

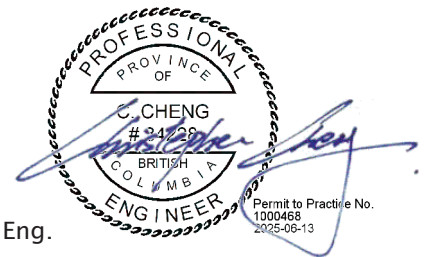


MEMO

DATE: June 13, 2025
PROJECT NO: 04-25-0133
PROJECT: Ladner Village Public Parking
SUBJECT: Parking & TDM Study, 2025 Update

TO: Hon Yee, P.Eng.
City of Delta

PREPARED BY: Allan Conopio
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APPROVED BY: Christephen Cheng, P.Eng.



1. INTRODUCTION

To support future developments in Ladner Village, Bunt & Associates Engineering Ltd. (Bunt) was retained by the City of Delta (the City) to review on-street and off-street parking and develop Transportation Demand Management (TDM) and parking strategies for the Ladner Village area. This study examines the current parking supply and observed demand in Ladner Village, and explores TDM, Parking Management, and Traffic Calming strategies that can be introduced to manage parking demand and encourage people to use alternative travel modes to access Ladner Village.

The following memo provides an update to the study conducted by Bunt in May 2023 as part of the *Ladner Village Revitalization and Storm Water Control Plan* project, considering the current city-led redevelopments in the Ladner Village area, including a proposed tourist accommodation development and potential roadway design changes on Chisholm Street.

2. STUDY AREA & PARKING SUPPLY

The study area for Ladner Village was defined according to the Ladner Village Official Community Plan (OCP) Update, which is bounded by, and includes, 48 Avenue to the south, Georgia Street to the west, Chisholm Street to the north, and Elliott Street to the east. The study area is presented in **Figure 2.1**.

Figure 2.1: Ladner Village Map (Ladner Village Official Community Plan Update)



For parking observations, public on-street and public off-street parking, as well as selected publicly-accessible private off-street parking areas, were considered. No paid parking is present in the village.

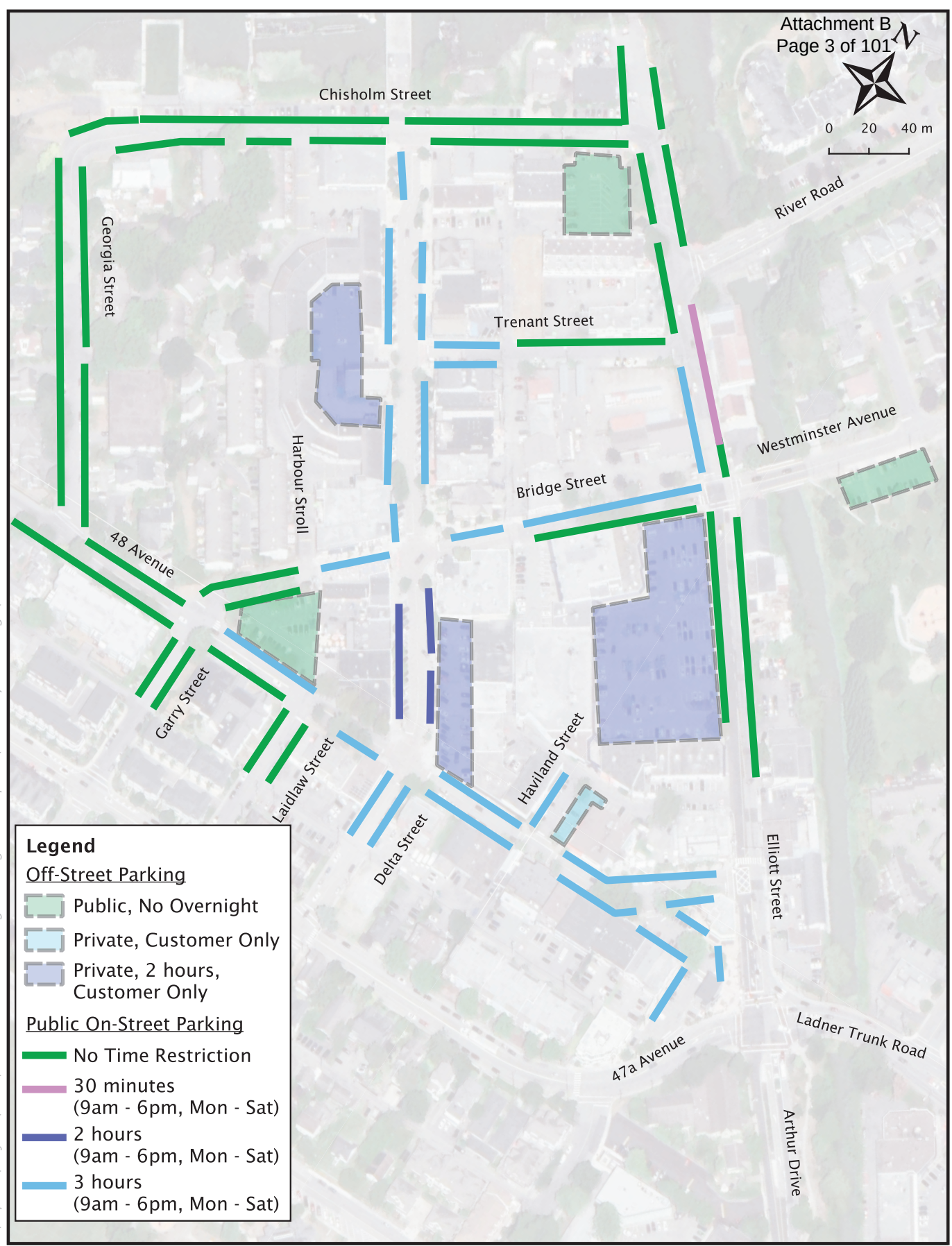
On-street parking areas along primary commercial corridors, such as Delta Street, Trent Street, Bridge Street, and 48 Avenue, are time-restricted from 9 am to 6 pm every day, except for Sundays. Vehicles are typically restricted to 2- to 3-hour stays, with one section of Elliott Street designated for a 30-minute stay only to support operations at a nearby bottle depot. Parking is not time-restricted along Georgia Street and Chisholm Street.

Seven off-street parking areas were included in the study area, with six of the seven lots located within the Ladner Village boundary. Three of the parking areas are located on the City of Delta land and are accessible to the public, with overnight parking restrictions. The other four lots are located on private properties and are intended only for use by customers of their respective developments.

The observed on-street and off-street parking areas are presented in **Exhibit 2.1**.



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Legend

Off-Street Parking

- Public, No Overnight
- Private, Customer Only
- Private, 2 hours, Customer Only

Public On-Street Parking

- No Time Restriction
- 30 minutes
(9am - 6pm, Mon - Sat)
- 2 hours
(9am - 6pm, Mon - Sat)
- 3 hours
(9am - 6pm, Mon - Sat)

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Exhibit 2.1 Ladner Village Parking Study Area



In total, 808 parking spaces were observed as part of Bunt's study, including 559 public/city-owned parking spaces and 249 publicly accessible private parking spaces. **Table 2.1** provides a summary of the parking supply.

Table 2.1: Ladner Village Total Parking Supply

PARKING TYPE	REGULAR SUPPLY (SPACES)	ACCESSIBLE SUPPLY (SPACES)	TOTAL SUPPLY (SPACES)	TOTAL SUPPLY (%)
On-Street	454	12	466	83%
Off-Street (Public)	88	5	93	17%
Off-Street (Private)	239	10	249	-
TOTAL OBSERVED	781	27	808	100%

Note: Total Supply percentages only consider the 559 parking spaces located within public and city-owned parking areas.

A detailed street-by-street summary of the on-street parking spaces is provided in **Table 2.2**. A summary of the off-street parking lots is presented in **Table 2.3**.

Table 2.2: Ladner Village On-Street Parking Supply

STREET	REGULAR SUPPLY (SPACES)	ACCESSIBLE SUPPLY (SPACES)	TOTAL SUPPLY (SPACES)	TOTAL SUPPLY (%)
Georgia Street	36	0	36	8%
Garry Street	9	0	9	2%
Laidlaw Street	11	0	11	2%
Haviland Street	10	0	10	2%
Delta Street	78	5	83	18%
Elliott Street	67	1	68	15%
48 Avenue - 47a Avenue Connection	29	1	30	6%
48 Avenue	64	0	64	14%
Bridge Street	32	2	34	7%
Trenant Street	15	0	15	3%
Chisholm Street	103	3	106	23%
TOTAL OBSERVED	454	12	466	100%

Table 2.3: Ladner Village Off-Street Parking Supply

PARKING LOT	REGULAR SUPPLY (SPACES)	ACCESSIBLE SUPPLY (SPACES)	TOTAL SUPPLY (SPACES)	TOTAL SUPPLY (%)
Public Off-Street Parking				
4941 48 Avenue	24	1	25	27%
4952-4958 Chisholm Street	40	2	42	45%
Ladner Lions Park	24	2	26	28%
Public Total	88	5	93	100%
Private Off-Street Parking				
4812-4814 Haviland Street, 5045-5047 48 Avenue	11	1	12	-
Ladner Harbour Centre (4857 Elliott Street)	149	5	154	-
4816 Delta Street	42	2	44	-
Harbourside Plaza (4859 Delta Street)	37	2	39	-
Private Total	239	10	249	-
TOTAL OBSERVED	327	15	342	-

Note: Total Supply percentages only consider public and city-owned parking areas.

3. PARKING DEMAND OBSERVATIONS

Parking observations in Ladner Village were conducted on two weekday periods and one weekend period, with demand spot counts conducted for all on-street and off-street parking areas. As part of the data collection effort, photo observations were documented to assess potential residential and commercial parking overflow into the public parking areas. Observations were conducted at the following dates and times:

- Thursday May 15, 2025, 11:00am – 2:00pm (Weekday Peak)
- Thursday May 15, 2025, 6:00pm – 9:00pm (Weekday Off-Peak)
- Saturday May 17, 2025, 2:00pm – 5:00pm (Saturday Peak)

Observations took place during overcast and light rain conditions on the weekday time periods, while partly sunny conditions were observed on the Saturday date.

Bunt observed the highest parking demand in Ladner Village during the weekday peak period, with 72% of the observed parking supply being occupied. In comparison, 40% occupancy was recorded during the weekday off-peak period, and 43% occupancy was recorded during the Saturday peak.

During the weekday peak period, 76% of the on-street parking, 75% of the public off-street, and 62% of the observed private off-street parking supply was occupied

Table 3.1 on the following page presents a summary of the total parking demand in Ladner Village during the observed time periods. A breakdown of the parking occupancy by street and by lot during the observed dates is provided in **Appendix A**. Detailed information on each parking area observed, including photo observations is attached in **Appendix B**.

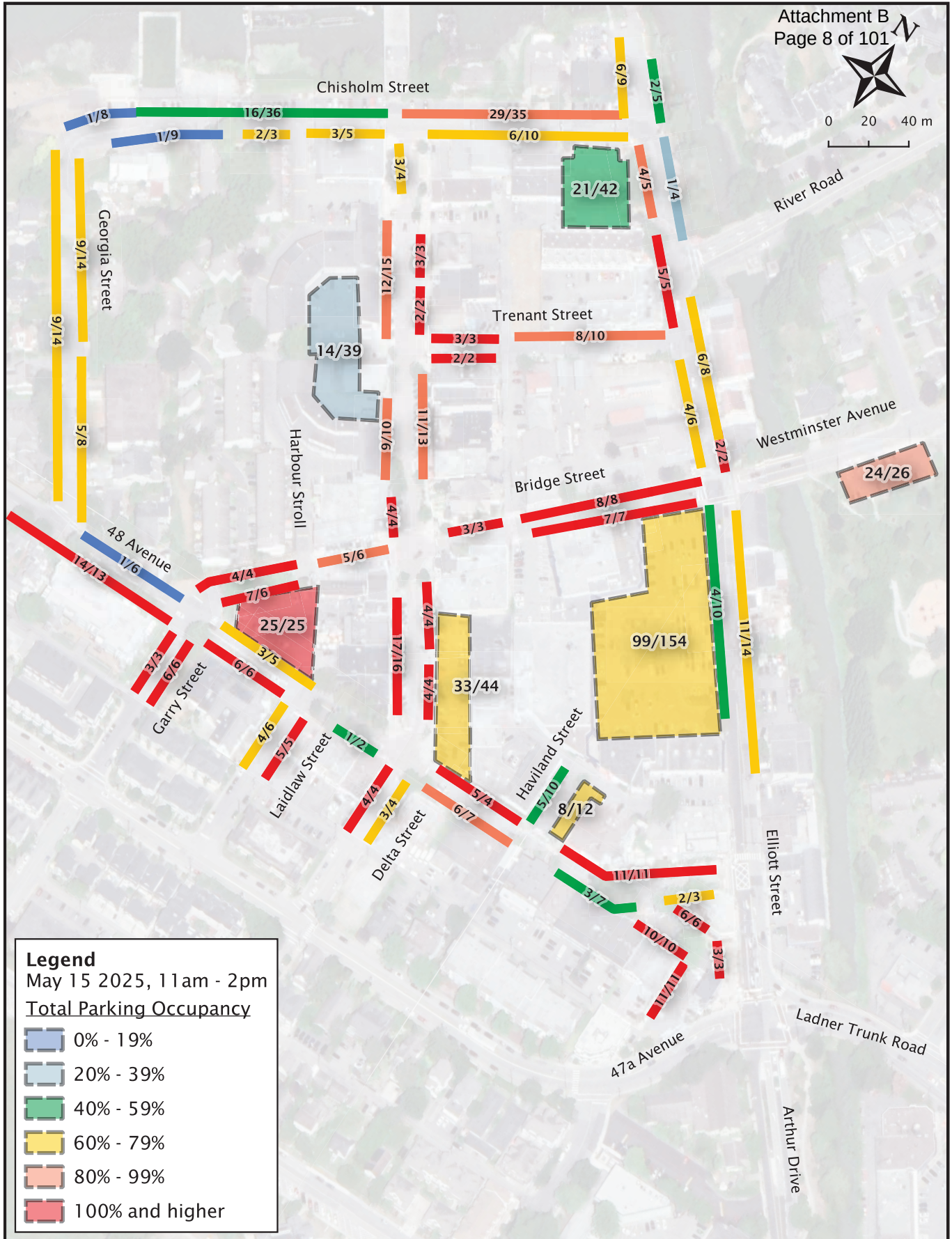
Exhibits 3.1 to 3.3 present the parking demands observed in Ladner Village during the weekday peak, weekday off-peak, and Saturday peak periods, respectively. Some on-street parking areas are shown to be occupied above capacity, indicating that illegal parking behaviour was observed in the respective parking areas.

Table 3.1: Ladner Village Parking Demand Summary

TIME PERIOD	PARKING TYPE	REGULAR DEMAND		ACCESSIBLE DEMAND		TOTAL DEMAND	
		SPACES	%	SPACES	%	SPACES	%
Weekday Peak							
Thursday May 15, 2025 11:00am – 2:00pm	On-Street	345/454	76%	9/12	75%	354/466	76%
	Off-Street (Public)	69/88	78%	1/5	20%	70/93	75%
	Off-Street (Private)	152/239	64%	2/10	20%	154/249	62%
	TOTAL	566/781	73%	12/27	44%	578/808	72%
Weekday Off-Peak							
Thursday May 15, 2025 6:00pm – 9:00pm	On-Street	242/454	53%	2/12	17%	244/466	52%
	Off-Street (Public)	31/88	35%	0/5	0%	31/93	33%
	Off-Street (Private)	52/239	22%	0/10	0%	52/249	21%
	TOTAL	325/781	42%	2/27	7%	327/808	40%
Saturday Peak							
Saturday May 15, 2025 2:00pm – 5:00pm	On-Street	219/454	48%	5/12	42%	224/466	48%
	Off-Street (Public)	27/88	31%	0/5	0%	27/93	29%
	Off-Street (Private)	93/239	39%	3/10	30%	96/249	39%
	TOTAL	339/781	43%	8/27	30%	347/808	43%



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Exhibit 3.1 Parking Occupancy - Weekday Peak Period

Ladner Village Parking & TDM Update
04-25-0133
June 2025

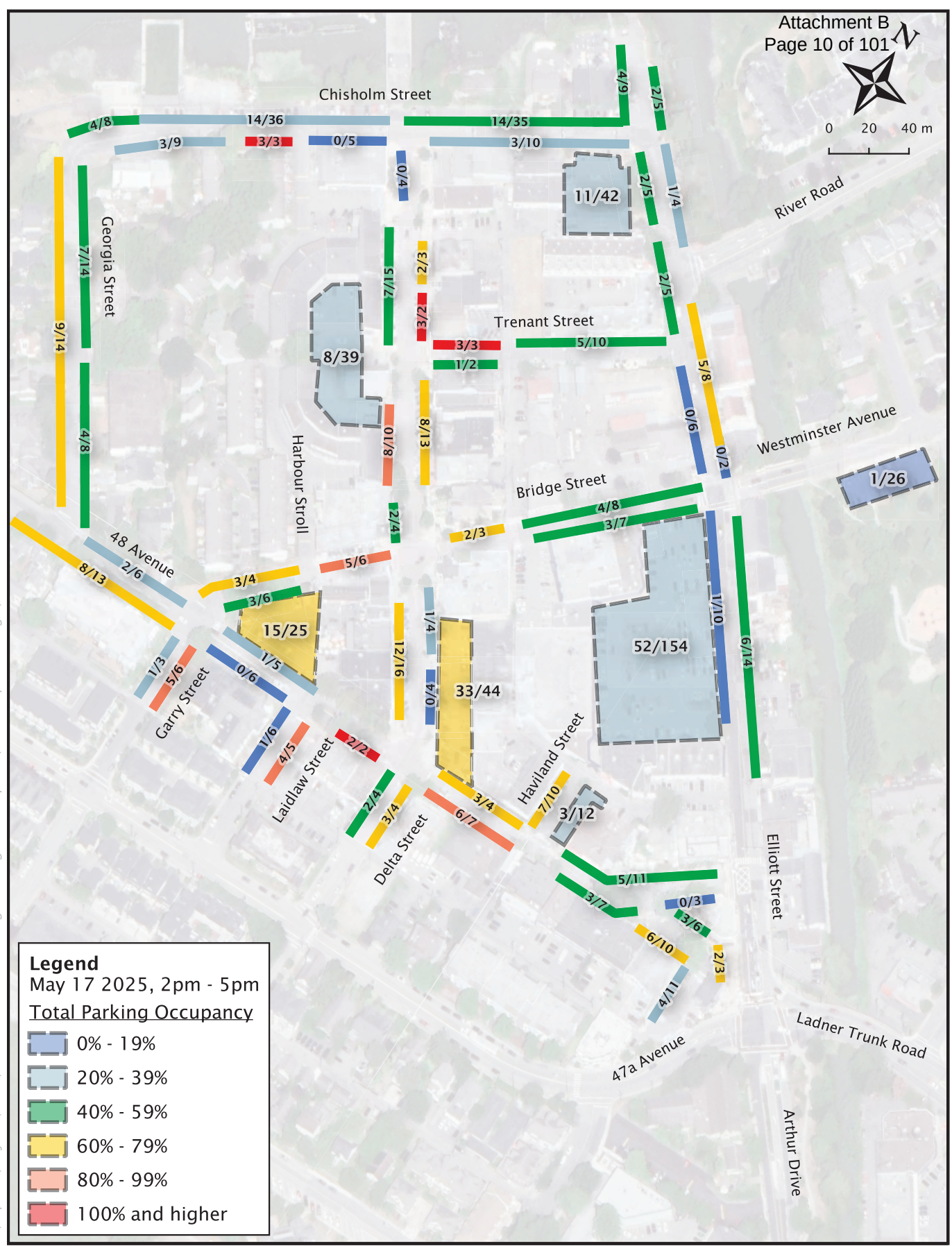




Ladner Village Parking & TDM Update
04-25-0133 June 2025



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Legend
May 17 2025, 2pm - 5pm
Total Parking Occupancy

	0% - 19%
	20% - 39%
	40% - 59%
	60% - 79%
	80% - 99%
	100% and higher

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Exhibit 3.3 Parking Occupancy - Saturday Peak Period

Ladner Village Parking & TDM Update
04-25-0133
June 2025



The following sub-sections summarise Bunt's observations in Ladner Village in terms of vehicle parking demand and other transportation modes.

3.1 On-Street Parking

Demand for public on-street parking was observed to be at 76% during the weekday peak period, 52% during the weekday off-peak period, and 48% during the Saturday peak.

Demand was generally concentrated along the Delta Street, Bridge Street, and 48 Avenue corridors, where most street-facing businesses are located, and where parking time restrictions are in place. On-street parking turnover was observed to be high where time restrictions are in effect.

On Chisholm Street, along the north boundary of the neighbourhood, parking demand was not observed to reach capacity, with 58 spaces out of 108 being occupied during the weekday peak period, constituting a demand of 54%, while demand was observed to be lower during the other time periods. Elliott Street, along the east boundary of the village, saw high parking demand during the weekday peak, but was found to be mostly empty during the other time periods.

3.1.1 Overflow Street Parking

Bunt noted concerns from City staff regarding the potential behaviour of residents and commercial staff utilizing time-limited parking areas as overflow parking during busier time periods. This concern included the potential of these vehicles being parked longer than the maximum permitted time, causing a perceived loss of parking space availability.

During the observation time periods, Bunt observed at least one vehicle in the commercial core area that had an identifiable company logo parked in the public on-street parking areas. However, it was observed that this vehicle would be parked in different locations (within and outside time-limited areas) throughout the different observation times, indicating that the vehicle was being regularly used during the observed dates, and is likely parked for less than the maximum permitted times.

Outside of time-limited parking areas, Bunt noted three vehicles parked on Bridge Street fronting the Ladner Harbour Centre that were observed parked during multiple observation periods. As there are no residences in the immediate area, it is assumed that these vehicles are utilized by employees at the Harbour Centre, choosing to park on-street rather than in one of the off-street employee spaces.

3.2 Off-Street Parking

3.2.1 Public On-Street Parking

Demand for public off-street parking in Ladner Village was highest during the weekday peak period at 75% occupancy, where two of the three city-owned public lots along the Bridge Street/Westminster Avenue corridor were fully occupied except for accessible spaces (note that five general parking spaces in the Ladner Lions Park lot were inaccessible off for construction purposes

when observations took place). The other city-owned public parking area, located at the intersection of Elliott Street and Chisholm Street, was found to be only 50% occupied during the weekday peak period.

During the weekday off-peak and Saturday peak periods, the city-owned lots were found to be less occupied, at 33% and 29% occupancy, respectively. The lot on 48 Avenue closest to the village centre was found to be the most occupied, while the other two lots saw much less demand, or were vacant.

3.2.2 Private Off-Street Parking

Parking at the privately-owned lots in Ladner Village was found to be at its busiest during the weekday peak, at 62% observed occupancy, while seeing 21% and 39% occupancy during the weekday off-peak and Saturday peak periods. Parking turnover was observed to be high during the weekday and weekend peak periods, specifically at the Ladner Harbour Centre lot and the lot at 4816 Delta Street.

3.3 Accessible Parking

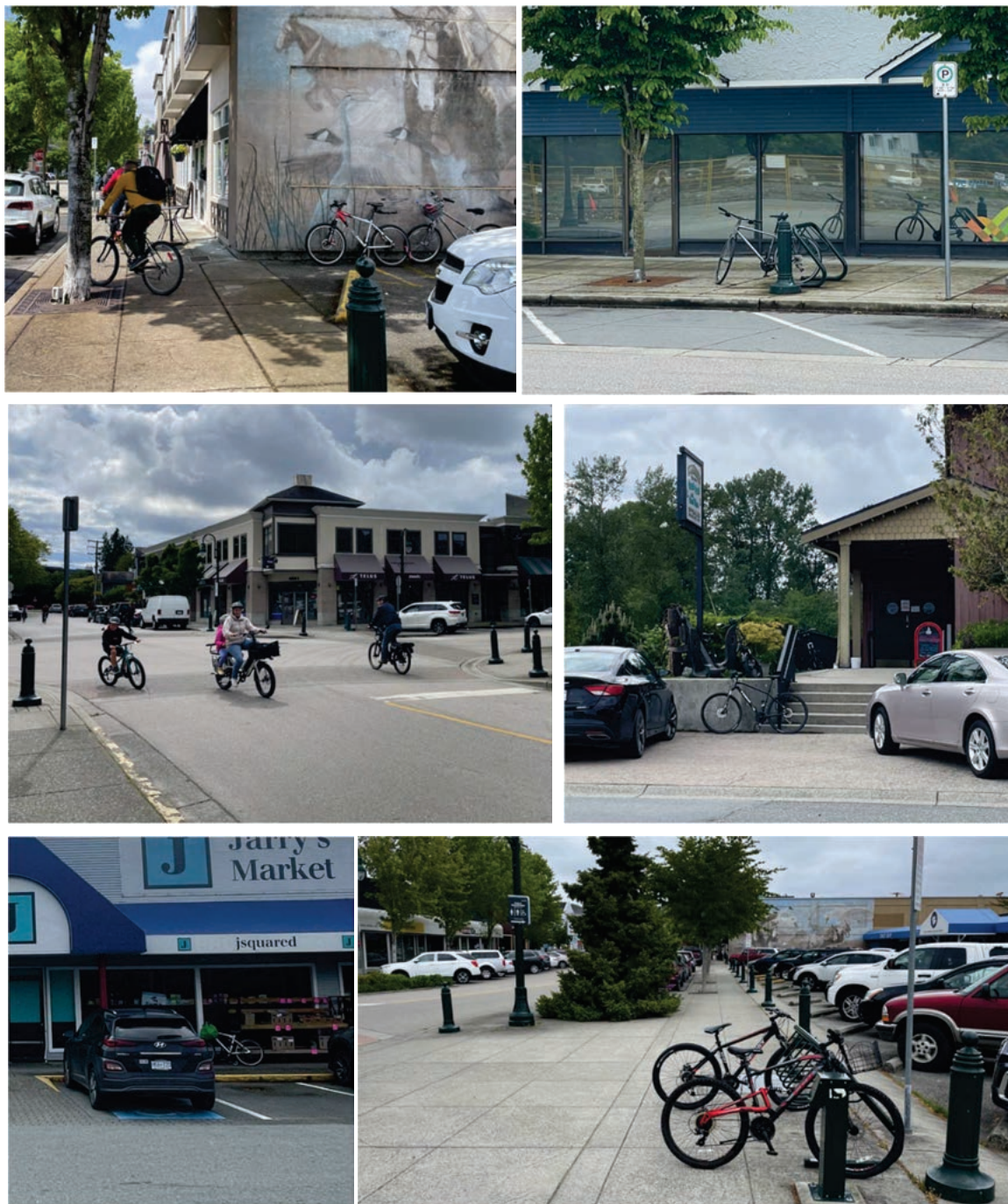
Parking observations at Ladner Village included a utilization review of the accessible parking supply. Of the 27 accessible parking spaces analyzed in the village, 12 spaces were occupied during the weekday peak, constituting 44% of the supply. Accessible space demand was lower during the other time periods, at 7% during the weekday off-peak, and at 30% during the Saturday peak period. Based on the observed demands, the accessible parking demand is being met by the current supply.

3.4 Cycling Observations

During the observation periods, Bunt saw a noticeable presence of travel by bicycles in Ladner Village, with a demand for bicycle parking spaces in the area.

Some of the dedicated short-term bicycle spaces in the commercial core were found to be in use during the weekday and Saturday peak periods, though many of the bicycle racks were not in use. Bicycles were also observed outside of the dedicated bicycle parking spaces on private property while the nearest dedicated parking space was vacant. **Figure 3.1** presents a selection of cycling observations in Ladner Village.

Figure 3.1: Cycling in Ladner Village



4. PARKING SUPPLY REVIEW

Following Bunt's observations in Ladner Village, a review of the public on-street and off-street parking areas was conducted with consideration of the future Ladner Village development plans, such as the Official Community Plan update, and potential developments on city-owned property.

4.1 Parking Comparison (2023 to 2025)

4.1.1 Change in Parking Supply

Table 4.1 presents a comparison of the public parking spaces serving Ladner Village as recorded by Bunt in 2023 and in 2025. Overall, the observed public parking supply in Ladner Village increased by 6% as compared to 2023.

Table 4.1: Parking Supply Comparison (2023 to 2025)

PARKING TYPE	2023 TOTAL SUPPLY (SPACES)	2025 TOTAL SUPPLY (SPACES)	PERCENT CHANGE (%)
On-Street	429	466	+9%
Off-Street (Public)	98	93	-5%
PUBLIC TOTAL	527	559	+6%

The on-street parking supply increased by 37 spaces (9% increase) since 2023, with the changes attributed to adjustments to the parking supply in the waterfront area on Chisholm Street (increased from 72 to 103) and Elliott Street (increased from 54 to 68), in which some perpendicular parking spaces were added via new pavement paint markings, and other parking areas that were closed off for construction in 2023 were made available. Additional changes in parking supply were observed on Delta Street, where a curbside patio was not in place during observations in 2025 (increase of 2 spaces), and on Trenant Street, where 16 on-street spaces were removed for construction purposes.

The public off-street parking supply decreased by 5 spaces (5% decrease) since 2023. This change is primarily attributed to the removal of an off-street lot at 4914 Delta Street, resulting in a loss of 12 spaces, the completion of construction at the Ladner Lions lot (+5 spaces), and a parking supply adjustment at the 4952-4958 Chisholm Street lot (+2 spaces).

4.1.2 Parking Demand Comparison

Table 4.2 presents a comparison of the public parking demands in Ladner Village during the weekday peak period, as recorded in 2023 and in 2025. For reference, the observations as compared were conducted on the following dates and times:

- Thursday May 18, 2023, 11am – 2pm (sunny conditions)
- Thursday May 15, 2025, 11am – 2pm (overcast to light rain conditions)

Table 4.2: Parking Demand Comparison (2023 to 2025)

PARKING TYPE	2023 TOTAL DEMAND		2025 TOTAL DEMAND	
	SPACES	%	SPACES	%
On-Street	313/429	73%	354/465	76%
Off-Street (Public)	73/98	74%	70/93	75%
PUBLIC TOTAL	386/527	73%	424/558	76%

Between the 2023 and 2025 observations, parking occupancy by percentage remained very similar, only increasing by 3% overall, from 73% to 76%, which indicates that parking demand in the village today with respect to the supply has remained similar since Bunt's 2023 observations.

4.2 On-Street Parking

During site observations, it was found that the on-street parking generally saw the highest demand along Delta Street, Bridge Street, and 48 Avenue, where most businesses were located. On these corridors, parking time restrictions are in place, with a maximum stay of 2 to 3 hours. These time restrictions are in effect from 9am to 6pm, Monday to Saturday.

While on-street parking turnover was high on the busiest corridors, which can be attributed to the curbside time restrictions, available curbside parking space in the core commercial areas was limited during the busiest time periods. Adjustments to parking time restrictions and regulations should be considered to improve overall functionality in the village. Curbside management strategies are further explored in **Section 5.2.1**.

Opportunities to create new, or more formalized, on-street parking could be made possible with redevelopment throughout Ladner Village, which could also further improve functionality.

4.2.1 Chisholm Street Upgrades

As part of the Ladner Village Revitalization Project, the City proposes to upgrade the public realm along Chisholm Street by implementing a multi-use pathway, landscaping upgrades, and upgraded walking paths. As part of the upgrades, Chisholm Street will be converted to one-way westbound between Delta Street and Georgia Street, and the existing perpendicular parking configuration along the north side of the roadway will be replaced with parallel and angled parking.

Noting the current on-street parking demand on Chisholm Street, which was observed at 54% during the busiest time period, there is an opportunity to adjust the on-street parking supply on the roadway while still meeting demands. Additionally, the introduction of improved active transportation amenities as part of Transportation Demand Management (TDM) measures may help reduce overall parking demand in Ladner Village, as discussed in **Section 5.1**.

4.3 Public Off-Street Parking

During the weekday peak period, 70 of the 93 public off-street parking spaces were occupied, constituting 75% of the available supply, while demand was lower during the other time periods.

Currently, the City is proposing to convert the off-street lot at 4952-4958 Chisholm Street into a tourist accommodation. As it was observed that parking demand in this lot is not as high as with other off-street lots, it is anticipated that nearby on-street parking would absorb some of the demand displaced if the lot was to be removed. To support parking availability, the City could also explore options such as providing public parking or shared parking uses as part of the development's parking supply.

Additionally, if the City were to explore reducing on-street and off-street parking supply in favour of other public realm improvements focused towards attracting active modes use, then it could consider increasing parking supply at strategic off-street parking lots through the construction of a parkade structure, or partial parking decks. It would be prudent to design any structures to be adaptable to other uses (i.e., retail, office, community space, etc.) in the future if needed.

4.4 Bicycle Parking Review

As discussed in Section 3.4, it was observed that dedicated bicycle spaces in the village were often left vacant, while parked bicycles were observed outside of bicycle spaces in non-secure areas (e.g. on walls and on fences) on private commercial property.

To support the cycling mode share in Ladner Village, the City can explore providing marketing materials and information to residents/businesses/visitors regarding bicycle parking and amenities (such as available bicycle racks and electric bicycle charging stations). There is also an opportunity to review cycling amenities in the village (such as end-of-trip facilities or wayfinding signage) in tandem with proposed cycling infrastructure upgrades.

5. POTENTIAL IMPROVEMENT STRATEGIES

The following section outlines potential improvement strategies that the City can explore to encourage non-vehicular & active/sustainable modes of transportation to Ladner Village as the area further develops.

5.1 Transportation Demand Management

The implementation of Transportation Demand Management (TDM) strategies in the Ladner Village area could help provide a means to reduce vehicular travel and parking demand to the village by encouraging access to the village via other active and sustainable modes of transportation. TDM strategies that could apply to Ladner Village include, but are not limited to:

- Introducing car-share and carpool spaces (off-street & on-street) in Ladner Village.

- Providing electric vehicle spaces throughout the village.
- Improving cycling and walking connections in the village transportation network, such as the Chisholm Street multi-use pathway.
- Providing a public bike/e-bike share system in the village, and for the wider Ladner area.
- Offering end-of-trip cycling facilities in the village, including additional & enhanced bicycle parking, bike valet services & maintenance equipment.
- Providing marketing materials and transportation information to geared toward businesses, City residents, and visitors highlighting the active and sustainable travel mode options in the village.
- Explore opportunities for businesses to incentivise active modes use by offering discounts or promotions when travelling to village businesses by active modes.

5.1.1 Multi-Modal Hub

Sustainable modes of travel to Ladner Village can be encouraged by introducing a multi-modal hub (or series of mini hubs), which integrates walking, cycling, passenger pick-up/drop-off, and transit facilities to provide seamless and efficient connectivity into the village.

Multi-modal hubs could include end-of-trip facilities for cyclists, including additional & enhanced bicycle parking and maintenance stations with bike pumps, water fountains/bottle refill stations, mobility scooter and other micromobility parking/charging, as well as locations for people to congregate and relax with benches/seating, creating a sense of place in the village. Transit connectivity is an integral element of multi-modal hubs, with a modal hub serving as a place to welcome visitors into the Ladner Village (with the potential to incorporate transit stop facilities in the future). It may also be beneficial to link the multi-modal hub with rideshare, carshare facilities, EV charging stations, accessible parking, and/or pick-up/drop-off. Facilities would also provide wayfinding signage to help navigate the village.

A multi-modal hub could be implemented along the Chisholm Street waterfront area as part of upgrades in the corridor, allowing for placemaking in Ladner Village. The multi-modal hub offers the benefit of creating a sense of place near the Ladner Village waterfront, while also stitching together the area's urban fabric and inviting pedestrian & bicycle traffic to the northern part of the village.

5.2 Parking Management

In addition to TDM strategies, parking demand can be further managed by providing additional parking strategies within Ladner Village, outlined in this section.

5.2.1 Curbside Management

Currently, some street parking during the busiest hours (9am-6pm, Mon-Sat) is time-restricted to 2-3 hours maximum to encourage turnover. Bunt recommends further restricting parking in these areas to 1 hour or less in strategic locations, to discourage street parking usage for longer trips,

which further increases turnover and results in more people being able to access parking spaces to visit businesses in the village

Parking demand can be further managed in Ladner Village through the application of the following measures:

- **Passenger Loading Zones** – Provide parking that is time-restricted to a very short time period (5-15 minute maximum stay duration) to facilitate pick-up and drop-off movements.
- **Taxi & Ride-Hailing Stands** – Implement a designated zone for ridesharing vehicles to pick up and drop off customers seeking to visit Ladner Village. This could be combined with passenger zones, but are only intended for use by ride-hailing/taxi vehicles.
- **Carshare Spaces** – Designate spaces for carshare vehicles only.
- **Parking Enforcement** – Increase enforcement of public parking areas to ensure parking time restrictions (maximum stay/overnight parking) are adhered to. Smart technology, such as license plate recognition cameras, may be beneficial to utilize to support parking enforcement. From a policy perspective, if there is a concern related to having the same vehicle parking within on-street despite it has moved from one on-street location to another within the Ladner Village area, further regulations such as not allowing the same vehicle to return within the same day (or within an agreed time period, e.g. 2 hours after it parked legally on-street for 3 hours) may also discourage long-term parkers trying to move from one spot to another throughout the day.

5.2.2 Access Consolidation

Access consolidation is a design consideration which can have benefits to pedestrian & cycling connectivity in the village, by reducing the number of vehicle interaction points, and to provide a more continuous and safe walking & cycling route. Consolidation can be achieved by removing redundant off-street parking accesses and by encouraging developers to implement off-street parking accesses located away from main roadways and instead be located along public laneways. This can help provide more space for improved pedestrian realm, bicycle parking, as well as increase curb space for on-street parking and other curb side uses.

5.3 Traffic Calming & Other Measures

Pedestrian and cyclist safety is paramount in a compact, walkable neighbourhood, such as Ladner Village. Safety improvements can be accomplished by implementing traffic calming measures, which slow down vehicle speeds and can re-direct vehicles to more prominent routes. Bunt recommends the following traffic calming measures in Ladner Village:

- Implement curb extensions (mid-block) and corner bulges to increase pedestrian visibility and reduce crossing distance.
- Construct protected bike lanes with protected intersections along routes based on the *Delta Cycling Master Plan (2022)*.

- Provide raised intersections/crossings, to slow vehicles with the vertical deflection, and to provide seamless connectivity for pedestrians by keeping the crossing at sidewalk level.
- Install speed humps at strategic locations throughout Ladner Village to discourage short-cutting.
- Provide landscaped/treed boulevards, to enhance the pedestrian and cyclist experience.
- Consider implementing traffic circles to slow vehicle speeds and improve driver awareness.

6. CONCLUSIONS & SUMMARY

To support future developments in Ladner Village, Bunt & Associates Engineering Ltd. (Bunt) was retained by the City of Delta (the City) to review on-street and off-street parking and develop Transportation Demand Management (TDM) and parking strategies for the Ladner Village area.

Based on Bunt's field observations in May 2025, there is adequate parking in Ladner Village to support commercial and residential parking demand during peak periods. There is opportunity to adjust the parking supply in the village as part of future development and public realm upgrades in the village, with the support of TDM strategies and parking management. The following sub-sections summarize Bunt's findings:

6.1 Study Area & Parking Supply

- The study area for the parking study included all public on-street and public off-street parking areas within Ladner Village, as well as select publicly-accessible private off-street parking areas.
- In total, 808 parking spaces were observed, consisting of 466 public on-street spaces, 93 public off-street spaces, and 249 private off-street spaces. Of the total observed spaces, 27 were designated as accessible spaces (17 public, 10 private).

6.2 Parking Demand Observations

- Parking demand observations in Ladner Village were conducted during two weekday periods (peak and off-peak), and one Saturday period (peak) in May 2025.
- During the weekday peak period, 72% of the observed parking supply was occupied, 40% occupancy was recorded during the weekday off-peak period, and 43% occupancy was recorded during the Saturday peak.
- During the weekday peak period, 76% of the on-street parking, 75% of the public off-street, and 62% of the observed private off-street parking supply was occupied
- On-street parking demand was generally concentrated along the Delta Street, Bridge Street, and 48 Avenue corridors, where most street-facing businesses are located, and where parking time restrictions are in place. On-street parking turnover was observed to be high where time restrictions are in effect.
- Public off-street parking demand was highest in the two lots closest to the commercial core of Ladner Village, on the Bridge Street/Westminster Avenue corridor.
- Private off-street parking demand observations indicated that adequate parking was available at the selected properties during all observed periods.

- Accessible parking demand reached its highest during the weekday peak, at 44% of the observed supply, indicating that the accessible parking demand is met by the current supply.
- Bunt noted a noticeable presence of bicycle travel, and a demand for bicycle parking spaces in Ladner Village.

6.3 Parking Supply Review

- A comparison of public parking demand data in Ladner Village between 2023 and 2025 indicated very similar demand during weekday peak period across the two years (73% of the public parking supply in 2023, as compared to 76% in 2025).
- On-street parking saw the highest demand along Delta Street, Bridge Street, and 48 Avenue, where most businesses were located. Parking time restrictions in the area encouraged parking turnover.
- Public realm upgrades are proposed on Chisholm Street, which will include the conversion of the existing perpendicular parking supply to angled and parallel parking configuration. Parking demand data on Chisholm Street indicated that parking demand peaked at 54% during the observations, indicating an opportunity to adjust the parking supply on the roadway while being able to support demands.
- The City is proposing to convert the off-street parking lot at 4952-4958 Chisholm Street into a tourist accommodation, which will reduce the off-street parking supply by 42 spaces. While parking demand changes due to the parking supply change is anticipated to be offset by nearby on-street parking, it is recommended that the City explore providing public parking or shared parking uses as part of the proposed development.
- To support the bicycle mode share in the village, the City can explore providing marketing materials to residents/businesses/visitors regarding cycling amenities. There is also opportunity to review cycling amenities in the village in tandem with proposed cycling infrastructure upgrades.

6.4 Potential Improvement Strategies

- Bunt recommends implementing Transportation Management Demand (TDM) strategies (car-share & carpool spaces, public bike share, end-of-trip facilities) that would reduce vehicular demand to the village by encouraging the use of active and sustainable transportation.
- The implementation of a multi-modal hub can be explored in the village (i.e., along Chatham Street waterfront area, to provide a sense of place and integrate walking and cycling modes throughout the village).

- Parking demand can be further managed in Ladner Village through the application of curbside management measures. Parking spaces can be repurposed for more sustainable uses, such as for carshare and as short-term pick up & drop off uses, while increases in enforcement within the public parking areas in the village are beneficial to ensure parking restrictions are being adhered to.
- Parking access consolidation measures, such as removing redundant accesses and by encouraging developers to provide parking accesses along laneways instead of directly from the street will provide an improved pedestrian and cycling environment and can increase curb space.
- Traffic calming measures, such as providing curb extensions and corner bulges, raised crossings, implementing traffic circles, and installing speed humps will help slow down traffic travelling through the village, and provide a safer environment for walking and cycling users.

APPENDIX A

Parking Demand Summary

Date: Thursday, May 15 2025
Time: 11:00am - 2:00pm
Weather Conditions: Overcast / Light Rain

Parking Demand Summary

PARKING TYPE	REGULAR PARKING (SPACES)			ACCESSIBLE PARKING (SPACES)			TOTAL PARKING (SPACES)		
	DEMAND	SUPPLY	% OCCUPANCY	DEMAND	SUPPLY	% OCCUPANCY	DEMAND	SUPPLY	% OCCUPANCY
On-Street	345	454	76%	9	12	75%	354	466	76%
Off-Street (Public)	69	88	78%	1	5	20%	70	93	75%
Public Total	414	542	76%	10	17	59%	424	559	76%
Off-Street (Private)	152	239	64%	2	10	20%	154	249	62%
TOTAL OBSERVED	566	781	72%	12	27	44%	578	808	72%

On-Street Parking

STREET	REGULAR PARKING (SPACES)			ACCESSIBLE PARKING (SPACES)			TOTAL PARKING (SPACES)		
	DEMAND	SUPPLY	% OCCUPANCY	DEMAND	SUPPLY	% OCCUPANCY	DEMAND	SUPPLY	% OCCUPANCY
Georgia Street	23	36	64%	-	0	-	23	36	64%
Garry Street	9	9	100%	-	0	-	9	9	100%
Laidlaw Street	9	11	82%	-	0	-	9	11	82%
Haviland Street	5	10	50%	-	0	-	5	10	50%
Delta Street	73	78	94%	3	5	60%	76	83	92%
Elliott Street	44	67	66%	1	1	100%	45	68	66%
48 Avenue - 47a Avenue Connection	29	29	100%	1	1	100%	30	30	100%
48 Avenue	52	64	81%	-	0	-	52	64	81%
Bridge Street	32	32	100%	2	2	100%	34	34	100%
Trenant Street	13	15	87%	-	0	-	13	15	87%
Chisholm Street	56	103	54%	2	3	67%	58	106	55%
TOTAL OBSERVED	345	454	76%	9	12	75%	354	466	76%

Off-Street Parking

PARKING LOT	REGULAR PARKING (SPACES)			ACCESSIBLE PARKING (SPACES)			TOTAL PARKING (SPACES)		
	DEMAND	SUPPLY	% OCCUPANCY	DEMAND	SUPPLY	% OCCUPANCY	DEMAND	SUPPLY	% OCCUPANCY
Public Off-Street Parking									
4941 48 Avenue	24	24	100%	1	1	100%	25	25	100%
4952-4958 Chisholm Street	21	40	53%	0	2	0%	21	42	50%
Ladner Lions Park	24	24	100%	0	2	0%	24	26	92%
Public Total	69	88	78%	1	5	20%	70	93	75%
Private Off-Street Parking									
4812-4814 Haviland Street, 5045-5047 48 Avenue	8	11	73%	0	1	0%	8	12	67%
Ladner Harbour Centre	98	149	66%	1	5	20%	99	154	64%
4816 Delta Street	32	42	76%	1	2	50%	33	44	75%
Harbourside Plaza	14	37	38%	0	2	0%	14	39	36%
Private Total	152	239	64%	2	10	20%	154	249	62%
TOTAL OBSERVED	221	327	68%	3	15	20%	224	342	65%

Date: Thursday, May 15 2025
Time: 6:00pm - 9:00pm
Weather Conditions: Overcast / Light Rain

Parking Demand Summary

PARKING TYPE	REGULAR PARKING (SPACES)			ACCESSIBLE PARKING (SPACES)			TOTAL PARKING (SPACES)		
	DEMAND	SUPPLY	% OCCUPANCY	DEMAND	SUPPLY	% OCCUPANCY	DEMAND	SUPPLY	% OCCUPANCY
On-Street	242	454	53%	2	12	17%	244	466	52%
Off-Street (Public)	31	88	35%	0	5	0%	31	93	33%
Public Total	273	542	50%	2	17	12%	275	559	49%
Off-Street (Private)	52	239	22%	0	10	0%	52	249	21%
TOTAL OBSERVED	325	781	42%	2	27	7%	327	808	40%

On-Street Parking

STREET	REGULAR PARKING (SPACES)			ACCESSIBLE PARKING (SPACES)			TOTAL PARKING (SPACES)		
	DEMAND	SUPPLY	% OCCUPANCY	DEMAND	SUPPLY	% OCCUPANCY	DEMAND	SUPPLY	% OCCUPANCY
Georgia Street	22	36	61%	-	0	-	22	36	61%
Garry Street	7	9	78%	-	0	-	7	9	78%
Laidlaw Street	4	11	36%	-	0	-	4	11	36%
Haviland Street	7	10	70%	-	0	-	7	10	70%
Delta Street	70	78	90%	1	5	20%	71	83	86%
Elliott Street	14	67	21%	0	1	0%	14	68	21%
48 Avenue - 47a Avenue Connection	12	29	41%	0	1	0%	12	30	40%
48 Avenue	33	64	52%	-	0	-	33	64	52%
Bridge Street	20	32	63%	0	2	0%	20	34	59%
Trenant Street	6	15	40%	-	0	-	6	15	40%
Chisholm Street	47	103	46%	1	3	33%	48	106	45%
TOTAL OBSERVED	242	454	53%	2	12	17%	244	466	52%

Off-Street Parking

PARKING LOT	REGULAR PARKING (SPACES)			ACCESSIBLE PARKING (SPACES)			TOTAL PARKING (SPACES)		
	DEMAND	SUPPLY	% OCCUPANCY	DEMAND	SUPPLY	% OCCUPANCY	DEMAND	SUPPLY	% OCCUPANCY
Public Off-Street Parking									
4941 48 Avenue	15	24	63%	0	1	0%	15	25	60%
4952-4958 Chisholm Street	16	40	40%	0	2	0%	16	42	38%
Ladner Lions Park	0	24	0%	0	2	0%	0	26	0%
Public Total	31	88	35%	0	5	0%	31	93	33%
Private Off-Street Parking									
4812-4814 Haviland Street, 5045-5047 48 Avenue	0	11	0%	0	1	0%	0	12	0%
Ladner Harbour Centre	12	149	8%	0	5	0%	12	154	8%
4816 Delta Street	18	42	43%	0	2	0%	18	44	41%
Harbourside Plaza	22	37	59%	0	2	0%	22	39	56%
Private Total	52	239	22%	0	10	0%	52	249	21%
TOTAL OBSERVED	83	327	25%	0	15	0%	83	342	24%

Date: Saturday, May 17 2025
Time: 2:00pm - 5:00pm
Weather Conditions: Partly Sunny

Parking Demand Summary

PARKING TYPE	REGULAR PARKING (SPACES)			ACCESSIBLE PARKING (SPACES)			TOTAL PARKING (SPACES)		
	DEMAND	SUPPLY	% OCCUPANCY	DEMAND	SUPPLY	% OCCUPANCY	DEMAND	SUPPLY	% OCCUPANCY
On-Street	219	454	48%	5	12	42%	224	466	48%
Off-Street (Public)	27	88	31%	0	5	0%	27	93	29%
Public Total	246	542	45%	5	17	29%	251	559	45%
Off-Street (Private)	93	239	39%	3	10	30%	96	249	39%
TOTAL OBSERVED	339	781	43%	8	27	30%	347	808	43%

On-Street Parking

STREET	REGULAR PARKING (SPACES)			ACCESSIBLE PARKING (SPACES)			TOTAL PARKING (SPACES)		
	DEMAND	SUPPLY	% OCCUPANCY	DEMAND	SUPPLY	% OCCUPANCY	DEMAND	SUPPLY	% OCCUPANCY
Georgia Street	20	36	56%	-	0	-	20	36	56%
Garry Street	6	9	67%	-	0	-	6	9	67%
Laidlaw Street	5	11	45%	-	0	-	5	11	45%
Haviland Street	7	10	70%	-	0	-	7	10	70%
Delta Street	45	78	58%	3	5	60%	48	83	58%
Elliott Street	23	67	34%	0	1	0%	23	68	34%
48 Avenue - 47a Avenue Connection	15	29	52%	0	1	0%	15	30	50%
48 Avenue	30	64	47%	-	0	-	30	64	47%
Bridge Street	18	32	56%	2	2	100%	20	34	59%
Trenant Street	9	15	60%	-	0	-	9	15	60%
Chisholm Street	41	103	40%	0	3	0%	41	106	39%
TOTAL OBSERVED	219	454	48%	5	12	42%	224	466	48%

Off-Street Parking

PARKING LOT	REGULAR PARKING (SPACES)			ACCESSIBLE PARKING (SPACES)			TOTAL PARKING (SPACES)		
	DEMAND	SUPPLY	% OCCUPANCY	DEMAND	SUPPLY	% OCCUPANCY	DEMAND	SUPPLY	% OCCUPANCY
Public Off-Street Parking									
4941 48 Avenue	15	24	63%	0	1	0%	15	25	60%
4952-4958 Chisholm Street	11	40	28%	0	2	0%	11	42	26%
Ladner Lions Park	1	24	4%	0	2	0%	1	26	4%
Public Total	27	88	31%	0	5	0%	27	93	29%
Private Off-Street Parking									
4812-4814 Haviland Street, 5045-5047 48 Avenue	3	11	27%	0	1	0%	3	12	25%
Ladner Harbour Centre	51	149	34%	1	5	20%	52	154	34%
4816 Delta Street	31	42	74%	2	2	100%	33	44	75%
Harbourside Plaza	8	37	22%	0	2	0%	8	39	21%
Private Total	93	239	39%	3	10	30%	96	249	39%
TOTAL OBSERVED	120	327	37%	3	15	20%	123	342	36%

APPENDIX B

Parking Observation Data

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
1	Georgia Street	48 Avenue to Chisholm Street	West Curb, full	Public	None	14		14

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
9	-	9	9		9	9		9
64%	N/A	64%	64%	N/A	64%	64%	N/A	64%

Photos:

Thursday May 15 2025, 11am-2pm

Thursday May 15 2025, 6pm-9pm

Saturday May 17 2025, 2pm-5pm

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
2	Georgia Street	48 Avenue to Chisholm Street	East Curb, north	Public	None	14		14

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
9		9	8		8	7		7
64%	N/A	64%	57%	N/A	57%	50%	N/A	50%

Photos:

Thursday May 15 2025, 11am-2pm 
Thursday May 15 2025, 6pm-9pm 
Saturday May 17 2025, 2pm-5pm 

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
3	Georgia Street	48 Avenue to Chisholm Street	East Curb, south	Public	None	8		8

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
5		5	5		5	4		4
63%	N/A	63%	63%	N/A	63%	50%	N/A	50%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
4	Garry Street	Ellis Lane to 48 Avenue	West curb	Public	None	3		3

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
3		3	2		2	1		1
100%	N/A	100%	67%	N/A	67%	33%	N/A	33%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
5	Garry Street	Ellis Lane to 48 Avenue	East curb	Public	None	6		6

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
6		6	5		5	5		5
100%	N/A	100%	83%	N/A	83%	83%	N/A	83%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
6	Laidlaw Street	Ellis Lane to 48 Avenue	West curb	Public	None	6		6

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
4		4	2		2	1		1
67%	N/A	67%	33%	N/A	33%	17%	N/A	17%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
7	Laidlaw Street	Ellis Lane to 48 Avenue	East Curb	Public	None	5		5

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
5		5	2		2	4		4
100%	N/A	100%	40%	N/A	40%	80%	N/A	80%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
8	Haviland Street	North of 48 Avenue	West curb	Public	None	10		9

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
5			7		7	7		7
50%	N/A	50%	70%	N/A	70%	70%	N/A	70%

Photos:

Thursday May 15 2025, 11am-2pm		
Thursday May 15 2025, 6pm-9pm		
Saturday May 17 2025, 2pm-5pm		

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
9	Delta Street	Ellis Lane to 48 Avenue	West curb	Public	3 hours	4		4

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
4		4	2		2	2		2
100%	N/A	100%	50%	N/A	50%	50%	N/A	50%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
10	Delta Street	Ellis Lane to 48 Avenue	East curb	Public	3 hours	4		4

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
3		3	3		3	3		3
75%	N/A	75%	75%	N/A	75%	75%	N/A	75%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
11	Delta Street	48 Avenue to Bridge Street	West curb, full	Public	2 hours	15	1	16

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
16	1	17	15	0	15	12		12
107%	100%	106%	100%	0%	94%	80%	0%	75%

Photos:

Thursday May 15 2025, 11am-2pm 	
Thursday May 15 2025, 6pm-9pm 	
Saturday May 17 2025, 2pm-5pm 	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
12	Delta Street	48 Avenue to Bridge Street	East curb, north	Public	2 hours	4		4

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
4		4	4		4	1		1
100%	N/A	100%	100%	N/A	100%	25%	N/A	25%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
13	Delta Street	48 Avenue to Bridge Street	East curb, south	Public	2 hours	4		4

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
4		4	4		4	0		0
100%	N/A	100%	100%	N/A	100%	0%	N/A	0%

Photos:

Thursday May 15 2025, 11am-2pm 	
Thursday May 15 2025, 6pm-9pm 	
Saturday May 17 2025, 2pm-5pm 	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
14	Delta Street	Bridge Street to Trenant Street	West curb, north	Public	3 hours	10		10

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
9		9	10		10	8		8
90%	N/A	90%	100%	N/A	100%	80%	N/A	80%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
15	Delta Street	Bridge Street to Trenant Street	West curb, south	Public	3 hours	4		4

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
4		4	4		4	2		2
100%	N/A	100%	100%	N/A	100%	50%	N/A	50%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
16	Delta Street	Bridge Street to Trenant Street	East curb	Public	3 hours	12	1	13

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
10	1	11	12	1	13	8	0	8
83%	100%	85%	100%	100%	100%	67%	0%	62%

Photos:

Thursday May 15 2025, 11am-2pm 
Thursday May 15 2025, 6pm-9pm 
Saturday May 17 2025, 2pm-5pm 

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
17	Delta Street	Trenant Street to Chisholm Street	West curb, north	Public	3 hours	4		4

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
3		3	3		3	0		0
75%	N/A	75%	75%	N/A	75%	0%	N/A	0%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
18	Delta Street	Trenant Street to Chisholm Street	West curb, south	Public	3 hours	14	1	15

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
12	0	12	11	0	11	6	1	7
86%	0%	80%	79%	0%	73%	43%	100%	47%

Photos:

Thursday May 15 2025, 11am-2pm 
Thursday May 15 2025, 6pm-9pm 
Saturday May 17 2025, 2pm-5pm 

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
19	Delta Street	Trenant Street to Chisholm Street	East Curb, north	Public	3 hours	3		3

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
3		3	2		2	2		2
100%	N/A	100%	67%	N/A	67%	67%	N/A	67%

Photos:

Thursday May 15 2025, 11am-2pm 
Thursday May 15 2025, 6pm-9pm 
Saturday May 17 2025, 2pm-5pm 

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
20	Delta Street	Trenant Street to Chisholm Street	East Curb, south	Public	3 hours		2	2

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
1	1	2	0	0	0	1	2	3
N/A	50%	100%	N/A	0%	0%	N/A	100%	150%

Photos:

Thursday May 15 2025, 11am-2pm 
Thursday May 15 2025, 6pm-9pm 
Saturday May 17 2025, 2pm-5pm 

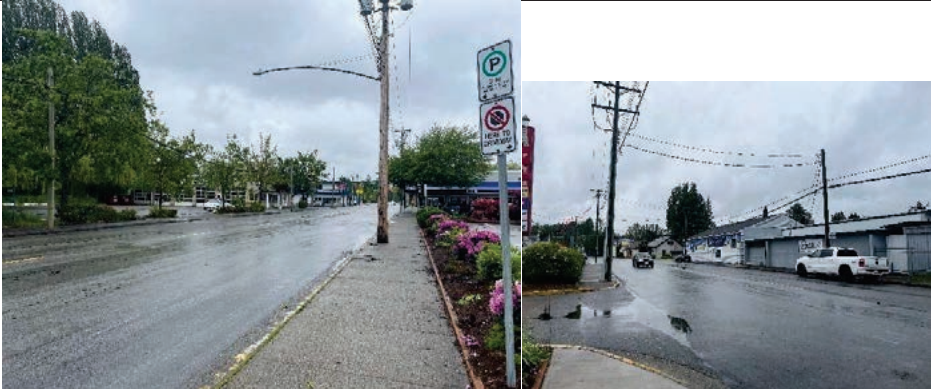
Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
21	Elliott Street	48 Avenue to Bridge Street	West curb	Public	None	10		10

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
4		4	0		0	1		1
40%	N/A	40%	0%	N/A	0%	10%	N/A	10%

Photos:

Thursday May 15 2025, 11am-2pm 	
Thursday May 15 2025, 6pm-9pm 	
Saturday May 17 2025, 2pm-5pm 	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
22	Elliott Street	48 Avenue to Bridge Street	East curb	Public	None	14		14

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
11		11	2		2	6		6
79%	N/A	79%	14%	N/A	14%	43%	N/A	43%

Photos:

Thursday May 15 2025, 11am-2pm

Thursday May 15 2025, 6pm-9pm

Saturday May 17 2025, 2pm-5pm

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
23	Elliott Street	Bridge Street to Trenant Street	West curb	Public	3 hours	6		6

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
4		4	1		1	0		0
67%	N/A	67%	17%	N/A	17%	0%	N/A	0%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
24	Elliott Street	Bridge Street to Trenant Street	East Curb, north	Public	30 minutes	8		8

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
6		6	0		0	5		5
75%	N/A	75%	0%	N/A	0%	63%	N/A	63%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
25	Elliott Street	Bridge Street to Trenant Street	East Curb, south	Public	None	2		2

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
2		2	0		0	0		0
100%	N/A	100%	0%	N/A	0%	0%	N/A	0%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
26	Elliott Street	Trenant Street to Chisholm Street	West curb, north	Public	None	5		5

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
4		4	4		4	2		2
80%	N/A	80%	80%	N/A	80%	40%	N/A	40%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
27	Elliott Street	Trenant Street to Chisholm Street	West curb, south	Public	None	5		5

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
4		4	0		0	2		2
100%	N/A	100%	0%	N/A	0%	40%	N/A	40%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
28	Elliott Street	Trenant Street to Chisholm Street	East curb	Public	None	4		4

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
1		1	4		4	1		1
25%	N/A	25%	100%	N/A	100%	25%	N/A	25%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
29	48 Avenue - 47a Avenue Connection	47a Avenue to 48 Avenue	West curb, north	Public	3 hours	9	1	19

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
9	1	10	5	0	5	6	0	6
100%	100%	100%	56%	0%	50%	67%	0%	60%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
30	48 Avenue - 47a Avenue Connection	47a Avenue to 48 Avenue	West curb, south	Public	3 hours	11		11

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
11		11	4		4	4		4
100%	N/A	100%	36%	N/A	36%	36%	N/A	36%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
31	48 Avenue - 47a Avenue Connection	47a Avenue to 48 Avenue	East curb, north	Public	3 hours	6		6

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
6		6	3		3	3		3
100%	N/A	100%	50%	N/A	50%	50%	N/A	50%

Photos:

Thursday May 15 2025, 11am-2pm



Thursday May 15 2025, 6pm-9pm



Saturday May 17 2025, 2pm-5pm



Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
32	48 Avenue - 47a Avenue Connection	47a Avenue to 48 Avenue	East Curb, south	Public	3 hours	3		3

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
3		3	0		0	2		2
100%	N/A	100%	0%	N/A	0%	67%	N/A	67%

Photos:

Thursday May 15 2025, 11am-2pm



Thursday May 15 2025, 6pm-9pm



Saturday May 17 2025, 2pm-5pm



Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
33	48 Avenue	48b Street to Garry Street	North curb	Public	None	6		6

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
1		1	1		1	2		2
17%	N/A	17%	17%	N/A	17%	33%	N/A	33%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
34	48 Avenue	48b Street to Garry Street	South curb	Public	None	13		13

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
14		14	9		9	8		8
108%	N/A	108%	69%	N/A	69%	62%	N/A	62%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
35	48 Avenue	Garry Street to Laidlaw Street	North curb	Public	3 hours	5		5

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
3		3	1		1	1		1
60%	N/A	60%	20%	N/A	20%	20%	N/A	20%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
36	48 Avenue	Garry Street to Laidlaw Street	South curb	Public	None	6		6

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
6		6	1		1	0		0
100%	N/A	100%	17%	N/A	17%	0%	N/A	0%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
37	48 Avenue	Laidlaw Street to Delta Street	South curb	Public	3 hours	2		2

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
1		1	0		0	2		2
50%	N/A	50%	0%	N/A	0%	100%	N/A	100%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
38	48 Avenue	Delta Street to Haviland Street	North curb	Public	3 hours	4		4

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
5		5	2		2	3		3
125%	N/A	125%	50%	N/A	50%	75%	N/A	75%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
39	48 Avenue	Delta Street to Haviland Street	South curb	Public	3 hours	7		7

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
6		6	6		6	6		6
86%	N/A	86%	86%	N/A	86%	86%	N/A	86%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
40	48 Avenue	Haviland Street to Elliott Street	North curb	Public	3 hours	11		11

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
11		11	9		9	5		5
100%	N/A	100%	82%	N/A	82%	45%	N/A	45%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
41	48 Avenue	Haviland Street to Elliott Street	South curb, west	Public	3 hours	7		7

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
3		3	4		4	3		3
43%	N/A	43%	57%	N/A	57%	43%	N/A	43%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
42	48 Avenue	Haviland Street to Elliott Street	South curb, east	Public	3 hours	3		3

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
2		2	0		0	0		0
67%	N/A	67%	0%	N/A	0%	0%	N/A	0%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
43	Bridge Street	48 Avenue to Harbour Stroll	North curb	Public	None	4		4

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
4		4	3		3	3		3
100%	N/A	100%	50%	N/A	50%	75%	N/A	75%

Photos:

Thursday May 15 2025, 11am-2pm 
Thursday May 15 2025, 6pm-9pm 
Saturday May 17 2025, 2pm-5pm 

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
44	Bridge Street	48 Avenue to Harbour Stroll	South curb	Public	None	6		6

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
7		7	3		3	3		3
117%	N/A	117%	50%	N/A	50%	50%	N/A	50%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
45	Bridge Street	Harbour Stroll to Delta Street	North curb	Public	3 hours	6		6

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
5		5	4		4	5		5
83%	N/A	83%	67%	N/A	67%	83%	N/A	83%

Photos:

Thursday May 15 2025, 11am-2pm



Thursday May 15 2025, 6pm-9pm



Saturday May 17 2025, 2pm-5pm



Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
46	Bridge Street	Delta Street to Elliott Street	North curb, west	Public	3 hours	1	2	3

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
1	2	3	1	0	1	0	2	2
100%	100%	100%	100%	0%	33%	0%	100%	67%

Photos:

Thursday May 15 2025, 11am-2pm 
Thursday May 15 2025, 6pm-9pm 
Saturday May 17 2025, 2pm-5pm 

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
47	Bridge Street	Delta Street to Elliott Street	North curb, east	Public	3 hours	8		8

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
8		8	6		6	4		4
100%	N/A	100%	75%	N/A	75%	50%	N/A	50%

Photos:

Thursday May 15 2025, 11am-2pm 
Thursday May 15 2025, 6pm-9pm 
Saturday May 17 2025, 2pm-5pm 

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
48	Bridge Street	Delta Street to Elliott Street	South curb	Public	None	7		7

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
7		7	4		4	3		3
100%	N/A	100%	57%	N/A	57%	43%	N/A	43%

Photos:



Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
49	Trenant Street	Delta Street to Laneway	North curb	Public	3 hours	3		3

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
3		3	0		0	3		3
100%	N/A	100%	0%	N/A	0%	100%	N/A	100%

Photos:

Thursday May 15 2025, 11am-2pm 
Thursday May 15 2025, 6pm-9pm 
Saturday May 17 2025, 2pm-5pm 

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
50	Trenant Street	Delta Street to Laneway	South curb	Public	3 hours	2		2

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
2		2	2		2	1		1
100%	N/A	100%	100%	N/A	100%	50%	N/A	50%

Photos:



Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
51	Trenant Street	Laneway to Elliott Street	North curb	Public	None	10		10

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
8		8	4		4	5		5
80%	N/A	80%	40%	N/A	40%	50%	N/A	50%

Photos:

Thursday May 15 2025, 11am-2pm 
Thursday May 15 2025, 6pm-9pm 
Saturday May 17 2025, 2pm-5pm 

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
52	Trenant Street	Laneway to Elliott Street	South curb	Public	None	0		0

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Photos:

Thursday May 15 2025, 11am-2pm 
Thursday May 15 2025, 6pm-9pm
Saturday May 17 2025, 2pm-5pm

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
53	Chisholm Street	Georgia Street to Delta Street	North curb, west	Public	None	8		8

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
1		1	1		1	4		4
13%	N/A	13%	38%	N/A	38%	50%	N/A	50%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
54	Chisholm Street	Georgia Street to Delta Street	North curb, east	Public	None	36		36

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
16		16	14		14	14		14
44%	N/A	44%	39%	N/A	39%	39%	N/A	39%

Photos:

Thursday May 15 2025, 11am-2pm 
Thursday May 15 2025, 6pm-9pm 
Saturday May 17 2025, 2pm-5pm 

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
55	Chisholm Street	Georgia Street to Delta Street	South curb, centre	Public	None	3		3

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
1		1	3		3	3		3
67%	N/A	67%	100%	N/A	100%	100%	N/A	100%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
56	Chisholm Street	Georgia Street to Delta Street	South curb, east	Public	None	5		5

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
3		3	2		2	0		0
60%	N/A	60%	40%	N/A	40%	0%	N/A	0%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
57	Chisholm Street	Delta Street to Elliott Street	North curb	Public	None	32	3	35

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
27	2	29	16	1	17	14	0	14
84%	67%	83%	50%	33%	49%	44%	0%	40%

Photos:



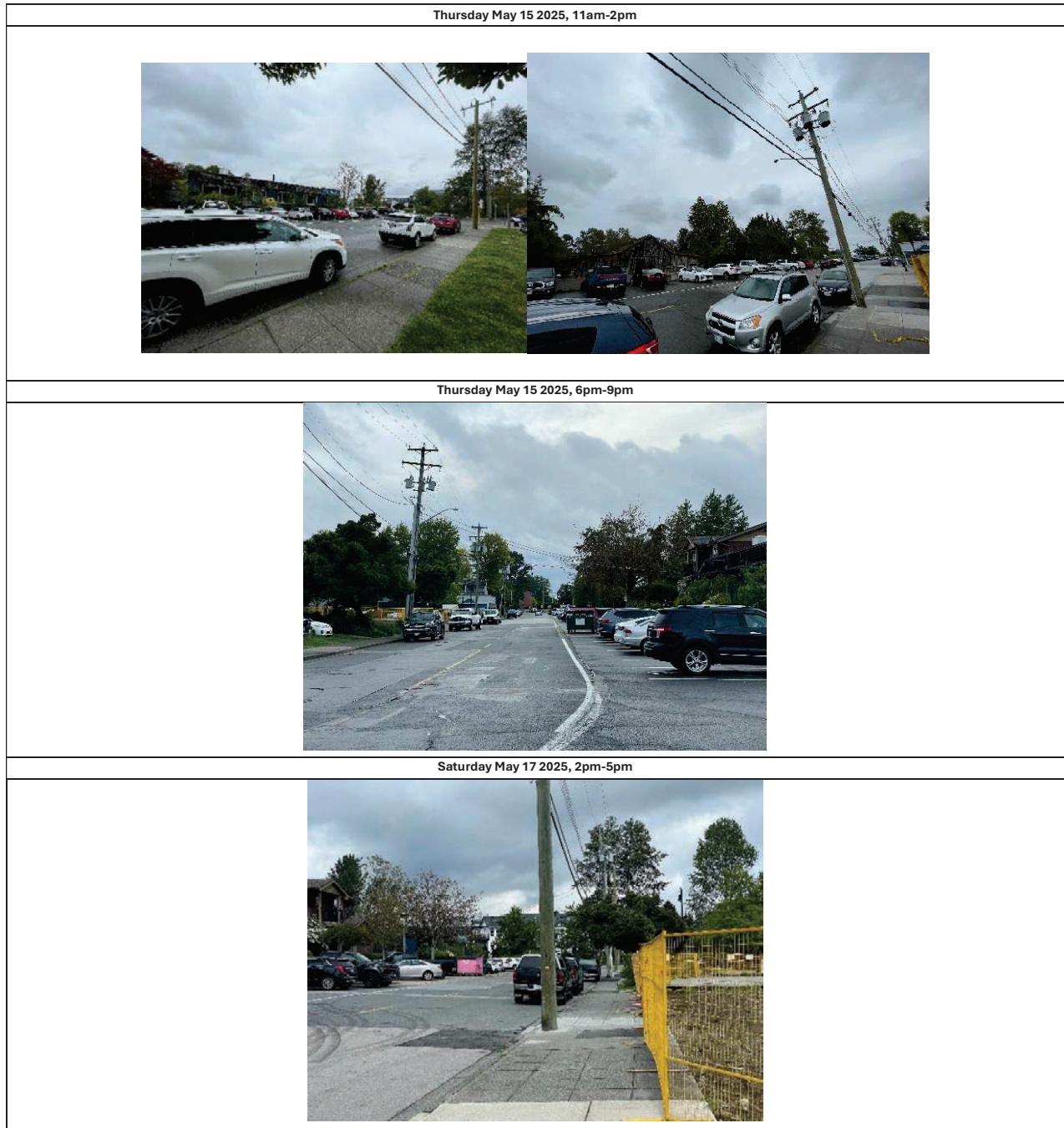
Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
58	Chisholm Street	Delta Street to Elliott Street	South curb	Public	None	10		10

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
6		6	4		4	3		3
60%	N/A	60%	40%	N/A	40%	30%	N/A	30%

Photos:



Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
101	Elliott Street	Chisholm Street to Wharf	West curb	Public	None	8	1	9

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
5	1	6	1	0	1	4		4
63%	100%	67%	13%	0%	11%	50%	0%	44%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
102	Elliott Street	Chisholm Street to Wharf	East curb	Public	None	5		5

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
2		2	2		2	2		2
40%	N/A	40%	40%	N/A	40%	40%	N/A	40%

Photos:

Thursday May 15 2025, 11am-2pm 	
Thursday May 15 2025, 6pm-9pm 	
Saturday May 17 2025, 2pm-5pm 	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
103	Chisholm Street	Georgia Street to Delta Street	South curb, west	Public	None	9		9

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
1		1	5		5	3		3
11%	N/A	11%	56%	N/A	56%	33%	N/A	33%

Photos:

Thursday May 15 2025, 11am-2pm 
Thursday May 15 2025, 6pm-9pm 
Saturday May 17 2025, 2pm-5pm 

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
1001	Public Off-Street	4941 48 Avenue	4941 48 Avenue	Public	None	24	1	25

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
24	1	25	15	0	15	15	0	15
100%	100%	100%	63%	0%	60%	63%	0%	60%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
1002	Public Off-Street	4914 Delta Street	4914 Delta Street	Public	None	0	0	0

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
Saturday May 17 2025, 2pm-5pm	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
1003	Public Off-Street	4952-4958 Chisholm Street	4952-4958 Chisholm Street	Public	None	40	2	42

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
21	0	21	16	0	16	11	0	11
53%	0%	50%	40%	0%	38%	28%	0%	26%

Photos:



Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
1004	Public Off-Street	Ladner Lions Park	Ladner Lions Park	Public	None	24	2	26

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
19/19 (24/24)	0/2	19/21 (24/26)	0/24	0/2	0/26	1/24	0/2	1/26
100%	0%	91% (92%)	0%	0%	0%	4%	0%	4%

Photos:



Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
2001	Private Off-Street	4812-4814 Haviland Street, 5045-5047 48 Avenue	4812-4814 Haviland Street, 5045-5047 48 Avenue	Private	Private	11	1	12

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
8	0	8	0	0	0	3	0	3
73%	0%	67%	0%	0%	0%	27%	0%	25%

Photos:

Thursday May 15 2025, 11am-2pm

Thursday May 15 2025, 6pm-9pm

Saturday May 17 2025, 2pm-5pm

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
2002	Private Off-Street	4857 Elliott Street	Ladner Harbour Centre	Private	Private, 2 hours	149	5	154

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
98	1	99	12	0	12	51	1	52
66%	20%	64%	8%	0%	8%	34%	20%	34%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
2003	Private Off-Street	4816 Delta Street	4816 Delta Street	Private	Private, 2 hours	42	2	44

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
32	1	33	18	0	18	31	2	33
76%	50%	75%	43%	0%	41%	74%	100%	75%

Photos:

Thursday May 15 2025, 11am-2pm	
	
Thursday May 15 2025, 6pm-9pm	
	
Saturday May 17 2025, 2pm-5pm	
	

Parking Area Information

ID	Street	Block	Description	Jurisdiction	Restriction	Regular Supply	Accessible Supply	Total Supply
2004	Private Off-Street	4859 Delta Street	4859 Delta Street	Private	Private, 2 hours	37	2	39

Parking Occupancy

Thursday May 15 2025, 11am-2pm			Thursday May 15 2025, 6pm-9pm			Saturday May 17 2025, 2pm-5pm		
Regular	Accessible	Total	Regular	Accessible	Total	Regular	Accessible	Total
14	0	14	22	0	22	8	0	8
38%	0%	36%	59%	0%	56%	22%	0%	21%

Photos:



