

Fraser Highway One-Way Improvement Project  
Phase One Public Consultation  
Appendices for Summary Report  
July 2018



## **Appendix A: Consultation Materials – Businesses (Pre-consultation)**

**Business Stakeholder Advisory Group Meeting Notes March 1, 2018**

**Business Stakeholder Advisory Group Presentation March 1, 2018**

**Business Stakeholder Advisory Group Meeting Notes May 15, 2018**

**Business Stakeholder Advisory Group Presentation May 15, 2018**

**DLBA Business Owner Survey February/March 2018**

**DLBA Presentation May 24, 2018**

**DLBA Parking Survey May 24, 2018**

## **Appendix B: Consultation Materials – Resident Surveys**

**Display Boards for Neighbourhood Meetings**

**Resident Survey May 2018**

## **Appendix C: Consultation Materials – Public Survey**

**Langley City Website Notification**

**Langley City Example Facebook Post Notification**

**Public Survey June/July 2018**

**Public Event Display Board**



# Appendix A: Business (Pre-consultation)

## Business Stakeholder Advisory Group Meeting Notes March 1, 2018

### Fraser Highway Public Realm

#### BUSINESS STAKEHOLDER ADVISORY GROUP March 1, 2018

Summary of the Fraser Highway Public Realm Business Stakeholder Advisory Group meeting held Thursday March 1, 2018 at Langley City Hall

#### ATTENDEES

Participants	Project Team Representatives
Sonya Perkins – Forever Yours Lingerie Brian Perkins – Forever Yours Lingerie Carrie Thachuk – The Passionate Home Heidi Tobler – Everything But The Groom Jens Lundbek – Phoenix Rising Metaphysical Emporium Tracy Combs – Everything Uniforms Matthew Hassett – Rebellion Tattoo Samantha Stroman – Rebellion Tattoo	Doug Hyde – Langley City Jason Wegman - PWL Cheryl Bouwmeester – PWL Jane Farquharsen – Bunt  Lucent Quay Consulting Inc. Pam Ryan - Facilitator Anne Proudfoot – Note taker

#### *Presentation and Comment*

*The following abbreviations are used throughout this summary:*

*Q/C=Question/Comment, R=Project Team Response*

*The Committee = Fraser Highway Public Realm Business Stakeholder Advisory Group*

#### 1. Opening and Introductions/Formal Welcome/Goals for Today

The March 1, 2018 Meeting Agenda included:

- Opening + Introductions
- Formal Welcome
- Goals for Today
- Project Overview
- Results of Engagement to date
- Draft Vision, Principles, Objectives
- Traffic and Parking Data Collection/Summary
- Precedent Images
- Draft Design Concept Possibilities
- Next Steps
- Closing Remarks

#### 2. Project Overview

##### Summary to date

- Approaching this project with full force
- Diving into design concepts
- Going to the community and testing theories
- Spent a fair amount of time with the vision, new design ideas

### **Current**

- Currently looking at property and business owner engagement stage
- Communications schedule
  - Launching public notification at the end of the month
  - Looking to get more detailed concepts for Langley businesses for AGM
  - Then, hold a public and stakeholder open house (May 2018)

### **3. Results of Engagement to Date**

#### **Preliminary Online Survey Results**

- **Likes Today-** Unique, small town vibe, variety, something for everyone, great atmosphere, cozy and accessible, mix, appeal to all ages, the trees
- **Challenges Today** - Lack of customer parking, film crews blocking streets/sidewalks, lack of information signs, city funding focused on 'hanging out' instead of vibrant shopping, viable solutions for homeless persons
- **Key issues** – Customer parking availability and duration, traffic congestion, customer parking duration, information signs, access for commercial loading and deliveries, usable space in front of businesses, safety, especially at night
- **Key improvements (Scale of Importance)** - Additional street parking, welcoming gateways at either end of One-Way, pedestrian-oriented lighting, new/ additional trees and plants focused on street beautification, way-finding/information sign improvements, flexible street boulevard that can be used for parking, event space or patio space, measures to calm traffic and make parking easier (currently all diagonal parking)
- **Other Comments** - Signs for extra parking on the streets behind of the plaza, attractive lighting and plantings, standard for upkeep and aesthetics of storefronts, create a unique, common theme as a desirable, sought after destination for shopping during the day and hanging out at night, build on the old small town characteristic, only allow filmmakers to shoot after business hours on a very strict schedule, avoid construction during tourist season, improve the foot traffic, remove the One-Way or make Douglas Crescent into opposite one-way

### **6. Draft Vision, Principles, Objectives**

#### **Principles**

- Need parking closer than the casino
- Most of our customers are used to parking right out front
- Customers come from other places – we are a destination shopping area
- Minimize inconvenience/maximize ability for those who need to drive to do so

#### **Objectives**

- Bring more people downtown
- Not enough spaces for employee parking – want to park close to businesses because of safety concerns
- Not enough spaces to rent from the city, there is a waitlist
- Student parking is a problem
- Unnecessary businesses (school, too many yoga studios, H&R Block)
- Homeless people are congregating near areas with plugs, alcoves and there are issues with people sleeping in parking spots (using tarps)

## 7. Traffic and Parking Data Collection/Summary

### Parking Supply by Tenure

- Private Stalls – 478
- Public Stalls – 353

### Challenges

- Private stalls state “These stalls are reserved for X business only”

### Traffic Volumes

- Were able to estimate who was going all the way through the one way
- One third of the traffic is going all the way through (not looping)
- Majority are trying to find a stall and looping
- Estimated 240 cars trying to find stalls
- About 1 in 5 cars cannot find a parking stall

### Parking Times

- 75% parked for less than an hour
- 3 hour spots aren't viable, they need more turnover time, most customers get generated by changed time limits to recognize the high value stalls (setting the hourly rate at 1 or 2)

## 8. Precedent Images

- Turning into energized areas
- Flexible spaces
- Nice, affordable planters, art
- Want to be inviting to all ages, all demographics

## 9. Draft Design Concept Possibilities

**Draft Design Concept Possibility #1 (no parking)** -Great concept but requires alternative parking, densification, redevelopment and potential displacement of businesses. Would be good when LRT is here but right now this design is too soon, full pedestrian block would kill the one-way

**Draft Design Concept Possibility # 2 (traffic calming and refined)** - We need to move into the future, this area needs to be an environment that people want to go to and still provide parking. Right now isn't working. We need to build something that is future proof because of the proposed LRT and a part of this plan is to make sure we don't have to rip up the streets again and again

**Draft Design Concept Possibility # 3 (middle pedestrian zone/ access from east and west, 2 one ways with parking)** - Like the pedestrian zone and expanding McBurney and that it allows parking and entry from both ways

**Draft Design Concept Possibility #4 (close at 204 and provide parking at intersection)** - All options could include parking area off the corridor. Part of these plans include future proofing for changes to the 203-204 along with LRT

## 10. Questions and Discussion

Q: What is the timeline on this project? Is it ongoing hardship or will it be done all at once?

R: Doug explained that if they secure council funding (reviews happen in Spring 2019) the timeline would be 12 months to do 204-206. The work will be done in sequences; it won't get ripped up all at once. After all the major work is complete there will be minor resurfacing afterwards

- Q: Will all parking get taken away during construction?  
R: Can't imagine taking all parking away. Again, this project will be done in sequences, as we want to minimize the impact
- Q: Will this project realistically take 12 months?  
R: In previous project they found surprises (sub soils etc.). What we've done differently on this project is robust site investigation, we want to minimize surprises. Another thing we want to do differently is rather than just opening up the project to contractors for anyone to bid, but we want to shortlist contractors on their experience, their capacity, and their experience on similar projects. Addition to this, we are exploring the options to award the contractor if they finish sooner and fine them if they go over the deadline.
- Q: What is the best way for you guys to get information? How would you want information to be distributed during construction?  
R: All platforms (email, snail mail, website updates)
- Q: What support do you as a business need?  
R: Temporary sidewalks, communication signage, being able to keep people flowing during construction
- Q: What will you be telling your fellow business owners?  
R: Communicate that this is a short-term pain for a long-term gain. People are aware that this project is happening but there has been a lot of miscommunication and there needs to be clarification.
- Q: What is the consensus? Is there a sense of excitement?  
R: Once it begins, it will then feel real. The property owners need to be on board to take care of the street. More bylaws need to be in place because the community doesn't want the larger companies coming in that don't belong there (i.e. School, H&R block)
- Q: Does the committee like the one-way?  
R: Yes, it's who we are.
- Q: One of the objective the city has, is promoting the one way as a destination. Commercial drive as an example – close down for a food festival etc. that's what the city of Langley is thinking of doing for the one-way. What do you think about using the one-way on a more frequent basis and closing the street for car free days, food festivals etc.?  
R: Great idea, but parking and signage has to be in place.  
These types events just have to but schedule, planned and communicated effectively and everyone will be on board
- Q: How do people get around without cars?  
R: They don't. The transit here isn't planned appropriately, so everyone just drives instead.
- Q: What does the committee want us to have for next meeting?  
R:
  - More refined details and options around parking
  - When is the project actually supposed to start in 2019 (January, May)?
  - What is the plan to make sure the majority of us survive this?
- Q: Would it be possible to have canopy lights along 204-206?



R: Yes, definitely can be put into the planning

#### **11. Next Steps/Action Items**

- Explore more scheduled occasional closures with right incentives during construction
- Where specifically will the parking go?
  - Flesh out potential alternative hours for parking
  - When specifically will construction start (April 2019)?
- Provide proposed construction schedule and requirements
- Provide clarity around the possibility of construction starting in fall rather than summer 2019 as summer is the busy season (over Christmas)
- Have more details on how will businesses be supported during construction (maintain visibility, keep sidewalks functioning, good signs and open environment, keep traffic moving/keep people coming, adequate notification of next steps)
- Agreed to meet again (tentatively on Thursday March 29, 2018)

#### **12. Closing Remarks**

The Committee agreed on the following meeting summary:

- Agreed that if everything is done right, it will be great and extremely beneficial to Langley
- The advisory group wants to get the property owners on board, get better bylaws in place
- They like the concept of keeping it a one-way
- Heart of Langley is 204-206 – that's where the energy is, what we do during this project must strengthen the heart of Langley
- Most businesses need some parking in front of their businesses
- This project needs to minimize inconvenience and maximize ability for those needing to drive
- Parking is number one, beyond beautification

# Fraser Highway One-Way Design Process Business Stakeholder Meeting

March 1st, 2018



Engineering, Parks & Environment

## Agenda

- Opening + Introductions
- Goals for Today
- Project Overview
- Results of Engagement to date
- Draft Vision, Principles, Objectives
- Traffic and Parking Data Collection / Summary
- Precedent Images
- Draft Design Concept Possibilities
- Next Steps
- Closing Remarks

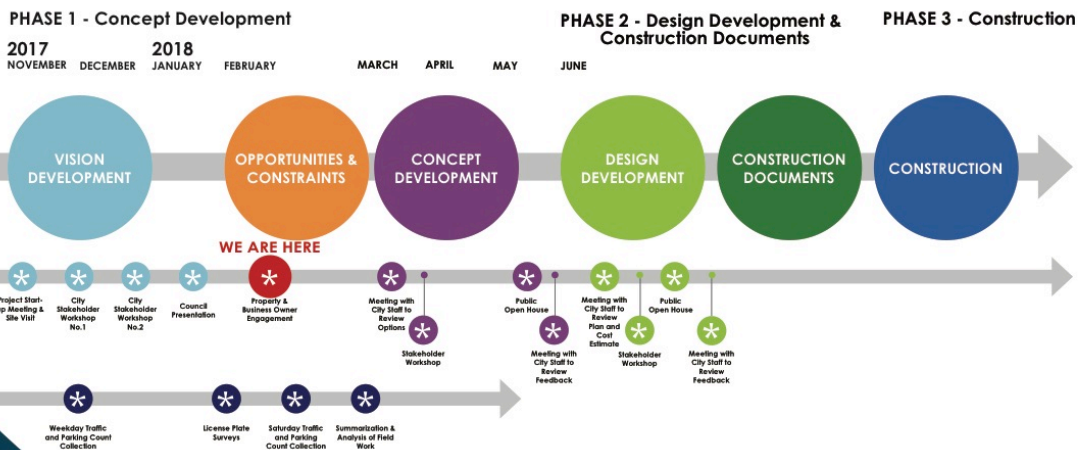


# Project Rationale

- Originally a sewer / water rehab project
- Highly intrusive and disruptive to business community so important to explore all work opportunities and requirements prior to start
- Opportunity to revise streetscape and downtown centre



# Project Schedule



# Communications Schedule

## KEY ENGAGEMENT ACTIVITIES TIMING

### PHASE 1

Staff Update to Council	February 20th, 2018
Group #1	March 1st, 2018
Launch Public Notification	March 27th, 2018
Group #2	March 29th, 2018
DLBA AGM	May 24th, 2018
Public + Stakeholder Open House	Late May 2018



# Preliminary Online Survey Results

## LIKES TODAY

- Unique
- Old, Small Town Vibe
- Cozy and accessible
- Interesting stores - something for everyone
- Great atmosphere makes shopping a pleasure
- Appeals to young and old
- The trees

## CHALLENGES TODAY

- Lack customer parking
- Film crews block streets/sidewalks
- Lack of information signs
- Too many pharmacies, thrift stores and coffee shops
- City funding focused on 'hanging out' instead of vibrant shopping
- 56th Ave bike lane doesn't connect
- Viable solutions for homeless persons





## Preliminary Online Survey Results - Key Issues

- Customer parking availability
- Traffic congestion
- Customer parking duration
- Information signs
- Access for commercial loading/deliveries
- Usable space in front of business
- Safety, especially at night



## Preliminary Online Survey Results - Key Improvements

- Additional street parking
- Welcoming gateways at either end of One Way
- Pedestrian-oriented lighting
- New / additional trees and plants focused on street beautification, sustainability, and eliminating root bulge
- Way-finding / information sign improvements
- Flexible street boulevard that can be used for parking, event space or patio space
- Measures to calm traffic and make parking easier



## Preliminary Online Survey Results - Other Comments

- Signs for extra parking on the streets behind or the plaza
- Attractive lighting and plantings
- Standard for upkeep and aesthetics of store fronts
- Create a unique, common theme as a desirable, sought after destination for shopping during the day and hanging out at night
- Build on the old small town characteristic
- Only allow film makers to shoot after business hours on a very strict schedule
- Avoid during tourist season
- Improve the foot traffic
- Remove the One-Way or make Douglas Cres into opposite one-way



# Preliminary Vision Statement

***Strengthening the heart of Langley  
as the centre of the community,  
now and in the future.***



# Preliminary Design Principles 204 to 206

## Principles

1. Create the catalyst for urban and economic renewal
2. Maintain and enhance the integrity of the existing urban structure through renewal
3. Establish modal hierarchy and prioritize pedestrians
4. Enhance and diversify the public realm
5. Strengthen experience of an authentic downtown
6. Create a resilient model for our downtown that encompasses social, economic, and environmental values



# Preliminary Design Objectives 204 to 206

## Objectives

1. Develop a new downtown that inspires property owners to reinvest
2. Create a downtown with a thriving and desirable retail experience
3. Reinforce connections from the surrounding public spaces to the new downtown
4. Develop a harmonious street culture that is influenced by the scale of adjacent buildings, canopy coverage, and building frontage
5. Provide for multi-use, flexible spaces that are adaptable to short-term needs and future trends
6. Improve the safety and universal accessibility of the streetscape for all users
7. Create spaces in the public realm that support a broad spectrum of users and programming
8. Create a downtown that is attractive to new and existing residents and businesses
9. Create a place that is welcoming to all cultures and socio-economic groups
10. Create a place that is supportive of a wide range of business opportunities
11. Create a place that minimizes its impacts and enhances the environment
12. Provide sufficient and efficiently shared parking supply within convenient walking distance
13. Provide short term parking over long term parking
14. Reduce the negative effects of through traffic, while ensuring sufficient capacity is available on the adjacent roadway system to handle any displaced traffic without undue congestion
15. Ensure delivery, service and emergency vehicle access and functionality is maintained

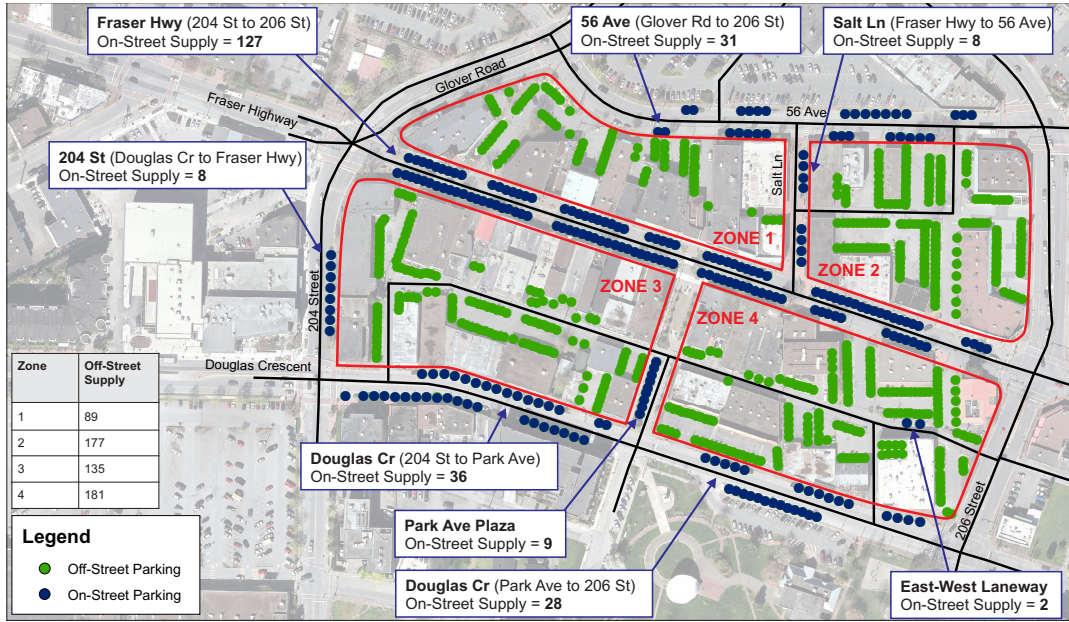


## Discussion





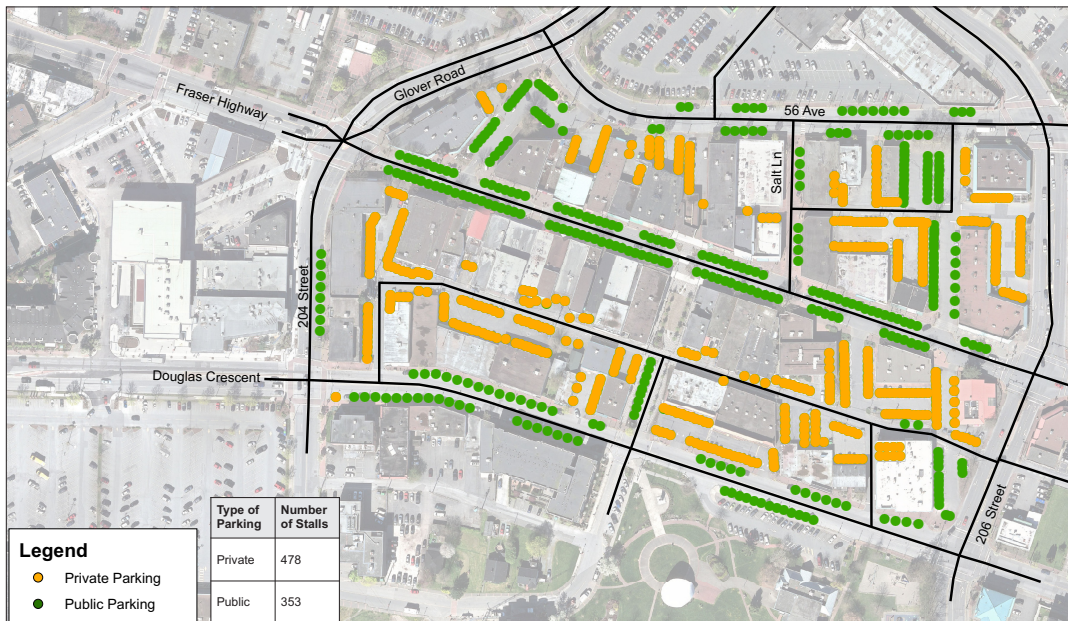
# PARKING SUPPLY BY LOCATION



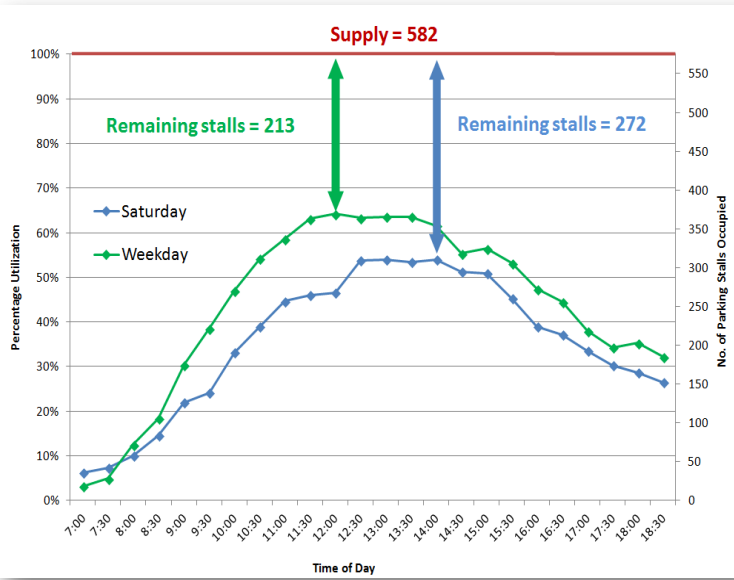
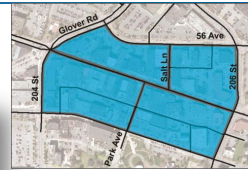
TOTAL OFF-STREET SUPPLY = 582  
TOTAL ON-STREET SUPPLY = 249



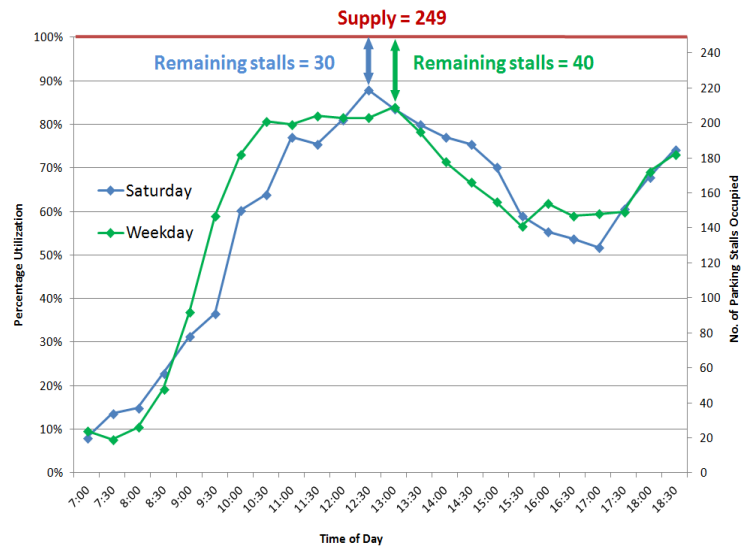
# PARKING SUPPLY BY TENURE



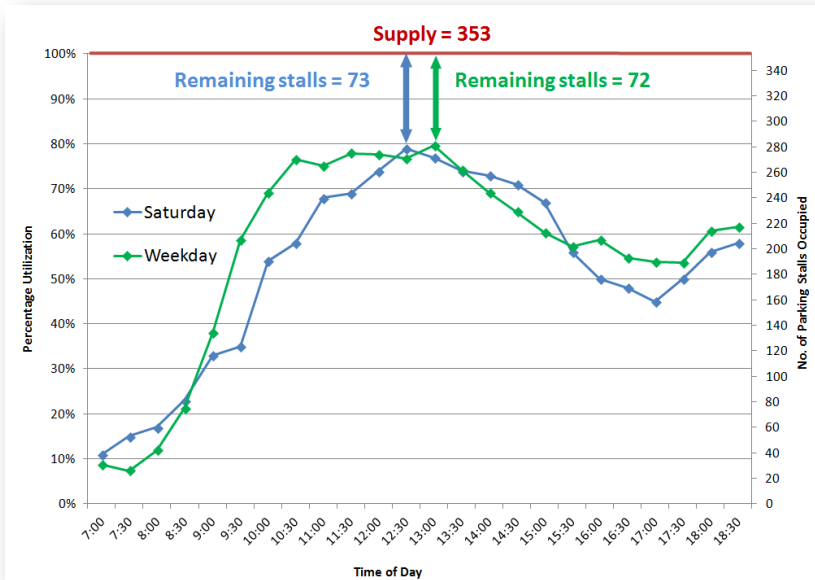
# OFF-STREET PARKING UTILIZATION Weekday & Saturday



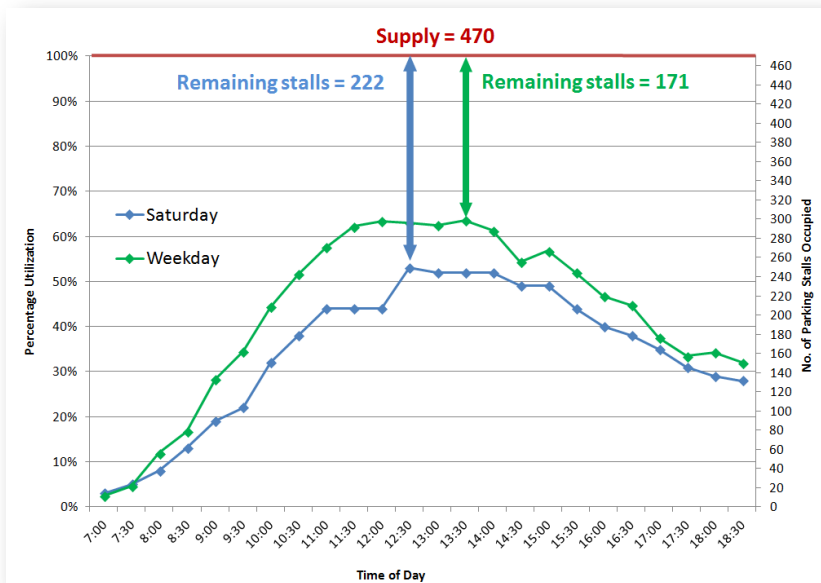
# ON-STREET PARKING UTILIZATION Weekday & Saturday



## PUBLIC PARKING

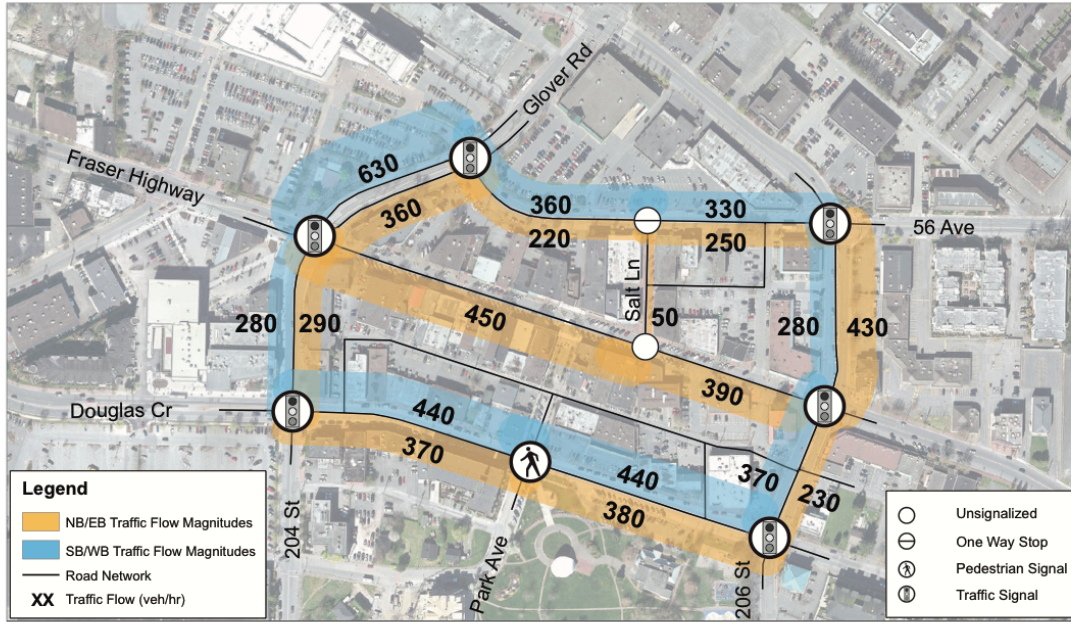


## PRIVATE PARKING





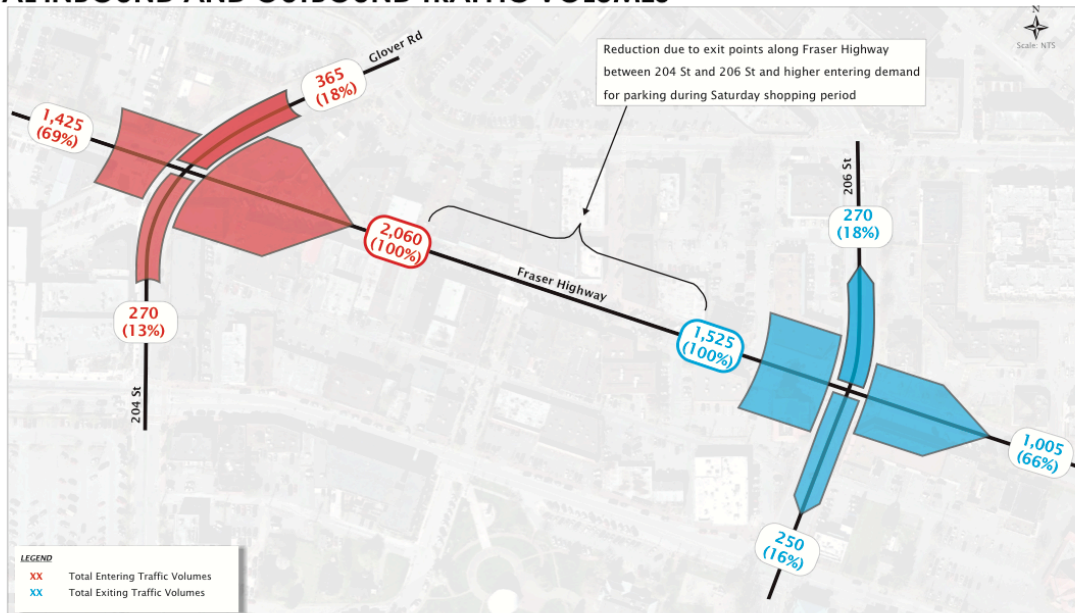
# TRAFFIC FLOW CARTOGRAM: SATURDAY MIDDAY PEAK HOUR



Midday Peak Hour: 1:00-2:00PM

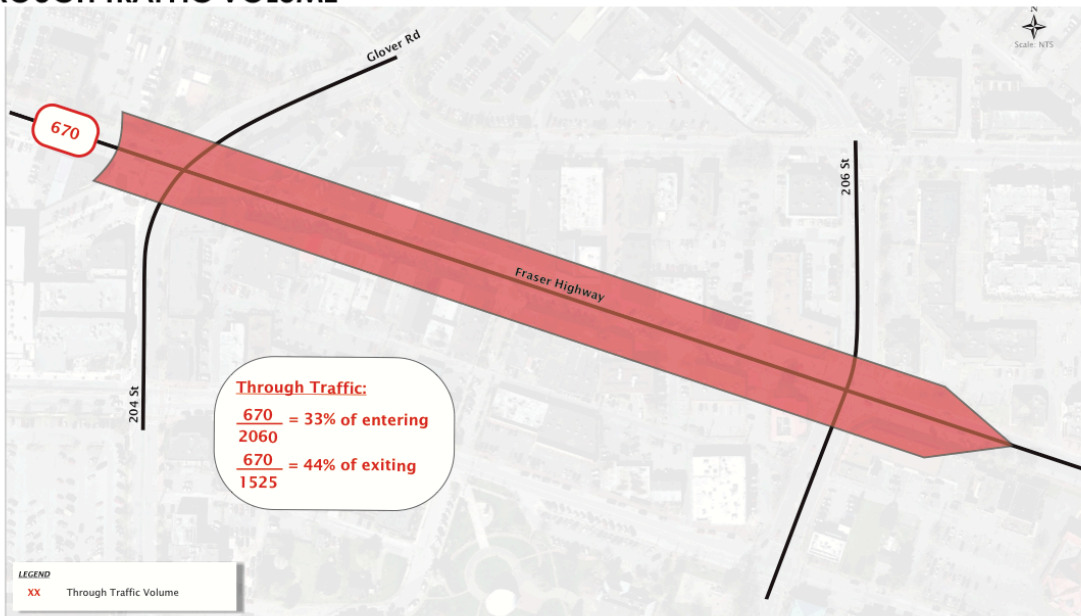


# LICENSE PLATE SURVEY (SATURDAY 10AM-3PM) TOTAL INBOUND AND OUTBOUND TRAFFIC VOLUMES

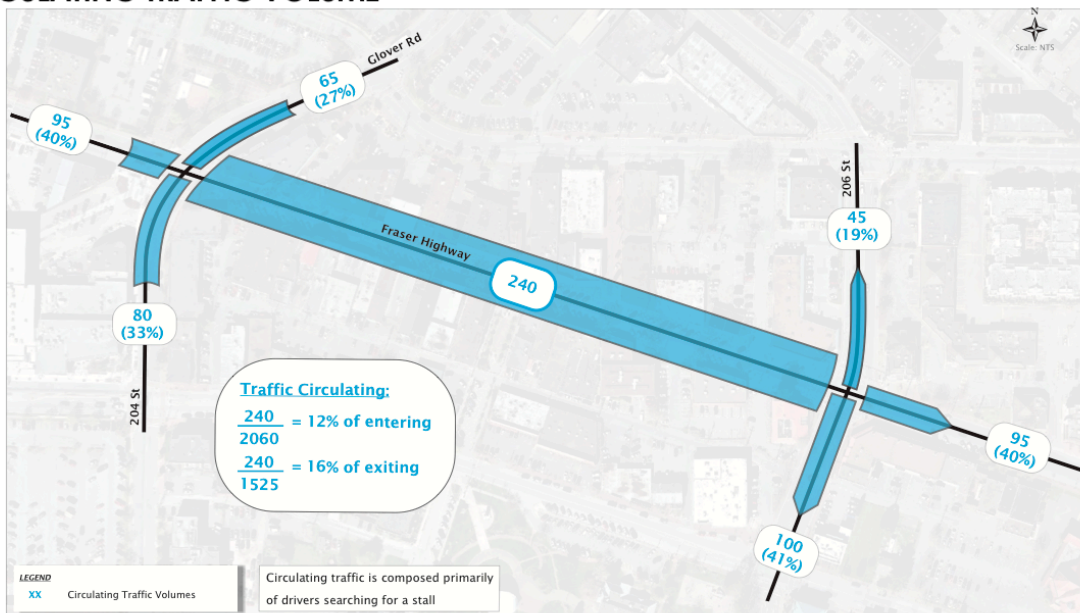




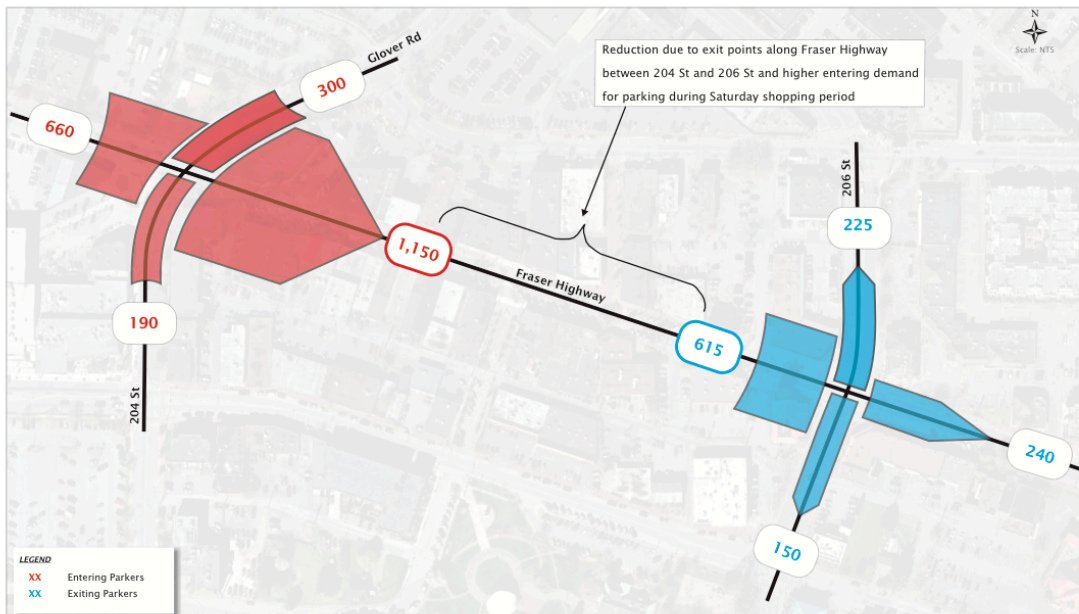
## LICENSE PLATE SURVEY (SATURDAY 10AM-3PM) THROUGH TRAFFIC VOLUME



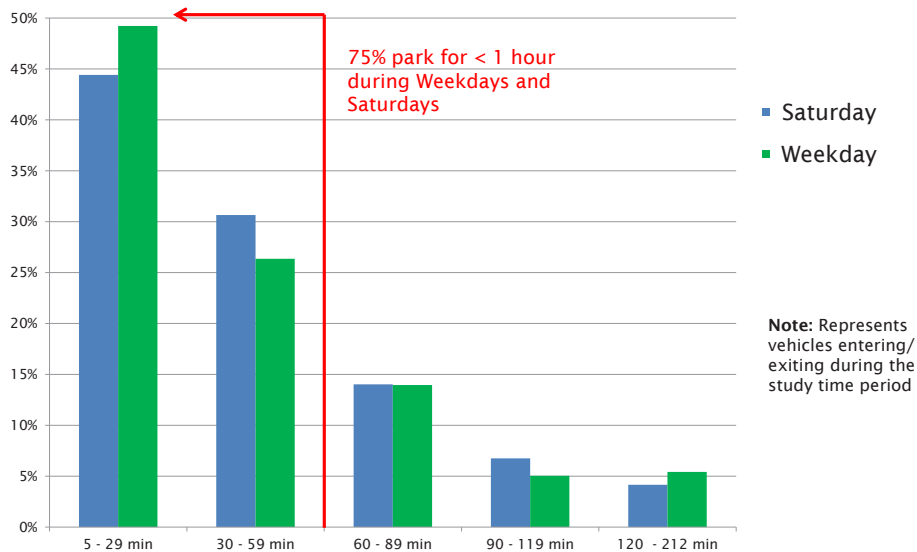
## LICENSE PLATE SURVEY (SATURDAY 10AM-3PM) CIRCULATING TRAFFIC VOLUME



# LICENSE PLATE SURVEY (SATURDAY 10AM-3PM) TRAFFIC PARKING VOLUMES

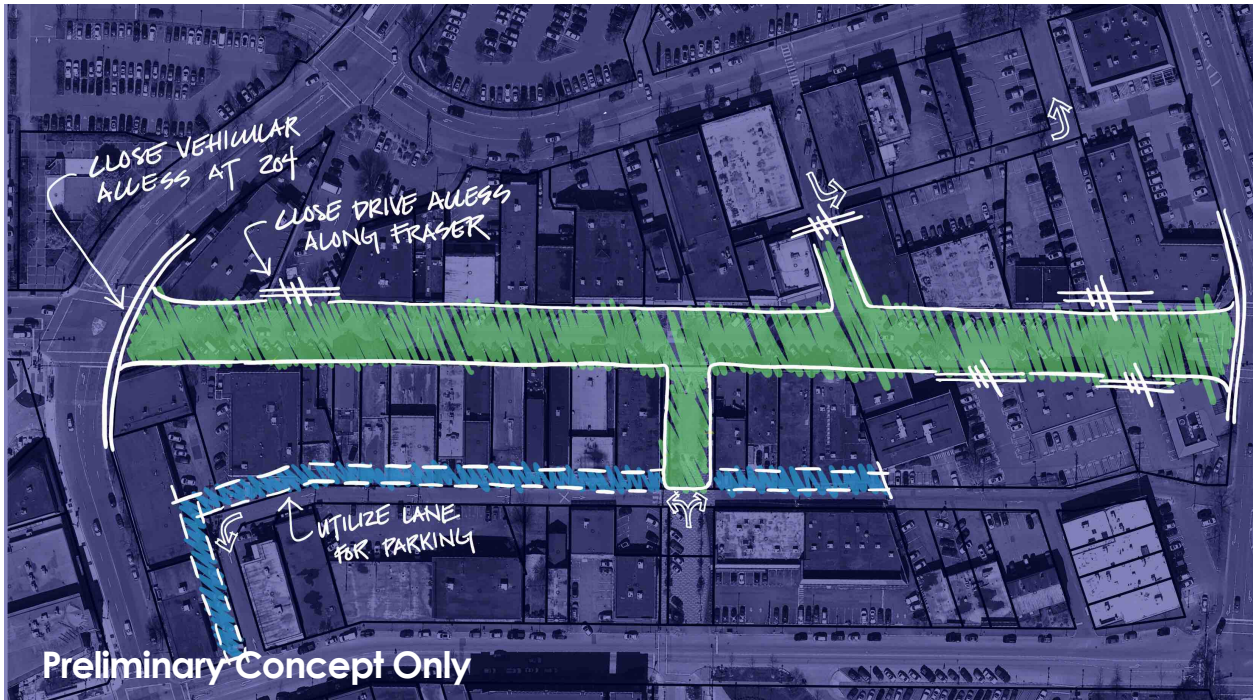


### Distribution of Duration of Parking: Saturday 10AM-3PM & Weekday 2-7PM





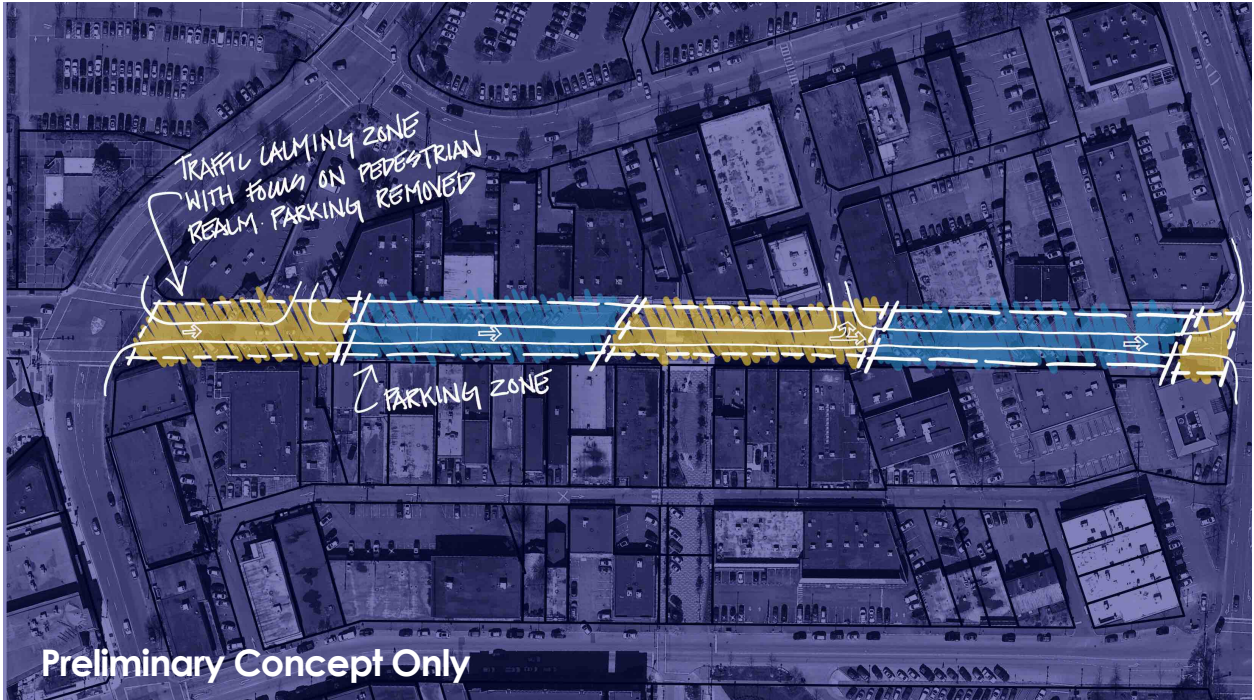
# Precedent Images



**Draft Design Concept Possibility #1**

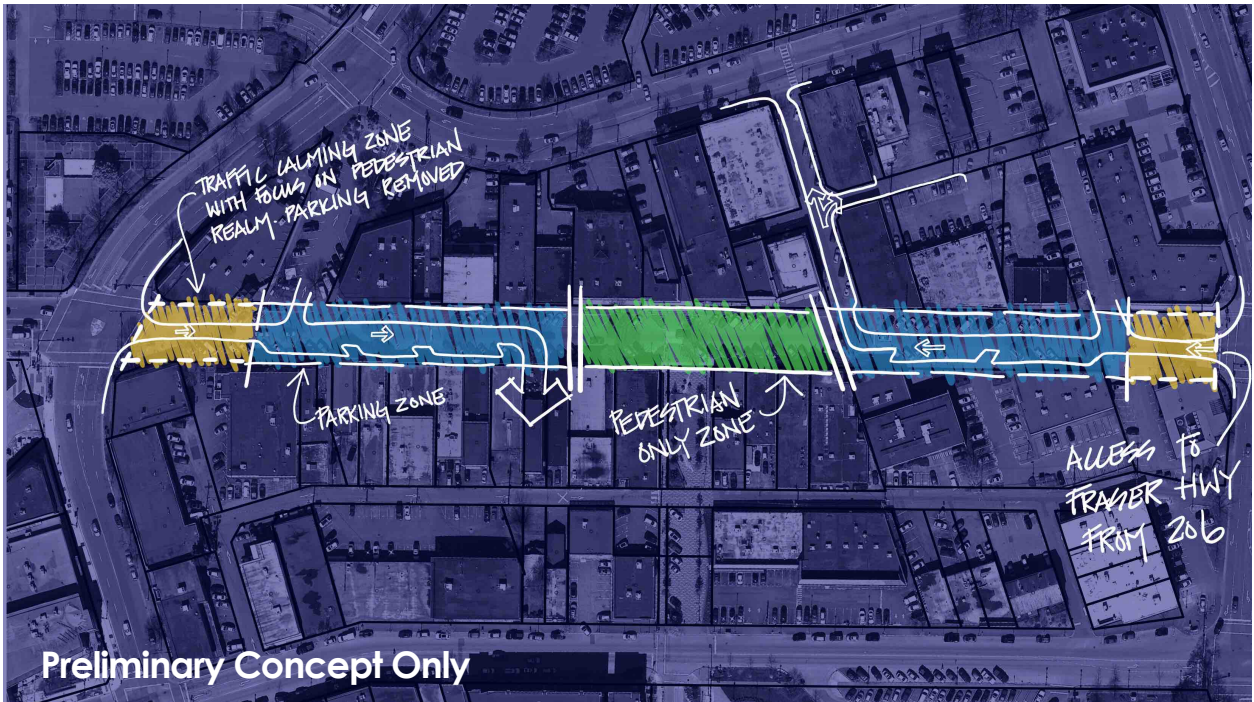






Preliminary Concept Only

**Draft Design Concept Possibility #2**

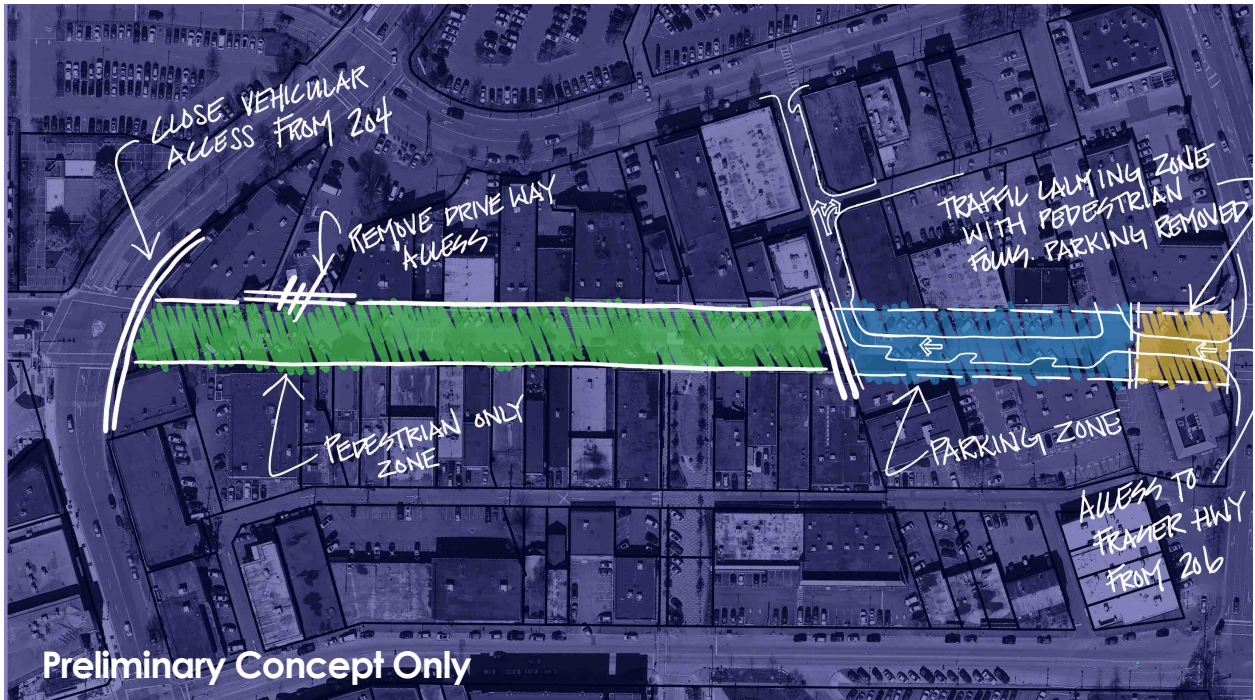


Preliminary Concept Only

**Draft Design Concept Possibility #3**







Preliminary Concept Only

### Draft Design Concept Possibility #4



### Next steps



# Thank You

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**Business Stakeholder Advisory Group Meeting Notes May 15, 2018**

**Fraser Highway Public Realm  
BUSINESS STAKEHOLDER ADVISORY GROUP  
May 15, 2018**

Summary of the Fraser Highway Public Realm Business Stakeholder Advisory Group meeting held Tuesday, May 15, 2018 at Langley City Hall

**ATTENDEES**

Participants	Project Team Representatives
Sonya Perkins – Forever Yours Lingerie Brian Perkins – Forever Yours Lingerie Carrie Thachuk – The Passionate Home Heidi Tobler – Everything But The Groom Jens Lundbek – Phoenix Rising Metaphysical Emporium Tracy Combs – Everything Uniforms Matthew Hassett – Rebellion Tattoo Samantha Stroman – Rebellion Tattoo Trish Buhler– Ten Thousand Villages	Doug Hyde – Langley City Jane Farquharson – Bunt  Lucent Quay Consulting Inc. Pam Ryan - Facilitator Lindsay MacInnis – Note taker

**Presentation and Comment**  
*The following abbreviations are used throughout this summary:  
 Q/C=Question/Comment, R=Project Team Response  
 The Committee = Fraser Highway Public Realm Business Stakeholder Advisory Group  
 DLBA = Downtown Langley Business Association*

**1. Opening and Introductions**

The May 15, 2018 Meeting Agenda included:

- Opening + Introductions
- March 1 Meeting Recap
- Goals for Today
- Project Overview
- Parking Analysis Results
- Construction Planning Update
- Survey Results
- Next Steps
- Closing Remarks

**2. March 1 Meeting Recap**

- Project Overview



- Feedback received from the business survey included: concern with parking, desire to minimize inconvenience for businesses during construction and the public visiting the area.
- Agreement on the project objective to bring people downtown.

The committee expressed interest in learning more about the following project aspects:

- More detail on construction staging
- More refined details and options for parking
- Plan for business support during construction

### 3. Project Update

- Feedback received from surveys indicates that people like expanding pedestrian zones however, parking is important and respondents like the One-Way.
- The project is in preliminary design phase.

### 4. Parking Analysis Results

- Parking analysis was an action item from the last meeting.
- The survey took inventory of all parking stalls, occupancy levels and turnover rates.
- The survey used automatic license plate recognition to determine parking duration and took place over two weekdays and a Saturday. Parking demand on these days were slightly higher due to nice weather. The study included public lots as well as street parking.
- On Fraser Highway there are currently 127 parking stalls, including handicapped and a few motorcycle stalls.
- Total of 288 spaces for on-street public parking, combined in the core and west of downtown.
- 95% of vehicles parked on the One-Way for two hours or less.
- Shorter term parkers in the downtown core.
- This parking data is new to the city and will be used to inform a more robust parking plan that better fits the needs of the community and businesses. The City is planning ahead and considering future growth, such as LRT proactively.
- Providing better wayfinding for additional parking is a component of the Fraser Highway Improvement Project.

#### Questions/Comments about the Parking Analysis

*Q. What about parking in the rest of downtown?*

A: The study also considered parking in areas around the One-Way. Peak use reached 70%. Unlike the One-Way, Saturday usage was less busy and weekdays saw more employees in the area using these lots. These findings were also reflected in the pay lot.

*Q. What would that mean in terms of how many people could be served if parking restrictions are changed?*

A: We could serve more people by shortening the parking duration along the One-Way because stalls turn over more frequently, creating more volume and attracting more people. The stalls along the One-Way are considered prime stalls – they are worth something.

*Q: What happens if we go to one-hour parking along the One-Way?*

A: The study shows that 20% of parkers would shift to other locations and the turnover of stalls would increase. If you wanted to serve the same amount of people today, up to 41 stalls could be reallocated for One-Way improvements.

*Q: What's an acceptable walking distance? Dependent on the cultural context, one does not expect to get a spot outside a store in a major city, unless you pay for it.*

A: There are a variety of factors to consider when considering parking and walking distances, such as the duration and intent of the visit, the city, and the location. When recreational shopping people are generally willing to walk further.

C: Consider public perception with the physical data. Some people feel that the current two-hour time limit is too short, even though the data suggests only five percent of vehicles use the parking for more than two hours.

C: Directional signage to parking outside of the One-Way is not available. It's hard to direct customers to other parking areas when there is no signage.

*Q: Is reserved parking included in the data?*

A: The focus of the survey was public stalls. Parking in the private lot is included in the survey. While there are private stalls behind buildings being used for employees, very few are available for visitors or customers.

*Q: Can private parking be better utilized? What if the business association came up with a management strategy for private parking? While not all private parking owners would participate in this strategy, a few might.*

A: The study shows that public stalls can be taken away without significant impact. With different parking restrictions the public stalls can serve more users and have parking available. We do not have to create more parking, but instead can use the parking we have more effectively.

*Q: Are you at a point where you would agree on the recommendation of the One-Way redevelopment being presented?*

A: We are improving the One-Way following required utility improvements to create a public realm space, which is an incentive for economic development. We are still in the engagement phase. We're working with businesses and residents and are conducting a survey this summer. The project team will be at community events and will record all comments received, then provide a recommendation to Council before moving towards the engineering phase of the design. The goal of tonight's meeting with the committee is to understand if this information is helpful before we move forward with broader engagement.

C: The City needs to plan for staff and business parking. The timelines suggested do not work for businesses. For example, there is parking behind certain stores that are not being utilized. Staff from other businesses are parking in unauthorized spots. There should be a structured plan moving forward.

C: Some businesses require longer parking durations for appointments, since appointments

often go beyond 2 hours.

C: The culture in Langley is tailored to drivers. People are used to and expect to park close to businesses. A full pedestrian area long-term would be an adjustment.

*Q: Is there a way to create a connection from the parking to the store?*

A: There are a few possibilities to address this with visuals, using art and trees to connect the two areas and provide an experience to connect the space.

C: These issues are supported to be brought up with DLBA. If wayfinding for parking and staff parking concerns are resolved, then repurposing parking on the One-Way for public realm can be explored.

## **5. Construction Planning**

- The project team provided an update on construction planning, including timelines and maintaining access to businesses during this work.
- The project team provided insights into methods, reasoning and considerations as the aging utilities are updated.
- The project is in the preliminary design phase but some insight was provided into what the construction may look like, including processes and activities. During construction, minimizing excavation will be a priority.
- There is potential to work with BC Hydro to secure funding and move utilities underground.
- The project recognizes that customers need to know where they can and cannot park during construction.

### **Questions/Comments about Construction**

C: Suggestion to implement new parking restrictions before construction starts. To get people used to the change.

C: Provide as much notice as possible (ideally months in advance) for utility shut offs.

C: For landscaping consideration, include that the correct species of tree is used and that it is appropriate for the corridor and will grow correctly.

*Q: How long would it take to replace each segment of underground utilities, specifically the pipes?*

A: There is not a definitive answer. There are a variety of factors and we are considering different processes that are quieter and require less excavation.

### **Timeframe:**

- Preliminary design options: July
- Council endorsement: July
- Procurement: Fall
- Approval by council: Fall
- Bidding for contract: January 2019

- 2 stage procurement – RFQ – request for qualification.
- Shortlisted are offered to tender the project
- Anticipate construction starts early 2019 - anticipated the funding and everything goes through.
- Construction including resurfacing – less than 1 year

**6. Next Steps/Action Items:**

- Public survey on parking and project features in July.
- Presentation to the DLBA. The Committee asked the project team to anticipate concerns about parking and provide timeframes wherever possible.
- Project team will contact the Committee to meet again to present design options after public engagement.

# Fraser Highway Public Realm Project

Presentation to Stakeholder Advisory Group  
May 15, 2018



## Agenda

- March 1 meeting recap
- Parking analysis results
- Construction planning
- Survey results
- Next steps

Engineering, Parks & Environment



# Meeting Recap



## March 1 Meeting Recap

- Project overview
- Reviewed results of engagement to date
- Feedback on draft vision:
  - Concern about parking; area is destination shopping
  - Desire to minimize inconvenience, including for those who drive
- Feedback on draft objectives
  - Want to bring more people downtown
  - Parking is a problem (students at language school and yoga classes)
  - Homelessness is an issue



## March 1 Meeting Recap – Next Steps

- More detail on construction staging
- More refined details and options for parking
- Plan for business support during construction

*If done right, it will be great and extremely beneficial to Langley*



## Parking Analysis

bunt & associates



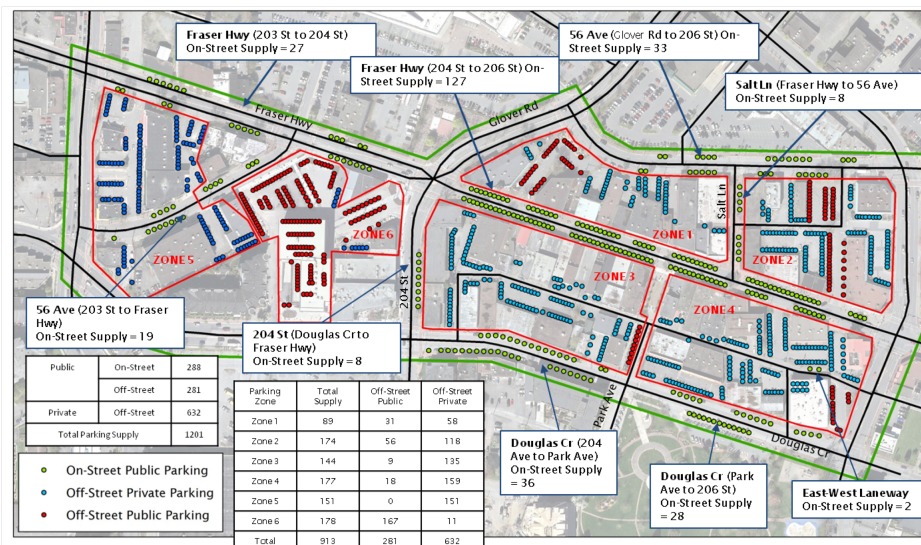


# Key Questions

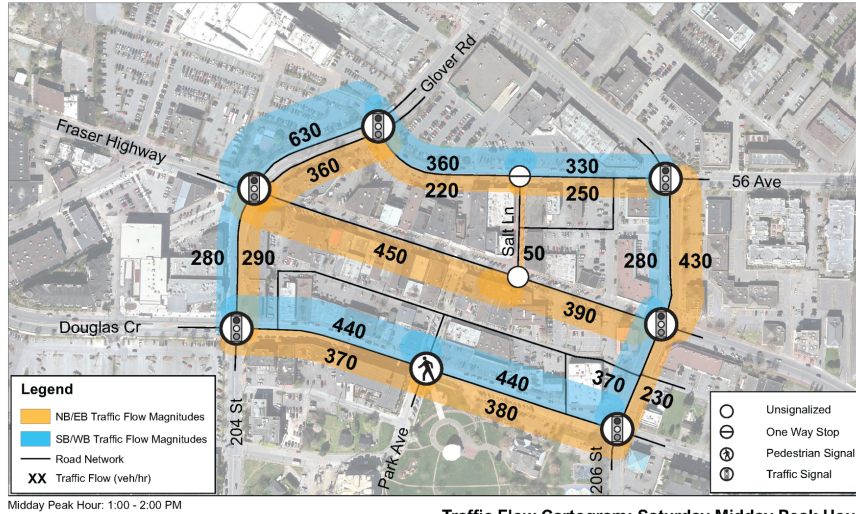
- How much parking is there?
- How is Fraser Highway being used today?
- What will happen if stalls are removed from Fraser Highway?
- Can parking management measures address effects of repurposing parking stalls?
- Are there available stalls beyond the Fraser Highway corridor?



## Parking Supply



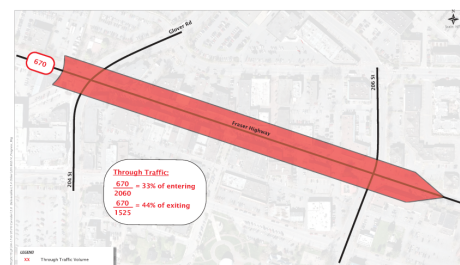
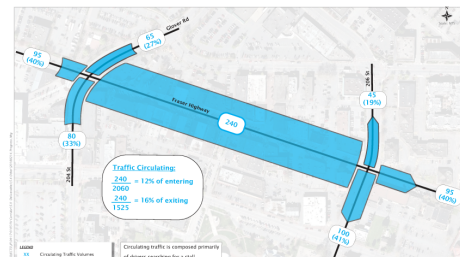
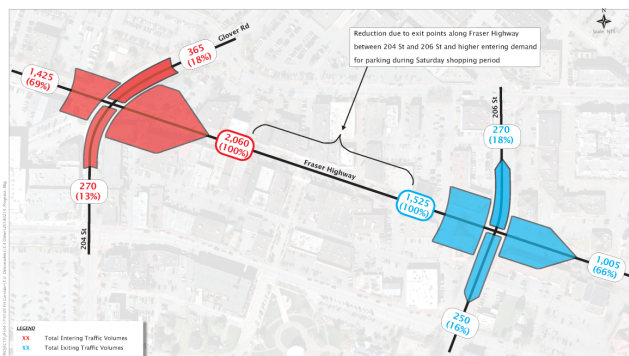
## Saturday Mid-day Traffic Volumes



Traffic Flow Cartogram: Saturday Midday Peak Hour



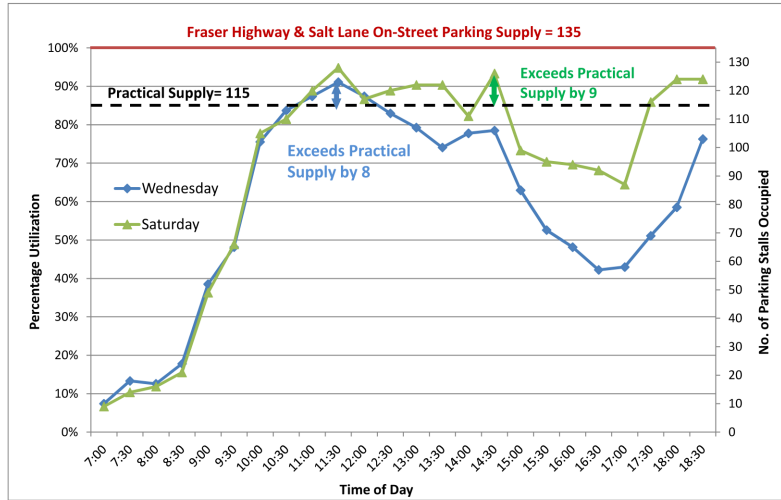
## Saturday Traffic Patterns: 5 hour period



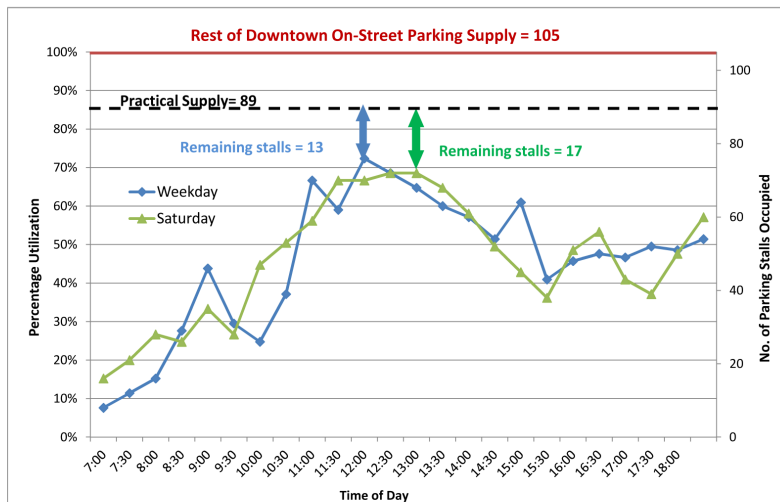
33-45% of traffic does not stop  
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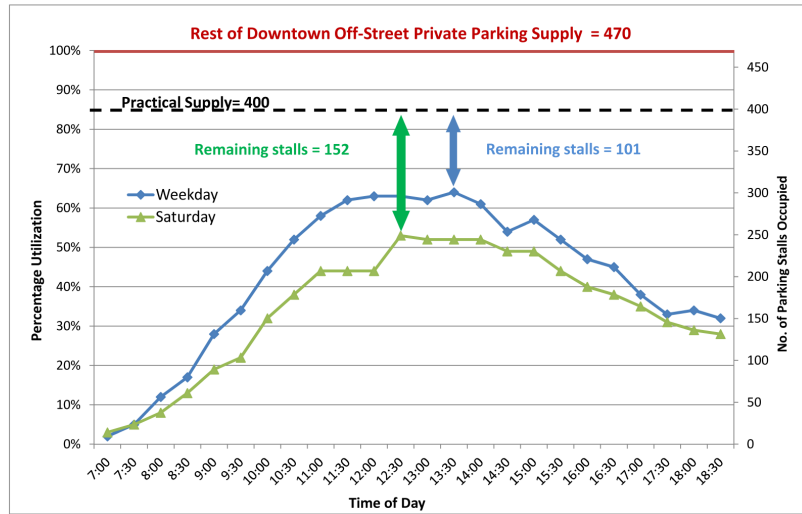
### On-Street Parking Demand: on Fraser Highway & Salt Lane



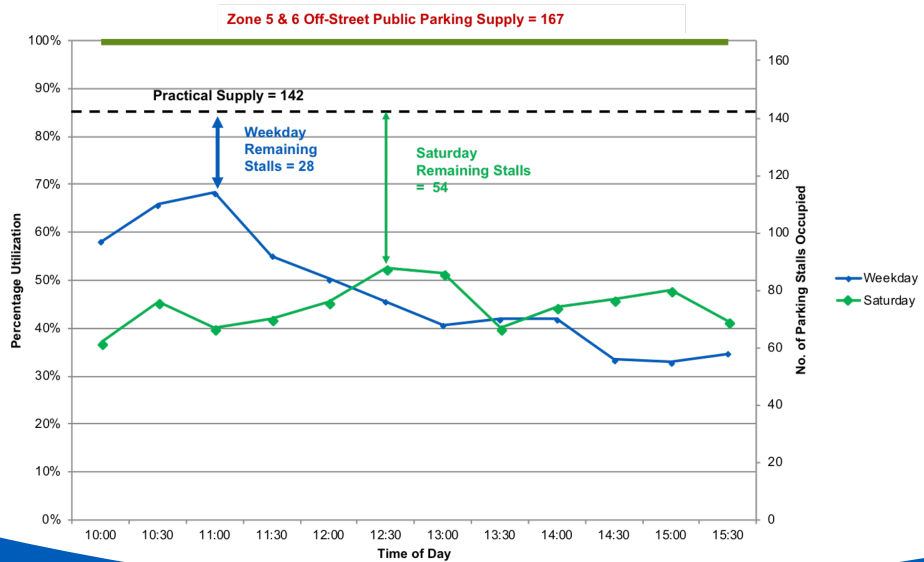
### On-Street Parking Demand: Rest of Downtown Core



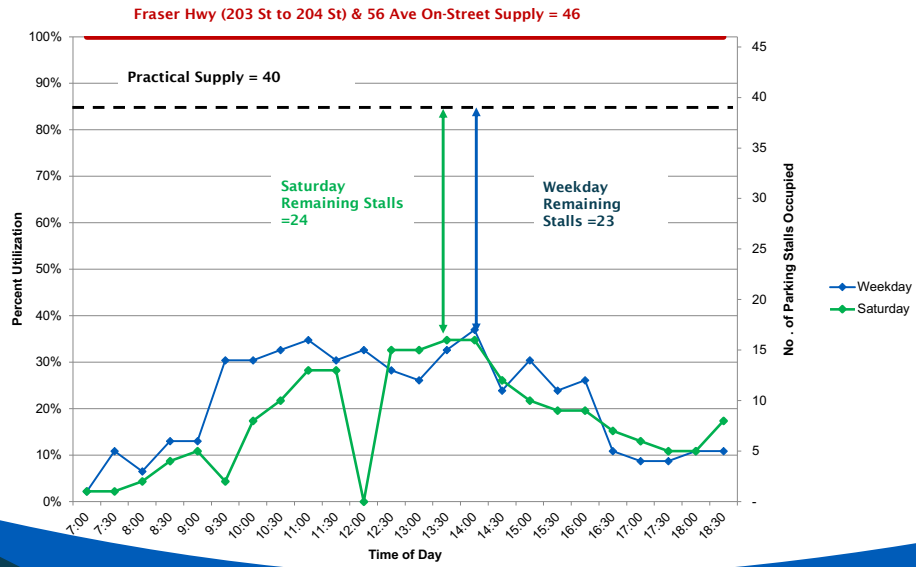
## Private Lots Parking Demand: Rest of Downtown Core



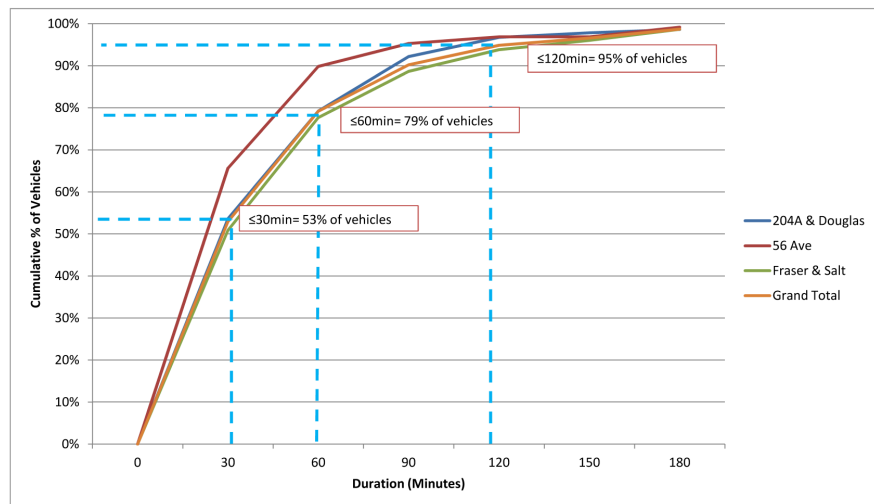
## Public Parking Demand: West of Downtown Core



## Public Parking Demand: West of Downtown Core



## Saturday On-Street Parking Duration in Downtown Core

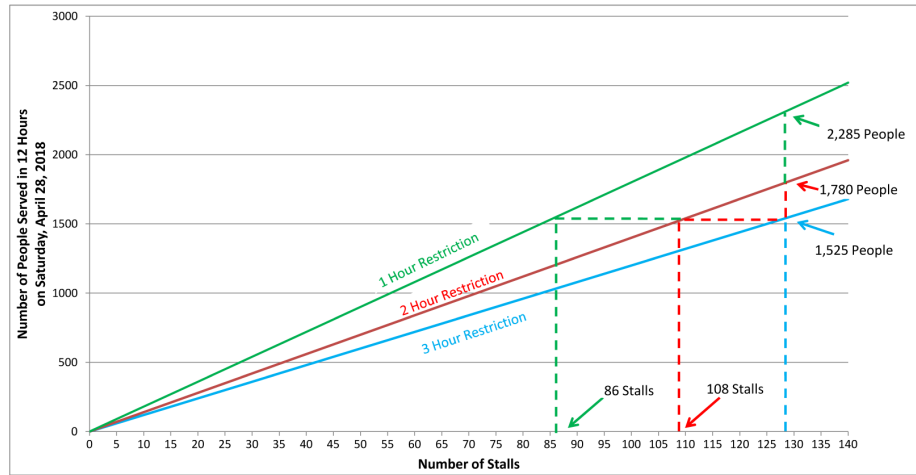


## Turnover of On-Street Stalls in Downtown Core

Location	On-Street Parking Turnover			
	Weekday		Weekend	
	Turnover (Veh/Hr/Bay)	Text Equivalent	Turnover (Veh/Hr/Bay)	Text Equivalent
204 Street (Between Fraser Highway and Douglas Crescent)	0.44	Once per every 2 hours & 15 minutes	0.29	Once per every 3 hours & 30 minutes
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Salt Lane (Between 56 Avenue and Salt Crescent)	0.46	Once per every 2 hour & 15 minutes	0.47	Once per every 2 hours
<b>Overall</b>	<b>0.50</b>	<b>Once per every 2 hours</b>	<b>0.54</b>	<b>Once per every 2 hours</b>



## Effect of Parking Time Restrictions: People Served by Fraser Highway Stalls



## Potential Parking Management Measures

### Option 1: Change parking limits on Fraser Highway to 2 hours

- Limited effects
  - 5% of parkers (7 veh) during peak, would shift to other parking.
  - Likely to private lots behind Fraser Highway or on-street Downtown
- Average turnover of stalls on Fraser Highway will increase
- Number of people served will depend on the stalls remaining:
  - At current levels, 15% more people would be served
  - To serve same # of people as today, up to 19 stalls could be reallocated for Public Realm

## Potential Parking Management Measures

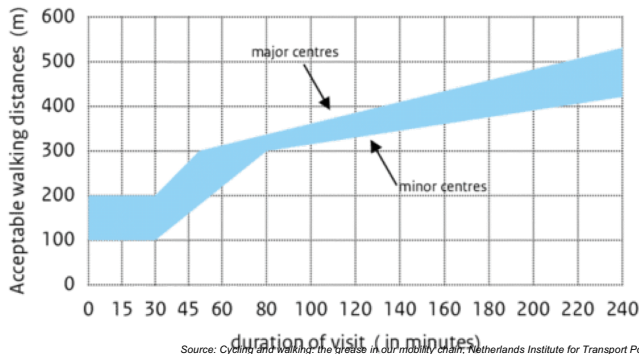
### Option 2: Change parking limits on Fraser Highway to 1 hour

- 20% of current parkers (25 veh) during peak will shift to other parking.
- Average turnover of stalls on Fraser Highway will increase.
- Number of people served will depend on the stalls remaining:
  - At current levels, 50% more people would be served
  - To serve same # of people as today, up to 41 stalls could be reallocated for Public Realm

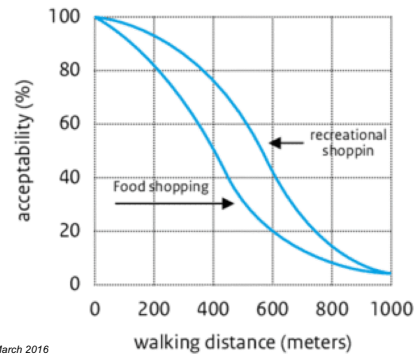


## Shifting demand will increase walking distances

**Q: What is acceptable?**



Source: Cycling and walking: the groove in our mobility chain, Netherlands Institute for Transport Policy Analysis, March 2016



**A: It depends....on cultural context, trip purpose, trip frequency and length of stay.**



## Walking “Level of Service” from Parking

Level of Service Conditions	Acceptable Distance (m)			
	A	B	C	D
Climate Controlled	300	730	1160	1,585
Outdoor/Covered	150	300	450	610
<b>Outdoor/Uncovered</b>	<b>120</b>	<b>240</b>	<b>360</b>	<b>480</b>
Through Surface Lot	105	210	315	420
Inside Parking Facility	90	180	270	360

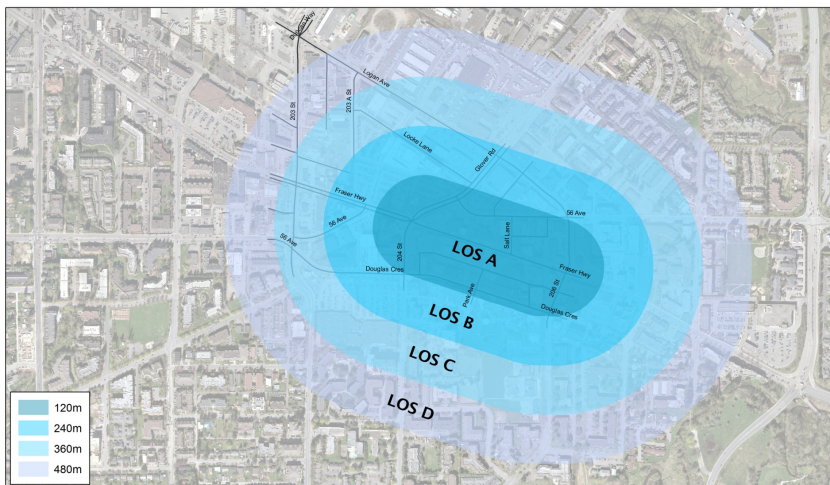
Source: How Far Should Parkers Have to Walk? March S Smith & Thomas A. Butcher, Parking, May, 2008



# What Does it Mean?

There is parking but it's not being used or managed as effectively as it could.

Trade-off is not parking, but rather walking distance balanced against the attraction of improvements to the public realm



# DISCUSSION

Questions about the findings?

Comments on effects of changes in parking restrictions:

- Serve more people, better? or Maintain consistency?
- If/how to effectively shift longer-term parkers to parking in back?

What communications/support needed for businesses?



# Construction Planning



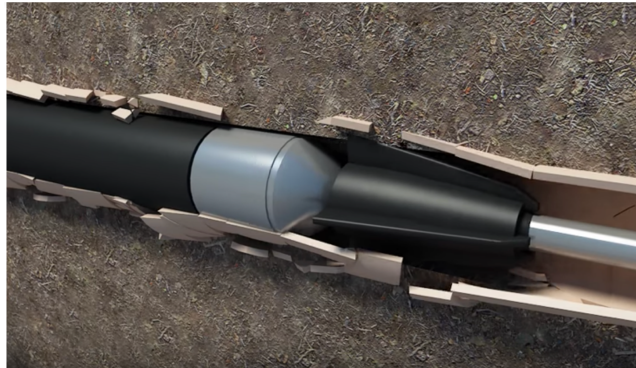
## Utility Replacement / Relocate

- Utility design with focus on minimizing disruption
- Sanitary sewer – pipe burst, largely underground
- Water line – localized excavation
- Storm sewer – no replacement necessary
- BC Hydro – likely to relocate underground



## Construction Technique Pipe bursting

- Applied in compact, urban areas
- No capacity upgrade needed
- Minimizes disruption to business



## DISCUSSION

Questions about process?

When construction starts, what specifically do you want to know?

# Survey Results

17 business participants; strong support for the draft vision  
*Primarily retail business owners who also live in Langley City*



## Participation + Preferences

### Key Challenges:

- Parking (need more of it)
- Signage for parking, salt lane
- Bulging sidewalks from trees
- Access for deliveries
- Traffic congestion

### Preferred Improvements:

- New trees that eliminate root bulging in the sidewalk
- Additional street parking
- Trees and plants focused on street beautification
- Lighting designed for pedestrians
- Way-finding'/information signs



# Precedent Images

PEDESTRIAN ONLY ZONES



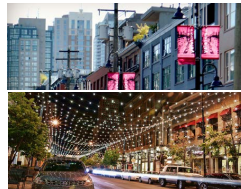
RAIN GARDENS



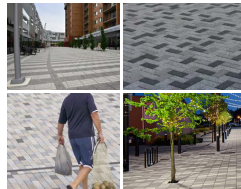
FURNISHINGS



VERTICAL ELEMENTS & CANOPY



UNIT PAVING



CONCRETE



# DISCUSSION

Additional thoughts about public realm options?

Closing remarks.



# Fraser Highway Improvement Project

Presentation to Downtown Langley Business Association  
May 24, 2018



Engineering, Parks & Environment

## Discussion

- Project requirements
- What is public realm?
- Parking analysis results
- Engagement to date
- Your input
- Next steps







## We have a challenge...

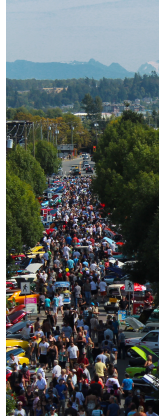
Aging infrastructure must be replaced

Narrow, bulging sidewalks

Customer access to parking

# We have an opportunity...

- To strengthen the heart of Langley.
- To build a greater sense of place.
- To support economic development.
- To serve more customers, better.



# Discussion

## Project requirements

- What is public realm?
- Parking analysis results
- Engagement to date
- Your input
- Next steps



# Project Requirements

Replace **sanitary sewer** – pipe burst, largely underground

Replace **water line** – localized excavation

Retain **storm sewer**

Potentially relocate **hydro line** underground

Minimize disruption

Communicate with businesses



# Discussion

Project requirements

**What is public realm?**

Parking analysis results

Engagement to date

Your input

Next steps





# Public realm is...

Streetscape improvements

Pedestrian-focused design

Gathering areas

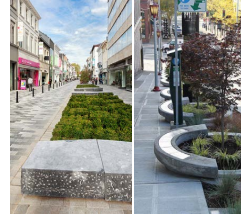
Amenities

Sense of place

PEDESTRIAN ONLY ZONES



RAIN GARDENS



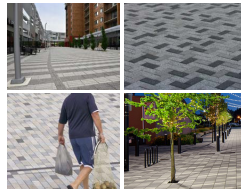
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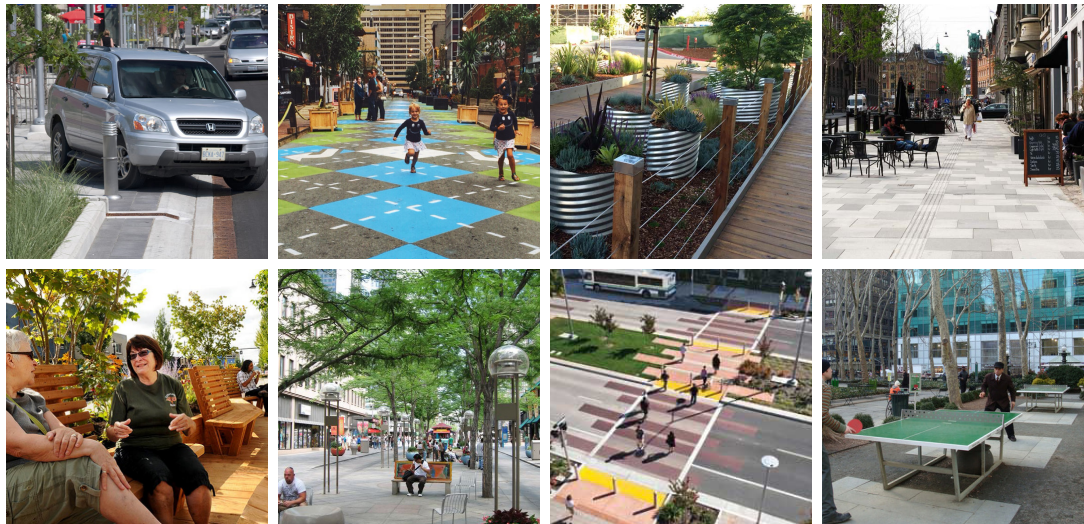
VERTICAL ELEMENTS & CANOPY



UNIT PAVING



CONCRETE



## Precedent Examples



## Discussion

Project requirements

What is public realm?

**Parking analysis results**

Engagement to date

Your input

Next steps



## Key Questions

How much parking is there?

How is Fraser Highway being used today?

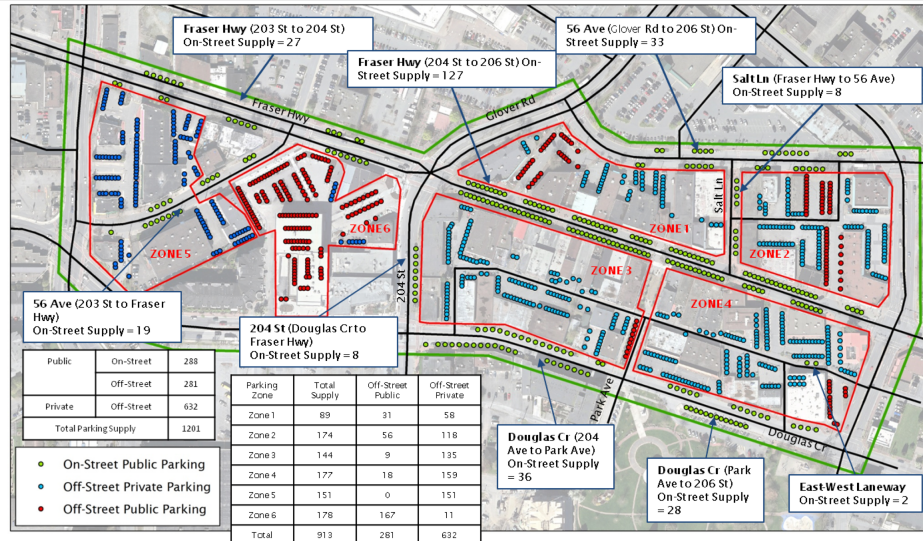
What will happen if stalls are removed from Fraser Highway?

Can parking management measures address effects of repurposing parking stalls?

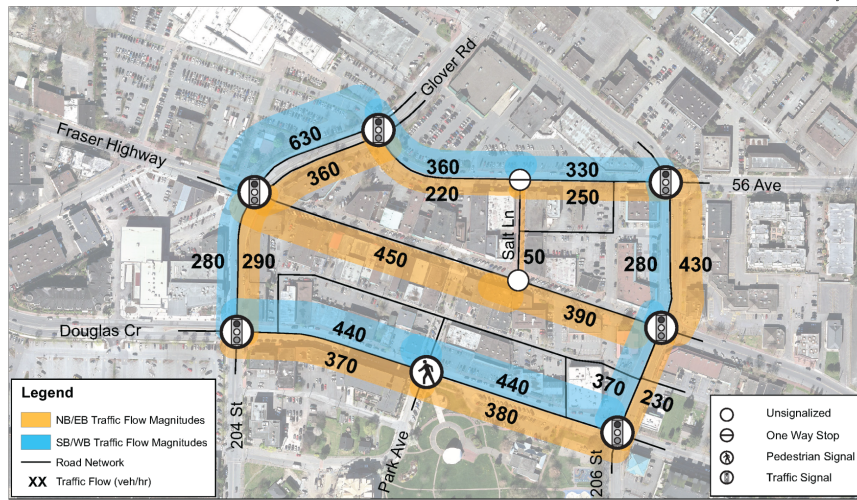
Are there available stalls beyond the Fraser Highway corridor?



## Parking Supply



## Saturday Mid-day Traffic Volumes

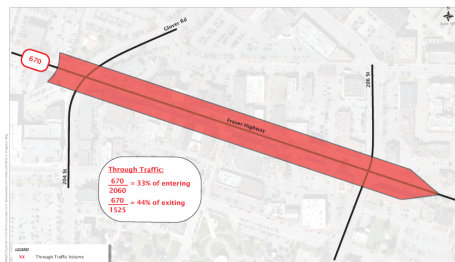
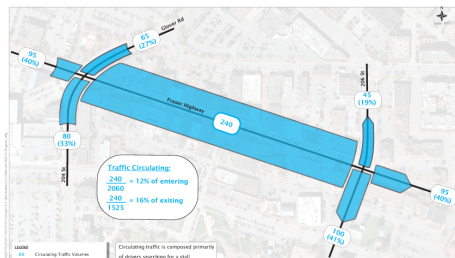
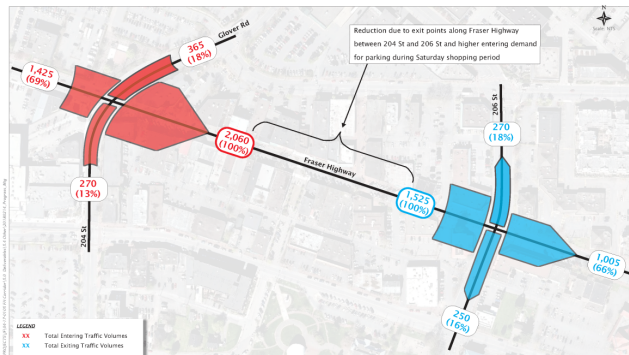


Traffic Flow Cartogram: Saturday Midday Peak Hour





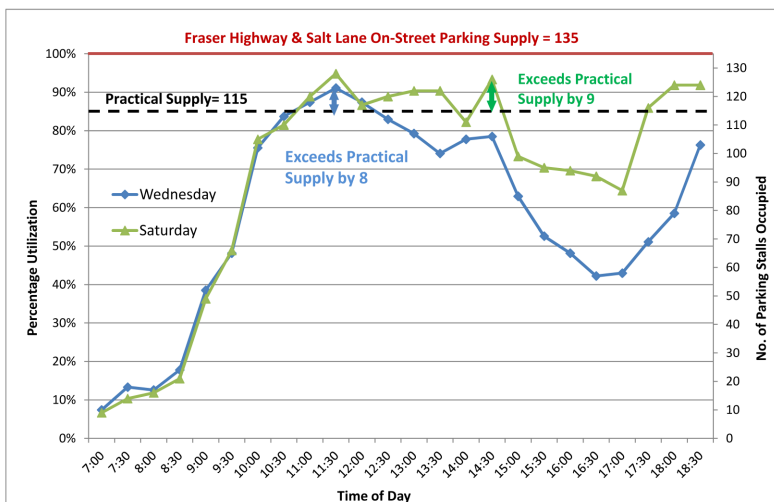
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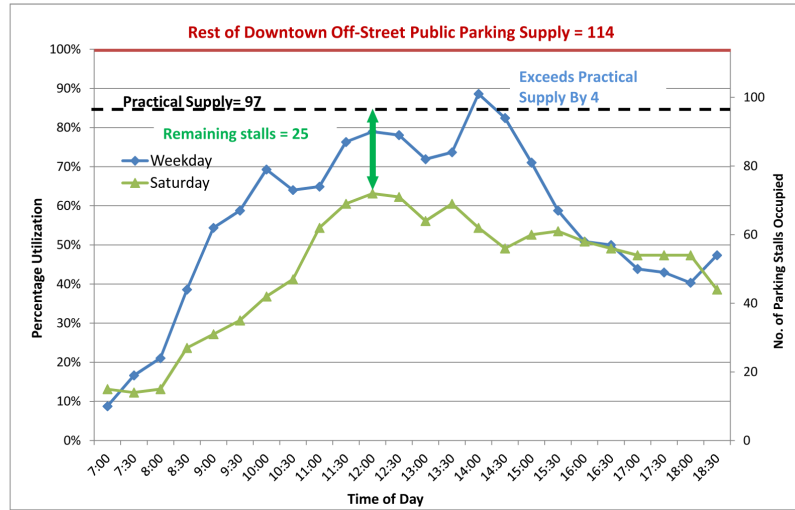


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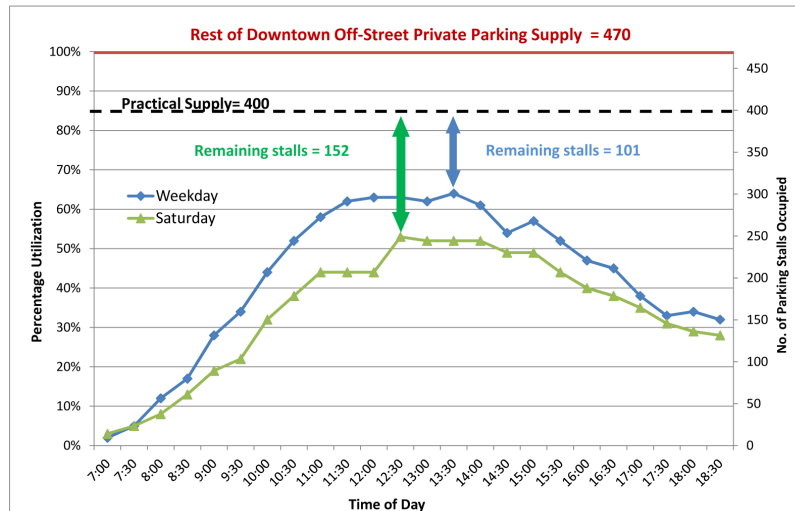




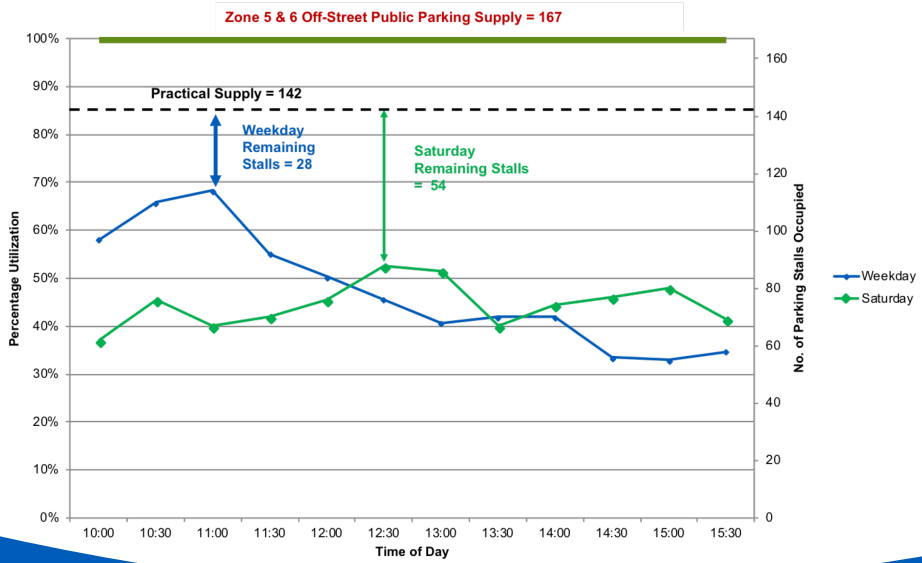
### Public Lots Parking Demand: Rest of Downtown Core



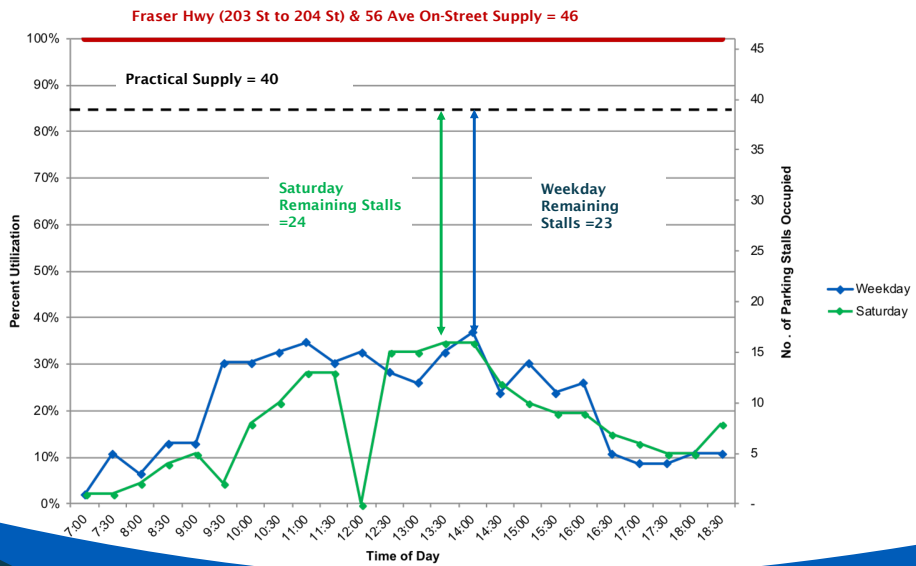
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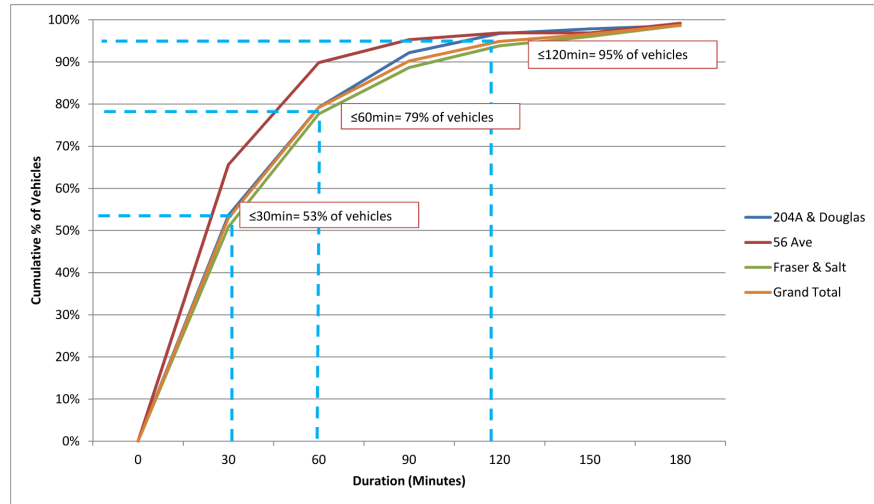
### Public Parking Demand: West of Downtown Core



### Public Parking Demand: West of Downtown Core



## Saturday On-Street Parking Duration in Downtown Core

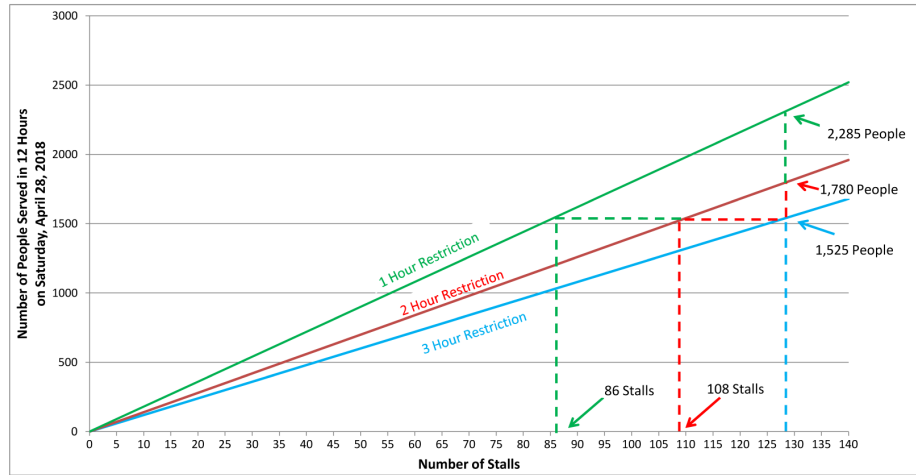


## Turnover of On-Street Stalls in Downtown Core

Location	On-Street Parking Turnover			
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## Effect of Parking Time Restrictions: People Served by Fraser Highway Stalls



## Potential Parking Management Measures

### **Option:** Change parking limits on Fraser Highway to 2 hours

- 5% of parkers during peak, would shift to nearby lots
- Average turnover of stalls would increase
- Up to **19 stalls** could be reallocated, and serve same number of people



# Potential Parking Management Measures

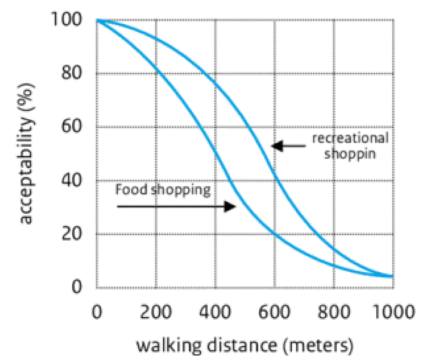
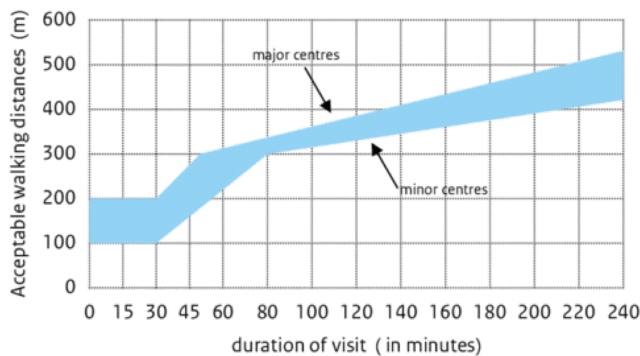
**Option:** Change parking limits on Fraser Highway to **1 hour**

- **20%** of current parkers during peak would shift to nearby lots
- Average turnover of stalls would increase
- Up to **41 stalls** could be reallocated, and serve same number of people



Shifting demand will increase walking distances

**Q: What is acceptable?**



**A: It depends....on cultural context, trip purpose, trip frequency and length of stay.**

Source: Cycling and walking: the grease in our mobility chain, Netherlands Institute for Transport Policy Analysis, March 2016





# Walking “Level of Service” from Parking

Level of Service Conditions	Acceptable Distance (m)			
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Outdoor/Covered	150	300	450	610
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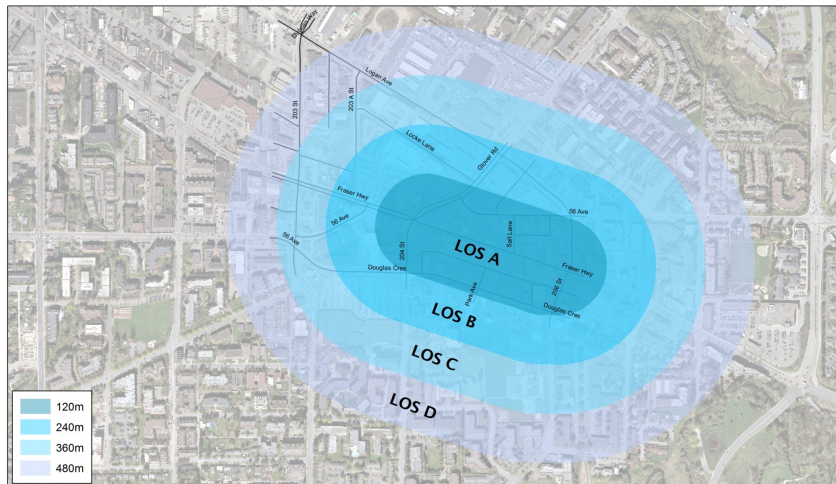
Source: How Far Should Parkers Have to Walk? March S Smith & Thomas A. Butcher, Parking, May, 2008



# What Does it Mean?

There is parking but it's not being used or managed as effectively as it could.

Trade-off is not parking, but rather **walking distance balanced** with the attraction of improvements to the **public realm**



## Survey Results: **Key Challenges**

- Parking
- Bulging sidewalks from trees
- Access for deliveries
- Traffic congestion
- Wayfinding
- Business visibility



## Stakeholder Advisory Group Meeting 1

### **Support the draft vision:**

*Strengthening the heart of Langley as  
the centre of the community,  
now and in the future.*

Want to expand pedestrian zone, but **need a parking solution**

Public realm preferences: canopy lights, flex spaces, planters, art



# Stakeholder Advisory Group Meeting 2

Support parking changes with:

- Improved **wayfinding** to alternate parking
- Gradual increases in **time restrictions by “zone”**
- City to work with property owners

Willing to give up employee parking if safe off-site options are available

Want advance notice of construction activities



## Discussion

Project requirements

What is public realm?

Parking analysis results

Engagement to date

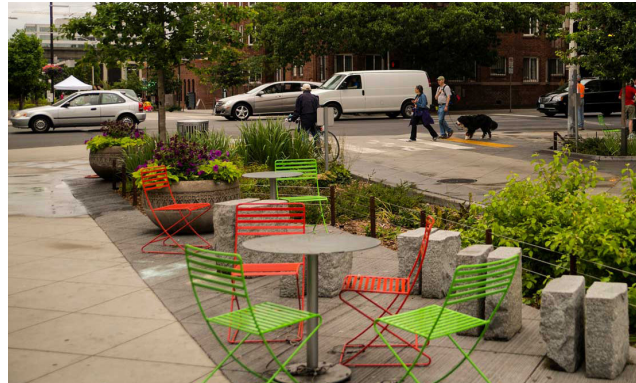
**Your input**

Next steps



## Your Input

- Thoughts on public realm?
- Thoughts on parking study findings?
- Should we pursue this for the One-Way?



## Next Steps

Confirm business interest	May 24
Public engagement on public realm	June
Preliminary design cost estimate	July
Continued engagement with businesses	Ongoing
Report to Council	July
Detailed design consultation	TBC
Utility replacement construction	Target 2019



# Thank you





DLBA Business Owner Survey February/ March 2018

Introduction



Downtown Langley has a long history as the heart of Langley City's commercial activity. In 2009, the Downtown Master Plan established a common vision for how downtown would continue to develop, with the two blocks of Fraser Highway between 204 Street and 206 Street (the One-Way) as the core area. Today, the need for water and sewer utility replacements has created an opportunity to rethink and renew the streetscape and bring new life to the Fraser Highway One-Way. Future regional plans for a new Light Rail Transit stop near 203 Street also brings opportunity to create a pedestrian-oriented commercial/transit hub in downtown Langley.

Langley City invites downtown businesses and property owners to provide input to this Fraser Highway design process. Your input is important, as it ensures business interests are considered as we develop design concepts. Please take a few minutes to complete this survey, which will be used to help develop project principles and objectives, as a framework to create design options for and ultimately, a preferred design for public consultation. Additional opportunities for feedback on draft design concepts will take place in spring 2018.

Please provide your feedback by **March 2, 2018**.

Questions

What, if anything, do you like **most** about the two-block Fraser Highway One-Way?

[Empty text box for response]

Fraser Highway Public Realm Business Owner Survey

What, if anything, about the the two-block Fraser Highway One-Way is **the biggest challenge** for your business?

[Empty text box for response]

Which aspects of the two-block Fraser Highway One-Way noted below are the **most challenging for your business?** *(please select up to five)*

- Customer parking AVAILABILITY near my business
- Customer parking DURATION
- Employee parking AVAILABILITY
- Employee parking DURATION
- Availability of parking for customers with wheelchairs or other mobility aids
- Access for commercial loading/deliveries
- Look and feel of the streetscape
- Quality of materials used in the streetscape
- Usable space in front of my business
- Uneven sidewalk pavement
- Availability of public open space in the area
- Availability of outdoor seating
- Availability of other street furniture (such as recycling bins, garbage bins, bike parking)
- Number and quality of plants and flowers
- Insufficient wayfinding/street signs
- Limited sustainable features (such as rain gardens to help manage storm water)
- Limited visibility of my storefront and business signs
- Presence of overhead utilities (like hydro and telephone lines) that affect the street character
- Ability for pedestrians to cross Fraser Highway
- Traffic congestion
- Safety concerns, other than uneven sidewalk pavement (please specify below)

Other - Specify

You selected "traffic congestion". In which block of Fraser Highway do you find traffic congestion to be the most problematic?

- 203 - 204
- 204 - 205
- 205 - 206
- All of them

What suggestions, if any, do you have to **improve** the Fraser Highway One-Way?

How important to you are each of the following potential improvements along the Fraser Highway One-Way?

	Extremely Important	Very Important	Somewhat Important	Not Very Important	Not At All Important
Measures to make parking easier by slowing traffic	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Wider sidewalks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Measures to improve traffic speed and throughput	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Making the area more pedestrian friendly	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
New trees that eliminate root bulging in the sidewalk	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Use of specific materials that helps create a unique sense of place	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Outdoor furniture that creates a unique sense of place	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Patio spaces	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Flexible street boulevard that can be used for parking, event space or patio space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Relocating above-ground hydro and telephone lines so they are underground	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

How important to you are each of the following potential improvements along the Fraser Highway One-Way?

	Extremely Important	Very Important	Somewhat Important	Not Very Important	Not At All Important
Welcoming gateways at either end of the One-Way	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Trees and plants focused on street beautification	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public art	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Alternative paving materials that create a sense of place (like colour, texture or markings)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Trees and plants focused on environmental sustainability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Way-finding/information sign improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Additional street parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Partial road closure to create new public plaza (like McBurney Plaza)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Use of sustainable materials for streetscape improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lighting designed for pedestrians	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Langley City has developed a draft vision for this project: ***Strengthening the Heart of Langley as the centre of the community, now and in the future.*** How does this draft vision statement align with your vision for the area?

- Strongly Agree
- Somewhat Agree
- Somewhat Disagree
- Strongly Disagree

What comments, if any, do you have about the draft vision statement: ***"Strengthening the Heart of Langley as the centre of the community, now and in the future".***

What type of business do you operate? *(Please select all that apply)*

- Retail
- Restaurant
- Office/Administration
- Professional Service
- Social Service
- Educational Service
- Arts, Entertainment, or Recreation
- Manufacturing/Wholesale
- Other - please specify below

Other - Specify



Which best describes you? *(Please check all that apply)*

- Own a business along the Fraser Highway One-Way (between 204 Street and 206 Street)
- Own a business elsewhere in downtown Langley
- Own a commercial property along the Fraser Highway One-Way Langley
- Own a commercial property elsewhere in downtown Langley
- Work in downtown Langley

Where do you live?

- Langley City
- Langley Township
- City of Surrey
- Abbotsford
- Other Metro Vancouver
- Fraser Valley
- Other

#### **Conclusion**

Thank you for your input. A consultation summary report will be prepared and shared with businesses in the coming weeks.

#### **Privacy Policy**

The information you provide is anonymous and confidential. No personal information is collected. Information you provide is for the purposes of the Fraser Highway Public Realm Project. If you have questions about this survey, please contact the City's Fraser Highway design process Project Manager, Doug Hyde at 604-514-2835.



### Downtown Langley BIA Member Survey

Fraser Highway Public Realm  
May 24, 2018

Downtown Langley has a long history as the heart of Langley City’s commercial activity. In 2009, the Downtown Master Plan established a common vision for how downtown would continue to develop, with the two blocks of Fraser Highway between 204 Street and 206 Street (the One-Way) as the core area. Today, the need for water and sewer utility replacements has created an opportunity to rethink and renew the streetscape and bring new life to the One-Way and downtown Langley generally. Future regional plans for a new Light Rail Transit stop near 203 Street also brings opportunity to create a pedestrian-oriented commercial/transit hub downtown.

Langley City invites Downtown Langley Businesses to provide input to this Fraser Highway design process. Your input is important, as it ensures business interests are considered as we determine whether to proceed with public realm design concepts. Please take a few minutes to complete this brief feedback form.

**Please provide your feedback by completing and returning this form tonight.**



1. To what extent do you support creating a new public realm on the Fraser Highway One-Way?

Strongly support	Support	Neutral	Oppose	Strongly oppose
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. To what extent do you support reallocating existing parking stalls (up to 30) to create space for public realm improvements?

Strongly support	Support	Neutral	Oppose	Strongly oppose
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. How many off-street parking stalls are currently allocated to your business?

- a. For customers: \_\_\_\_\_
- b. For employees: \_\_\_\_\_

4. If parking were available within a 2-4 minute walking distance, would you be willing to reallocate some of your designated employee parking for customer parking?

Yes	No	Undecided
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. How close is your business to the Fraser Highway One-Way?

- It is directly on the One-Way
- Within 1 – 2 blocks
- Within 3 – 5 blocks
- More than 5 blocks away

6. Please use the space below to provide any comments you have about the proposed project.

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7. Please provide your email address if you would like to receive updates about the project:

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**Thank you for your input.**

**Appendix B: Consultation Materials – Resident Surveys**

Display Boards for Neighbourhood Meetings





Underground sewer and water utilities along Fraser Highway are beyond service life and need to be replaced.

The project provides an opportunity to rethink and renew the streetscape, bringing new life to the One-Way.

A key first step is working with businesses and conducting technical studies to identify requirements. Public consultation is currently underway, with the City then determining on when to proceed with the project.



One-Way Today



**TREES IN PAVING**



**SIDEWALK**



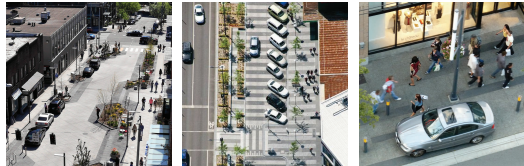
**GATHERING SPACES**



**PLANTING**



**PARKING**



**PATIOS**



Potential improvements that Langley City is considering include features like landscaping, gathering spaces, public art and improved pedestrian features.





**PUBLIC ART**



**LIGHTING**



**PROGRAMMING**



**SIGNAGE AND WAYFINDING**



Tell us what you think!  
What Suggestions do you have to improve the One-Way?



# Fraser Highway One-Way Improvements Project

Resident Survey – May 2018

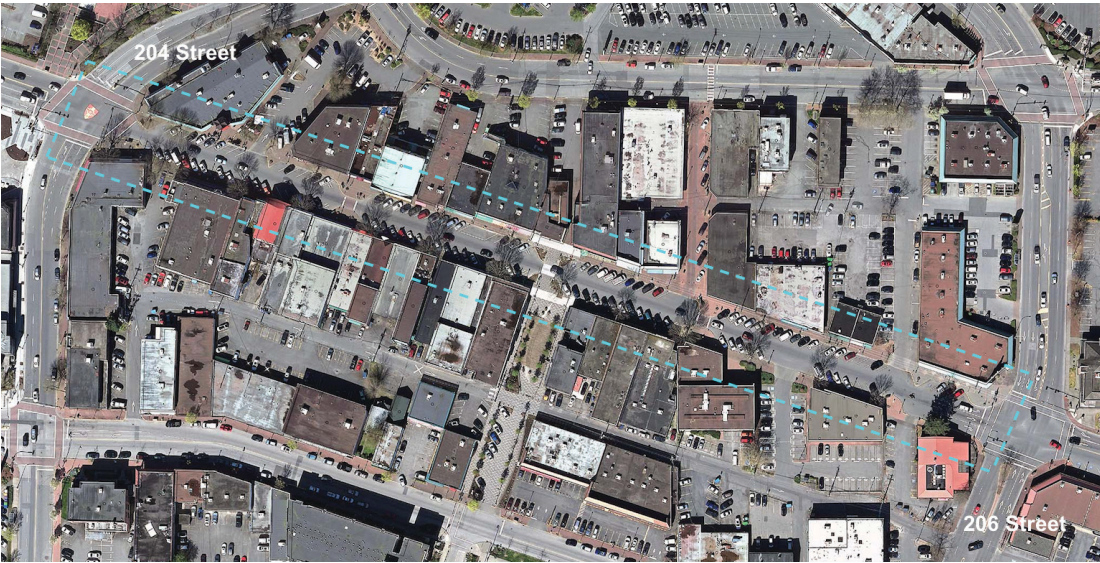


Downtown Langley has a long history as the heart of Langley City’s commercial activity. In 2009, the Downtown Master Plan established a common vision for how downtown would continue to develop, with the two blocks of Fraser Highway between 204 Street and 206 Street (the One-Way) as the core area. Today, the need for water and sewer utility replacements has created an opportunity to rethink and renew the streetscape and bring new life to the One-Way and downtown Langley generally. Future regional plans for a new Light Rail Transit stop near 203 Street also brings opportunity to create a pedestrian-oriented commercial/transit hub downtown.

Langley City invites residents to provide input to this Fraser Highway design process. Your input is important, as it ensures residents’ interests are considered as we develop design concepts. Please take a few minutes to complete this survey, which will be used to help develop project principles and objectives, as a framework to create design options for and ultimately, a preferred design for public consultation. Additional opportunities for feedback on draft design concepts will take place in summer 2018.

**PLEASE PROVIDE YOUR FEEDBACK BY COMPLETING AND RETURNING THIS FORM TONIGHT.**

This survey seeks input on the two blocks of Fraser Highway between 204 Street and 206 Street (the One-Way) as illustrated in the following image:



1. What, if anything, do you **like most** about the two-block Fraser Highway One-Way between 204 Street and 206 Street in downtown Langley?

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**2. Which aspects of the two-block Fraser Highway One-Way noted below are the most challenging for you?**

*Please select up to five*

- Parking availability
- Parking duration
- Uneven sidewalk pavement
- Availability of public open space in the area
- Availability of outdoor seating
- Availability of other street furniture (such as recycling bins, garbage bins, bike parking)
- Number and quality of plants and flowers
- Insufficient wayfinding/street signs
- Limited visibility of storefront and business signs
- Presence of overhead utilities (like hydro and telephone lines) that affect the street character
- Ability for pedestrians to cross Fraser Highway
- Traffic congestion
- Safety concerns, other than uneven sidewalk pavement (please specify below)
- No challenges

**3. How important to you are each of the following potential road and pedestrian improvements along the Fraser Highway One-Way?**

	Extremely important	Very important	Somewhat Important	Not very important	Not at all important
Patio spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outdoor furniture that creates a unique sense of place	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sustainable features (such as rain gardens to help manage storm water)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Making the area more pedestrian friendly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wider sidewalks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Use of specific materials that helps create a unique sense of place	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Relocating aboveground hydro and telephone lines so they are underground	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
New trees that eliminate root bulging in the sidewalk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Flexible street boulevard that can be used for parking, event space or patio space	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wayfinding/information sign improvements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**3. How important to you are each of the following potential road and pedestrian improvements along the Fraser Highway One-Way?**

	Extremely important	Very important	Somewhat Important	Not very important	Not at all important
Allowing access from either end of the area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More pedestrian only areas (like McBurney Plaza)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Plantings focused on street beautification	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Plantings focused on environmental sustainability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Use of sustainable materials	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Add more colour, texture and markings to create a sense of place	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lighting designed for pedestrians	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public art	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**4. Where do you live?** *Please check one only*

- Langley City
- Nicomekl Neighbourhood
- Douglas Neighbourhood
- Simonds Neighbourhood
- Uplands Neighbourhood
- Blacklock Neighbourhood
- Alice Brown Neighbourhood
- Not sure which Langley City Neighbourhood Other/Outside Langley City

**5. Which best describes how frequently you visit downtown Langley?** *Please check one only*

- Every day     Weekends only     Weekdays only     Once in a while     Never

**6. Why do you typically visit downtown Langley?** *Please select your top two reasons*

- Work
- Shopping
- Dining
- Special event
- Personal business
- Passing through
- Other, specify: \_\_\_\_\_

**7. How do you usually travel to downtown Langley?** *Please check one only*

- Walk the whole way
- Bike/cycle the whole way
- Drive alone
- Carpool, driver → *How many passengers are typically with you?* \_\_\_\_\_.
- Carpool, passenger
- Took transit (*including if walked or cycled part way*)
- Dropped off by taxi or personal vehicle
- Other, specify: \_\_\_\_\_

**8. Thinking about why you visit the OneWay, when you are unable to find parking in front of the business(es) you are visiting, which of the following best describes how long you are willing to walk to access from an alternate parking spot?** *Please check one only*

- Less than 1 minute
- 1 to 2 minutes
- 2 to 3 minutes
- 3 to 4 minutes
- 4 to 5 minutes
- More than 5 minutes

**9. For how long do you typically stay when you visit this area of Downtown Langley?** *Please check one only*

- Less than 30 minutes
- 30 minutes to 1 hour
- 1 to 2 hours
- 2 to 3 hours
- More than 3 hours




**Thank you for your input, which will be used to help develop project designs for additional public consultation in June.**

*The information you provide is anonymous and confidential. No personal information is collected. Information you provide is for the purposes of the Fraser Highway Public Realm Project. If you have questions about this survey, please contact the City's Fraser Highway design process Project Manager, Doug Hyde at 604-514-2835.*

# Appendix C: Consultation Materials – Public Survey

## Langley City Website Notification

A A

[REPORT A PROBLEM](#) [PAY ONLINE](#) [EMPLOYMENT](#) [MEDIA ROOM](#) [CONTACT US](#)

[EXPLORE LANGLEY CITY](#) [CITY SERVICES](#) [COUNCIL & ADMIN](#) [BUSINESS & DEVELOPMENT](#) [PARKS & RECREATION](#)

[Home](#)

**Latest News**

- Special Council Meeting
- City Hall Outdoor Space Renovation
- RCMP Musical Ride Performing at Thunderbird Show Park
- Keep Your Pre-teens and Teens Busy with Youth Adventure Club
- Nexus Langley City – a bold new vision for the city's future
- Play Outside with Live 5-2-1-0 Playboxes
- Langley City launches public consultation survey on Fraser Highway One-Way renewal plan
- Opportunity for Public Input - July 23, 2018 - Highway Closure & Disposition
- 4 Events in 4 Days, All in 4 Square Miles
- Public Hearing - July 9, 2018 - Bylaw 3061 - Zoning Amendment & Development Permit

[LOAD MORE](#)

**Langley City launches public consultation survey on Fraser Highway One-Way renewal plan**

Share on: [f](#) [t](#) [+](#)

Date: July 16, 2018

*Working towards pedestrian-oriented development in the heart of Langley*

**Langley City, British Columbia** – Following initial consultation with business owners on the Fraser Highway One-Way, Langley City is launching a city-wide consultation to obtain input on potential improvements to the area of Fraser Highway known as the One-Way (204 Street to 206 Street).

Residents can provide their input through an online survey, [Fraser Highway One-Way Consultation](#), which will be open until July 16, 2018. The survey asks for feedback on a range of public realm improvements, from gathering spaces, to public art and lighting. It also asks residents to share what they like most about the current One-Way.

To encourage participation and answer questions, the project team will also have a booth at Langley Community Days on June 16, as well as other community events throughout the summer.

The potential improvements are part of planning for a major project to replace aging underground sewer and water utilities, which currently targeted to begin in 2019.

"We had great success with McBurney Plaza, Salt Lane and our Downtown Initiatives program last year," explained Mayor Ted Schaffer. "With the new rapid transit line coming to Langley City in the next 7-10 years, we think it's important to begin exploring opportunities now to build a transit- and pedestrian-oriented downtown core. This project is a first step toward that ideal."

Technical studies are underway and Langley City also will work with the Downtown Langley Merchants Association and area businesses to develop supportive parking changes that will allow for public space. A report to Council including final plans and a request for budget approval to proceed will follow in late fall.

For more information and to complete the online feedback survey, visit <https://interceptum.com/si/en/4331634>.

- 30 -

**Project Contact:**



Langley City Example Facebook Post Notification

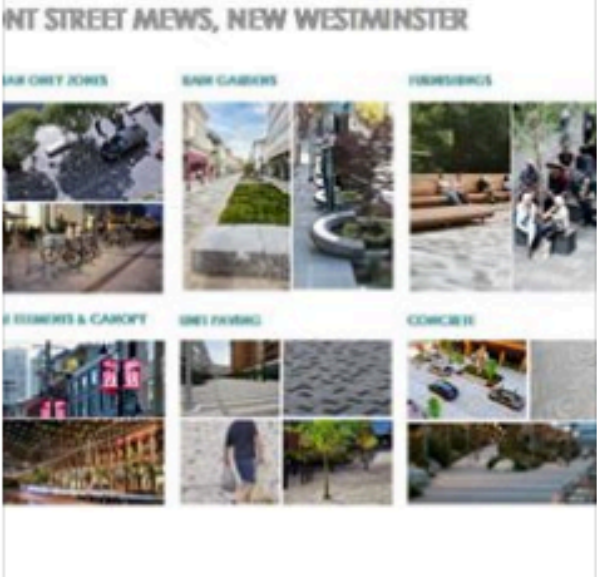
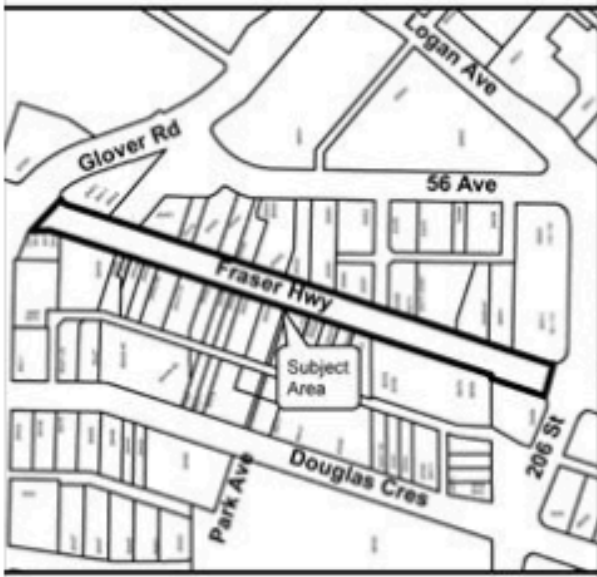
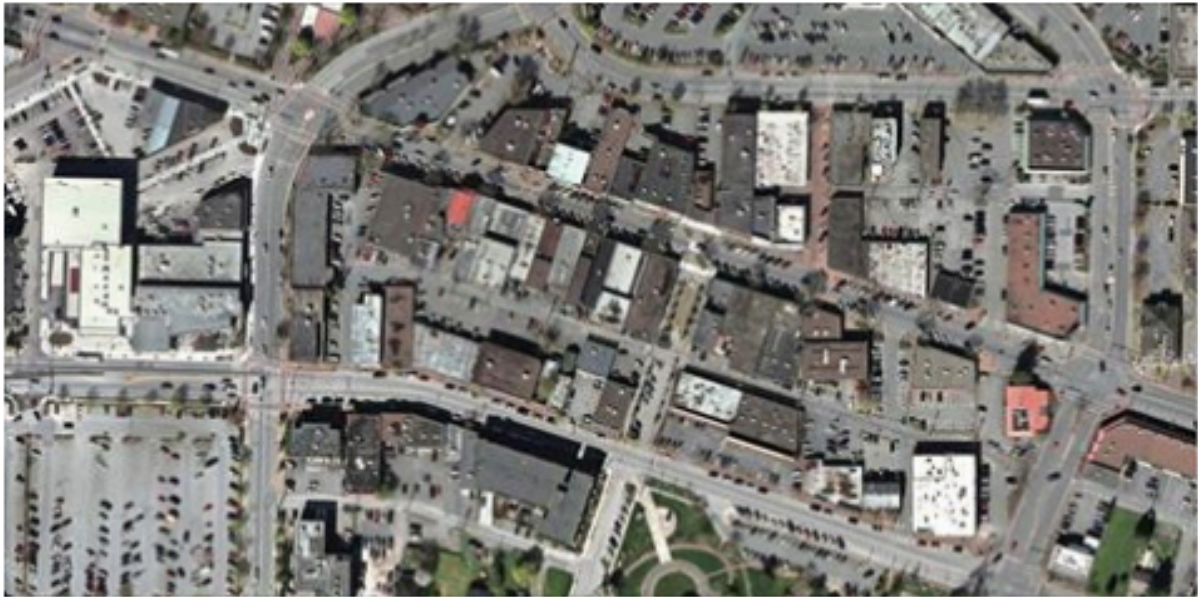


City of Langley added 3 new photos.

June 15 · 🌐

What do you love about the Fraser Highway One-Way, and what would you change? Langley City wants your ideas on how to improve this important part of our downtown.

Take part in the consultation by filling in the online survey:  
<https://interceptum.com/si/en/4331634>





## Downtown Langley Public Survey

Fraser Highway Public Realm  
June/July 2018

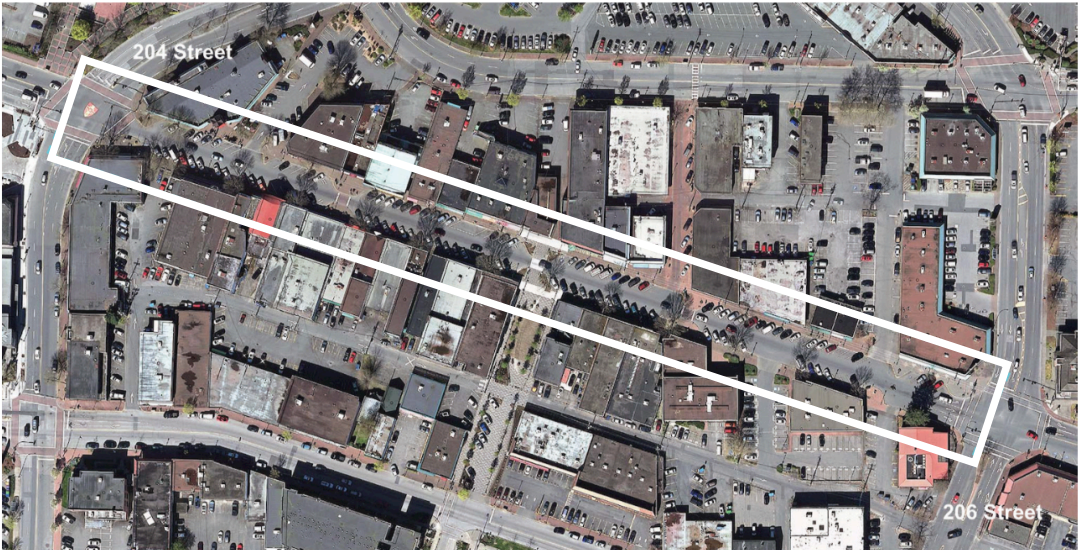
Downtown Langley has a long history as the heart of Langley City’s commercial activity. In 2009, the Downtown Master Plan established a common vision for how downtown would continue to develop, with the two blocks of Fraser Highway between 204 Street and 206 Street (the One-Way) as the core area. Aging water and sewer lines under the Fraser Highway must be replaced under the One-Way. This requires reconstructing roads, curbs and sidewalks, which also gives us an opportunity to renew the area. With Light Rapid Transit coming to downtown Langley we can expect the One-Way to attract more people than ever before.

We invite you to provide input to this Fraser Highway design process. Your input is important, as it ensures we consider residents’ interests as we develop the design the project.

**Please provide your feedback by July 16, 2018:**

- In person: Hand in to a display host at this event
- Email: Project Manager, Doug Hyde at [dhyde@langleycity.com](mailto:dhyde@langleycity.com)
- Mail: Langley City Hall 20399 Douglas Crescent, Langley BC, V3A 4B3

This survey seeks input on the two blocks of Fraser Highway between 204 Street and 206 Street (the One-Way) as illustrated in the following image:



1. What do you **like most** about the two-block Fraser Highway One-Way between 204 Street and 206 Street in downtown Langley?

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2. What do you **like least** about the two-block Fraser Highway One-Way between 204 Street and 206 Street in downtown Langley?

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3. How important are each of the following potential improvements along the Fraser Highway One-Way?

	Very Important	Important	Neutral	Unimportant	Very Unimportant
Wide, even sidewalks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trees	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Patio spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Event spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Planting and greenery	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public Art	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Benches and seating	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Signage and wayfinding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. To what extent do you support creating an improved public realm on the Fraser Highway One-Way?

Strongly Support	Support	Neutral	Oppose	Strongly Oppose
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. What is your level of support for moving up to 30 on-street parking stalls from the One-Way to create space for public realm improvements?  
*Please note that additional parking would be identified nearby, with better signage and wayfinding.*

Strongly Support	Support	Neutral	Oppose	Strongly Oppose
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. Which best describes how frequently you visit downtown Langley?

- Every day
- Weekends only
- Weekdays only
- Once in a while
- Never

7. Why do you typically visit downtown Langley? *Please select your top two reasons*

- Work
- Shopping
- Dining
- Special event
- Personal business
- Passing through
- Other (please specify): \_\_\_\_\_

8. How do you usually travel to downtown Langley? *Check all that apply*

- Walk the whole way
- Bike/cycle the whole way
- Drive alone
- Carpool, driver → how many people are with you? \_\_\_\_
- Carpool, passenger
- Took transit (including if walked or cycled part way)
- Dropped off by taxi or personal vehicle
- Other (please specify): \_\_\_\_\_

9. When you are unable to find parking in front of the business(es) you are visiting on the One-Way, how long you are willing to walk to access from an alternate parking spot? *Please check one only*

- Less than 1 minute
- 1 to 2 minutes
- 2 to 3 minutes
- 3 to 4 minutes
- 4 to 5 minutes
- More than 5 minutes

10. For how long do you typically stay when you visit this area of Downtown Langley? *Please check one only*

- Less than 30 minutes
- 30 minutes to 1 hour
- 1 to 2 hours
- 2 to 3 hours
- More than 3 hours

11. Where do you live?

- City of Langley
- Township of Langley
- Another municipality

12. Do you have any other comments on the proposed improvements to the Fraser Highway One-Way?

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13. Please provide your email address if you would like to receive updates about the project:

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**Thank you for your input.**

**Privacy Policy:** *the information you provide is anonymous and confidential. No personal information is collected. Information you provide is for the purposes of the Fraser Highway Public Realm Project. If you have questions about this survey, please contact the City's Fraser Highway design process Project Manager, Doug Hyde at 604-514-2835.*



**Public Event Display Boards**

## Fraser Highway One-Way Consultation

We want to hear from you on potential changes to the Fraser Highway One-Way that will renew our downtown core. Our goal is to create a more pedestrian-friendly place to live, work and enjoy, while also encouraging businesses to thrive.

Aging water and sewer lines under the Fraser Highway must be replaced between 204 and 206 Streets. This requires reconstructing roads, curbs and sidewalks, which also gives us an opportunity to renew the area. With Light Rapid Transit coming to downtown Langley we can expect the One-Way to attract more people than ever before.

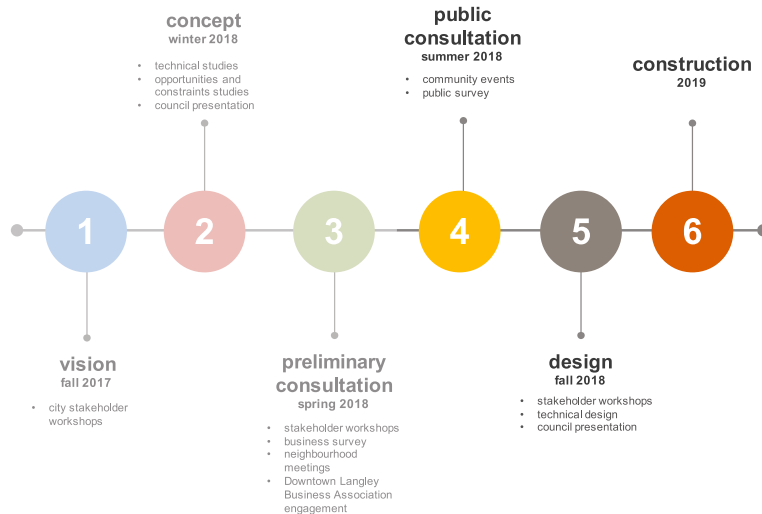
The City is currently developing design concepts and we need your input to develop the preferred design. The following activities will ask you for your input on the One-Way.



## The Process

We have been consulting with Langley businesses and residents since early spring this year to find out what they think about the One-Way, and whether it needs to be improved.

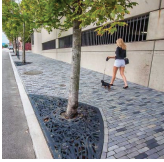
Now we want to hear from you. Construction to replace underground sewer and water utilities could begin in early 2019 and we expect the project to take up to one year to complete.



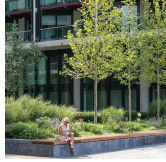


## ACTIVITY How should we improve the One-Way?

Trees



Planting



Sidewalk



Parking



Gathering Spaces



Patios



Public Art



Lighting



Programming



Signage & Wayfinding



There are many ways that the One-Way can become a more welcoming public space for everyone – from plants and flowers, to seating and patios, to public art.

How do you think the City of Langley should use its resources in improving the One-Way?  
Use your “money” to show us what we should focus on.



## IDEAS TREE Share your thoughts!

What else do we need to keep in mind as we are replacing the sewer and water utilities under the Fraser Highway?

Write your ideas on one of the “leaves” provided and put it on the ideas tree.







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