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From semi trucks and trailers hauling freight to smaller trucks serving local businesses, stores and institutions, trucking drives our economy forward and helps maintain a high quality of life for all of us. Every citizen and business rely on trucks to bring us inputs for our businesses or for delivery of our final products. Surrey’s trucking industry is an important part of our community and essential to the economic and social livelihood of our province.

Operating commercial vehicles is demanding. A vital component of the goods movement industry is truck parking, which has been a long-standing challenge in Surrey, as in many other Metro Vancouver and Fraser Valley communities. The City of Surrey recognizes the importance of doing its part to support the needs of our hard-working truckers and to facilitate convenient, accessible and affordable parking for their commercial vehicles.

That’s why we established the Mayor’s Task Force on Truck Parking with a mandate to increase the supply of authorized truck parking facilities within the City and to better meet the needs of Surrey truck operators by developing creative options for effective, equitable and sustainable solutions.

I am pleased to present the Surrey Truck Parking Strategy which includes initiatives and opportunities identified through the Task Force’s work over the past year. As the City pursues a multi-faceted approach through implementation of the Strategy, we will continue to work hard in partnership with industry towards a shared vision of Surrey as a thriving, green, and inclusive city.

Mandeep Nagra
Chair, Truck Parking Task Force
City of Surrey

Surrey, as one of the fastest growing cities in Canada, is committed to ensuring that its infrastructure, economy, and communities are built to best serve its growing population. Commercial trucking moves approximately 90 per cent of all consumer products and foodstuffs and almost two-thirds (by value) of Canada’s trade with the United States. As a gateway community, supporting an efficient local trucking industry and effective goods movement is important in Surrey.

The City has faced significant challenges with truck parking and while in recent years a number of measures have alleviated some issues, a shortfall in adequate, authorized truck parking has remained an ongoing concern.

The City of Surrey’s Truck Parking Task Force was established to address this shortfall and better meet the needs of the trucking industry. Through public consultation, stakeholder engagement, technical reviews, and research, the concerns and priorities related to truck parking were identified, including the following:

- Lack of supply, suitability, and convenience of truck parking
- High rates for truck parking spaces
- Impacts of truck traffic to neighbourhoods (including noise, road safety, and road conditions)
- Costs associated with development of truck parking facilities

In order to address these concerns, a number of opportunities have been evaluated. Those identified as viable have been refined into the following initiatives set forth in this Strategy:

- On-street truck parking permit program on specific streets in select industrial areas
- Parking in select low-density residential areas
- Reduction of costs for development of truck parking facilities
- Development of a parking app to facilitate finding and paying for truck parking in the city
- Increasing the parking provision of trucking companies
- Piloting the City’s Local Area Service Program to facilitate truck parking development

As the majority of these initiatives are focussed on encouraging industry-led solutions, their delivery and implementation are anticipated to be achieved throughout the following year. As the initiatives are implemented, the City will monitor their effectiveness and consider other new opportunities that may arise.
A strong and healthy economy relies heavily on a vibrant, thriving and efficient trucking industry. Surrey, like with most other municipalities in the Lower Mainland, continues to be faced with challenges associated with the supply of authorized truck parking. The lack of adequate truck parking has been a complex, long-standing issue. Located within Surrey are more than 6,400 acres of industrial lands, five provincial highways, two United States border crossings, and a marine terminal, all of which contribute to significant truck traffic and demand for truck parking within the city.

In addition, as one of the fastest growing cities in Canada, Surrey has experienced unprecedented growth in recent years and with that comes increased demand for goods and services distributed by the trucking industry. The resulting increase of trucking services to meet growing demand has exasperated the shortfall in truck parking spaces within Surrey and has posed significant challenges for truck operators, businesses, residents, and the City.

According to the Province’s 2015 B.C. On the Move 10-Year Transportation Plan, there were about 23,000 trucking companies in British Columbia, with fleets totalling almost 40,000 trucks, employing around 33,500 people, and moving more than $3 billion in goods between our gateway ports and the rest of Canada. By the City of Surrey’s estimates, approximately 6,000 trucks are registered in Surrey. Approximately 2,400 trucks are associated with businesses that have premises providing truck parking and 2,300 parking spaces are provided within authorized truck parking sites in the city. A further 1,300 unauthorized parking spaces exist within Surrey.

Truck parking is distributed throughout Surrey, guided by the following current regulations:

- Trucks are not permitted to be parked on any lot in a residential zone;
- Truck parking and the development of truck parking facilities are permitted within sites with certain industrial zoning; and
- A limited number of trucks are permitted to park in agricultural zones.

Over the past several years, concerted effort has been put forward to increase truck parking facilities and reduce the amount of unauthorized truck parking. A number of initiatives have helped to combat unauthorized truck parking and have led to an increase in the development of temporary truck parking facilities. However, the supply of authorized truck parking remains an ongoing concern, and further efforts are required to facilitate viable, long-term solutions.

In order to focus these efforts, Surrey’s Mayor and Council established the Truck Parking Task Force in December 2018 to evaluate and recommend options to Council to increase the supply of authorized truck parking facilities within the city and better meet the needs of the industry. This report highlights the findings of the Task Force and sets out potential options to increase Surrey’s truck parking supply.
STEP 1: GETTING STARTED

On December 3, 2018, Surrey’s Mayor and Council established the Truck Parking Task Force with a one-year mandate to:

- Evaluate the supply of authorized truck parking facilities within Surrey; and
- Determine options to increase the supply of authorized truck parking to better meet the needs of truck operators.

In order to fulfill its mandate, the Task Force set out a workplan that outlined specific targets and incorporated stakeholder and public feedback to help generate options for evaluation. The workplan and timeline as approved by Surrey Council are summarized below.

### Timeline & Process

<table>
<thead>
<tr>
<th>STEP 1: GETTING STARTED</th>
<th>STEP 2: DISCOVERY</th>
</tr>
</thead>
<tbody>
<tr>
<td>December 2018: Council establishes Truck Parking Task Force</td>
<td>In order to better understand the needs and priorities of the public and industry stakeholders, the Task Force hosted a public open house and online survey in March 2019.</td>
</tr>
<tr>
<td>March 2019: Open house and online survey</td>
<td></td>
</tr>
<tr>
<td>Summer 2019: Technical review to develop options</td>
<td></td>
</tr>
<tr>
<td>September 2019: Open house and online survey</td>
<td>Through the open house and online survey, feedback was collected from a variety of stakeholders, including truck owners and operators, commercial fleet owners, truck parking facility operators, businesses employing truck operators, and interested residents.</td>
</tr>
<tr>
<td>Fall 2019: Shape recommendations based on feedback</td>
<td>Participants in the engagement provided feedback on concerns, barriers to finding and developing truck parking facilities, and suggestions for improving truck parking. Note that participants could indicate more than one concern.</td>
</tr>
<tr>
<td>December 2019: Present final recommendations to Council</td>
<td></td>
</tr>
<tr>
<td>Upon Council Approval: Publish the City’s Truck Parking Strategy</td>
<td></td>
</tr>
</tbody>
</table>

### Participant Profile

- Truck owner: 25%
- Business employing truck operators: 8%
- Interested resident: 32%
- Other: 1%
- Truck park owner: 2%
- Commercial fleet owner: 7%
- Truck operator: 25%

Table:

<table>
<thead>
<tr>
<th>engagement</th>
<th>participants</th>
<th>respondents</th>
<th>digital interactions</th>
<th>views on the website and social media</th>
</tr>
</thead>
<tbody>
<tr>
<td>open house participants</td>
<td>166</td>
<td>918</td>
<td>2,056</td>
<td>24,216</td>
</tr>
</tbody>
</table>

Note that participants could indicate more than one concern.
What are your primary concerns about issues related to parking?

<table>
<thead>
<tr>
<th>Concern</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Noise</td>
<td>25%</td>
</tr>
<tr>
<td>Proximity to residences</td>
<td>27%</td>
</tr>
<tr>
<td>Road conditions</td>
<td>29%</td>
</tr>
<tr>
<td>Safety</td>
<td>42%</td>
</tr>
</tbody>
</table>

Commonly identified barriers to finding truck parking facilities included:

- Lack of supply of truck parking
- High truck parking rental rates
- Lack of suitability and convenience of facilities

Participants also indicated the following barriers to developing truck parking facilities:

- Costly requirements associated with development
- High cost of land

The following suggestions for improving trucking parking were provided by participants:

- Issue more approvals for the development of truck parking facilities
- Develop regulations for truck parking rates
- Explore opportunities for providing truck parking on lands such as BC Hydro sites, City property, on-street, and private property.
- Change requirements associated with truck park site development
- Increase bylaw enforcement
- Collaborate with trucking companies to have parking provided on company yards

These suggestions are discussed in greater detail in Section 3: Recommended Initiatives.

STEP 3: DEVELOPING OPTIONS

Following the Discovery public engagement, a number of reviews and additional engagement meetings with stakeholders were undertaken in order to inform the development of initiatives to meet the Task Force mandate.

The following guiding principles formed the basis for consideration of initiatives:

- As truck owner-operators are business owners, the provision of parking should be viewed as a necessary part of the truck owner-operator’s business;
- The City will facilitate, coordinate, and enforce truck parking where needed;
- Interim truck parking solutions should not adversely affect other land uses;
- Safety and environmental impacts must be considered while evaluating truck parking solutions; and
- Truck parking is a regional issue that requires intergovernmental solutions.

Best Practices Assessment

A number of studies have been conducted in recent years to evaluate truck parking efforts throughout North America. The studies varied in scope and focus, but a number of common themes prevailed. Some best practice recommendations that were relevant to Surrey’s context include:

- supporting privately owned truck stops’ ability to meet parking needs;
- development of a program to provide information on parking availability to drivers by a variety of methods;
- improving and optimizing space within existing truck parking facilities; and
- supporting businesses to lease out excess parking stalls for truck parking.
Review Of City Bylaws And Policies

- Surrey’s current bylaws and policies were assessed for the potential and implications of amendments that could address the barriers to truck parking that were identified as part of the Discovery public engagement. The bylaws and policies that were reviewed included:
  - Zoning Bylaw 12000
  - Highway and Traffic Bylaw 13007
  - Business Licence Bylaw 13680
  - Surrey Stormwater Drainage Regulation and Charges Bylaw 16610

Evaluation Of Past Initiatives And Recommendations

Past initiatives and efforts within Surrey were evaluated for effectiveness and the potential to explore further. Our review can be summarized as follows:

<table>
<thead>
<tr>
<th>PAST INITIATIVE</th>
<th>FINDINGS</th>
<th>NEXT STEPS</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-street truck parking</td>
<td>This was previously not supported due to concerns from truck operators about the lack of security and uncertainty of availability of parking. Fronting property owners also raised concerns about impacts to their business needs for on-street parking.</td>
<td>Further explore implementation with ways to address concerns raised.</td>
</tr>
<tr>
<td>Streamlining Temporary Use Permit process</td>
<td>The City implemented a more streamlined process with reduced standards for temporary truck parks, but few completed the process due to uncertainty in return on investment and short operational timeline permitted (three years).</td>
<td>Review zoning requirements in relation to financial viability with a focus on development of longer-term sites instead of temporary sites.</td>
</tr>
<tr>
<td>Creation of truck parking webpage</td>
<td>A webpage was created to aggregate the locations of authorized truck parking facilities as a resource for truck operators.</td>
<td>Explore additional, improved resources for finding truck parking spaces within the City.</td>
</tr>
<tr>
<td>Truck parking on private lands</td>
<td>Many property owners, particularly in agricultural zones, identified the need for truck parking on their lands due to their involvement in the trucking industry. The zoning bylaw was amended to increase the number of trucks permitted to be parked on agricultural properties.</td>
<td>Explore the potential to allow for truck parking in other zones.</td>
</tr>
<tr>
<td>Use of surplus parking on industrial properties</td>
<td>Approximately 6,000 industrial property owners throughout the City were contacted to gauge interest in implementing truck parks within their properties, but minimal feedback was received due to the efforts required for implementation and administration.</td>
<td>Develop resources (such as an app or website) to increase viability of third-party use of surplus parking spaces.</td>
</tr>
<tr>
<td>Removal of building requirement for truck parking facilities</td>
<td>The requirement for construction of a building on truck parking sites was removed to reduce costs associated with development.</td>
<td>Continue to review zoning requirements in relation to financial viability.</td>
</tr>
</tbody>
</table>
Engagement With Industry Stakeholders And Agencies

Industry stakeholders, including various trucking associations, provided input through discussions with the City and participation in its public engagement opportunities. The potential for development of truck parking facilities was discussed with various agencies that own land within Surrey.

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>SUMMARY OF DISCUSSIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ministry of Transportation and Infrastructure</td>
<td>A new truck parking facility is currently planned off Highway 17 under the Port Mann Bridge.</td>
</tr>
<tr>
<td>BC Hydro</td>
<td>A review of land opportunities found that there are currently no viable BC Hydro-owned sites due to existing infrastructure needs and environmental impacts. On private lands, BC Hydro is generally supportive of truck parking under power lines, provided all requirements are met.</td>
</tr>
<tr>
<td>Port of Vancouver</td>
<td>No Port lands were currently identified as available for the development of a truck parking facility.</td>
</tr>
<tr>
<td>Metro Vancouver’s Regional Industrial Lands Strategy Task Force</td>
<td>Surrey provided information regarding truck parking issues to staff from the Regional Industrial Lands Strategy Task Force and encouraged continued review of opportunities to more comprehensively address truck parking as a larger, regional issue.</td>
</tr>
</tbody>
</table>

Dialogue with external agencies is planned to continue as needs and priorities evolve and as any further opportunities are identified.

Initiatives Developed

Based on the feedback from the open house and online survey, technical reviews, and industry stakeholder engagement, a number of initiatives were developed to address the concerns and challenges that were identified as part of the process. Each of the suggestions received as part of the open house and online survey engagement were also evaluated for viability and potential implications. These are discussed in greater detail in Section 3: Recommended Initiatives.

STEP 4: PUBLIC INPUT ON OPTIONS

On September 28, 2019, the Task Force hosted a second public open house to solicit input on the initiatives that were developed. A second online survey was launched in October to gather additional feedback from the community. All of the initiatives and opportunities, including survey suggestions from Discovery that were determined as not viable, were presented for information and feedback.

There were a variety of participants at both the open house and on the online survey, with the majority being truck operators at the open house and interested residents through on the online survey.
Feedback was solicited for each initiative and is summarized in Section 3: Recommended Initiatives. In addition to the input provided for the specific initiatives, participants also provided the following general comments with regards to truck parking in Surrey:

- Concerns about environmental and tree impacts of increased truck parking development
- Support for use of external agency lands
- Opposition to trucks in residential areas
- Desire for truck parking in general to be relocated to locations outside of Surrey
- Need for increased bylaw enforcement of unauthorized truck parking
- Concerns about the equitable use of City resources and funds to assist one specific industry

**STEP 5: REFINING AND PRESENTING RECOMMENDATIONS**

Based on the feedback received as part of public input on options the initiatives were further evaluated and refined in order to shape the recommendations for next steps. These are presented in the following pages with the timeframe for all initiatives and recommendations to be implemented largely throughout 2020.
3 | Recommended Initiatives

Based on the feedback received as part of the second round of public engagement, the initiatives were further evaluated and refined in order to shape the recommendations for next steps. The implementation timeframe for all initiatives and recommendations to be implemented is planned throughout the following year, in 2020.

Each of the initiatives and the Task Force’s findings are summarized below.

**ON-STREET PARKING**

**Overview**

A paid permit program will allow for truck parking at all hours on specific roads in select industrial areas.

**What We Heard**

The majority of respondents indicated support for an on-street truck parking permit program.

![Do you support this initiative?](chart)

Participants were also asked to indicate location preferences for implementation of on-street truck parking. Preferred neighbourhoods ranged, but comments indicated strong opposition to truck parking in the industrial area of Cloverdale, due to proximity and impacts to the adjacent residential area.

Areas presented as potential locations to implement a paid on-street permit program.
Concerns identified with regards to on-street truck parking included:

- Maintenance of roads
- Security
- Proximity to residential neighbourhoods
- Increased congestion and traffic

Considerations
To mitigate concerns identified through consultation, the following considerations would apply:

- On-street truck parking will be permitted in select industrial areas only
- The permit program will also include the installation of cameras and monitoring in order to address previously identified truck operator concerns about security
- On-street stalls are planned to be delineated in order to ensure adequate turning movements, particularly for longer vehicles with trailers
- Fronting business owners will also be consulted in order to determine how to best accommodate and minimize impacts to business needs

Next Steps
1. Engage with fronting business owners on roads identified for a pilot of an on-street permit program.
2. Implement pilot program in Port Kells area.
3. Gather feedback from users of pilot program and fronting business owners.
4. If successful, roll out on-street permit program to additional roads.

PARKING IN LOW-DENSITY RESIDENTIAL AREAS

Overview
Truck parking is not currently permitted on private property in any residential areas. This initiative will allow for truck parking on residential properties that are one-acre or larger.

What We Heard
The majority of open house participants indicated support for permitting parking within low-density residential areas; however, many of the online survey participants did not support this initiative. This discrepancy may be due to open house attendees being able to get clarifying information that addressed their concerns regarding this option, prior to indicating their response.
Should truck parking on residential lands be limited to owner-occupant vehicles only?

The majority of those who supported the initiative also indicated that truck parking should be limited to vehicles registered to the owner or occupant of the lot only.

How many trucks should be permitted on each property?

Slightly more participants who supported truck parking in low-density residential lands indicated a preference for two trucks, rather than one, to be permitted to park on each property.

Some participants expressed concern that a one-acre minimum may not be large enough to allow for truck parking, and that truck parking should only be permitted on properties on or near truck routes.

Other concerns included:

- Lack of resources for bylaw enforcement
- Noise
- Environmental impacts
- Neighbourhood aesthetics
- Road safety

Considerations

In order to mitigate the concerns identified by open house and survey participants, truck parking on low-density residential properties of one acre or greater will only be permitted upon City approval and the following requirements:

- Property must be within a pre-defined area, which will only include lands designated for future industrial, business park and commercial uses
- Property must be along or in close proximity to truck routes with adequate road conditions for access
- The shape and size of the property will need to allow adequate room for truck turnaround movements
- Property must be screened appropriately from the roadway and abutting residential lots
- A maximum of two trucks will be permitted to park on properties less than 10 acres in size; and a maximum of three trucks for properties larger than 10 acres
- Trucks parked on the property must be registered to the owner or occupant of the property
- The truck parking business license will be issued on an annual renewal basis

Next Steps

1. Establish guidelines for truck parking business license based on the above considerations.
2. Pilot truck parking on residential acreages through Temporary Use Permit process with business licence.
3. Upon conclusion of the pilot program, consider amending the Zoning Bylaw to allow for truck parking within the ‘RA’ Zone (One-Acre Residential) with truck parking business license.
REDUCE COSTS OF DEVELOPMENT FOR TRUCK PARKING FACILITIES

Overview
In order to reduce costs of development, this initiative will remove the requirement to fully pave truck parking sites. This will affect all zones that permit transportation industry uses.

What We Heard
The majority of participants of both the open house and online survey indicated support for the initiative, with comments that the current paving requirement is excessive and costly.

![Survey Results Chart]

Considerations
The lower costs of development are anticipated to result in increased development interest for longer-term, authorized truck parking sites that will help to address the concerns about lack of parking supply and suitability of sites.

Monitoring and regular inspections for environmental impacts will need to be established as part of the Business Licensing renewal process.

Paving of the driveway apron within the site will still be required, as is standard practice for all unpaved sites, in order to minimize gravel spillage onto public roads.

Next Steps
1. Amend the Zoning Bylaw to waive the paving requirement for truck parking facilities in zones permitting transportation industry uses.
2. Amend the business licensing renewal process for truck parking facilities to ensure monitoring and inspections for mitigation of environmental impacts.

Participants also indicated the following:
- Concerns about ground contamination and environmental impacts
- Regular monitoring and enforcement should be required
- Gravel and dust should be contained on-site with minimal impacts to roads
PARKING APP

Overview
This initiative will explore the development of a truck parking app to help truck operators find and pay for available truck parking stalls.

What We Heard
The majority of participants indicated support for the app.

Would you find this app useful?

<table>
<thead>
<tr>
<th></th>
<th>yes</th>
<th>no</th>
<th>no response</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>519</td>
<td>219</td>
<td>233</td>
</tr>
</tbody>
</table>

Some concern was raised about the use of City resources for an industry-specific app as not equitable, and sentiment that funds should be allocated to other priorities or industries in Surrey with demonstrated needs.

Considerations
A truck parking app will help increase awareness of industrial properties with under-utilized parking stalls and serve as a resource for efficient management of parking availability and online payments. The app is planned to be sourced and hosted by a third-party proponent and be cost-neutral to the City.

Next Steps
1. Develop detailed criteria to guide requirements for truck parking app.
2. Solicit expressions of interest to offer truck parking app.
INCREASE PARKING PROVISION OF TRUCKING COMPANIES

Overview
In order to ensure that truck parking is available for all trucks operating in Surrey, trucking companies will be required to provide parking for all trucks they use on an exclusive basis.

What We Heard
Most participants indicated that the provision of parking should be the responsibility of companies that employ owner-operators, and that such provision should be mandated by government. Some participants expressed concern about the viability and resource availability to achieve mandated parking provision.

Should businesses employing owner-operators be responsible for providing parking?

Considerations
The provision of parking by trucking companies, either on company yards or leased from a third-party truck parking facility, has broad support from the industry and the community and will provide greater certainty and convenience for truck owner-operators.

Next Steps
1. Encourage owner-operators and trucking associations to initiate discussions with companies for increased parking provisions.
2. Amend business licensing application for trucking companies to require identification of parking space locations for all trucks utilized on an exclusive basis.
LOCAL AREA SERVICE PROGRAM TO FACILITATE TRUCK PARKING DEVELOPMENT

Overview
Currently in some areas within Surrey, it is challenging for stand-alone development of truck parking facilities to construct the necessary supporting infrastructure. The City’s Local Area Service Program provides a way to cost-effectively construct the infrastructure requirements and share the cost amongst all benefiting property owners.

What We Heard
Participants largely indicated support for the use of the Local Area Service program to achieve more timely development of truck park facilities.

Considerations
In a Local Area Service initiative, the City would manage the servicing process and may front-end the costs of construction works, which would be repayed by the benefiting property owners. This has the potential to reduce the overall cost of infrastructure through achieving economies of scale. The constructed infrastructure would accommodate requirements for both truck parking facilities as well as other future, longer-term industrial uses.

Next Steps
1. Continue to work towards a pilot Local Area Service initiative in South Westminster.
2. Evaluate the pilot post-implementation and establish process guidelines for future initiatives.

OTHER SUGGESTIONS FOR INITIATIVES
Three other suggestions were assessed but found to be unviable:
• Provision of City lands for truck parking development;
• Issuing more approvals for truck parking facilities; and
• Regulation of truck parking rental rates.

Overviews and considerations of each of the above are described in Appendix A.
4 | Implementation

Resources and Funding
As the majority of the initiatives are focussed on facilitating industry-led opportunities, the City’s role will primarily involve the establishment of and improvements to the policies, bylaws, and processes necessary to encourage and support these opportunities. It is anticipated these initiatives can be implemented throughout 2020, with the majority of funding recovered from industry.

Summary of Recommended Initiatives
The following is a reference for the summary of the initiatives that were developed and identified as viable, as well as the recommendations and anticipated timeframes for implementation. By taking a multi-faceted approach, these initiatives provide the potential to fully achieve the Task Force’s mandate to increase the supply of authorized truck parking and meet the needs of truck operators.

<table>
<thead>
<tr>
<th>INITIATIVE</th>
<th>POTENTIAL ADDITIONAL SPACES</th>
<th>NEXT STEPS</th>
<th>TIMEFRAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-street truck parking permit program</td>
<td>200</td>
<td>Engage with fronting business owners on roads identified for a pilot of an on-street permit program.</td>
<td>Spring 2020</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Implement pilot program for approximately eight to twelve weeks.</td>
<td>Spring 2020</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Gather feedback from users of pilot program and fronting business owners.</td>
<td>Summer 2020</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Consider expansion of on-street permit program to additional roads.</td>
<td>Fall 2020</td>
</tr>
<tr>
<td>Parking in low-density residential areas</td>
<td>100</td>
<td>Establish guidelines for truck parking business licence.</td>
<td>Summer 2020</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Pilot truck parking on residential acreages through Temporary Use Permit with business licence.</td>
<td>Fall 2020</td>
</tr>
<tr>
<td>Reduce costs of truck parking development</td>
<td>500</td>
<td>Amend the Zoning Bylaw to waive the paving requirement for truck parking facilities in any zone permitting transportation industry uses.</td>
<td>Fall 2020</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Amend the Business Licensing renewal process for truck parking facilities to ensure monitoring and inspections.</td>
<td>Fall 2020</td>
</tr>
<tr>
<td>Parking app</td>
<td>200</td>
<td>Develop detailed criteria to guide requirements for parking app.</td>
<td>Spring 2020</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Solicit proponent to develop app.</td>
<td>Summer 2020</td>
</tr>
<tr>
<td>Increase parking provision of trucking companies</td>
<td>500</td>
<td>Encourage owner-operators and trucking associations to initiate discussions with companies for increased parking provisions.</td>
<td>Spring 2020</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Amend business licensing application for trucking companies to include acknowledgement of sufficient parking provisions.</td>
<td>Summer 2020</td>
</tr>
<tr>
<td>Local Area Service Program to facilitate truck parking development</td>
<td>200</td>
<td>Continue to work towards a pilot Local Area Service initiative in South Westminster.</td>
<td>Throughout 2020</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Evaluate the pilot post-implementation and establish process guidelines for future initiatives.</td>
<td>TBD</td>
</tr>
</tbody>
</table>
The following describe the suggestions received for initiatives that were evaluated but found not to be viable.

### REVIEW OF CITY LANDS FOR TRUCK PARKING DEVELOPMENT

**Overview**
The suggestion was received as part of the Discovery process that the City could use City-owned lands for the development of additional truck parking facilities.

**Considerations**
The provision of City lands for less than market value qualifies as “assistance” and is prohibited in BC’s Community Charter and the Local Government Act. As a result, lower market rates would not be achieved.

In addition, no City-owned lands were identified as viable or suitable for the development of a truck parking facility.

**Conclusion**
The provision of City-owned lands for truck parking is not a viable opportunity.

### MORE APPROVALS FOR TRUCK PARKING FACILITIES

**Overview**
The suggestion was received as part of the Discovery public engagement that the City could issue more approvals for truck park development.

**Considerations**
The City has identified opportunities to reduce costs of truck parking site developments, which may result in more development interest. However, the number of applications received by the City is dependent on and initiated by proponents and landowners.

**Conclusion**
The City’s role involves exploring opportunities to reduce barriers and encourage industry-led development of truck parking facilities.

### REGULATIONS FOR TRUCK PARKING RATES

**Overview**
Through the Discovery process, it was suggested that the City could develop regulations for truck parking rates to ensure affordability for truck operators.

**Considerations**
The City does not have jurisdiction to regulate market rates.

**Conclusion**
The regulation of rates is not a viable opportunity to be explored by the City.