

Mayor's Task Force on Commercial Truck Parking: Moving Forward

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Message from the Mayor

Trucking drives the economic wellbeing of Abbotsford. The need to move goods from the farm to market and beyond is crucial to the economic sustainability of the City of Abbotsford. All businesses, either directly or indirectly relies on the movement of goods. For the City to achieve its vision as the most sustainable, liveable, and prosperous City in British Columbia, the trucking industry and truck parking must be accommodated.

The dedicated members of the Mayor's Task Force on Commercial Truck Parking tackled this issue and critically examined and developed numerous creative options. This report outlines a multi-faceted approach to address this complex and diverse issue.

Success will be built on a number of integrated and practical solutions, all based on the support and commitment of the trucking industry. I invite you to be part of the solution.

George W. Peary
Mayor

City of Abbotsford

1. Introduction & Background

The Mayor's Task Force on Commercial Truck Parking (the Task Force) was established in July 2009.

Membership

The Task Force was chaired by the Mayor, and is a community-based project that included representation from:

- City Council;
- Abbotsford Police Department;
- Abbotsford Chamber of Commerce;
- BC Trucking Association;
- Indo-Canadian Business Association;
- Gravel Extraction Industry;
- Vedder Group;
- Ministry of Transportation and Infrastructure; and
- Four community members selected at large.

See Appendix A for list of Task Force participants.

Mandate

The mandate of the Task Force was to develop a coordinated set of recommended strategies and initiatives that can be implemented to address the requirement for suitably located, affordable, and environmentally sustainable truck parking in the City of Abbotsford.

The Task Force considered and made recommendations on a wide range of subjects related to commercial truck parking, including, but not limited to:

- advocacy on legislative and funding issues relating to the transportation industry at the senior levels of government;
- municipal policies, bylaws or processes that address the mandate of the Task Force;
- community education on truck parking bylaws and policies;
- innovative practices, bylaws, variances and projects that enhance the effective truck parking strategies and facilities in the community;
- partnerships to facilitate the development of suitable truck parking facilities; and
- other initiatives that address the need for truck parking while not compromising community expectations for noise control, traffic safety and protection of the environment.

In developing the strategy, three integral considerations were made by the Task Force:

- It is cost prohibitive and not within the mandate of the City to acquire industrial land and develop a commercial truck parking facility. The revenues to be generated from the commercial truck parking facility would not cover the costs to acquire and develop a specific site. The City does not own lands that can be developed for a commercial truck parking facility.
- Agricultural lands located within the Agricultural Land Reserve (ALR) are not permitted to be used, and are not recommended to be used, for commercial truck parking.
- There is a need to develop an integrated, multi-faceted and economically and environmentally sustainable approach to the complex issue of commercial truck parking.

2. Economic Importance of the Commercial Trucking Industry

Transportation links our communities and reduces the effects of distance that separates people. In one way or another, transportation is a part of all social and economic activities. In an economy driven by manufacturing outputs, retail demands and consumer spending, the trucking industry has filled in the gaps to link manufactured goods to the retailers and consumers. Virtually every product the consumer purchases at the retail level has been handled by a truck. Some are hauled by truck four, five or more times before they reach the final consumer. Approximately 23,000 registered trucking companies in BC move the essential ingredients of our lives 24 hours a day, 7 days a week, 365 days a year. (www.ic.gc.ca/eic/site/ts-sdc.nsf/eng/fd01105.html)

The trucking industry is important as it supports resource extraction and manufacturing sectors, delivers goods to market for import and export, and provides jobs (www.livesmartbc.ca/transportation/truckers.html; www.ic.gc.ca/eic/site/ts-sdc.nsf/eng/fd01105.html). The industry is supported by shippers for many reasons, some of which include:

- ability to transport smaller loads of value-added goods, even if they have arrived via air, rail or sea ports;
- connectedness of the road network;
- scheduling flexibility (compared to the fixed timetables of other modes);
- ability to ship goods quickly and efficiently;
- flexible pricing for the service required;
- wide choice of service available from numerous companies; and
- providing the means by which many different aspects of the day-to-day lives of British Columbians are made functional, comfortable, healthy and safe.

(www.ic.gc.ca/eic/site/ts-sdc.nsf/eng/fd01105.html)

Canadian Trucking Industry

According to Transport Canada, annual employment in the trucking industry is approximately 400,000 people, with annual revenues estimated at \$43 billion across Canada. Investment in transportation accounted for 2.8 percent of Canada's gross domestic product (GDP) in 2010 (Transport Canada).

The Canadian trucking industry plays a pivotal role in trade with both the U.S. (the largest and closest trading partner) and the rest of the world by offering flexible services that other transportation modes for the most part cannot match. Canada's trade with the U.S. increased from \$457 billion in 2009 to \$501 billion in 2010, a 10 percent increase (Transport Canada, Transportation in Canada, 2010). Trucking accounted for 58 percent of the value of trade with the U.S. in 2010 (\$292 billion) (Transport Canada). Almost 74 percent of Canada-U.S. trade (by value) carried by trucks took place at six border crossings, one of which included Pacific Highway in BC (Transport Canada).

Canadian trucking carriers hauled over 540 million tonnes of freight to various destinations in 2009. Approximately 125 billion tonnes (58 percent) were carried in the domestic sector and 90.3 billion tonnes in the international sector (Statistics Canada). When Canada's trade with the U.S. and the rest of the world is combined, trucking is the most dominant mode of transportation, according to Transport Canada (Table 1). On average, trucking accounted for 51 percent of the modal share between 1999 and 2009. (www.bctrucking.com/industry/trade.php)

Mode	Value (\$ Millions)			Modal Share			
	2007	2008	2009	2007	2008	2009	Avg '99 - '09
Trucking	\$405,030	\$391,359	\$329,994	47.2%	42.7%	45.6%	51.2%
Rail	\$105,616	\$105,520	\$74,946	12.3%	11.5%	10.3%	12.7%
Marine	\$159,657	\$195,240	\$151,557	18.6%	21.3%	20.9%	16.1%
Air	\$96,359	\$101,609	\$93,918	11.2%	11.1%	13.0%	11.0%
Other	\$90,593	\$123,828	\$73,994	10.6%	13.5%	10.2%	9.0%
Total	\$857,255	\$917,556	\$724,409	100.0%	100.0%	100.0%	100.0%

Table 1. Canada's Global Trade (U.S. & Rest of World)

Source: Transport Canada. Transportation in Canada 2009. Annual Report.



Trucking in BC

According to LiveSmart BC, Industry and Transport Canada, trucking is a critical component of British Columbia's economy. Truck transportation in BC employs approximately 30,000 people annually (BC Stats, Employment by Detailed Industry). According to Statistics Canada, truck transportation was a \$1.67 billion industry in BC in 2006 (and that amount does not include private trucks transporting goods). Between 1997 and 2006, the industry grew by 42.2 percent, at an average rate of about four percent per year. The growth rate of all other BC industries combined was less than three percent. Not only does BC's economy depend on the trucking industry, so do our communities. The Insurance Corporation of British Columbia reported in 2010 there were approximately 4,250 actively insured commercial vehicles (GVW >5,500 kg) in Abbotsford.

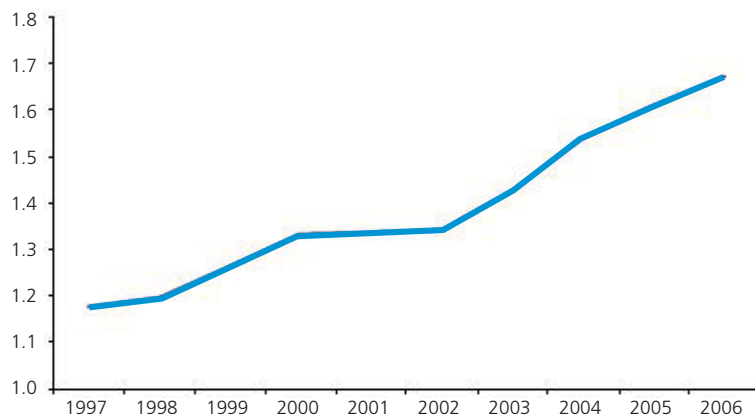


Figure 1. Truck Transportation in BC, 1997 to 2006 (GDP, Chained 1997 Dollars)
Source: Statistics Canada

Truck transportation represents 1.23 percent of BC's GDP, which seems unimpressive until you compare other industries. As shown in Figure 2, trucking's share of BC's GDP is higher than that of coal and metal ore mining, agriculture, and the pulp and paper industry. It is interesting to note that almost every one of the industries in Figure 2 relies on trucking for some aspect of its existence.

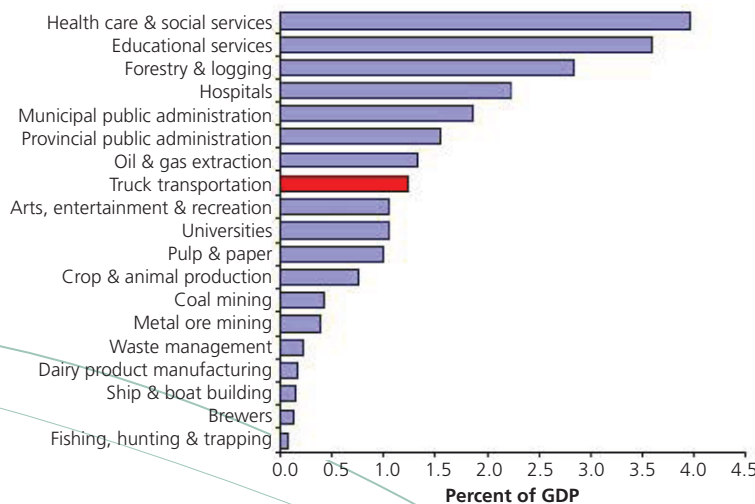


Figure 2. Selected Industrial Sectors (NAICS 2002) as a Percentage of GDP in BC, 2006
Source: Statistics Canada

3. Options Identified & Evaluated

Identifying specific options and areas in Abbotsford was the first step towards developing an effective commercial truck parking strategy. To accomplish this task, the following options were identified through:

- Insight from the Task Force members, and City staff;
- Information and advice obtained through discussion with other communities; and
- Two public meetings held on September 1, 2009 and May 31, 2011 (Appendix D).

Fifteen specific options were identified and assessed. All of the options and their evaluations are summarized in Appendix B.

4. Strategy Recommendations

From the options identified and assessed, the recommendations of the Task Force include:

- 1. The City will commit to fast track all development applications for new or expanded commercial truck parking facilities on properties designated in the Official Community Plan (OCP) for Industrial or Commercial uses and are not located within the Agricultural Land Reserve (ALR).**

The City's Economic Development and Planning Service's "Strategic Projects Team" will be assigned any development applications received. These applications will receive the highest priority for application processing by the City. In addition, variances to the City Bylaws will be examined, to expedite and reduce costs to develop commercial truck parking facilities, provided that all environmental approvals and protection of the environment, including ground water, is addressed.

Properties designated in the OCP for Industrial Business uses and located within the City in the Country Plan (CICP) areas approved by the Agricultural Land Commission (ALC) for industrial use are supported for commercial truck parking. Long term sites requiring rezoning and short term proposals requiring a Temporary Use Permit will be supported, subject to all technical feasibility and environmental protection requirements being in place.

The use of lands within the Agricultural Land Reserve (ALR) is not supported. Truck parking is currently permitted in the ALR limited to trucks that are a part of the normal farm operation on the site. In addition, in 2006, the City amended the Zoning Bylaw to permit a maximum of two commercial trucks, provided that one of the trucks is owned by a resident of the property, the trucks are registered in BC, and the trucks are not used for hauling solid waste, sewage, hazardous materials or dangerous goods.

2. The use of select gravel pits for commercial truck parking will be promoted and encouraged by the City.

The parking of commercial trucks is permitted in the numerous gravel pits throughout the City, as an ancillary use to the gravel extraction use. The City will encourage gravel operators to expand and coordinate additional services, including security, for commercial truck parking within selected existing gravel pits. This will alleviate the pressure to accommodate gravel truck parking, and will also allow other long-haul trucks to park in these sites. The truck owners and operators will be responsible to pay for the costs that the gravel pit operators incur of providing this parking service to the trucking industry. The gravel pits where this will be supported must meet City locational criteria and adhere to all environment protection requirements.

3. Encourage the retention and maintenance of existing Ministry of Transportation and Infrastructure sites used for Commercial Truck Parking.

The Provincial Ministry of Transportation and Infrastructure (MOTI) currently owns and maintains two sites used for commercial truck parking:

- North-west corner of Highway 1 and Whatcom Road, within the Highway 1 right-of-way (approximately 1 acre and can accommodate approximately 24-30 trucks); and
- North-west corner of Highway 1 and Sumas Way, located south of Lonzo Road (approximately 0.75 acres and can accommodate approximately 20 trucks).

In the spring 2009, MOTI upgraded the Whatcom Road truck parking area which included grading and a gravel surface. The Sumas Way truck parking area is in need of upgrading. These two sites do not provide a long term solution for commercial truck parking. However, they are important for long-haul truckers, and provide parking for approximately 44-50 trucks. The City will lobby the Province to retain and maintain both sites for commercial truck parking.

4. Examine the use of specific City streets in industrial areas on a pilot project basis for overnight commercial truck parking. *Council has requested additional information from City Staff before considering this option.*

Up until 2007, commercial truck parking was permitted in industrial and commercial areas of the City. Due to complaints and traffic safety concerns, this commercial truck parking was phased out. Typical complaints were received from trucking businesses identifying this street parking as an unfair business advantage, and from the businesses that front on these streets that the trucks parked were being parked on a long term basis, there was servicing of the trucks on the street (oil changes), the trucks blocked the view of the businesses, and created traffic manoeuvring difficulties on the streets especially if trucks were parked on both sides of the street.

Council directed staff to provide additional information on a pilot proposal and identify specific streets in industrial areas and permit the overnight parking of commercial trucks on one side of the street only from 7pm to 7am. The intent is that this will assist long-haul truckers who arrive at night and are unable to unload or pick-up their loads until the next morning. If supported by Council, City staff will monitor for compliance and complaints.

5. Implementation Plan



Once the Strategy is approved in principle by Council, it will be reviewed by the City's Senior Management Team, and the Strategy recommendations will be assigned to the various City Departments to complete. As each Department has an established annual work plan with initiatives, responsibilities, required resources, timeline considerations and desired deliverables, Senior Management must deliberate on how many Strategy initiatives can be integrated into current work plans, and how many will be deferred to future work plans. Departments will report to Council at regular intervals, as progress is made.

6. Summary

The Mayor's commercial truck parking Task Force was established in July 2009 and chaired by Mayor Peary to develop a coordinated set of recommended strategies and initiatives that can be implemented to address the requirement for suitably located, affordable, and environmentally sustainable truck parking in the City of Abbotsford. With membership from the trucking industry, business community and the public, the Task Force identified and evaluated 15 specific options. The recommendations of the Task Force include:

- The City to fast track all development applications for new or expanded commercial truck parking facilities on properties designated in the Official Community Plan (OCP) for Industrial or Commercial uses and not located within the Agricultural Land Reserve (ALR);
- The use of some gravel pits for commercial truck parking will be promoted and encouraged by the City; and
- Encourage the retention and maintenance of existing Ministry of Transportation and Infrastructure sites used for commercial truck parking.

Council directed staff to provide additional information on the use of specific City streets in industrial areas on a pilot project basis for overnight commercial truck parking. Upon receipt of the detailed information, Council will give consideration to this option.

The parking of commercial trucks in residential areas as a Home Occupation Use is not supported and is not recommended by the Task Force.

The recommended Strategy is an integrated, multi-faceted and economically and environmentally sustainable approach to the complex issue of commercial truck parking in the City of Abbotsford.

Appendix A: Task Force Membership

Members of the Mayor's Task Force on Commercial Truck Parking

Mayor George W. Peary, Chair

Councillor Moe Gill

Councillor Les Barkman

Mike Powell, Tom Chesley and Dale Cresswell, Abbotsford Police Department

Randy Kailey, Indo-Canadian Business Association

Keith DeBlaere, BC Trucking Association

Bev Toews, Gravel Extraction Industry

Rod Wiebe, Vedder Group

David Hull, Executive Director, Abbotsford Chamber of Commerce

Les Gilburg, Ministry of Transportation & Infrastructure

Terry Goddard, Community Member

Daryl Wear, Community Member

Kabal Hundal, Community Member

Bhupinder Bansal, Community Member

Commercial Truck Parking Task Force - Options

Item	Suggestion	Pros	Cons	Comments	Pursue
1.	Develop a truck parking facility at Abbotsford Airport	<ul style="list-style-type: none"> • Uses vacant land • Develops an asset that can be potentially used by the Airport in the future 	<ul style="list-style-type: none"> • Airport Authority is not supportive • Over aquifer • Land in ALR 		No
2.	Park on vacant commercial parking lots overnight	<ul style="list-style-type: none"> • Uses vacant paved parking lots 	<ul style="list-style-type: none"> • Brings trucks into urban areas • Paving standard unsuitable 		No
3.	Allow parking in residential zones (on properties owned and occupied by truck operator)	<ul style="list-style-type: none"> • Security • Convenience • Power for block heater • No worse than RVs 	<ul style="list-style-type: none"> • Safety of neighbourhood • Noise • Maintenance of vehicles • Neighbours change - may lead to new complaints 	<ul style="list-style-type: none"> • Proposed one truck per residence • No trailers, unloaded trucks only • Parked at the front setback • Truck parking by registered home owners only • Exclude crane trucks • Possible annual fee • Specify minimum lot size 	No
4.	Use vacant land on Queen Street (south of Marshall)	<ul style="list-style-type: none"> • Vacant • Long term intent is to develop area for industrial uses • If lots are less than 2 acres "may" not need ALC approval • Not needed for airport related industrial in short-term 	<ul style="list-style-type: none"> • Needs TUP or rezoning • Needs land improvements • Above aquifer 	<ul style="list-style-type: none"> • One application in progress • Limited options 	No

Item	Suggestion	Pros	Cons	Comments	Pursue
5.	Highway 1 interchanges: Whatcom Road and Sumas Highway	<ul style="list-style-type: none"> • Location • MOTI land 	<ul style="list-style-type: none"> • Poor security • Unmaintained • Gateway to City 	<ul style="list-style-type: none"> • City staff met with MOTI staff to discuss issues. • Whatcom Road: west side-trucks; east-side for park and ride. • MOTI has upgraded Whatcom Road (west side). No funds are available to upgrade Sumas Way/Lonzo Road. 	Yes
6.	Vary City bylaws for servicing of truck parking facilities	<ul style="list-style-type: none"> • Makes new facility more affordable • Suits temporary facilities 	<ul style="list-style-type: none"> • Unfair to Vedder, etc. • Protection of environment 	<ul style="list-style-type: none"> • Capital investment • Costs to be determined • Site specific environmental considerations 	Yes
7.	Riverside lands (west side south of Freeway) <ul style="list-style-type: none"> • Old City Works Yard at 1504 and 1544 Riverside 	<ul style="list-style-type: none"> • Not in ALR • Possible TUP 	<ul style="list-style-type: none"> • Zoned agricultural • Environmentally sensitive • Property is not large enough to provide a substantial solution to truck parking issue 	<ul style="list-style-type: none"> • Site is being used for a Training Centre by the Fire Rescue Service. Space for truck parking is not available. 	No
8.	Area off Haida by Exhibition Park (under hydro lines)	<ul style="list-style-type: none"> • Vacant City owned land • Cannot be developed for anything else – low land value 	<ul style="list-style-type: none"> • May have to relocate trails • Close to residential area – attracts a higher volume of trucks • Trucks may have to be grounded • Need to protect towers 	<ul style="list-style-type: none"> • Staff discussed with PR&C • A photo analysis of hydro lines for potential areas indicated that all areas are in close proximity to residential uses 	No
9.	Lands on Fraser Highway as possible truck park/stop	<ul style="list-style-type: none"> • Possible interim use 	<ul style="list-style-type: none"> • Requires ALC approval 	<ul style="list-style-type: none"> • Staff met with ALC staff who indicated that ALC is not 	No

Item	Suggestion	Pros	Cons	Comments	Pursue
		<ul style="list-style-type: none"> • Good access to freeway 	<ul style="list-style-type: none"> • Access control 	<p>supportive. City's Agricultural Strategy is examining this area for agri-industry uses.</p>	
10.	Bradner/Cole Road Rest Stops	<ul style="list-style-type: none"> • Large paved lot • Normally vacant at night 	<ul style="list-style-type: none"> • Rest stop only - not designed for truck parking 	<ul style="list-style-type: none"> • Could be an overnight stop for out of town truckers 	No
11.	Gravel Pits	<ul style="list-style-type: none"> • Consistent land use • Trucks out of urban area • Security can be provided • Zoning is OK: parking of gravel trucks is incidental to the principal use of gravel extraction • The gravel pits currently have contaminant/spill containment kits and protocols on site 	<ul style="list-style-type: none"> • Cost to truckers • Inconvenient • Many gravel pits are located over the aquifer, and truck servicing (oil changes, etc.) will not be permitted. 	<ul style="list-style-type: none"> • Mayor has met with several gravel pit operators. They are going to respond to potential on-site parking proposal. Need to confirm demand from Truckers and commitment to pay \$150+/month so that Gravel operators will incur costs for fencing, security, etc. 	Yes
12.	First Nations Property	<ul style="list-style-type: none"> • Fewer land use regulations • Economic opportunity for First Nations 	<ul style="list-style-type: none"> • Cost to truckers • Inconvenient 	<ul style="list-style-type: none"> • Mayor met with Sumas Nation. Sumas Nation indicated they are not interested at this time. 	No

Item	Suggestion	Pros	Cons	Comments	Pursue
13.	Vedder Transport – use excess capacity	<ul style="list-style-type: none"> • Authorized lot • Secure • 380 Riverside Road is zoned Ind2: OK for truck parking 	<ul style="list-style-type: none"> • Parking lot is nearly full 	<ul style="list-style-type: none"> • Capacity varies from one month to the next. Five to 20 spaces at any time. • Private lease with Vedder Transport and truck operators. 	Yes
14.	Streets fronting Industrial lands	<ul style="list-style-type: none"> • Available during nights 	<ul style="list-style-type: none"> • No security • Bad operators change lubricants, wash vehicles • potential conflict with property owners • This concept was explored in Surrey but not supported by the trucking industry due to theft potential 	<ul style="list-style-type: none"> • For truckers who stay with vehicles only • No unattended trailers • Fronting Industrial zoned properties only • Maximum over-night only (7pm to 7am) • To examine one-side of Wheel Avenue/Marshall Road (between Queen Street and Townline Road)/Enterprise Avenue as a pilot project (will monitor usage and complaints) • Additional information requested by Council 	Maybe
15.	Three trucks on agricultural land (ALR)	Could use existing driveways and hard surface areas	<ul style="list-style-type: none"> • Impact on agricultural land • ALC and Ministry of Agriculture do not support 		No

Appendix C: Communication Plan

Launch of the overall Strategy

- Presentation at Council by the Mayor and members of the Task Force to introduce the Commercial Truck Parking Strategy
- News release and Backgrounder documents sent to provincial media outlets
- Notification in Abbotsford News City Page
- Link and information included on City and BC Trucking Association websites

Appendix D: Public Consultation on September 1, 2009 & May 31, 2011

Notes from the Public Meeting of the Commercial Truck Parking Task Force held September 1, 2009 at 4:00 p.m. in the Matsqui Centennial Auditorium

Council Present: Mayor G. Peary; and Councillor M. Gill

Members Present: R. Kailey, K. DeBlaere, B. Towes, T. Goddard, D. Wear, Kabal Hundai, B. Bansai

Staff Present: M. Powell – Abbotsford Police Department; G. Acheson and G. Ferguson – Development Services

Public Present: 35±

Mayor Peary welcomed the attendees at 4:03 p.m. and outlined the background and purpose of the Committee. Input and potential solutions are being sought from those affected by, or involved in the trucking industry.

The Committee members then introduced themselves.

Comments from the floor:

John Martens, 33028 Hawthorne Avenue, Tractor trailer operator

- Received ticket for parking in driveway – why is this not permitted?
- This truck parking space is well back from curb.
- Truck only – no trailer
- Origin is conduct of drivers; working and changing oil in driveways; neighbour concerns; noise
- For security, plug-in during winter
- Neighbours, both adjacent, and across the street, support parking – why should City enforce?

Lily Katler

- 2006/7 – life was hell due to truck parking next door – parking on lawn, noise at 4:00 – 5:00 a.m., trailing dirt down the road, parking facing traffic
- No-Trucking Bylaw should be maintained
- Supports site specific approvals where neighbours are okay with it
- Worried about retribution if complaints are made

Jagjit Baidwan, 32305 Pineview Avenue

- Parked on lot at home – got a ticket
- Parked on farm property – got a ticket
- Things stolen from truck when not parked at home
- What's the difference with RVs?
- Night time parking only should be permitted

Dale Fraser, Parkview Estates

- Lop-sided committee structure towards the trucking industry
- Parking at church across from residence
- Reefers running overnight make noise
- Flushing coolant over catch basins
- The above issues pertain to all on-street parking

- Says not all truckers are responsible
- Parking should be in proper compounds and this is the cost of doing business.
Considerable investment in truck and trailer – should protect it with pay parking.
(*Ed note: How do we police conduct of individual truckers?*)

Brian Bayer – 33311 Hawthorne Avenue

- Security issue
- Truck parking lots with security are still a problem
- Gravel lots – don't encourage truckers to do pre-trip inspections
- Suggest a \$100.00 parking permit to park at home
- Limit hours
- How maintenance – running an air compressor to fill tires or impact wrenches -
may disturb neighbours

Paul

- Single truck owners are the issue – companies have proper facilities
- Can we actually determine how many trucks and truck park spaces exist?

Dave Mann

- Lower taxes on truck parking lands

Joga Sangha, 29352 Fraser Highway

- Need somewhere to park if not in residential zones
- If parked out of town, perhaps maintenance is done outside of town – loss of
business within City
- Parking on farms should be promoted
- Possible parking lot on his 14 ac land on Fraser Highway
- Abbotsford needs truck stops such as Vedder and Lickman Roads in Chilliwack

Scott Tupper

- Loosing money to Chilliwack including meals, fuel
- Vedder trucking has a compound
- City build facility, then Bylaw could enforce City bylaws
- Native land?
- (*Ed note: How can the City facilitate development of new facilities?*)
- Zoning; Temporary Use Permits; vary standards in the Development Bylaw

Dave Mann

- "Tax" truckers to develop a fund to develop facilities (*Ed note: Do we have the
authority/control to do so?*)

Mayor G. Peary

- Should taxpayers subsidize trucking industry by reducing taxes, using surplus
City land, etc.? (Should not this land used for revenue sources, affordable
housing projects?)

H. De Jong, 33651 Arcadian Way

- Is there any MOT property for truck parking?
- City should maintain informal lots at Sumas and Whatcom – how do we pay for this? – “licence” parking? - Enforcement resources
- Licence vehicles before they can park on City streets, as a means to track conduct violations.

Robert Jones – 31450 Spur Avenue

- Vans who transport farm workers also an issue
- 48 years as a trucker – doesn't want City's taxes being used to solve this problem.

Chris

- Owns 15 trucks – rents space
- A few bad eggs ruin it for everyone
- Great Northern Way – lots of problems with truckers dripping oil
- What is the current status of CVSE inspection results? This speaker thought it was improving.
- Profit margins are so slim, things like theft of parts and fuel really hurt.

Rick Jorden

- Signage directing truckers to permitted areas
- Annual licence for parking in residential areas. Pay City to poll neighbours secretly from the applicant. Annual business licences to ensure neighbours are still okay.
- \$150 - \$200 per month to park at home
- Offences result in loss of privileges

Donna Blackham

- Trucks are registered in Abbotsford through ICBC
- National Safety Code requires trucks to register
- “Commercial Plate” \$40/year - which vehicles require this sticker?
- Inventory industrial land (where vacant, use for truck parking)

There were no further comments or questions

Termination

Meeting concluded at 5:40 p.m. with the Mayor indicating that another public meeting would be held to present draft recommendations. City Council will also be advised of the recommendations of the Committee.

Next meeting of the Commercial Truck Parking Task Force will be held on October 6, 2009 at 4:00 p.m.

Notes from the Public Information Meeting of the Commercial Truck Parking Task Force held May 31, 2011 at 6:00 p.m. in the Ag-Rec Gallery, 32470 Haida Drive

Council Members Present: Mayor Peary, Councillor Barkman, Councillor Gibson, Councillor Gill and Councillor Loewen.

Task Force Members Present: Bhupinder Bansal, Les Gilberg, Kabal Hundal, Bev Toews and Daryl Wear.

City Staff Present: Margaret-Ann Thornton, Director of Planning; Gordon Ferguson, Manager Bylaw Enforcement; Dave Loewen, Manager Engineering Inspections and Permits; Sonja Boersma, Administrative Manager Planning Services; Heidi Stewart, Administrative Manager Building Permits and Licences; Navi Sidhu, Bylaw Enforcement Officer; Val Karandiuk, Planning Clerk; Sgt. Dale Cresswell, Abbotsford Police; and Tom Chelsey, Abbotsford Police.

Public Present: approximately 100; 76 noted on sign-in sheets.

The meeting format included display boards and comment sheets. Members of the Task Force and City Staff spoke to the public on a one-on-one basis.

Summary of Comments Received

Comments Sheets Completed and Returned May 31, 2011: 53; and 3 comments sheets/letters received as of June 8, 2011 (total: 56).

Question 1: Do you agree with the following proposed recommendations?

Recommendation	Support	Do Not Support	Do Not Know
City to Fast Track Development Applications	38	8	6
Use Gravel Pits for Truck Parking	27	27	
Retain and Maintain Provincial Truck Parking Areas	42	13	
Overnight Truck Parking on Designated Industrial City Streets	45	8	
Truck Parking in Residential Areas as a Home Occupation Use, Subject to Neighbourhood Support	23	29	3

Question 2: Are there any recommendations that you strongly support? Please explain.

- Support truck parking in residential areas (4).
- Support use of Provincial tuck parking areas (2).
- Support truck parking on Agricultural Lands (2).
- Support truck parking on the Fraser Highway.
- All options are needed to provide flexibility to the trucking industry.
- Support use of gravel pits for truck parking.

- Support truck parking on City industrial streets if it is monitored to prevent oil changes, etc.
- Support truck parking on City industrial streets and have police and Citizen Patrols for security.
- Support all options other than truck parking in residential areas.
- Develop large truck parking plazas like along Highway 5 south of Scaramento, California.
- Support use of gravel pits for trucks associated with gravel extraction operations.
- Support expansion of Provincial truck parking areas adjacent to Provincial highways.
- Provincial government that collects all the road taxes must use these funds for truck parking.
- Need truck parking close to highways.

Question 3: Are there any recommendations that you strongly disagree with? Please explain.

- Do not support truck parking in residential areas (16).
- Do not support truck parking in residential areas – noise concerns (5).
- Do not support truck parking in residential areas – pollution/environmental concerns (4).
- Do not support truck parking in residential areas – lowers real estate values (2).
- Do not support truck parking in residential areas – visual pollution.
- Do not support truck parking in residential areas – safety of children.
- Do not support truck parking in residential areas – similar to Supportive Recovery Home policy implementation in the City of Abbotsford.
- Security issues for trucks.
- Do not support overnight truck parking on designated industrial City streets (4).
- Parking in gravel pits will be challenging.
- City and trucking industry claim there are no funds to develop truck parking. Funds should be available.

Question 4: Are there any options that have been missed and should be included? Please explain.

- Allow more truck parking in Agricultural areas - more than 2 trucks (22).
- Allow truck parking in areas on truck routes and where there is more traffic.
- Use commercial (mall) parking lots (Zellers, Wal-Mart).
- Use vacant Agricultural land.
- Research truck plazas in the USA.
- Truckers should organize to purchase and develop a site (i.e. Vedder Group, Scamp).
- Owners and operators of trucks must park outside residential areas.
- Raise taxes in farm areas where trucks are being parked.
- Reinstate Commercial Vehicle Bylaw Enforcement Unit to ensure compliance.
- A high percent of Abbotsford trucking companies provide their own off-street secure parking at their own expense.

Notes from the Public Information Meeting of the Commercial Truck Parking Task Force held May 31, 2011 at 6:00 p.m. in the Ag-Rec Gallery, 32470 Haida Drive Page 3 of 3

- Lands not used for agriculture should be posted on a Provincial list to be used for truck parking.

Question 5: Do you have any other comments concerning the draft recommendations?

- If the Bylaws are to be enforced, it cannot be complaint driven.
- Clean-up the garbage left behind at Bradner and Sumas Way.
- This is a gift to a special interest group and will cost the citizens of Abbotsford grief and money.
- The motivation of this initiative is economic. The bottom line should not be financial, but what is in the best interests of the citizens of Abbotsford.
- The recommendations are not the long term solution. Need to include ALR lands.
- Need to create enough parking for all trucks. Need to pay a monthly rate to make truck parking profitable. Truckers could pay a surcharge, similar to fuel or environmental surcharges. There must be a level playing field that is fair to all truckers. Need continued education to make truckers more responsible. Options in Abbotsford are limited due to land shortage and price of land.
- Process is a waste of time and taxpayers money. Process appeases special interest group – truckers, and should not proceed any further. The current Traffic Bylaw is sufficient.
- Opposed to truck parking in residential areas due to noise, fire hazard, reduced property values, environmental pollution, and difficulties to enforce.
- Proposed policy is not enforceable. Bylaw process is lengthy and resource consuming with no timely solution.
- Retain existing Bylaws for truck parking.

Other:

Truck Ownership	Yes	No	Did Not Answer
Do you own a commercial truck or trucking business in Abbotsford?	27	18	7
If yes, do you encounter difficulties finding suitable parking for your commercial truck?	21	5	23

Comments provided on the display boards with post-it notes:

- Strategy 1: Truck parking in ALR. Two trucks on property understandable, but it doesn't stop there. Right away more trucks show up, space obviously rented out. I know because it goes on next door (King Road).
- Strategy 2: Gravel pits sounds OK.
- Strategy 4: Support if monitored closely.
- Strategy 5: Not supported in residential areas.
- Please keep in mind the hours of service and mandated out of service times.

For more information:

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