everyone* (the 10-year priorities for the region) at the sub-regional level (i.e., the local jurisdictions within the study area). Compared to those regional documents, the ATP will provide more local detail and specific strategies and actions on how the objectives would be achieved (i.e., where new bus routes should be introduced).

When completed, the South of Fraser East ATP will be a primary input to the development of future Investment Plans, guiding the prioritization of future investments in transit and the regional transportation network over the next 15 years.

The South of Fraser East ATP planning process, which began in late 2025, is expected to take approximately two years to complete, with the adoption of the final plan expected in late 2027. We

are currently and will continue to work closely with local government staff, through a Technical Advisory Committee and a Senior Advisory Committee, in the development of the plan.

ENGAGEMENT: ***Taking place February 9th to March 1st***

The first round of South of Fraser East ATP public engagement will launch on February 9 and end on March 1. It will focus on gathering feedback on where the transportation system is performing well and where improvements are needed, and it will comprise of an online survey and extensive community and interest holder engagement. Engagement results will be compiled and assessed and will be shared with Mayor and Council in a few months.

The approach to outreach is to focus on reaching equity-deserving groups including older adults, low-income individuals, persons with disabilities, new Canadians, students, and urban Indigenous. To do this we "meet people where they are" via pop ups, community events, and providing opportunities online for those unable to attend in-person. This also includes several 'focused' sessions with equity-deserving groups such as seniors and Indigenous groups.

In the online survey, there will be questions asking how people currently travel, what challenges they encounter when using bus transit, and how transit can be more convenient and easier to use. We will also have a map-based question where respondents can leave geo-located comments about places they would like to reach by transit but find it hard or impossible to get to right now.

Specific to engagement with First Nations, the ATP study area includes the traditional and unceded territories of several Indigenous Nations including:

- q̓ic̓əy̓ (Katzie First Nation)
- q̓ʷɑːn̓ƛ̓ən̓ (Kwantlen First Nation)
- máthxwi (Matsqui First Nation)
- se'mya'me (Semiahmoo First Nation)

TransLink is engaging with the staff of these Nations to gather input on their transportation interests and needs.

NEXT STEPS: ***Sharing summary of engagement results with Mayor and Council and working with municipal, regional, and provincial staff to develop draft actions and recommendations***

A summary of the public engagement results will be shared with Council in Spring 2026 and to the public as part of the project's Phase 1 Summary Report. Council will have an opportunity to provide input on whether the public feedback received is reflective of the interests and concerns they have received from community members and to identify any gaps in the issues raised by the public.

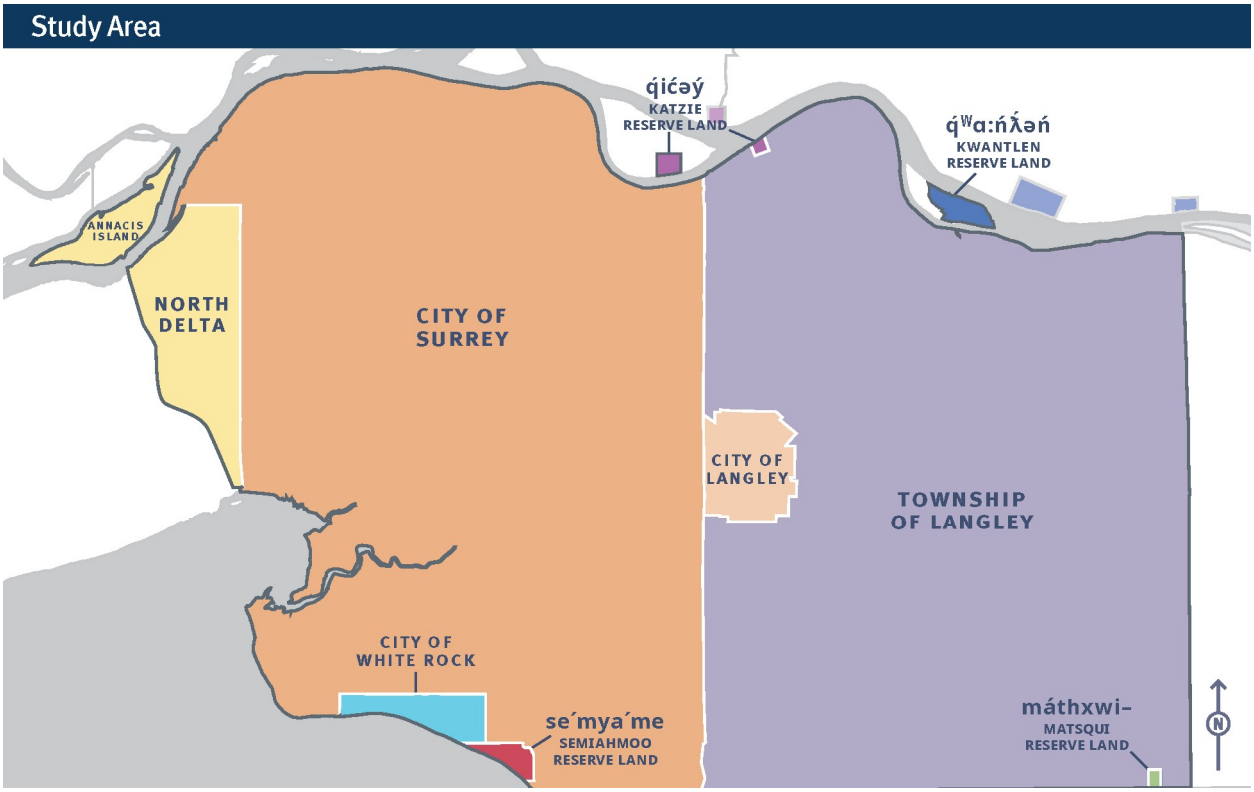
The feedback gathered from the public and Council, along with relevant local land use and transportation plans, continual input from and municipal, regional, and provincial partner staff, and the results of TransLink's technical analysis, will inform the second phase of work.

Phase 2 will also include further engagement with elected officials in each of the municipalities within the South of Fraser East study area to gather input on the draft actions and strategies.

ATTACHMENTS

Attachment A: South of Fraser East ATP Study Area

Attachment A: South of Fraser East ATP Study Area



Township of Langley

Est. 1873

SENIORS ADVISORY COMMITTEE

Wednesday, January 21, 2026 at 4:00pm
Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC

MINUTES

Present:

K. Zhu, Community Co-Chair

C. Archer, S. Bennett, P. Chhina, L. Dysart, L. Fuller, S. Rai, P. Sutherland, and S. Tingley

Staff:
A. Jensen, Manager, Strategic and Social Planning
M. Gunn, Planner, Community and Policy Planning
C. Quin, Recording Secretary

Welcome

A. Jensen welcomed everyone, and roundtable introductions took place.

Code of Ethics Signing

Members signed the *"Code of Ethics, Confidentiality, and Conflict of Interest for Council Members and Appointees".*

Election

P. Sutherland nominated K. Zhu to be the Community Co-Chair for 2026.
L. Fuller seconded the nomination.

K. Zhu was elected Community Co-Chair for 2026, by acclamation, and assumed the position of Chair.

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

A. Jensen acknowledged the Traditional Territories of the Coast Salish Peoples.

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Seniors Advisory Committee – January 21, 2026

Moved by L. Dysart,
Seconded by P. Chhina,
That the Seniors Advisory Committee approve the agenda and receive the agenda items of the January 21, 2026 meeting.
CARRIED

B. ADOPTION OF MINUTES and RECEIVAL OF NOTES

1. Seniors Advisory Committee – November 19, 2025

Moved by S. Tingley,
Seconded by S. Bennett,
That the Seniors Advisory Committee adopt the Minutes of the November 19, 2025 meeting.
CARRIED

C. DELEGATIONS AND PRESENTATIONS

D. REPORTS

1. Co-Chair Reports

No report

E. CORRESPONDENCE

F. WORK PROGRAM

1. Orientation to the SAC

M. Gunn presented an orientation on the Seniors Advisory Committee as follows:

Outline
- Introduction
- Terms of Reference
- Strategies
- Action Plans
- Work Program

ACTION: Staff to email members the Seniors Advisory Committee orientation links for information.

F. WORK PROGRAM

2. 2026 Work Plan

A. Jensen and M. Gunn provided an overview of the draft 2026 Work Plan as follows:

Project and Associated Tasks

Seniors' Week Events
- Presentation from TOL staff (engage on Seniors' Week events planning)
- Discussion of events and ideas

Survey
- Develop an annual survey to engage with seniors

Accessibility Plan
- Presentation and update on Accessibility Plan

Healthy Aging
- Primary Care Network: Frail and Elderly Network (Presentation from Langley Division of Family Practice)
- Social Prescribing (Presentation from Fraser Health)
- Tour of Langley Seniors Resource Society: Facility, Programming and Events
- Green Care Farm Model (Presentation from SFU)
- Langley Meals on Wheels Presentation

MOTION
Moved by L. Fuller,
Seconded by P. Sutherland,
That the Seniors Advisory Committee endorse the draft 2026 Work Plan, as presented.
CARRIED

COUNCIL
Moved by S. Bennett,
Seconded by S. Rai,
That the Seniors Advisory Committee recommends that Council approve the Seniors Advisory Committee 2026 Work Plan, presented as Attachment A.
CARRIED

G. COUNCIL REFERRALS

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

1. Terms of Reference

Terms of Reference was provided for information.

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

2. Age- and Dementia-friendly Action Plan

Age- and Dementia-friendly Action Plan was provided for information

3. 2025 Work Plan

2025 Work Plan was provided for information.

4. 2026 Meeting Schedule

2026 meeting schedule was provided for information.

5. 2026 Membership List

Seniors Advisory Committee 2026 Membership List was provided for information.

6. SAC Photo

Photo to be taken at next meeting.

7. Additional Information

S. Tingley reported that Langley Senior Resources Society presents the 2026 Fort Langley Historic 5K, 10K and Half Marathon on February 22, 2026. She further reported that seniors' programs are being offered in Fort Langley at St. Georges Anglican Church and the Fort Langley Hall.

C. Archer reported that the Office of the Seniors' Advocate BC conduct extensive surveys.

C. Archer suggested Alzheimer's Society to present at a meeting.

S. Rai was enquiring of events and programs for youth to help with seniors.

I. NEXT MEETING

Date: Wednesday, February 18, 2026
Location: Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC
Time: 4:00pm

J. TERMINATE

Moved by L. Fuller,
Seconded by S. Bennett,
The meeting terminated at 5:34pm.
CARRIED

CERTIFIED CORRECT:

Community Representative Co-Chair	Council Representative Co-Chair

Seniors Advisory Committee
2026 Work Program

The Seniors Advisory Committee proposes to undertake the following work in 2026 consistent with the Committee's purpose and mandate.

Project & Associated Tasks
Seniors Week Events[1,2,4] • Presentations from TOL staff (engage on Seniors' Week events planning) • Discussion of events and ideas
Survey[1,2] • Develop an annual survey to engage with seniors
Accessibility Plan[3,4] • Presentation and update on Accessibility Plan
Healthy Aging[3,4,5] • Primary Care Network: Frail and Elderly Network (Presentation from Langley Division of Family Practice) • Social Prescribing (Presentation from Fraser Health) • Tour of Langley Seniors Resource Society: Facility, Programming & Events • Green Care Farm Model (Presentation from SFU) • Langley Meals On Wheels Presentation

Age and Dementia Friendly Strategy
[1]Priority 1 - Civic Participation and Employment
[2]Priority 2 - Communication and Information
[3]Priority 3 - Places and Mobility
[4]Priority 4 - Community Support and Health
[5]Priority 5 - Social Connection and Participation

Township of Langley
Est. 1873

AGRICULTURAL ADVISORY COMMITTEE

Wednesday, January 28, 2026 at 7:00pm
Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC

M I N U T E S

Present:
J. Caldarella, Community Co-Chair
Councillor Whitmarsh, Council Co-Chair
Councillor Pratt, Council Co-Chair

C. Alison, J. Green, A. Hamer, S. Janzen, R. Ross, O. Smid, A. Smith, B. Venechuk, and K. Zhu

Staff:
M. Gunn, Planner, Community and Policy Planning
V. Burnett, Council and Committee Clerk
K. Stepto, Deputy Township Clerk

Welcome

Councillor Pratt welcomed everyone and roundtable introductions took place.

Code of Ethics Signing

Members signed the *"Code of Ethics, Confidentiality, and Conflict of Interest for Council Members and Appointees"* and submitted electronically.

Election of Co-Chair
O. Smid nominated J. Caldarella to be the Community Co-Chair for 2026.
B. Venechuk seconded the nomination.

J. Caldarella was appointed the Community Co-Chair for 2026, by acclamation, and assumed the position of Chair.

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

J. Caldarella acknowledged the Traditional Territories of the Coast Salish Peoples.

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Agricultural Advisory Committee – January 28, 2026

Moved by O. Smid,
Seconded by B. Venechuk,
That the Agricultural Advisory Committee approve the agenda and receive the agenda items of the January 28, 2026 meeting.
CARRIED

B. ADOPTION OF MINUTES

1. Agricultural Advisory Committee – December 17, 2025

Moved by C. Allison,
Seconded by R. Ross,
That the Agricultural Advisory Committee adopt the minutes of the December 17, 2025 meeting.
CARRIED

C. DELEGATIONS AND PRESENTATIONS

D. REPORTS

1. Council Co-Chair Report

Councillor Pratt reported that there is a soil deposit application for property located at 4262 - 244 Street. An Open House is taking place on January 29, 2026 at the Murrayville Library from 4:00 – 7:00pm.

The subject application proposes the importing of 61,020 m^3 of fill over approximately 20 acres to improve drainage for agricultural use.

A comment was made that this proposal may affect surrounding properties.

E. CORRESPONDENCE

F. WORK PROGRAM

1. Overview of the AAC Committee

M. Gunn provided an overview of the Agricultural Advisory Committee for new members. This included the following:

- History of the Agricultural Advisory Committee
- Terms of Reference
- Agricultural Advisory Committee Mandate
- Agricultural Viability Strategy
- Township of Langley Farm Bylaws

2. 2026 Work Program

M. Gunn provided a draft 2026 Work Program that was prepared with input from the committee at the November and December 2025 meetings. The committee will focus on the Agricultural Viability Strategy, Farm Tour, partnerships with other organizations, a review of agricultural use in the Zoning Bylaw, and Rural Plan update.

MOTION
Moved by B. Venechuk,
Seconded by J. Green,
That the Agricultural Advisory Committee endorse the Draft 2026 Workplan.
CARRIED

COUNCIL
Moved by B. Venechuk,
Seconded by J. Green,
That the Agricultural Advisory Committee recommends that Council approve the Agricultural Advisory Committee draft 2026 Work Program, presented as Attachment A.
CARRIED

Discussion ensued regarding the 2026 Farm Tour. M. Gunn provided a document and slides with information regarding past farm tours for review. The following ideas were discussed:

- A location with a market to help promote local farm businesses as a stop on the tour
- Fish farms/hatcheries
- Honey farms
- A portion with educational information about agricultural preservation
- Flower farms

G. COUNCIL REFERRALS

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

1. Farmers' Institute Update

A. Smith reported that the Farmers' Institute is hosting a Langley Water Symposium on February 5, 2026 at salishan Place by the River. To register, email agriculture@leps.bc.ca.

She further noted that they will be hosting a Farmer Meet and Greet on February 23, 2026 at Locality Brewing.

2. Ministry of Agriculture and Food Update

J. Liu reported that work plans have begun in accordance with the new Agricultural Task Force put in place by the Provincial Government.

She further provided a funding and programming update which included lists of potential grants and bursaries.

3. 2026 Membership List

Provided for information.

4. 2026 Meeting Schedule

Provided for information.

5. Soil Deposit Application 4262 - 244 Street

MOTION
Moved by B. Venechuk,
Seconded by J. Green,
That a member of the Agricultural Advisory Committee appears as a Delegation to Council regarding the Soil Deposit Application at 4262 - 244 Street when the application is presented to Council.
CARRIED

6. AAC Photo

A photo was taken for the Township website.

I. NEXT MEETING

Date: Wednesday, February 25, 2026
Location: Salmon River Committee Room
4th Floor, 20338 - 65 Avenue, Langley, BC
Time: 7:00pm

J. TERMINATE

Moved by O. Smid,
Seconded by B. Venechuk,
That the meeting terminate at 8:53pm
CARRIED

CERTIFIED CORRECT:

Community Representative Co-Chair

Council Representative Co-Chair

Agricultural Advisory Committee
2026 Work Program

Attachment A **M.6**

The Agricultural Advisory Committee proposes to undertake the following work in 2026 consistent with the Committee's purpose and mandate. Calendar months show the time and duration of the work.

Project & Associated Tasks	J	F	M	A	M	J	J	A	S	O	N	D
Agricultural Viability Strategy (AVS) Provide advice, support, input and direction in the implementation of the AVS.			√	√	√				√	√	√	
2.1.3 *Support partnerships with other organizations* Invite the following to make a presentation to the committee: • Metro Vancouver – Regional Food System Strategy • Tourism Langley • Ministry of Water, Land and Resource Stewardship • Ministry of Agriculture and Food		√	√	√	√				√	√	√	
2.3.3 *Agricultural Zoning* Rural Plan Update: Assist in the development of the Terms of Reference		√	√	√	√				√	√	√	
2.3.3 *Agricultural Zoning* Zoning Bylaw Review: Request to Council to establish an Agricultural Zoning Bylaw Update Task Force to undertake review of the Zoning Bylaw with an agricultural lens. Create Terms of Reference with a clear purpose of the work of the Task Force for approval by Council.		√	√	√	√				√	√	√	
Farm Tour Plan and host the Annual Farm Tour; late spring			√	√	√	√						
Consider or inquire into matters as requested by Council Respond to on-going requests as they arise.		√	√	√	√				√	√	√	√

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	JANUARY 26, 2026
FROM:	RECREATION, ARTS & CULTURE DIVISION	**FILE NO:**	0550-08
SUBJECT:	INFORMATION ON REQUESTED LANGLEY SCHOOL DISTRICT GRADE 4 SWIM SAFETY PROGRAM		

This memo is to provide information to Mayor and Council and is in response to a community inquiry about initiating a free "Swim Safety" program for Grade 4 or 5 students in Langley School District, that could possibly be implemented as early as April or May this year.

Background

- Previous Offerings: The Township of Langley (TOL) last offered a Grade 4 swim safety program through Langley schools in 2019.
- Current Municipal Programs:
  - The City of Langley runs a comparable program each June for grade 5 students outdoors at Al Anderson Memorial Pool.
  - Several other municipalities offer programs for different grades, ranging from Grade 2 to Grade 5.
- Recommendation by Experts: The Lifesaving Society of BC recommends initiating swim programs as early as Grade 3 for early skills development and water-smart behaviour learning.

Proposed Program Details

- Target Audience: There are approximately 1,600 Grade 4 students within TOL schools.
- Program Structure Options:
  - Number and length of sessions can vary, affecting cost.
  - Class duration: 30 minutes vs. 45 minutes per class, 6 week sessions.
  - Class size varies (max 30 students with 4 instructors).

Financial Implications

- Estimated Costs:
  - Total instructional cost estimates range from $31,000 to $42,000, per year, based on program structure.
- Budget Considerations:
  - The program is not currently included in the TOL budget.

Conclusion

The Recreation, Arts, and Culture Division sees the value of early swim safety instruction, however, does not currently offer the program due to financial constraints. Should funding become available, the program could be delivered effectively during periods at ACC, WGC, and WCB where pool time is available during school days.