

Appendix A: Consultation Materials

A1. Presentation to the Business Stakeholder Advisory Group – September 6

**Fraser Highway
One-Way Improvement
Project**

Presentation to Stakeholder Advisory Group
September 6, 2018

Langley City
THE PLACE TO BE

Engineering, Parks & Environment

86% of respondents during the first phase of consultation support the Fraser Highway Public Realm Improvement Project

Langley City

We have clear direction from Langley residents and Council to move forward with improving the public realm on the Fraser Highway.

Objective of consultation:

Present the community with three feasible potential design options and ask for feedback on a preferred option.



Agenda

- **Welcome and introductions**
- Process timeline
- Consultation Phase 1: Design Preferences
 - What we heard
- Parking strategy update
- Consultation Phase 2: Choose an Option
 - Overview of 3 Options
 - Consultation and communications activities
- Discussion



Agenda

- Welcome and introductions
- **Process timeline**
- Consultation Phase 1: Design Preferences
 - What we heard
- Parking strategy update
- Consultation Phase 2: Choose an Option
 - Overview of 3 Options
 - Consultation and communications activities
- Discussion



The Selection Process: Where We Are



Agenda

- Welcome and introductions
- Process timeline
- **Consultation Phase 1: Design Preferences**
 - What we heard
- Parking strategy
- Consultation Phase 2: Choose an Option
 - Overview of 3 Options
 - Consultation and communications activities
- Discussion



Consultation Phase 1: Overview

Objective: feedback on what residents most like about the One-Way, the challenges, and priorities for an improved public realm.

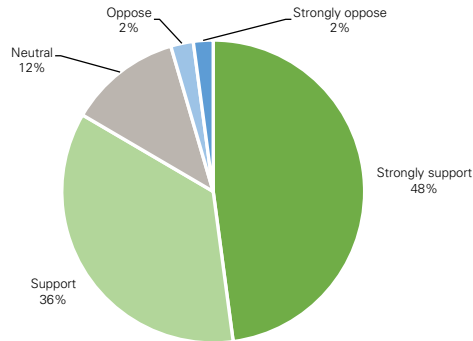
Consultation activities:

- 4 stakeholder group surveys
- 1 public survey
- 3 meetings with the Downtown Langley Business Association
- 3 business advisory group meetings
- 3 neighbourhood meetings
- 2 community event activations



Consultation Phase 1: What We Heard

Do you support the project?



Consultation Phase 1: What We Heard

What are your most favourite things about the One-Way?

- **Atmosphere:** historical feel; slower pace; small local businesses; trees and greenery
- **Activities:** mix of stores; range of dining and shopping options
- **Accessibility:** walkability; central location; reduced traffic; proximity of parking
- **Features:** Improvements to McBurney Plaza and Salt Lane; revitalization projects; art; outdoor gathering spaces; public events



Consultation Phase 1: What We Heard



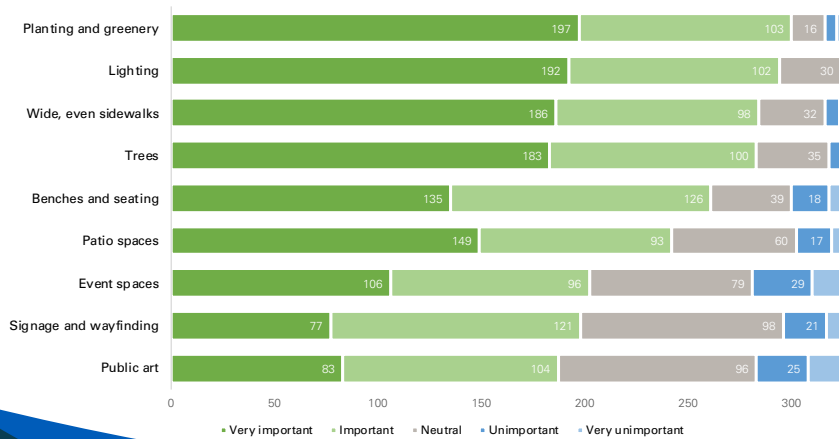
What are your least favourite things about the One-Way?

- **Not accessible enough:** lack of public transit; not enough parking (regular and accessible); congestion; uneven sidewalks; lack of public seating
- **Retail options:** more modern and boutique shops needed
- **Design:** Some buildings look run-down; architectural style needs improvement; needs more density; too crowded; more trees.
- **Safety:** too many speeding cars, especially at the pedestrian crossings; angled parking leads to poor visibility; feel unsafe at night due to poor lighting, security and cleanliness.



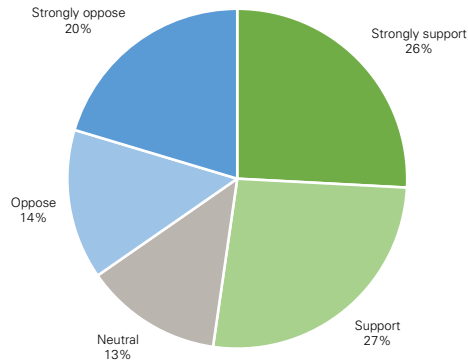
Consultation Phase 1: What We Heard

What are your priorities for improving the One-Way?



Consultation Phase 1: What We Heard

What is your level of support for reallocating up to 40 street parking stalls to make space for public realm improvements?



Agenda

- Welcome and introductions
- Process timeline
- Consultation Phase 1: Design Preferences
 - What we heard
- **Parking strategy**
- Consultation Phase 2: Choose an Option
 - Overview of 3 Options
 - Consultation and communications activities
- Discussion



Parking Supply

P How much parking is there today?

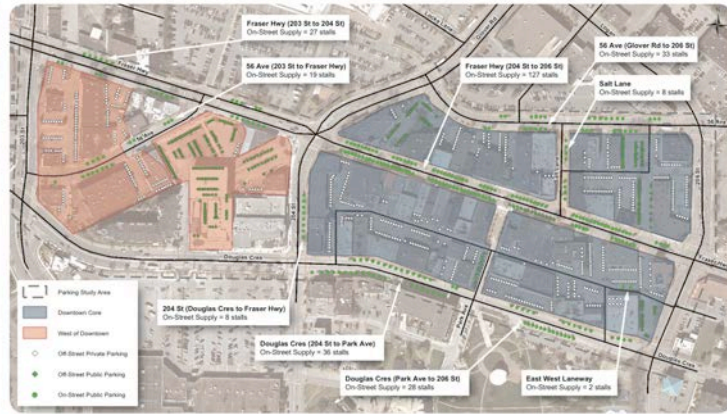
- There are about 1,200 parking spaces in the study area.
- The parking supply is summarized in the two tables below, by location and by tenure.

By Location

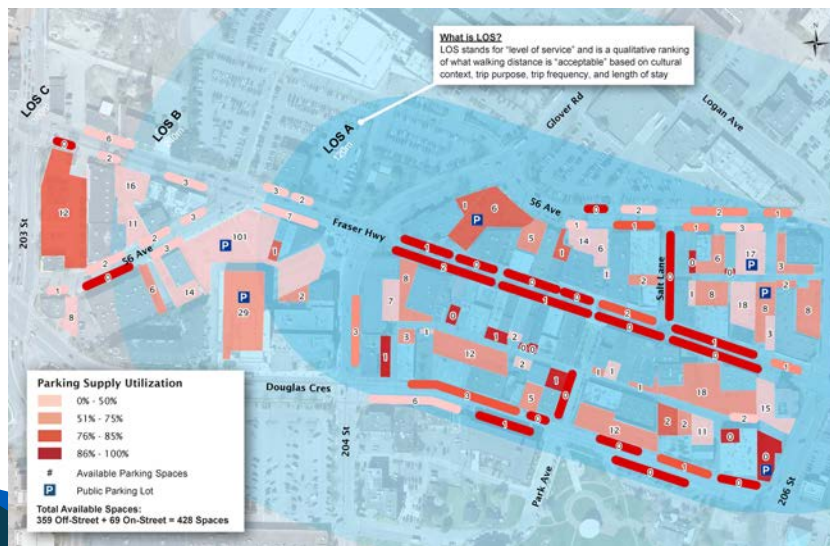
Location	West of Downtown	Downtown Core	Total
On-Street	46	242	288
Off-Street	329	584	913
Total	375	826	1,201

By Tenure

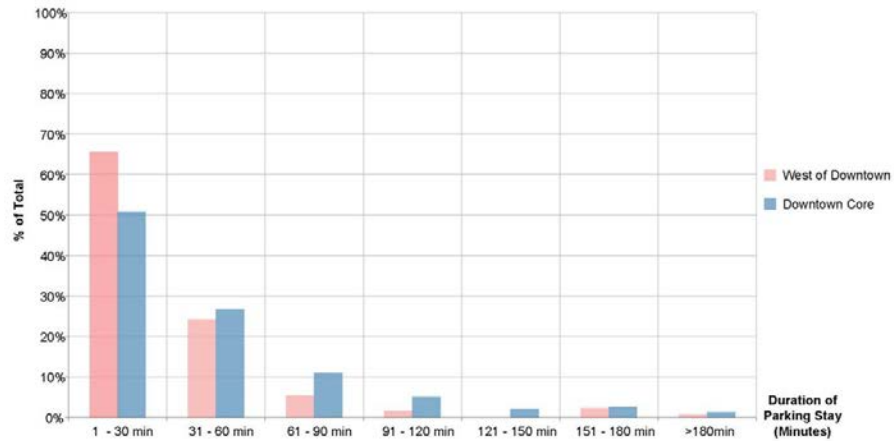
Tenure	West of Downtown	Downtown Core	Total
Public	213	356	569
Private	162	470	632
Total	375	826	1,201



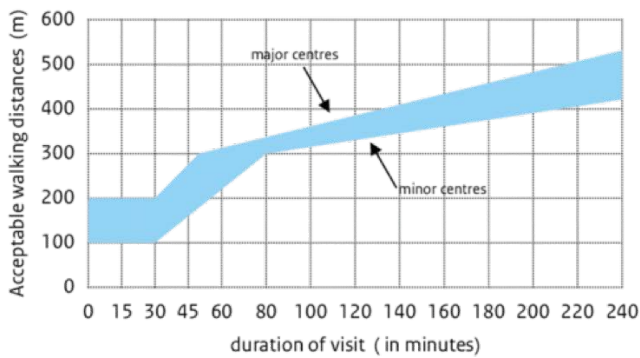
Parking Supply Weekday Utilisation



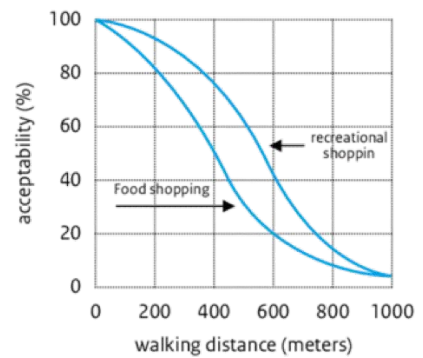
Parking Duration



Shifting Demand Increases Walking Distance



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



Q: What is acceptable?

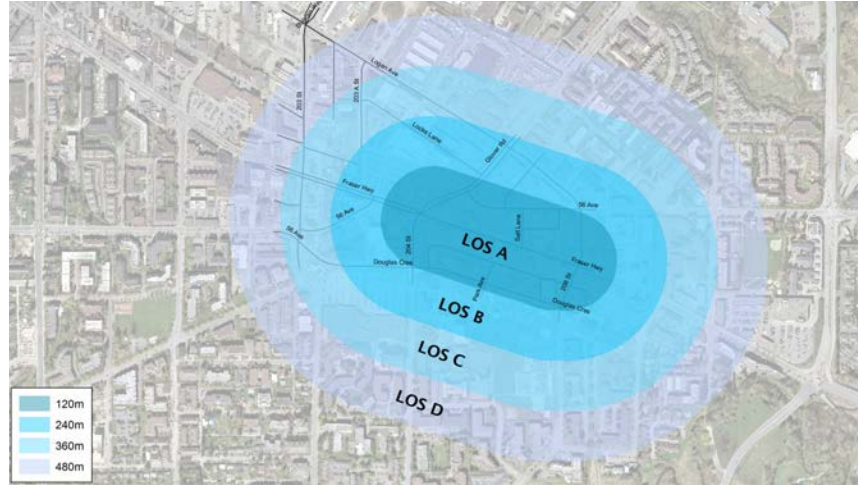
A: It depends......on cultural context, trip purpose, trip frequency and length of stay.



What Does It Mean?

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

Trade-off is walking distance, balanced against the attraction of improvements to the **public realm**



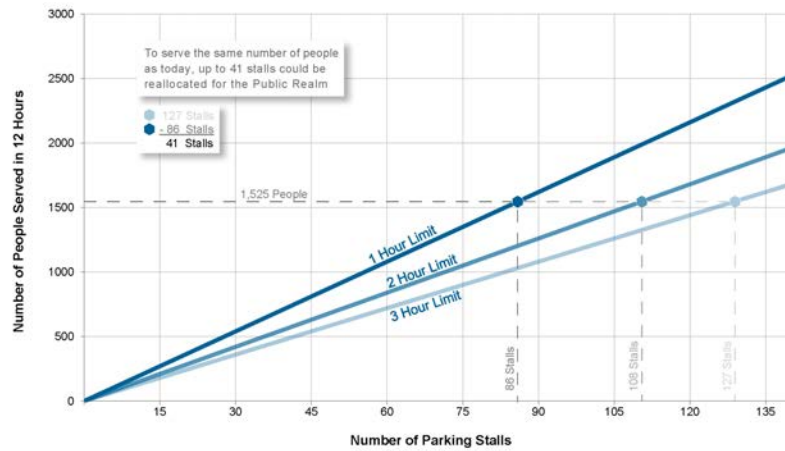
Parking strategy

Change parking limits on Fraser Highway from 3 hours to 1 hour

- 20% of current parkers (25 vehicles) 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 amount of people as today, up to 41 stalls could be reallocated for the **Public Realm**



Time Limit Effect



Questions The Public May Have

- What if I need to park for more than one hour?
- What about users with mobility aids?
- Will there still be enough parking after the improvements?
- Where is the other parking?



Agenda

- Welcome and introductions
- Process timeline
- Consultation Phase 1: Design Preferences
 - What we heard
- Parking strategy
- **Consultation Phase 2: Choose an Option**
 - Overview of 3 Options
 - Consultation and communications activities
- Discussion



Consultation Phase 2: Overview

Objective: Present the public with three design options and ask for feedback on their preferred option.

Consultation period: September 20 – October 4



Introduction to Options

- Three options
- Similar amount of parking
- All can be developed with flattened curbs for maximum public event flexibility



Option 1: Angled parking both sides with smaller clusters of trees in frequent green islands



- Large natural groups of trees in planting islands
- Angled parking both sides
- Smaller outdoor rooms
- Raised pedestrian crossings
- Subtle McBurney extension
- Sidewalk width same as today
- Street lined with columnar trees
- Large at-grade planting areas
- Flexible parking areas for patios
- Opportunity for street closures
- On-street parking areas are dispersed throughout



Option 2: Angled parking both sides with larger clusters of trees at key locations



- Natural groups of trees in planting islands
- Angled parking both sides
- Wide raised pedestrian crossings
- Enhanced McBurney experience, continuation of materials emphasized with catenary lighting
- Sidewalk width is same as today
- Large outdoor rooms that provide the opportunity for centralized cafe/restaurant patio use
- Large planting areas at grade
- Flexible parking areas for patios
- Opportunity for street closures
- On-street parking areas are clustered



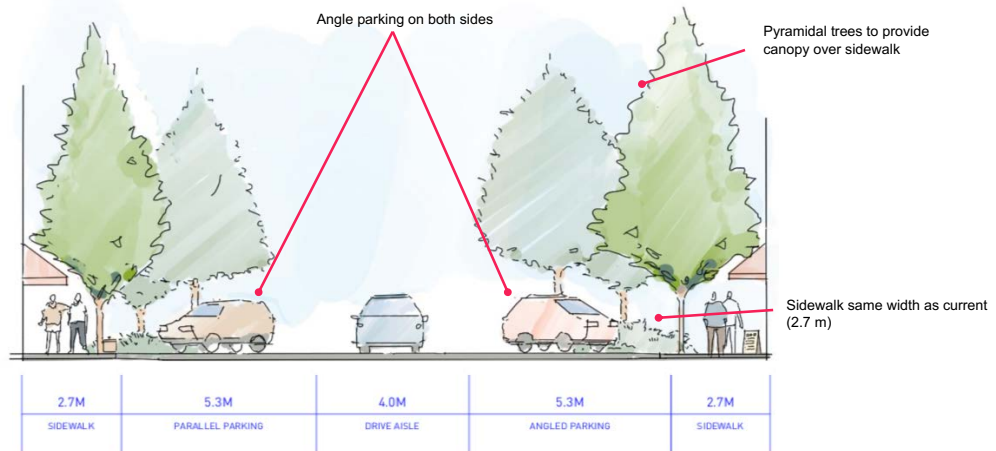
Option 3: Angled parking north side, parallel parking south side, with continuous street tree corridor



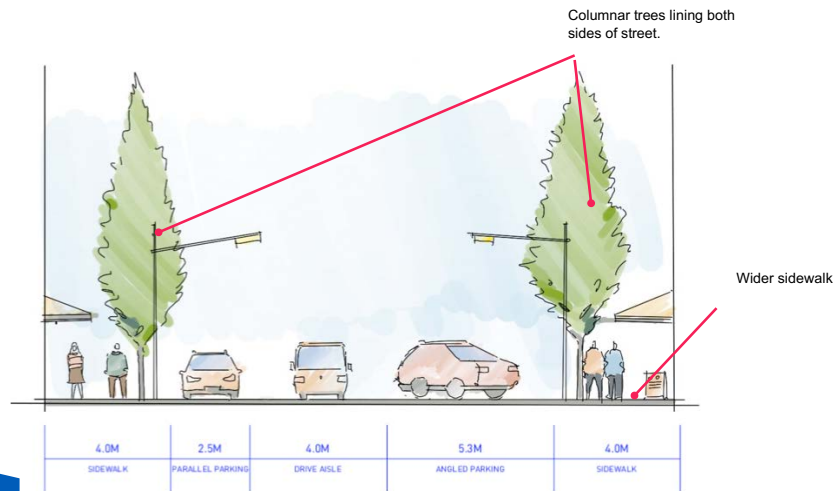
- Enhanced entrance gateways
- Tree lined street
- Angled parking north / parallel parking south
- Two way, entrance westbound from 206 street
- Wider sidewalks than today, that provide opportunities for patios and retail use
- Extended McBurney Plaza
- Curbless design building face to building face
- Flexible parking areas for patios
- Opportunity for street closures
- Eliminates "do not enter" from 204 street



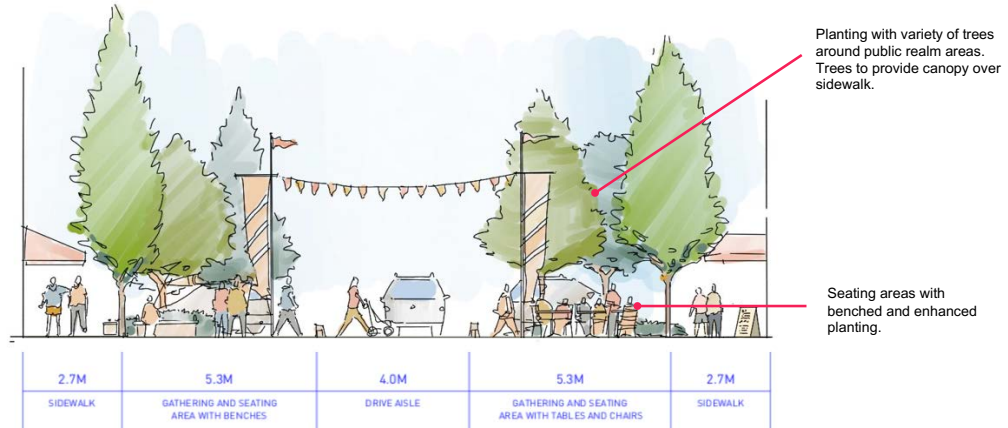
Options 1 and 2: Cross-section



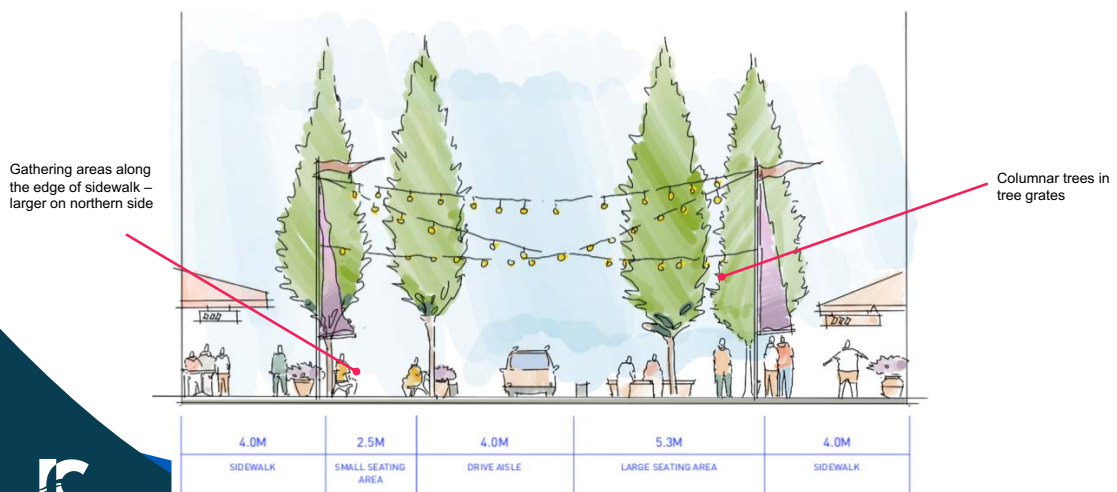
Option 3: Cross-section



Options 1 and 2: Public gathering areas



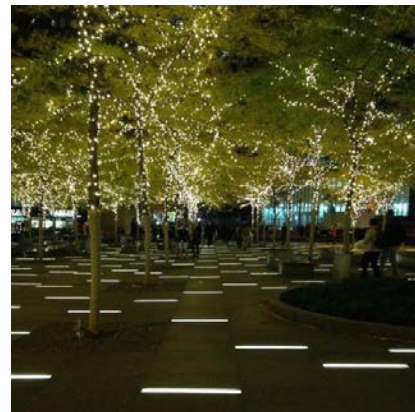
Option 3: Public gathering areas



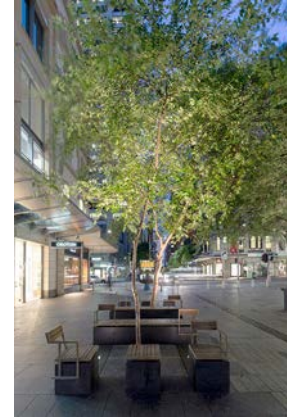
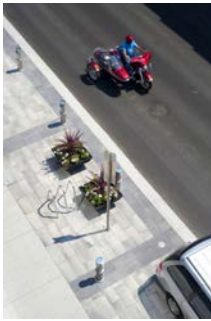
Precedent Images: Option 1



Precedent Images: Option 2



Precedent Images: Option 3



Engineering, Parks & Environment

The 3 Options: Responding to Public Priorities

	Option 1	Option 2	Option 3
Planting and greenery	✓✓	✓✓✓	✓
Lighting	✓✓✓	✓✓✓	✓✓✓
Wide, even sidewalks	✓	✓	✓✓✓
Trees	✓✓	✓✓✓	✓
Benches and seating	✓✓	✓✓✓	✓
Private patio spaces	✓	✓✓	✓✓✓
Event spaces	✓	✓✓	✓✓✓
Signage and wayfinding	✓✓✓	✓✓✓	✓✓✓
Public art	✓	✓✓✓	✓✓

Consultation Questions

- Please rank the proposed designs for the Fraser Highway One-Way Improvements (1 = most preferred, 3 = least preferred).
 - Option One:
 - Option Two:
 - Option Three:
- Please describe why you consider your first choice the most preferred option?
- Please describe why you consider your third choice the least preferred option?



Agenda

- Welcome and introductions
- Process timeline
- Consultation Phase 1: Design Preferences
 - What we heard
- Parking strategy
- Consultation Phase 2: Choose an Option
 - Overview of 3 Options
 - Consultation and communications activities
- **Discussion**



Next steps

Consultation period: September 20 – October 4

- Online public survey
- Stakeholder Advisory Group meeting September 6
- Open houses
 - September 22 Timms Community Centre
 - September 25 Outside Council Chambers

Communications activities

- Press release: September 7
- Mayor's e-newsletter: September 20
- Newspaper ad: Early September
- Social media posts: September 20 – October 4
- Website update: September 20



A2. Business Stakeholder Advisory Group Meeting Minutes – September 6, 2018

Fraser Highway One-Way Revitalization Project

**BUSINESS STAKEHOLDER ADVISORY GROUP
September 6, 2018**

Summary of the third Fraser Highway One-Way Revitalization Project Business Stakeholder Advisory Group meeting held Thursday September 6, 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 Trish Buhler – Ten Thousand Villages Tracy Combs – Everything Uniforms Matthew Hassett – Rebellion Tattoo Samantha Stroman – Rebellion Tattoo	Doug Hyde – Langley City Cheryl Bauwmeester – PWL Jane Farquharson – Bunt & Associates Lucent Quay Consulting Inc. Kirsty Dick – Facilitator Amanda Jarl – Note taker

Presentation and Comment

The following abbreviations are used throughout this summary:

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

The Group = Fraser Highway One-Way Revitalization Project Business Stakeholder Advisory Group

1. Opening Remarks and Introductions

The Meeting Agenda for September 6, 2018 was as follows:

- Opening + Introductions
- Formal Welcome
- Goals for Today
- Phase One Engagement Results
- Traffic and Parking Study Recap
- Phase Two Consultation and Design Options
- Construction and Project Timing
- Closing Comments and Next Steps

Project Manager Doug Hyde outlined the goals of the meeting and provided a project update, including target timelines and considerations for moving forward. The goal of this meeting was to seek feedback on the preferred design options before finalizing them and moving forward with Phase Two of public consultation.

The Phase Two public consultation period is scheduled to take place September 20 to October 4, 2018.

2. Phase One Consultation Results

A summary of Phase One consultation was provided to the group. Survey results indicate strong support for the project (83%) and support for parking changes (53% support, 13% neutral).

No questions or comments were raised regarding Phase One Engagement.

3. Traffic and Parking Study Recap

A quick recap of the study (as discussed in detail at the previous meeting) was provided, along with updated information about the City's considerations for reducing the parking, proposed duration of parking on the One-Way (one-hour), and availability of parking stalls in close proximity to the One-Way (longer parking duration permitted).

Q: Will three-hour parking still be available off of the One-Way, or would the time for that parking be changed as well?

R: The one-hour parking would only be for the stalls on the One-Way. Other parking durations would remain the same or potentially could be extended.

Q: Will parking for accessible stalls on the One-Way also only be one-hour?

R: Generally, the accessible stalls have the same limit as others; however, if this is a concern, the City could look into adjustments. It is important to note that the project includes designing and constructing new accessible stalls to modern standards, making them much easier to access than the current stalls. Additional proposed improvements for the mobility-challenged include considerations such as flush (curbless) sidewalks, to make it easier for everyone to get around.

Q: Does the parking study include public and private parking stalls?

R: Yes.

Q: Has the City surveyed individual businesses and their staff for parking use? How many businesses have private spots, employee spots and who uses them?

R: Not yet; however, during the general survey some, but not many vehicles were identified as potential employee vehicles (i.e. those parked for durations of 8+ hours, rotating spot locations during this timeframe). The volume of vehicles demonstrating this behaviour was not significant, especially compared to similar surveys in comparable retail areas in the Lower Mainland which identified a higher volume of employee vehicles.

Q: Does the City have a plan to get landlords/business owners who do not use their parking, to have their parking better utilized?

R: There is potential to work with the Downtown Langley Business Association (DLBA) to achieve better parking utilization on a voluntary basis. As redevelopment occurs, the City will require additional transportation features to support multi-modal transportation as Langley continues to grow. In the short term, there are some challenges connecting with non-resident property owners and the City encourages business owners to continue sharing their concerns with landlords and property management companies.

C: Information signs and wayfinding are important to direct the parking demand for the One-Way to the available spots shown in the survey.

R: Comment noted.

Q: Where is the over 3-hour parking?

R: The City determines the time limits for parking; currently no downtown public parking extends more than three hours.

Q: Will there be a time limit for 1-hour parking (for example, after 6pm there is no limit)?

R: That is the City's intent, and this is typical of town center parking. Longer parking durations in the evening is beneficial for some businesses, especially restaurants.

Q: What was the peak time for parking?

R: During weekdays it was 12 p.m.-1 p.m. On Saturday, it was a bit later, approximately 2 p.m.

Q: During the parking survey, how many vehicles were identified as drive through traffic?

R: 30% of vehicles were drive through traffic.

4. Overview of Preferred Design Options

The landscape architectural consultant provided a presentation on three potential design options to highlight different features and considerations.

Q: For Option 1 and 2, what do you mean when you say “tighter space”?

R: Tighter space refers to sidewalk widths, which would be wider than what they are currently but narrower than Option 3. Option 3 has the most sidewalk space.

Q: For Option 3 (Angled parking north side, parallel parking south side, with continuous street tree corridor), where would the 206 Street entrance go? *Note to reader: Option 3 became Option 2 for Phase Two public consultation, after Option 1 was dropped.*

R: It would go to public parking spots. The thinking was to provide another entrance to the downtown core that goes directly to parking. The project would create a laneway configuration within the parking area, similar to the way that Salt Lane was redeveloped. Traffic could exit onto 56 Avenue.

Q: Looking at the cross sections, would trees block awnings and business signs?

R: Taller trees are not planted in front of awnings. Where feasible, we can be flexible during detailed design. We want to create a rhythm with landscaping but can make considerations for individual sections when that time comes.

C: Removing utilities will free up a lot of space for sidewalks. This alone will make a considerable difference and improve the sidewalk space for all options.

R: Comment noted.

C: To maximize parking off of the One-Way the project must consider private owners current use of those areas (for example parking, deliveries and storage). The area behind the One-Way is dingy and not an attractive place to go and there are some safety and security concerns. The project team should conduct a survey of private parking for the area behind the businesses.

R: Comment noted.

Q: What are the major differences between Option 1 and 2? What option allows for more street use?

R: Both options offer angled parking on both sides of the One-Way. The main difference between the two options is the size of the tree clusters and gathering areas. Option 2 offers slightly more generous nodes that could increase street use.

C: There would be an advantage to the additional 206 Street Entrance to highlight public parking. However, some people think it would be confusing and the back areas are not the nicest looking.

R: The design is developed so that people are forced to turn on the western approach to minimize confusion. The design intent was to move away from the flashing “do not enter” light, as it gives the wrong message for people approaching the downtown core.

C: Some of the buildings on the north are set back and their sidewalks would be much wider than others, they can already use the sidewalk in front of their business.

R: The City recognizes that the building footprints are not consistent and is a consideration for future planning.

Q: Why does Option 3 have parallel parking on one side and not the other?

R: With this option, the wider sidewalks means that there is not enough room for angled parking on both sides. The south side was selected because it is easier for drivers to parallel park to the right, instead of the left.

5. Feedback on Preferred Design Options

The Group provided their feedback in a discussion of the pros and cons of each option (*summarized below*).

Option 1: Angled parking both sides with smaller clusters of trees in frequent green islands

Pros	Cons
<ul style="list-style-type: none"> • More unique spaces • Less homogenous 	<ul style="list-style-type: none"> • Feels chopped up • Plants in front of businesses potentially blocking signs • More spaces to sit outside does not necessarily bring people into stores

Option 2: Angled parking both sides with larger clusters of trees at key locations

Pros	Cons
<ul style="list-style-type: none"> • Large open spaces • Open space in front of businesses • McBurney Plaza enhancements 	<ul style="list-style-type: none"> • Open space in front of businesses • Decreased business visibility • More signs are required and more greenery

Option 3: Angled parking north side, parallel parking south side, with continuous street tree corridor

Pros	Cons
<ul style="list-style-type: none"> • Road and sidewalks at same height (curbless) • Visibility • Wide sidewalks • West end will highlight parking options (with good use of information signs) • Greenery – specifically the skinny trees • Parallel parking on one side could improve comfort and visibility for drivers 	<ul style="list-style-type: none"> • Parallel parking (potentially), if people are not good at parallel parking it may congest things • Too modern • 206 Street West entrance to additional parking confusing

Advisory Group Option Preferences

By a show of hands, participants were asked to indicate their preference. Option 2 was the preferred option, with a majority of support, followed by Option 3. No one voted for Option 1, as Option 2 was viewed as the better of two very similar options.

The Group identified Option 2 as the preferred for the following reasons:

- More organized, specific spots for gathering, parking etc.
- Most similar to what we have now
- McBurney Plaza – lots of opportunity
- Opportunity for lighting (would like to see lights in gathering places)
- Opportunity for gateways so you know when you have arrived
- Traffic pinch points for safety
- Still has small town feel – was a strength of the current One-Way in the public survey
- Trees, larger with more canopy
- More walkable and better for businesses

Participants who preferred Option 3 did so for these reasons:

- Increase in walking room gives visitors an experience
- Greater opportunity for events
- Create an atmosphere that promotes foot traffic, an increase in foot traffic is important for businesses
- Better visibility for businesses
- Long term, this is the better option
- Wider sidewalks and curbsless
- Columnar trees and less signage impacts
- Room for signage and sandwich boards
- Two kinds of parking would improve driver visibility and the drive aisle more open
- Better loading zones, parallel gives more length for people to unload trunks without entering driving lanes
- Shared loading zones on west side of the One-Way
- Less nooks and crannies and more visibility to improve safety

Recommendations for Phase Two Public Engagement

Participants recommended not presenting Option 1 and also recommended the following features should be considered in the detailed design for the Preferred option, once selected:

- Curbsless (sidewalk and road same height)
- Catenary lights at strategic locations
- Information signs and wayfinding to other parking areas and stores (visible to vehicle drivers)
- Welcoming gateway features such as archways
- Business visibility

Additional Design Questions

Q: Will plants be in planters or on the ground?

R: The City envisions that planting features will be at-grade to prevent tripping hazards. Additional safety measures will be considered to protect features and prevent people from walking through planters and landscaping. If the roadway is curbsless, measures will be taken to provide protection between cars, design features and pedestrian areas.

Q: What kind of materials are you using? Will there be an opportunity to provide input?

R: Once a preferred design is selected we can move forward with detailed design, which includes material considerations. Langley City's Downtown Master Plan will serve as a design guideline.

Q: In previous meetings we discussed potential for a welcoming archway. Is this in the design?

R: Yes, a welcoming archway was discussed at previous meetings. This feature will be considered following Phase Two consultation as part of detailed design.

5. Construction and Project Timing

Q: What about cost and constructability differences between the options?

R: Cost and constructability are similar between all three.

Q: When will the City have additional details about construction sequencing?

R: This work is underway and the City intends to share results as part of communications regarding final designs. Additionally, the City will develop a comprehensive communications program to keep businesses informed during construction.

Q: Has the City confirmed that hydro lines will be relocated underground?

R: The project team is meeting with BC Hydro this week and intends (subject to funding) to coordinate this work as part of project construction.

6. Closing Comments and Next Steps

At the end of the meeting, participants provided the following closing remarks:

- *The project looks great so far; need to find better ways to divert through-traffic and incorporate better wayfinding to off-street parking areas.*
- *I support the concept of diverting drivers who want to park in areas off the One-Way, as long as the project also includes consideration of and improvements for people's comfort and safety, to assist in encouraging people to park there, and in demonstrating that these are convenient places to park.*
- *Whichever option is selected, it will be an improvement to current conditions.*
- *Please construct as quickly and possible and provide advance communication about planning and construction activities so that businesses can plan accordingly.*
- *I'm very excited for the project. Once this is done, it will be "the place to be". The current experience of downtown underdelivers.*
- *The improvements will be great, I want to make sure that details are considered in detailed design.*
- *We need improved wayfinding and signs to direct people to longer parking locations. A lot of the people who come into our store stop by when they have extra parking time. We don't want everyone's memory to be a parking ticket! Businesses need to be aware of where the additional off-street parking places are and how to direct people there.*
- *I'm excited about the change. Sometimes I wonder about how the tacky buildings will fit with the new stuff. We need bylaws to manage aesthetics and surrounding areas where people will park.*

Next meeting

The Group expressed interest in meeting again after Council approves the project and before the detailed design is finalized (discuss positioning of trees, landscaping features, etc.). The project team will follow up after the consultation period closes and the results are compiled.

Next meeting date: To be confirmed

A3. Public Open House Display Boards – September 22 & 25

Introduction

The purpose of the Fraser Highway Improvement Project is to renew the One-Way and create a more welcoming, vibrant downtown for our growing community. The planned replacement of aging underground utilities has created an opportunity to improve the area and create a more pedestrian-friendly, inviting experience for businesses and visitors.

After extensive consultation and planning, Langley City has developed design options for a renewed Fraser Highway One-Way.

We invite you to provide input on the potential designs and select your preferred option. We will use your feedback as the project moves forward into detailed design.

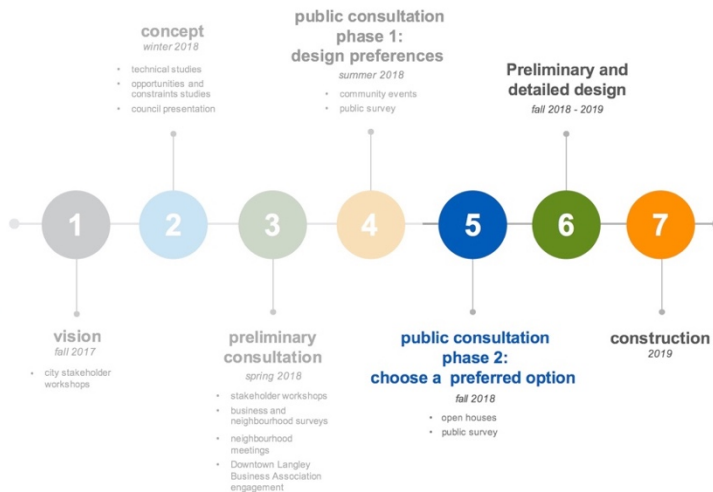


The Selection Process: Where we are

Consultation began in early 2018. This included consulting businesses, residents and the community about the project, design concepts and preferred features on the One-Way.

To date, consultation activities have included:

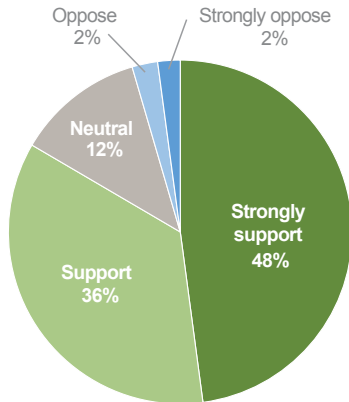
- Three stakeholder group surveys
- One public survey
- Three meetings with the Downtown Langley Business Association
- Three business advisory group meetings
- Three neighbourhood meetings
- Two community event activations



What we heard

During the first phase of consultation, we asked for feedback on what you most like about the One-Way, the challenges, and the priorities for an improved public realm and general support for the project.

Do you support the project?



What we heard

What are your **most favourite** things about the One-Way?

Atmosphere

historical feel
slower pace
small local businesses
trees and greenery

Accessibility

walkability
central location
reduced traffic
availability of parking

Activities

mix of stores
range of dining and shopping options

Features

improvements to McBurney Plaza and Salt Lane
revitalization projects
outdoor gathering spaces
public events
art

What are your **least favourite** things about the One-Way?

Lack of accessibility

lack of public transit
not enough accessible parking
congestion

Design

some buildings look run down
architectural style needs improvement
needs more density
too crowded
not enough trees

Retail options

more modern and boutique shops needed

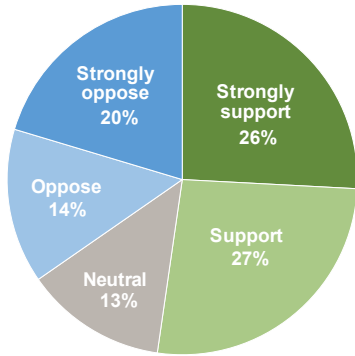
Safety

too many speeding cars, especially at the pedestrian crossings
angled parking leads to poor visibility
feel unsafe at night due to poor lighting
security and cleanliness

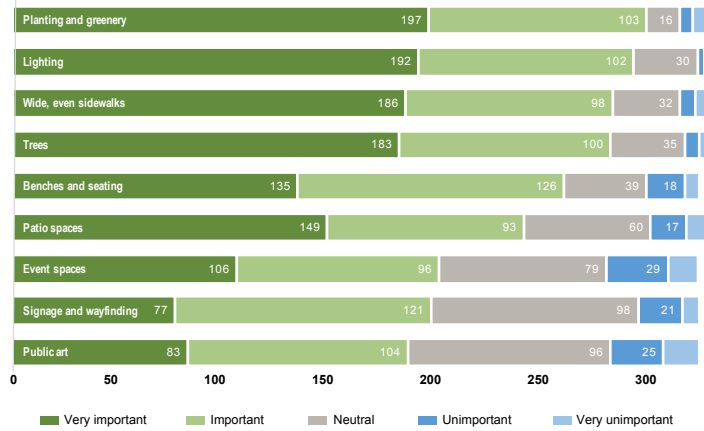


What we heard

What is your level of support for reallocating up to 40 street parking stalls to make space for public realm improvements?



What are your priorities for improving the One-Way?



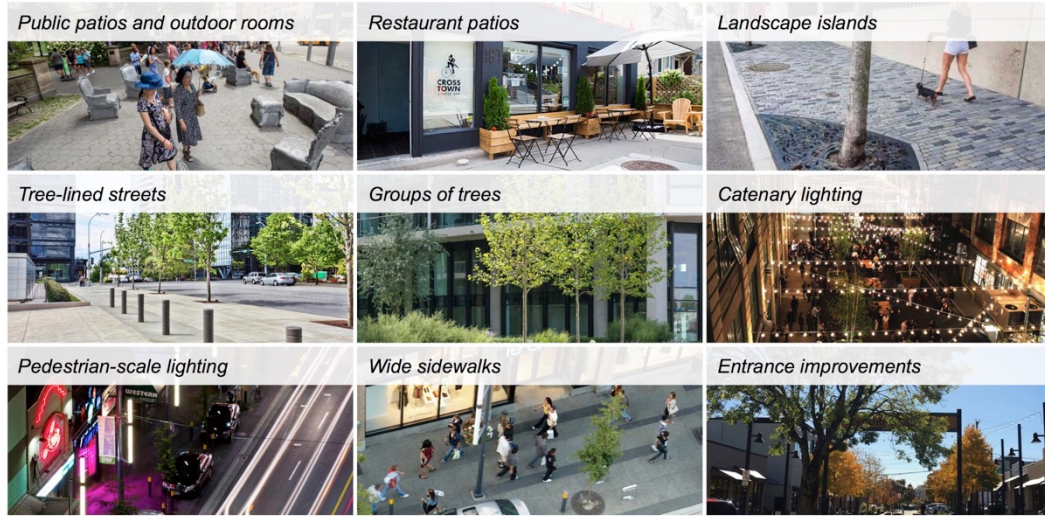
Want to find out more?
[Read online at www.langleycity.ca](http://www.langleycity.ca)

Comparison of options

	Option 1	Option 2
Traffic	<ul style="list-style-type: none"> One-way Angle parking both sides of street 	<ul style="list-style-type: none"> One-way with westbound access to designated public parking lot Angle parking on north side Parallel parking on south side
Pedestrian crossings	<ul style="list-style-type: none"> 3 crossings 	<ul style="list-style-type: none"> 4 crossings
Sidewalk widths	<ul style="list-style-type: none"> 2.7 metres (similar to current width) 	<ul style="list-style-type: none"> 4 metres
Street trees	<ul style="list-style-type: none"> Clusters of large trees in key locations Ground level landscaping 	<ul style="list-style-type: none"> Linear corridor of columnar trees
Seating areas	<ul style="list-style-type: none"> More clusters of benches and public seating at key locations Some opportunity for private patios 	<ul style="list-style-type: none"> Wider sidewalk areas allow for benches and seating More opportunity for small private patio spaces and goods display adjacent to building frontages



Examples of potential improvements



Option 1

Angled parking both sides with larger clusters of trees at key locations

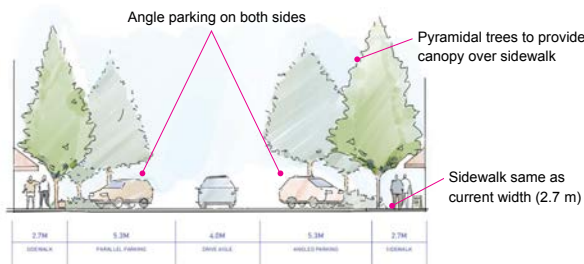


- Natural groups of trees in planting islands
- Angled parking both sides
- Wide raised pedestrian crossings
- Enhanced McBurney experience, continuation of materials emphasized with catenary lighting
- Sidewalk width is same as today
- Large outdoor rooms that provide the opportunity for centralized cafe/restaurant patio use or public seating
- Large at-grade planting areas
- Temporary patios for special events
- Opportunity for street closures for community events
- Clustered on-street parking areas

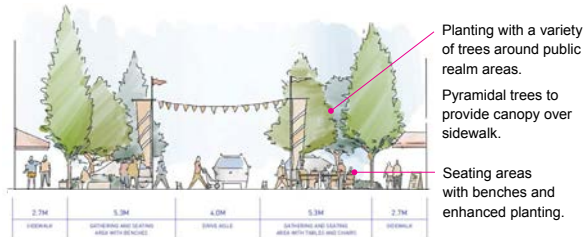


Option 1

Angled parking both sides with larger clusters of trees at key locations



A Cross-section



B Public gathering areas



Option 2

Angled parking north side, parallel parking south side, with continuous street tree corridor

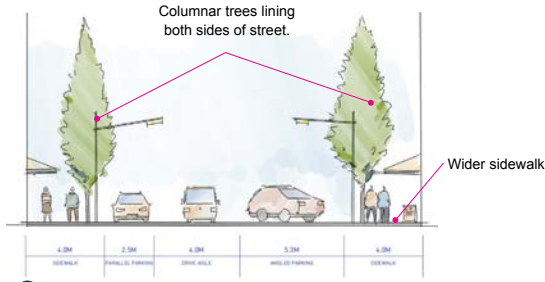


- Enhanced entrance gateways
- Tree-lined street
- Angled parking north, parallel parking south
- Two-way entrance westbound from 206 Street
- Eliminates "do not enter" from 206 Street
- Temporary patios for special events
- Wider sidewalks than today that provide opportunities for patios and retail use next to buildings
- Extended McBurney Plaza
- Curbless design building face to building face
- Opportunity for street closures for community events



Option 2

Angled parking north side, parallel parking south side, with continuous street tree corridor



A Cross-section



B Public gathering areas



What is your preferred option?

Option 1

Angled parking both sides with larger clusters of trees at key locations

Option 2

Angled parking north side, parallel parking south side, with continuous street tree corridor

Place a dot on your preferred option and share your thoughts.



P How much parking is there today?

- There are about 1,200 parking spaces in the study area.
- The parking supply is summarized in the two tables below, by location and by tenure.

By Location

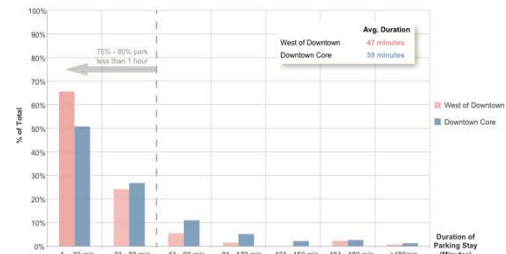
Location	West of Downtown	Downtown Core	Total
On-Street	46	242	288
Off-Street	329	584	913
Total	375	826	1,201

By Tenure

Tenure	West of Downtown	Downtown Core	Total
Public	213	356	569
Private	162	470	632
Total	375	826	1,201

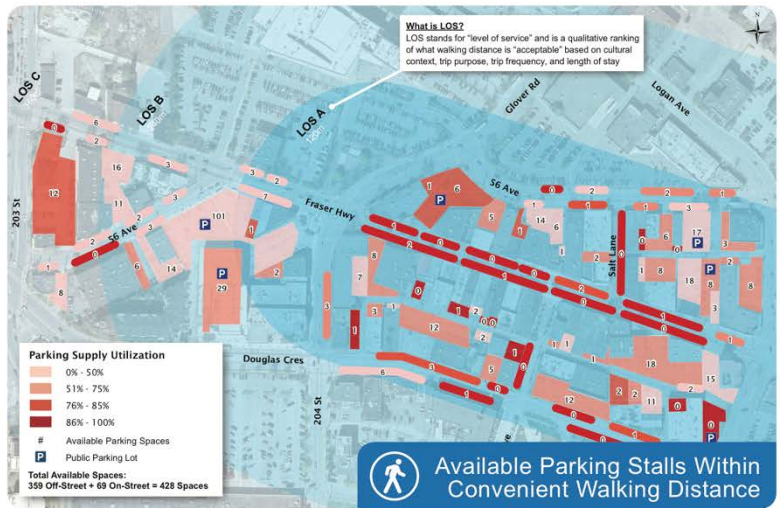
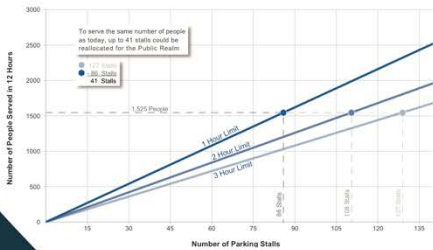


How long are people parking on the street?



Improvements to On-Street Parking Supply Management

- 80% of drivers park for 1 hour or less. The parking limit could be reduced on Fraser Highway from three hours to one hour without significant impacts.
- About 20% of parked vehicles on Fraser Highway will shift to other locations within convenient walking distance.
- About 40 parking stalls could be reallocated for the Public Realm while serving the same number of people as today.
- The map on the right shows parking usage during the busiest hour of a typical weekday. There are about 425 available spaces within convenient walking distance to handle the shifted demand.



Available Parking Stalls Within Convenient Walking Distance

Frequently Asked Questions

- Q: What if I need to park for more than one hour?**
A: There are many parking spaces located within convenient walking distance of the One-Way, which will retain 3 Hour Parking Limits.
- Q: Will there still be enough parking after the improvements?**
A: Yes, there is more than enough parking today but it is not being used or managed as effectively as it could be. The trade-off is not parking stalls, but rather walking distance balanced with the attraction of improvements to the public realm.
- Q: What about wheelchair users and the elderly?**
A: We are improving accessible parking stalls to better serve those with mobility aids. Improvements such as flush pavement designs remove barriers for wheelchairs, scooters, and strollers.
- Q: I own a business. How will I receive deliveries?**
A: Dedicated loading spaces are part of the proposed designs and will be provided on the western section of the One-Way where businesses without rear parking are concentrated.



A4. Public Open House Survey – Print Version



Downtown Langley Public Survey

Fraser Highway Public Realm
September / October, 2018

The purpose of the Fraser Highway Improvement Project is to renew the One-Way and create a more welcoming, vibrant downtown for our growing community. The planned replacement of aging underground utilities has created an opportunity to improve the area and create a more pedestrian-friendly, inviting experience for businesses and visitors.

After extensive consultation and planning, Langley City has developed design options for the renewed Fraser Highway One-Way.

The City will consider public input as the project moves forward into detailed design.

We invite you to view the design options and complete the survey to provide your feedback here today. Alternatively all materials, including the survey is also available online at www.langleycity.ca.

Please provide your feedback by October 4, 2018:

In person: Hand in to a display host at this event
Email: Project Manager, Doug Hyde at dhyde@langleycity.com
Mail: Langley City Hall 20399 Douglas Crescent, Langley BC, V3A 4B3
Online: bit.ly/2NlgHr7

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.*



Survey Questions

1. Which of the two design options do you like the most? *Choose only one*

- | | |
|--|--------------------------|
| Option 1: Angled parking both sides with larger green islands with clusters of trees at key locations | <input type="checkbox"/> |
| Option 2: Angled parking north side, parallel parking south side, with continuous street tree corridor | <input type="checkbox"/> |

2. What do you like most about your favourite design option?

3. What do you dislike about your non-preferred option?

4. How did you hear about this project?

- I attended an open house
- Langley City website
- Langley City social media
- Other

5. Which of these options best describes yourself? *Check all that apply*

- Resident
- Business owner
- Work in the area
- Commute through the area
- Other

Thank you for your input.

A5. Advertisement in the *Langley Advance* - September 6, 2018

www.langleyadvance.com Langley Advance Thursday, September 6, 2018 A9

COURT RULING

Pipeline foes pleased by judgment

The Trans Mountain project is on hold now.

Matthew Claxton
mclaxton@langleyadvance.com

A Langley-based group opposed to the Trans Mountain pipeline expansion in Langley was pleased with last Thursday's court ruling blocking further construction of the route.

Brandon Gabriel, of Stand With Kwantlen – a group that has organized local opposition to the plan – said the decision of the Federal Court of Appeals showed the criticisms of the project have been right all along.

The court ruled both that the consultation with First Nations was inadequate, and that the National Energy Board (NEB) should have considered possible impacts of increased tanker traffic.

"This so-called consultation process with First Nations has been a sham since the beginning," Gabriel said.

The artist and activist does not assume that the pipeline project is dead.

"History has shown that colonial governments don't like appearing weaker to Indigenous nations," Gabriel said, "and they will continue pushing their rhetoric, and continue their marketing campaigns purporting jobs, the economy, and safe practices – when clearly they have not demonstrated or proven any of those assertions to be true."

Gabriel has been among the key organizers of rallies and protests against the pipeline.



with a group of Kwantlen First Nation members, environmentalists, and some local land owners joining together in opposition.

In favour of the pipeline has been much of Langley's business community, including the Greater Langley Chamber of Commerce. The chamber's members were polled and 83 per cent of them supported the pipeline.

The pipeline may still go ahead, according to the federal government.

The government could appeal the ruling, or it could hold a new NEB review and undertake more consultation with First Nations along the pipeline route.

Langley Township's Mayor Jack Froese noted that this means it's wait-and-see for the local government.

"This is their project, and the Township of Langley is still waiting for them to make their applications," Froese said. "Until they're ready, we're really on hold."

POLICE FILES

Two pedestrians struck

A 72-year-old woman was struck in the crosswalk at 200th Street and 53rd Avenue early Wednesday morning.

She was taken to hospital with leg pain and a cut on the forehead, while the driver remained on scene. The accident is under investigation.

Meanwhile, a pedestrian hit by a pickup Monday in Willoughby was also hospitalized.

That collision happened at 202A Street and 72B Avenue just after 9 p.m., said Sgt. Alex Mulvihill of the Langley RCMP.

The victim was apparently crossing the street in dark clothing when he was struck.

More: langleyadvance.com, search 'pedestrian'

LANGLEY ADVANCE FILES

Protests have taken place (above) against the project. The first pipeline was first built through Langley in the 1950s (inset) and remains in use.



Port Kells Nurseries
... for your life and garden

TROPICAL OF THE MONTH!
All Tillandsias **25% OFF**

30% off ALL PERENNIALS & GRASSES

Bird Feeders & Accessories 25% off

Fruit Trees & Bushes 25% Off

MUSHROOM MANURE DELIVERY \$99

FREE!

OPEN EVERY DAY 9 AM - 6 PM
18730 86 Ave. 604-882-1344
www.portkellsnurseries.com

Langley City

Choose Your Preferred Design: Fraser Highway One-Way Improvement Project


After getting input from the community on what you love about the One-Way, and what you want to see improved, Langley City has developed three concept designs.

You are invited to find out more at one of the following open houses:

a. Saturday September 22, 11 am – 2 pm
Timms Community Centre
20399 Douglas Crescent, Langley, BC

b. Tuesday September 25, 5 pm – 8 pm
Langley City Council Chambers
20399 Douglas Crescent, Langley, BC

For more information, please contact Doug Hyde, Project Manager, at dhyde@langleycity.ca or 604.514.2635.



NEWS & EVENTS | SEPTEMBER 2018

Notice of Public Hearing


Monday, September 17, 2018 at 7:00 pm
Council Chambers, Langley City Hall, 20399 Douglas Crescent

NOTICE is hereby given that the Council of the City of Langley will hold a Public Hearing in the Council Chambers, Langley City Hall, 20399 Douglas Crescent, Langley, BC at 7:00pm on Monday, September 17, 2018 to allow the public to make verbal or written representation to Council with respect to the proposed Discharge of Land Use Contract Bylaw for the property located at 4945 – 205A Street.

Bylaw No. 3084: Discharge of Land Use Contract No. 01-73 from the property located at 4945 – 205A Street.

Purpose: To discharge the Land Use Contract from the subject property to reveal the underlying RS1 Single Family Residential Zone to facilitate a building permit application for a secondary suite.

Legal description: Lot 124, District Lot 304, Group 2, New Westminster District, Plan 44877



Copies of the proposed bylaw may be inspected at the Development Services Department, Langley City Hall, 20399 Douglas Crescent, Langley, B.C. V3A 4B3, from Tuesday, September 4, 2018 to Monday, September 17, 2018 between the hours of 8:30am and 4:30pm excluding statutory holidays, or online at www.city.langley.bc.ca. Comments may be submitted by mail to the above noted mailing address or by e-mail to info@langleycity.ca and must be received no later than 12:00pm on the day of the meeting. All correspondence submitted will form part of the public record and may be published in a meeting agenda.

Paula Kusack, Deputy Corporate Officer

THE PLACE TO BE
20399 Douglas Crescent | Langley, BC Canada V3A 4B3 | 604.514.2800 | LANGLEYCITY.CA
FOR THE LATEST NEWS, SIGN UP TODAY FOR LANGLEY CITY E-NEWSLETTER AT LANGLEYCITY.CA

A6. Email to Project Database – September 24, 2018



City Hall 20399 Douglas Crescent, Langley, BC Canada V3A 4B3
T 604.514.2800 F 604.530.4371 www.city.langley.bc.ca

Fraser Highway One-Way Improvement Project Update – The Next Phase of Consultation is Underway

You are receiving this email because you indicated during a previous phase of consultation that you would like to receive project updates about the Fraser Highway One-Way Improvement Project.

Following consultation with residents and businesses earlier this year on what you most like and most want changed about the Fraser Highway One-Way, Langley City is now seeking input on potential designs for the new One-Way, with intent to select and proceed with detailed design of a preferred option.

Between September 20 and October 4, Langley City residents and businesses are invited to provide input by attending the community open house on Tuesday evening and completing the online feedback survey.

Tuesday September 25, 2018

5 p.m. – 8 p.m.

City Hall/Outside Council Chambers
20399 Douglas Crescent

For more information and to participate online, please visit the [Langley City website](#). **Please provide your input before October 4, 2018.**

Thank you for the interest in the project.

If you would no longer like to receive emails, please respond with "unsubscribe" in the subject line.

Kind regards,

Doug Hyde
Project Manager – Fraser Highway One-Way Improvement Project
604.514.2835 | dhyde@langleycity.ca

A7. Email to Project Database – October 1, 2018

Trouble viewing this email? [Read it online](#)

[View in browser](#)



City Hall 20399 Douglas Crescent, Langley, BC Canada V3A 4B3
T 604.514.2800 F 604.530.4371 www.city.langley.bc.ca

Fraser Highway One-Way Improvement Project Survey Reminder

This is a reminder that this phase of consultation for the Fraser Highway One-Way Improvement Project closes on October 4. If you have not already done so, please visit the online survey to provide input on your preferred design.

Following consultation with residents and businesses earlier this year on what you most like and most want changed about the Fraser Highway One-Way, Langley City is now seeking input on potential designs for the new One-Way, with intent to select and proceed with detailed design of a preferred option.

We invite you to **complete the [online survey](#) before October 4**. Information about the project, is available on the [Langley City website](#).

Thank you for the interest in the project.

If you would no longer like to receive emails, please respond with "unsubscribe" in the subject line.

Kind regards,

Doug Hyde
Project Manager – Fraser Highway One-Way Improvement Project
604.514.2835 | dhyde@langleycity.ca

Share     

[Unsubscribe](#)

This email was created and delivered using [Mailout](#)

