



COMMERCIAL TRUCK PARKING

Draft Strategy - November 2024



Table of Contents

1.0 Introduction.....	4
1.1 Strategy Process.....	5
1.2 Past Initiatives & Key City Documents.....	6
2.0 The Big Picture.....	8
2.1 Importance of Trucking.....	8
2.2 Agricultural Constraints.....	8
2.3 Shortage of Industrial Land.....	9
2.4 Other Contributing Factors.....	10
3.0 Abbotsford Context.....	12
3.1 Commercial Truck Parking Issues.....	12
3.2 Unauthorized Truck Parking.....	15
3.3 Authorized Truck Parking.....	17
4.0 Development of Emerging Solutions.....	18
4.1 Emerging Solutions.....	18
5.0 Engagement and Analysis.....	19
5.1 Stakeholder Workshop Overview.....	19
5.2 Stakeholder Workshop Input.....	21
5.3 Community Engagement Overview.....	23
5.4 Community Engagement Input.....	24
5.5 Analysis & Development of Draft Strategies.....	26
6.0 Recommended Strategies.....	27
7.0 Implementation.....	29

Figures

Figure 1: Mayor’s Task Force Strategy Recommendations.....	6
Figure 2: GDP by Sector in Billion \$, British Columbia (Adjusted for Inflation).....	8
Figure 3: Asking Net Rent, by Year, Metro Vancouver including Abbotsford.....	9
Figure 4: Asking Net Rent, Selected Regions, 2023.....	9
Figure 5: Number of Commercial Trucks > 5500 kg GVW.....	12
Figure 6: Non-Compliance Files Issued for Commercial Truck Parking.....	15
Figure 7: Number of Fines Issued for Commercial Truck Parking Violations.....	16
Figure 8: Licensed Truck Parking Facilities.....	17

Maps

Map 1: Soil Removal and Eligible Areas (OCP Map 15).....	11
Map 2: Commercial Truck Parking Non-Compliance Files, 2015-2023.....	13
Map 3: Commercial Truck Parking Fines Issued, 2021-2023.....	14
Map 4: Authorized Commercial Truck Parking.....	17

1.0 Introduction

Commercial trucking plays an important role in the economic prosperity of the Lower Mainland and within the City of Abbotsford. With approximately 3,000 acres of industrially zoned land, one United States border crossing, the Abbotsford International Airport, great access to the provincial highway network, and proximity to metro Vancouver, the City of Abbotsford has ideal conditions for a growing trucking industry.

Trucking is also integral to the supply chain, and this was made evident during the atmospheric river events of 2021, where portions of the City were submerged by flood waters, and regionally washouts obstructed highways and knocked out bridges. Typical trucking routes were blocked, but local trucking companies were able to find alternate routes and brave adverse driving conditions to help the flow of goods into the City and greater Lower Mainland.

In recognizing the important role trucking plays in the economy, the parking of commercial trucks continues to be a complex issue within the City due to a couple of key factors. The first factor is the scarcity and rising cost of industrial land, and the second factor is the growth in the trucking industry. Over the last dozen years since the creation of the City's initial Commercial Truck Parking Strategy, the number of unauthorized trucks parking within the municipality has grown significantly. With the growth in the industry, and a scarcity of land to legally park trucks, this has created a need for the City to revisit its strategy to sustainably park commercial trucks within the City.

The purpose of this Background Research Report is to provide an understanding of the current conditions affecting the commercial trucking industry, and its ability to park trucks legally within the City. This report will also establish the underpinning for future stages of work, and is an important initial piece of the strategy process.



1.1 Strategy Process

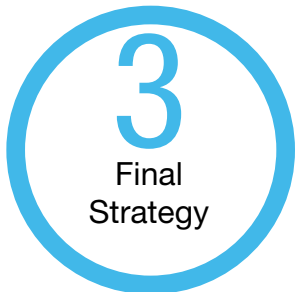
The Commercial Truck Parking Strategy will be completed through a three stage process, as follows:



Stage 1 will focus on providing information about current truck parking conditions within the City of Abbotsford, as well as factors affecting British Columbia's greater Lower Mainland to provide some context to the issue.



In Stage 2, staff will begin developing strategy options and preparing a draft strategy. These options will be developed by conducting research into best commercial truck parking practices across North America. Project staff will also meet with various stakeholders to help formulate strategies based on local knowledge of the situation. Strategy options will then be presented to the public for feedback.



Stage 3 will focus on creating the final strategy and having it endorsed by Council.

STRATEGY OBJECTIVES

In order to provide guidance to the Commercial Truck Parking strategy over its 3 stage process, the following objectives have been created:

- Identify feasible actions to address the demand for overnight commercial truck parking within the City of Abbotsford
- Gain a clear understanding of the Mayor's Task Force on Commercial Truck Parking and learn from this previous initiative
- Conduct best practice research and examine other communities throughout North America for innovative truck parking solutions
- Undertake a targeted stakeholder engagement process
- Conduct a community engagement process

1.2 Past Initiatives & Key City Documents

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

In July of 2009 the Mayor's Task Force on Commercial Truck Parking was established. This community based project was chaired by the Mayor and was conducted over a 2 year period. The Task Force had representation from the trucking industry, City Council, Abbotsford Police, the Ministry of Transportation and Infrastructure, and the community at large. The group was tasked with developing a coordinated set of recommended strategies and initiatives to address sustainable truck parking within the City of Abbotsford.

The Task Force identified options through internal discussion, advice from other communities and from input from two public meetings. A total of four options were recommended to help address the truck parking issue within the City. This document is reviewed in the following figure:

Past Initiative	Findings
Fast Track Commercial Truck Parking applications	There were many initial inquiries, but competing industrial development projects and the Storm Water Source Control Bylaw provisions were a deterrent for applications.
Use select gravel pits for Commercial Truck Parking	Provincial mining permits do not cover liability insurance for non-company trucks, and this constrained truck parking opportunities.
Use and retain existing MOTI sites for Commercial Truck Parking	Whatcom Road interchange lands are still in use for truck parking for approximately 24-30 trucks. Lonzo Road was used for truck parking for a number of years, but will now be used for temporary shelter housing.
Commercial Truck Parking on select industrial area streets (Pilot project)	Staff have ascertained that a pilot project did not move forward. However, commercial trucks frequent and park in industrial area streets for a limited time for the purposes of refueling, repairs, accommodation or acquiring food at a commercial premises, collecting or delivering cargo, or supplying a service.

Figure 1: Mayor's Task Force Strategy Recommendations

Review of Key City Plans and Bylaws

The purpose of this section is to show how key City plans and bylaws address Commercial Truck Parking within the City of Abbotsford. This information provides a baseline for the city's regulatory framework under which Commercial Truck Parking is allowed to operate.

Official Community Plan (OCP)

Within the OCP, Commercial Truck Parking is not specifically referenced. Trucking within this document is focused around the movement of goods throughout the City, and addresses how there needs to be a careful balance between moving goods into important commercial retail centres, while avoiding truck routes through residential areas.

Transportation Master Plan (TMP)

The TMP has a similar approach to the OCP. Commercial Trucks are addressed through a Goods Movement perspective, but there is no mention of addressing parking for these commercial vehicles.

Zoning Bylaw

The City's Zoning Bylaw addresses parking allowances and restrictions for Commercial Trucks. Section 140 stipulates which zones do not allow parking or storage. In Commercial and Institutional zones, parking of commercial vehicles is only permitted completely enclosed within a building unless it is accessory to a

principal use. The bylaw also details the conditions for parking a maximum of two Commercial vehicles per lot in Agricultural zones that are not associated with the normal farm operation of the site. In both the General Industrial (I2) and High Impact Industrial (I3) zones, Commercial Truck Parking is a permitted use and truck parking is authorized.

Street and Traffic Bylaw

The Street and Traffic Bylaw addresses short term commercial truck parking largely through section 57 of this bylaw. This section of the bylaw addresses regulations for commercial trucks departing from truck routes. Commercial trucks frequent and park in industrial area streets for a limited time for certain services, and within this section of the bylaw, it regulates which activities are acceptable while trucks are not traveling on an acceptable truck route or parking in authorized locations.

Trucks with a Gross Vehicle Weight (GVW) greater than 5500 kg are not allowed on residential lots. Street parking is only allowed when loading and unloading.

Storm Water Source Control Bylaw

The Storm Water Source Control Bylaw prohibits Commercial Truck Parking not associated with on-site businesses, unless located on an area surfaced with asphalt or concrete including storm water detention. This bylaw also prohibits associated truck maintenance unless it is contained indoors where storm water can be connected to a detention system.

2.0 The Big Picture

Abbotsford is a part of the Lower Mainland / Southwest economic region and its trucking economy is closely connected with that of Metro Vancouver. Vancouver is home to the largest shipping port in Canada and the second busiest airport. The proximity of the international border and the American interstate highway system provides easy access to the American west coast and Mexico. Abbotsford also benefits from an international border crossing in the city and the rapidly growing Abbotsford International Airport. Commercial trucking has grown strongly because of these locational advantages that make the Lower Mainland a natural transportation hub, especially for trucking.

2.1 Importance of Trucking

Commercial trucking has significantly grown in importance to the economy of BC over the last 20 years, both in terms of employment and economic output. Provincial employment in the transportation and warehousing industry increased from 118,000 to 142,000 workers between 2000 and 2022 (Transport Canada, 2023). During the same period, the GDP of transportation and warehousing in BC grew from \$9 billion to \$13.4 billion, after adjusting for inflation (see Figure 2). Trucking as an industry has grown even faster, nearly doubling in size over the last 22 years. In 2022, the truck transportation industry generated \$2.3 billion in GDP in BC compared with \$1.2 billion in 2000, again after adjusting for inflation (Statistics Canada, 2023).

2.2 Agricultural Constraints

Abbotsford's urban area is surrounded by a large swath of agricultural land that is protected from urban development and prioritized for agriculture by the Agricultural Land Commission (ALC). This protected land is designated as an Agricultural Land Reserve (ALR), forming 72% of the City's total land area. Large scale truck parking facilities are not allowed in these protected agricultural areas.

The City has taken steps to expand the amount of industrial land available for truck parking. In 2017, the City initiated an ALR exclusion application to create new industrial districts in two separate parts of the City, for a total of 288 hectares. One area was on the north side of Highway 1, bordering the Township of Langley.

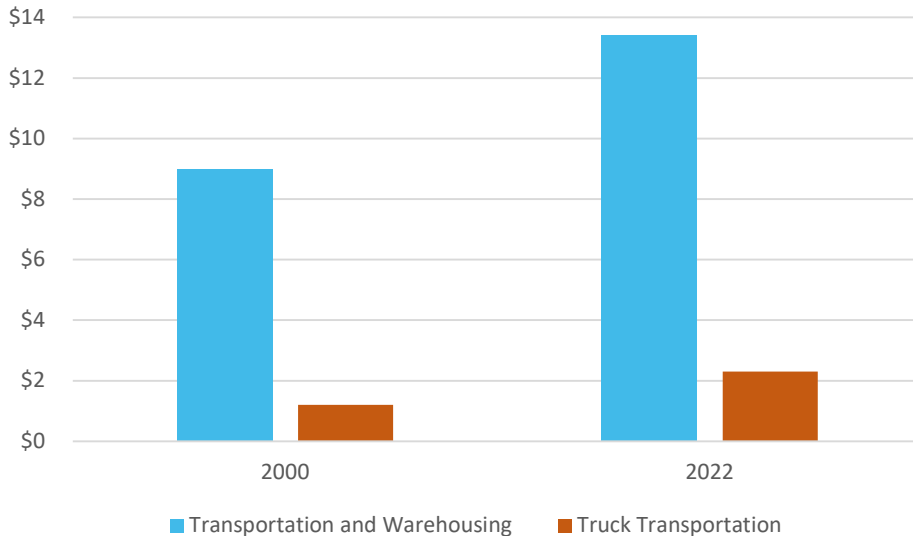


Figure 2: GDP by Sector in Billion \$, British Columbia (Adjusted for Inflation)

The other area was immediately north of Abbotsford International Airport. City Council approved the ALR exclusion but the ALC rejected the creation of these new industrial lands, concluding that they can support agriculture.

2.3 Shortage of Industrial Land

A 2023 study looking into the industrial land shortage in Metro Vancouver found that over the past decade demand for industrial space has grown substantially but that the supply of new land has not kept pace. The study showed that only 4% of Metro Vancouver’s land is dedicated to industrial land uses. The tremendous growth in demand has resulted from a growing population and the continued adoption of e-commerce creating the need for more warehouse

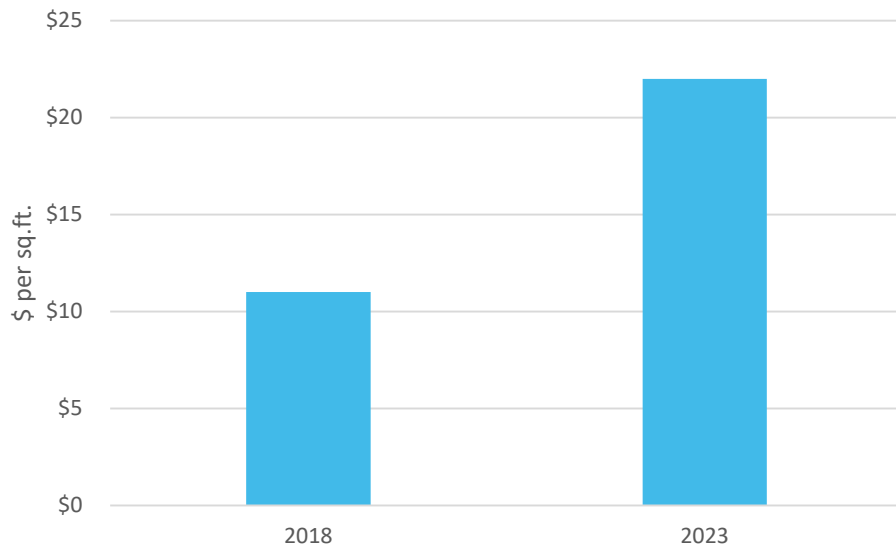


Figure 3: Asking Net Rent, by Year, Metro Vancouver including Abbotsford

space (NAIOP Vancouver Chapter, Greater Vancouver Board of Trade, 2023).

This acute shortage of industrial supply in the Lower Mainland has pushed industrial land rents to the highest levels in Canada at around \$21.80 per sq.ft. (CBRE, 2023). In the 5 year period between 2018 and 2023, average rents for industrial land doubled from around \$11 to \$22 per sq.ft. (see Figure 3), far outpacing inflation (Avison Young, 2023). By comparison, Toronto rents average \$18.35 while Calgary has rents of \$11.27 (see Figure 4), roughly half the levels of Vancouver (CBRE, 2023). This price differential has encouraged many trucking firms to locate to Alberta, especially those that do not require a presence in the Lower Mainland. Over the past 4.5 years, an estimated 5.1 million sq.ft. of space was built in Calgary rather than Metro Vancouver, representing a significant lost economic opportunity (Greater Vancouver Board of Trade, 2023).

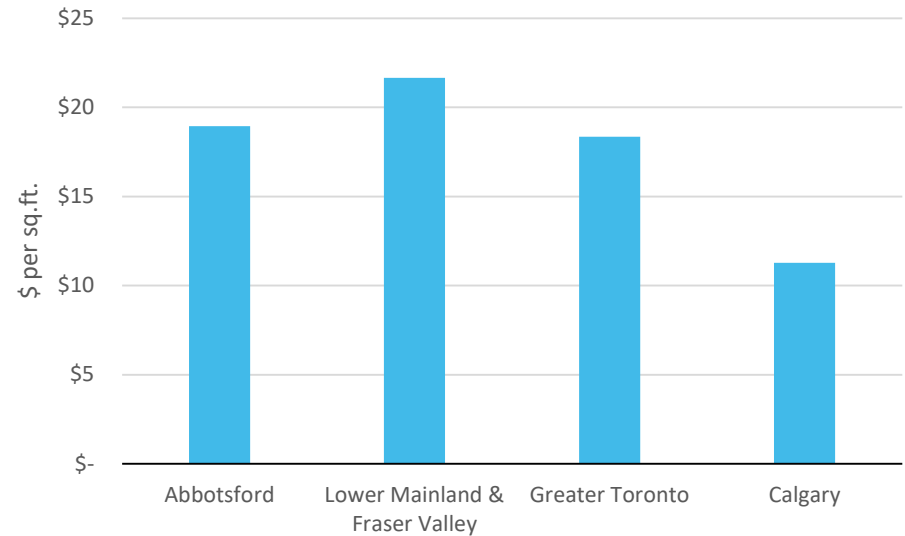


Figure 4: Asking Net Rent, Selected Regions, 2023

In Abbotsford the situation has worsened substantially very recently. Average rent for industrial space increased by roughly 20% from \$14.79 to \$18.30 in the last year alone. The average industrial land rents in the city are now between \$18.40 and \$19.93, according to three leading market research firms, while vacancy rates are between 0.7% and 2.8% (Avison-Young, Colliers, Cushman & Wakefield, 2023). A balanced market has a vacancy in the range of 4-6%.

2.4 Other Contributing Factors

Highway 1 is the primary highway that links Abbotsford together with the Lower Mainland and to points further east in Canada. The highway has two provincially maintained rest areas at Bradner and Cole Road, however overnight parking is not permitted in any BC rest area. Washrooms are provided at rest areas but food retailers are not available.

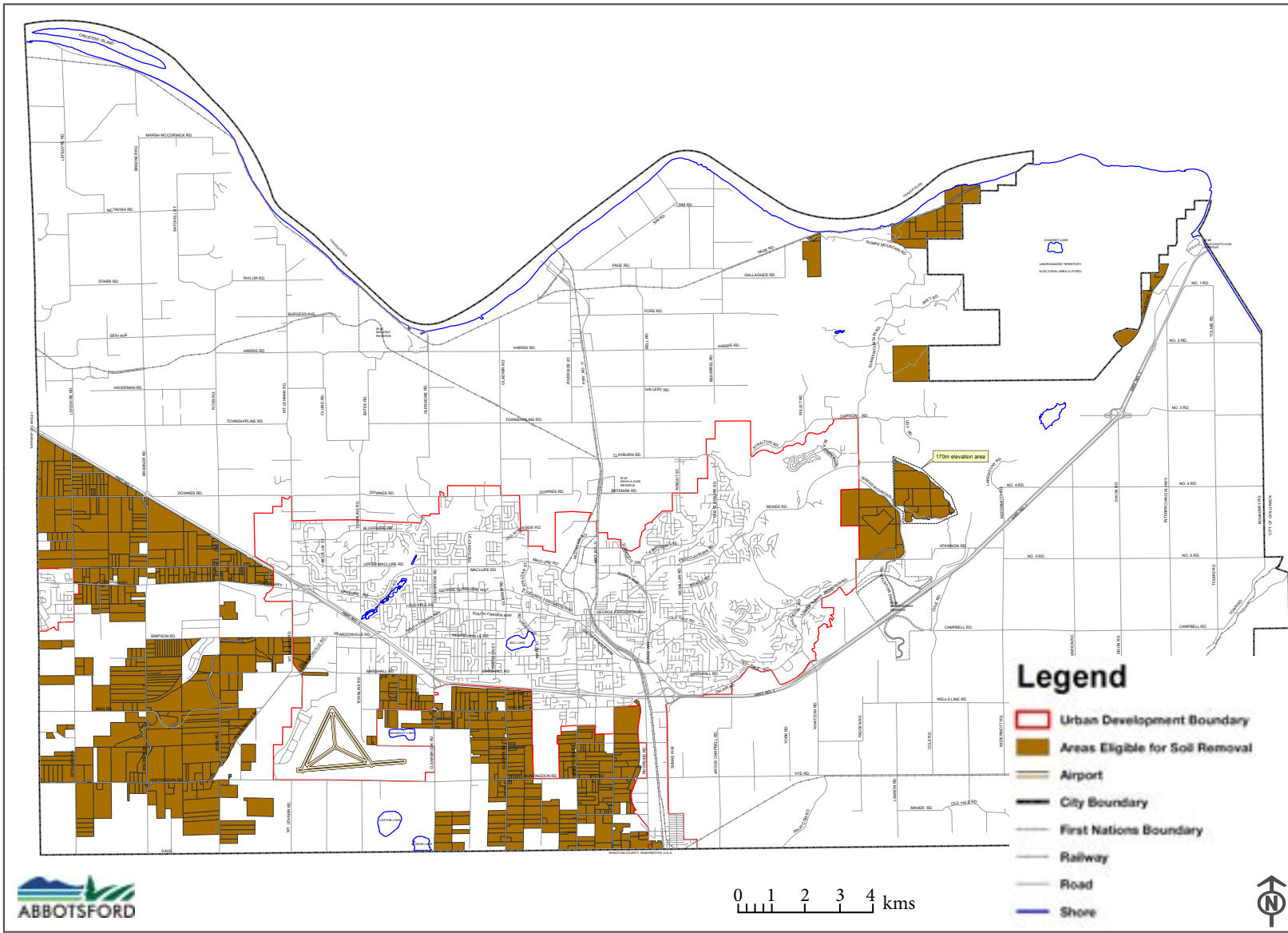
Another component related to truck parking are designated truck routes, which include provincial highways and municipal truck routes (Transportation & Transit Master Plan). These roads have been chosen to minimize the impact of goods movement on residential areas while promoting the economic health of the city. Gravel trucks form a large proportion of the commercial trucks using Abbotsford roads. Gravel extraction and mining activities fall under the jurisdiction of the Provincial government. Eligible areas for gravel extraction are identified in Map 1.





Bylaw 2600-2016, being
"Official Community Plan
Bylaw, 2016" Schedule "A"

City of Abbotsford Map 15 - Soil Removal Eligible Areas



Map 1: Soil Removal and Eligible Areas (OCP Map 15)

3.0 Abbotsford Context

Within Abbotsford, commercial vehicles are defined as vehicles for commercial use that have a Gross Vehicle Weight (GVW) of over 5,500 kg. In 2010 the Insurance Corporation of British Columbia reported that there were roughly 4,250 actively insured commercial vehicles registered within the City. Twelve years later in 2022, the number of commercial trucks grew by 2,740 trucks, and approximately 6,990 commercial trucks were registered (see Figure 5). This equates to a 64% growth rate in the total number of commercial vehicles.

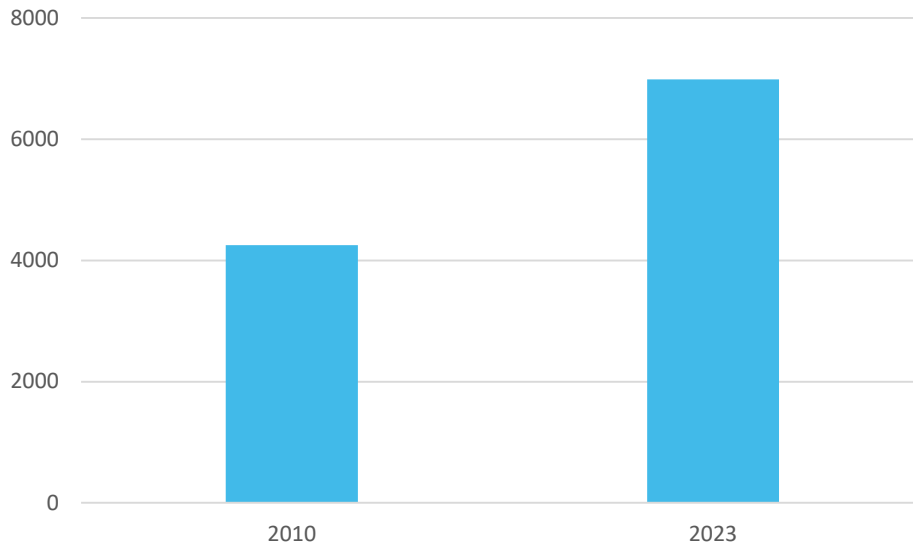
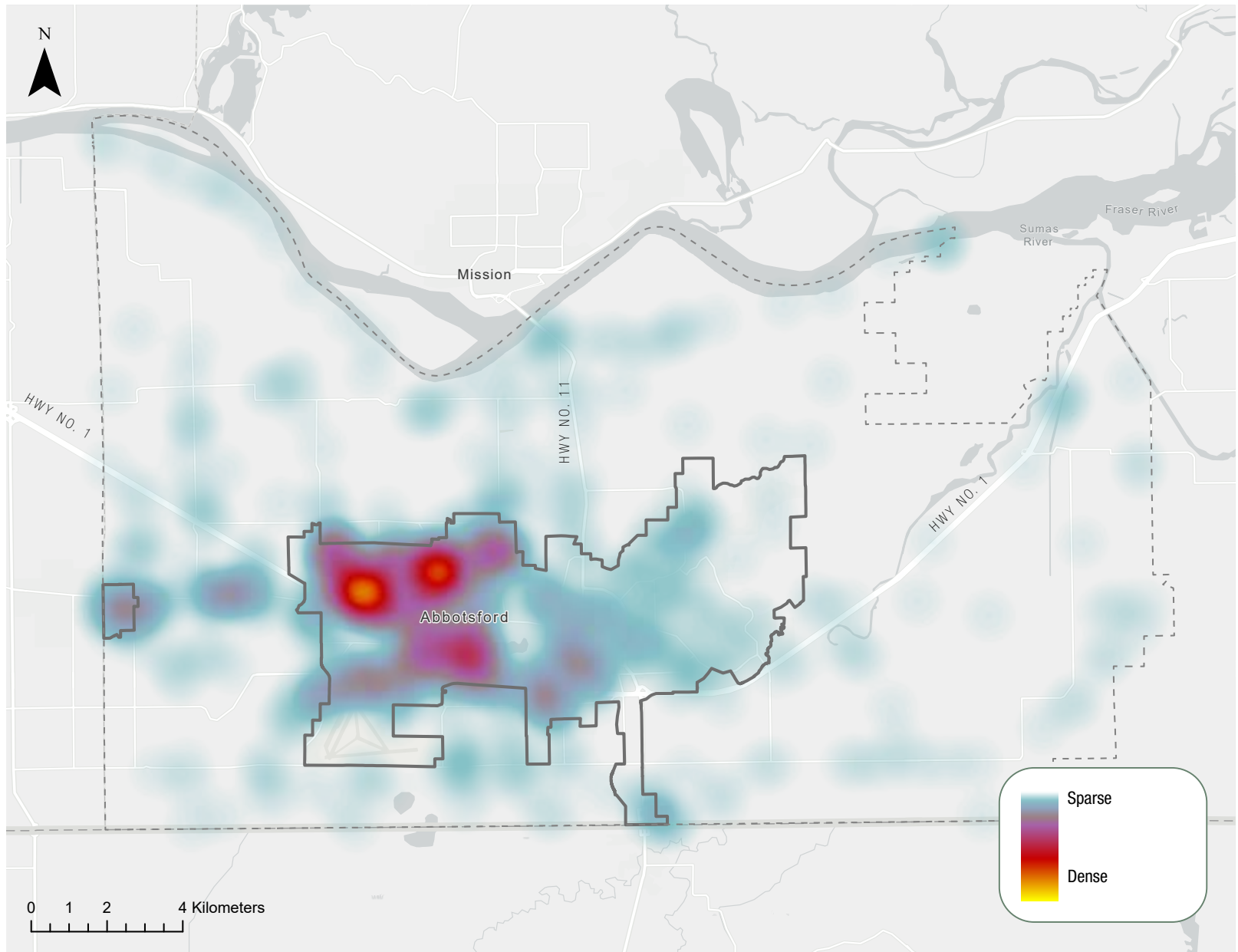


Figure 5: Number of Commercial Trucks > 5500 kg GVW

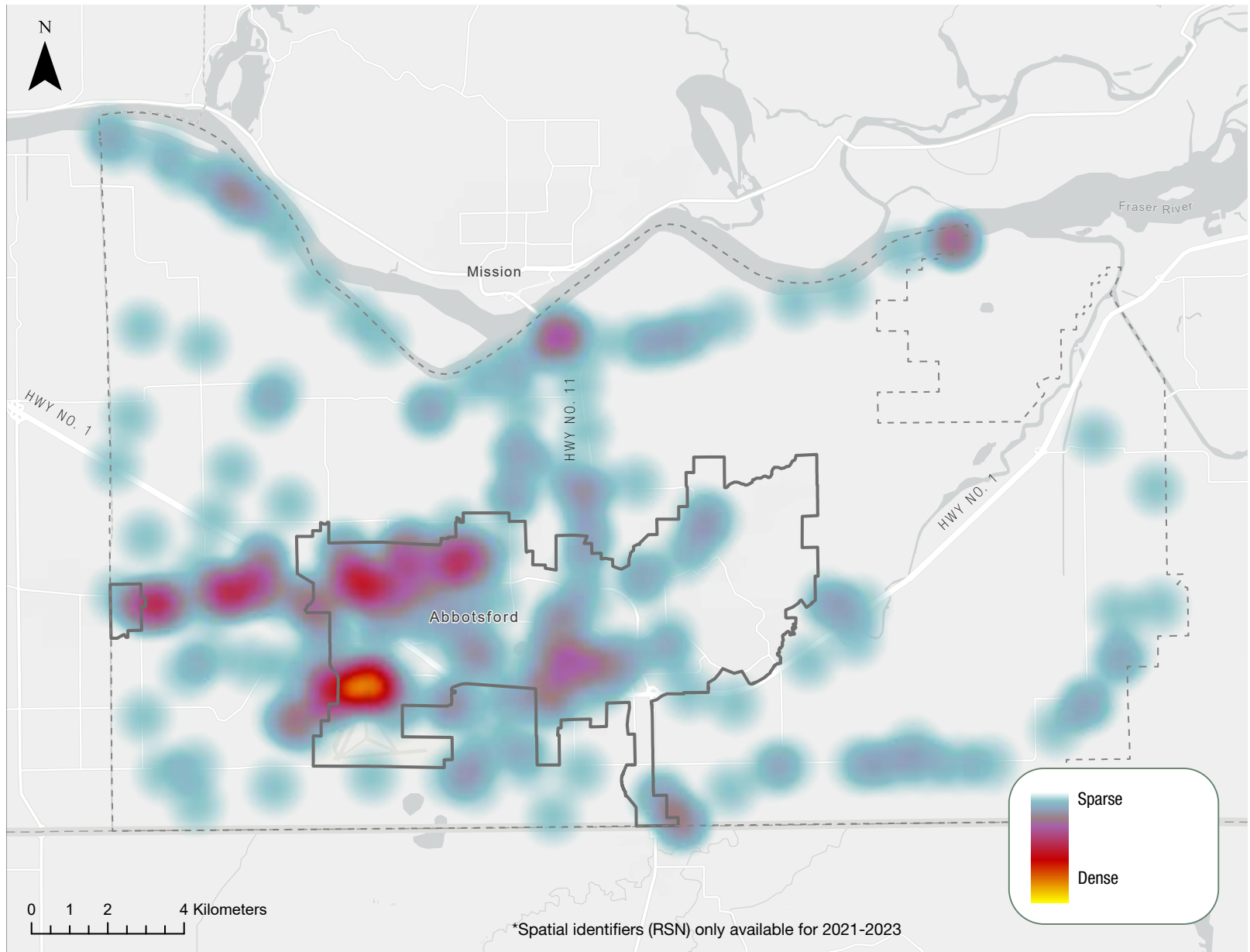
3.1 Commercial Truck Parking Issues

With the growth in the trucking industry and limited industrial land to park commercial trucks, Abbotsford has seen a general increasing trend in the number of non-compliance files and truck parking fines issued since the completion of the 2011 Mayor's Task Force on Commercial Truck Parking. Maps showing geographical concentrations of non-compliance files and fines are shown in Maps 2 and 3. Potential reasons for these areas of geographical concentrations could be:

- A significant amount of industrial land is located in western Abbotsford, and there is proximity to important truck routes such as Highway 1
- There is a high concentration of aggregate operations in western Abbotsford, and specifically in the Aberdeen-South Poplar area, and being close to these operations is important for trucking companies and owner operators
- A sizeable majority of the Official Community Plan (OCP) Soil Removal Eligible Areas (e.g., gravel extraction) are in the Aberdeen-South Poplar area
- A desire to supplement farm income
- Cheaper land costs for agricultural land as compared to general industrial areas



Map 2: Commercial Truck Parking Non-Compliance Files, 2015-2023



Map 3: Commercial Truck Parking Fines Issued, 2021-2023

3.2 Unauthorized Truck Parking

Non-Compliance Files

Non-compliance files for Commercial Truck Parking has fluctuated over the years since the completion of the Mayor’s Task Force. The data shown in Figure 6 illustrates a dynamic pattern, revealing 153 cases in 2016, escalating to 180 in 2017. Notably, 2018 recorded a decrease to 105 cases, an occurrence possibly influenced by the dynamics of an election year. This trend persisted in 2019, maintaining the same count. The year 2020 marked a decline to 99 cases, as discretion was exercised in response to the challenges posed by the COVID-19 pandemic. Subsequently, 2021 saw an increase to 136 cases, aligning with another election year. Moving forward to 2022, there was a substantial rise to 184 cases, attributed to proactive measures implemented as a result of the AgRefresh project related to unauthorized trucks on Agricultural lands, safeguarding our municipality’s food security. In the current year, 2023, to date 139 cases have been recorded. This fluctuation in reporting non-compliance with commercial truck parking is a complex interplay of factors, including election cycles, the global pandemic, and strategic initiatives aimed at enhancing regulatory enforcement.

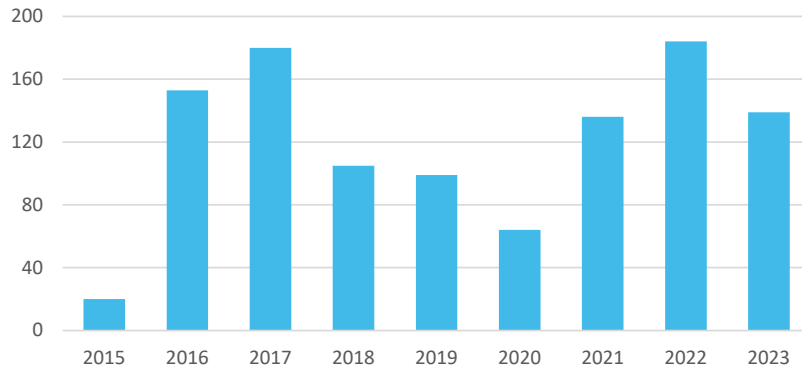


Figure 6: Non-Compliance Files Issued for Commercial Truck Parking



Truck Parking Fines

In 2022, the issuance of fines reached a notable peak with a total of 1,108 fines upheld in response to the AgRefresh project initiative. However, in the subsequent year, 2023, a significant downturn in the number of fines became evident, as only 300 tickets were upheld (see Figure 7). This shift can be attributed to a strategic emphasis on fostering compliance through bylaw compliance agreements. During the same period, the bylaw services team successfully negotiated over 700 compliance agreements with stakeholders, reflecting a proactive approach to address regulatory concerns. This shift from punitive measures to collaborative compliance efforts demonstrates a commitment to achieving a balance between enforcing regulations and working collaboratively with community members to ensure adherence to City bylaws.

Prior to the adoption of the City's Bylaw Compliance Policy C006-08 on February 4, 2019, it was the City's practice to place files in abeyance (suspend enforcement action) for non-compliant uses for which applications were submitted in order to reconcile the use with the City's Zoning Bylaw and/or during the AgRefresh project. The old approach/practice was problematic as there was no fixed time limit for coming into compliance and it did not take into account relative impacts on safety, protection of the environment and agricultural lands. The new Policy provides reasonable standard guidelines with regard to fairness and consistency in the application of discretion considering the same factors.

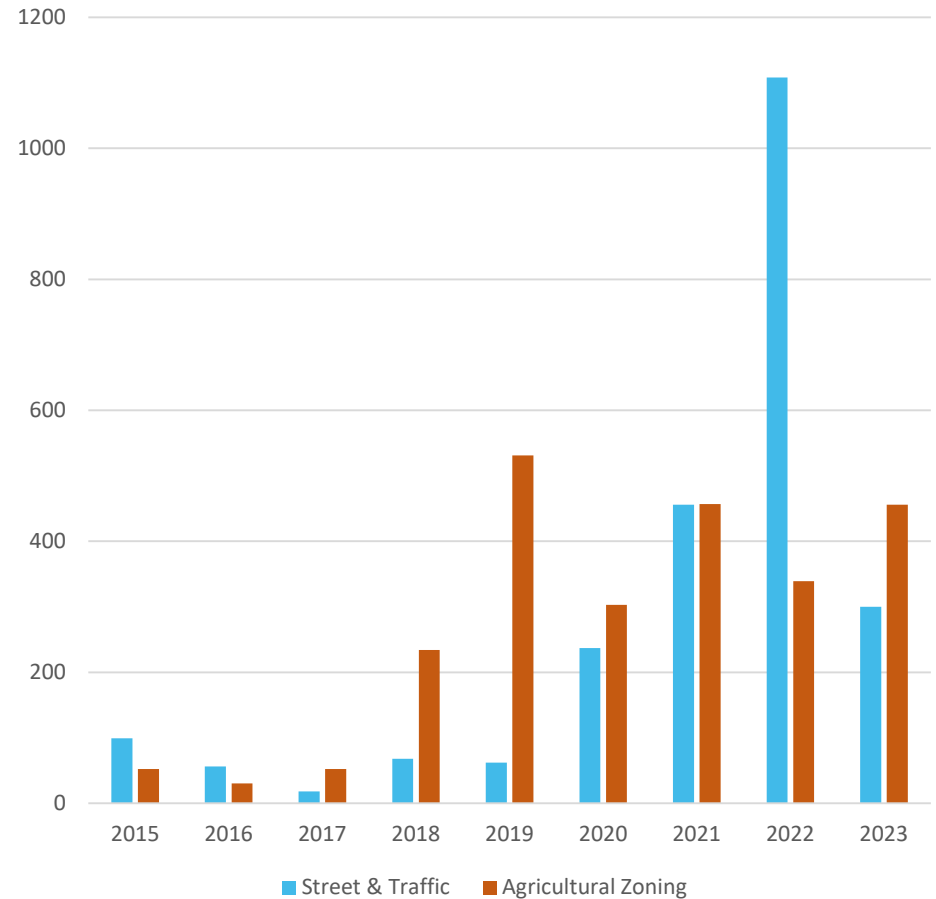
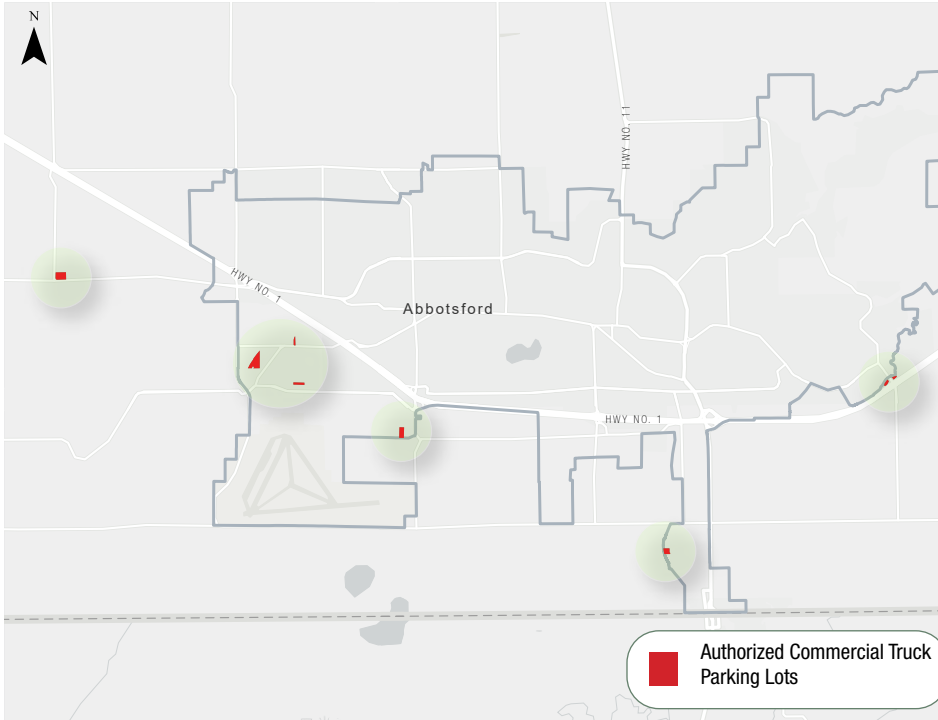


Figure 7: Number of Fines Issued for Commercial Truck Parking Violations

3.3 Authorized Truck Parking

Within the City of Abbotsford there are currently seven authorized commercial truck parking facilities for the trucking industry to rent spaces for parking. The Ministry of Transportation and Infrastructure also operates one short term (24 hour and no cost) truck parking facility on the northwest side of the Whatcom Road Highway 1 interchange.

Trucking companies operating within the city, generally provide parking spaces for their own fleets within General Industrial (I2) and High Impact Industrial (I3) zoned properties.



Map 4: Authorized Commercial Truck Parking

Business Name	Address	Status November 9, 2023
Bills Trucking Ltd	30921 Peardonville Road	Valid licence
Tire King & Trailer Repair	2076 Queen Street	Valid licence
Pannu Bros Trucking Ltd	3046 Bradner Road	Valid licence
Evon Shergill Holdings Ltd	31869 King Road	Valid licence
Armaan Productions	2200 Iron Mills Court	Valid licence
International Machine Transport Inc	34251 Manufacturers Way	Valid licence
Sumas Transport Inc	5887 Bradner Road	Valid licence
Whatcom Road / Highway #1	Ministry of Transportation & Infrastructure	Exempt

Figure 8: Licensed Truck Parking Facilities

4.0 Development of Emerging Solutions

After completing Stage 1, staff began the process of developing potential solutions that could help solve the city's lack of Commercial Truck Parking. A total of four methods were used in developing the emerging solutions. The first method used for solution development was conducting research into best practices in Commercial Truck Parking across North America. Both Canadian and American sources were examined. Staff also examined approaches from neighbouring municipalities to see what comparable cities might be proposing or have already implemented to help solve their truck parking issue. The third approach involved re-examining past practices, and staff re-examined ideas or solutions that have been considered or used in the past by the City. The final method considered was to look into continued advocacy to the Province, to ensure that senior government investment could be considered as part of the solution to the issue.



4.1 Emerging Solutions

From the developmental work that was undertaken, staff prepared six emerging solutions to test and get input from industry experts at the Stage 2 stakeholder workshop. Listed below are the six emerging solutions in no particular order:

- Explore requiring new industrial development to provide Commercial Truck Parking spaces through Zoning Bylaw amendments;
- Advocate to the Province for more opportunities for Commercial Truck rest stops within the Highway 1 widening project, and to provide essential services for truckers;
- Explore allowing industrial businesses the opportunity to use underutilized land for Commercial Truck Parking;
- Examine using City owned land or other senior government owned land for long term Commercial Truck Parking;
- Investigate opportunities for Commercial Truck Parking in strategic areas along major transportation routes located on privately owned land; and
- Examine allowing Big Box retailers with Regional Commercial land use designations to allow overnight Commercial Truck Parking during non-business hours.

5.0 Engagement and Analysis

Engagement was held with the public with open houses, online surveys, and with external stakeholders using in-person workshops.

5.1 Stakeholder Workshop Overview

A Stakeholder Workshop was held with external stakeholders to get an industry perspective on the truck parking issue and to help formulate strategies to help resolve the problem. The Workshop was invitation-only for participants.

The workshop was held in a World Café format, based on seven principles of collaborative and open engagement including:

- Provide context
- Create collaborative environment for ideas
- Explore six emerging solutions
- Encourage everyone's contribution
- Connect diverse perspectives
- Listen together for patterns and insights
- Share collective discoveries

The Workshop featured six tables assigned a specific topic, each facilitated by a City staff member. Each topic was one of six emerging solutions presented to City Council in the Background Research Report, created based on research of best practices in Canada and the United States. The City facilitators helped guide conversations with stakeholders, making sure everyone had an

opportunity to share their input. Three to five stakeholders sat at every table, creating a small group atmosphere that encouraged constructive conversation allowing everyone to provide input on every emerging solution. Table sessions lasted roughly 15 minutes before stakeholders moved to the next topic. The Workshop concluded with an open ideas session to identify any other ideas that had not already been discussed.



The City facilitators included staff from the following departments:

- Planning & Development Services
- Engineering & Regional Utilities
- Innovation, Strategy & Intergovernmental Relations

Stakeholders that attended the workshop included:

- Industry:
 - o Canadian Trucking Alliance (CTA)
 - o BC Trucking Association (BCTA)
 - o BC Stone, Sand & Gravel Association (BCSSGA)
- Agency:
 - o Abbotsford Chamber of Commerce
 - o University of Fraser Valley (UFV) students and faculty
- Government:
 - o Ministry of Transportation and Infrastructure (MOTI)
 - o Fraser Valley Regional District (FVRD)
 - o Abbotsford City Councilors and Mayor
 - o Abbotsford City Committee Members
- Commercial Real Estate Development Association (NAIOP)
- Fraser Valley Indo-Canadian Business Association (FVICBA)



5.2 Stakeholder Workshop Input

In this section of the report staff have provided a summary of the major themes for each of the six proposed emerging solutions that were presented to the stakeholders for input. For a complete

summary of feedback received from the stakeholder workshop, please see Attachment B. Summary tables are shown below:

Proposed Solutions	1: New Industrial Parking Spaces	2: Provincial Rest Stops	3: Underutilized Industrial Land	4: City & Senior Gov't Owned Land	5: Privately Owned Land	6: Big Box Retailers
Major Themes	<ul style="list-style-type: none"> - New parking requirements could raise industrial land price - Importance of security emphasized - Some support to use loading dock as a parking space 	<ul style="list-style-type: none"> - Homeless encampments seen as barrier for providing facilities for truckers - Safety and comfort are important issues - Access to facilities such as washrooms, food, and fuel needed - Rest areas should allow for overnight sleeping - Interchanges could be used for truck parking and Bradner and Cole Road rest stops should be expanded and improved 	<ul style="list-style-type: none"> - There isn't enough underutilized industrial land to make this a solution to solve the entire problem - Building owners/users may not want to lease their space due to security or disruption of operations reasons 	<ul style="list-style-type: none"> - Government properties must be secure and meet Insurance Underwriters requirements (e.g. only gravel trucks can park at gravel mines) - Truck parking on government lands is in competition for government funded housing - City lands would work better for local trucking industry and highway rest stops would be better for long haul industry 	<ul style="list-style-type: none"> - Major challenge with land value, competing with general industrial uses - Consider a specific truck parking designation or use to protect from speculation and competition from other uses - Existing ALR rules created at a time when population and goods movement demands were less intense - Consider less productive ALR sites in the right location - Locate truck parking in Sumas Way, Fraser Hwy Corridor, Clearbrook Rd. and Mt. Lehman Rd. (rural areas) 	<ul style="list-style-type: none"> - Concerns around safety, liability, and lack of facilities - Participants suggested that there would be more effective options to explore - Could provide a modest amount of additional parking, if a property owner wished to pursue this option

Time was also provided at the end of the workshop for open ideas, to make sure stakeholders could provide any input they would like to share with staff. The following table provides a summary of the ideas and the complete summary of feedback can be found in Attachment B:

Proposed Solutions	Open Ideas
Major Themes	<ul style="list-style-type: none">- A regional strategy is needed to help solve the Lower Mainland's Commercial Truck Parking Issue- The City needs to have the Ministry of Agriculture and ALC involvement in solving the problem- Allow parking on industrial streets



5.3 Community Engagement Overview

Let's Talk Abbotsford (Online)

The project page on Let's Talk Abbotsford was used to host a virtual open house. The online questions were open for comment over a two-week period, and were available on Let's Talk Abbotsford the same day as the first in-person open house. Online participants were asked to provide their comments on the six proposed emerging solutions that were shared with stakeholders during the World Café. Staff received a total of 67 responses over the two-week period. Most respondents did not provide feedback on many of the proposed strategies, but a majority (97%) of respondents provided positive feedback with regards to proposed Strategy 5 (Privately Owned Land).

Open Houses (In Person)

Staff hosted open houses at the Ag. Rec Gallery on April 24 and 25, 2024. Approximately 150 people attended over the two-night span. Roughly 100 people attended the first night and approximately 50 people attended the second night. Open house attendees were asked to provide their comments on the six proposed emerging solutions that were shared with stakeholders during the World Café. Staff received a total of 62 comment forms. With the in-person submissions there was a more balanced response to the proposed solutions, but proposed Strategy 5 (Privately Owned Land) remained the most popular option to provide positive feedback (89%).



5.4 Community Engagement Input

A total of 129 responses were received from both the online and in-person comment forms. As both comment forms contained the same proposed solutions, the feedback received has been summarized together (see Attachments C & D), and the major themes are shared in the table below:

Proposed Solutions	1: New Industrial Parking Spaces	2: Provincial Rest Stops	3: Underutilized Industrial Land	4: City & Senior Gov't Owned Land	5: Privately Owned Land	6: Big Box Retailers
Major Themes	<ul style="list-style-type: none"> - Seen as a long term solution with little short-term impact - Some believe this will raise cost of land 	<ul style="list-style-type: none"> - Strong support for new and expanded rest stops for truck parking in convenient locations - Strong support for services in or near rest stops such as washrooms, refueling, food, truck wash - Truckers looking for safe and well-lit places to park trucks 	<ul style="list-style-type: none"> - Safety, security and liability are issues - Costs and concerns may outweigh financial benefits for industrial land owners 	<ul style="list-style-type: none"> - Mixed support for this solution - Some opposition to using City owned land, seen as subsidizing the trucking industry 	<ul style="list-style-type: none"> - Received the most comments and support - Want more parking on ag. land with emphasis on Fraser Highway and Special Study Area B - Many wanted to increase the number of trucks allowed to park per ag. lot - Use underutilized farm land 	<ul style="list-style-type: none"> - Concerns around safety, liability, and lack of facilities

Staff also received additional input that did not reflect the 6 proposed solutions, and this feedback is shared in the table to the right:

Proposed Solutions	Open Ideas
Major Themes	<ul style="list-style-type: none">- Parking on industrial streets with signage – as-of-right or pilot- Using Temporary Use Permits (TUP's)- Creating zones or land uses that incentivize Commercial Truck Parking- Subsidies to limit the price of truck parking



5.5 Analysis & Development of Draft Strategies

After reviewing the stakeholder and public feedback, it is apparent that most people who provided feedback believe that using agricultural land is the key to helping solve the Commercial Truck Parking shortage.

Notwithstanding public support for using agricultural land for truck parking, the current Official Community Plan (OCP) prioritizes Special Study Areas A and B for future industrial growth. City staff do not recommend pursuing a Commercial Truck Parking Strategy that deviates from OCP direction. Rather, industrial growth in Special Study Areas A and B should be reaffirmed through the City-led OCP update.

Staff developed strategies that were shaped by three key inputs:

- Background research
- Community and stakeholder input
- Existing policies and plans



6.0 Recommended Strategies

Based on stakeholder input, staff are proposing that four strategies considered during engagement move forward with minor modifications and that one new strategy be considered.

Although there was public support for using agricultural land for truck parking, staff needed to consider the Province's mandate of protecting agricultural land which was supported by a recent Metro Vancouver report (see Attachment E) as well as three key inputs: background research, community and stakeholder input, and existing policies and plans. As a result of these considerations, one of the proposed five strategies focuses on allowing Commercial Truck Parking in an area on the Fraser Highway Corridor that was supported during public engagement.

Proposed Strategy 1

Reduce the Amount of Vehicle Parking in Industrial Areas and Introduce Truck Parking Minimums

The City could reduce the amount of employee or customer vehicle parking required in industrial zones in order to introduce more Commercial Truck Parking spaces. Some municipalities in the Lower Mainland have lower parking minimums compared with the City of Abbotsford, and there is an opportunity to test whether this is an appropriate solution for the industrial business community within the City. This solution could be implemented quickly and would be a good option for short-haul local truckers.

Proposed Strategy 2

Advocate for Provincial Plans That Address Overnight Truck Parking and Services on Provincial Land

For the second proposed strategy, this would entail continued advocacy with the Province to include overnight Commercial Truck Parking and services in provincial and regional transportation plans, and specifically along the Highway 1 widening project through the Fraser Valley. Commercial Truck Parking is an inter-jurisdictional issue and cannot fully be addressed by individual cities. Currently the Province of B.C. does not have a comprehensive freight-movement strategy that includes overnight parking and servicing of commercial trucks, especially for long-haul truckers. This is inconsistent with best practice throughout North America where commercial truck parking review is completed by Federal, Provincial, and State agencies rather than individual cities. Advocacy can occur through political channels as well as staff-to-staff planning efforts.

Proposed Strategy 3

Allow Commercial Truck Parking on Non-ALR Land on the Fraser Highway Corridor

The third proposed strategy would see the City consider redesignating privately owned land outside of the ALR along the Fraser Highway corridor. This solution received overwhelming public support and aligns with public desire for parking in agricultural areas. The Fraser Highway corridor has a high potential for truck parking and truck servicing uses and there is existing

authorized truck parking in the area. Staff could create new land use regulations through the Abbotsford 2050 OCP update, to help facilitate this proposed strategy.

Proposed Strategy 4

Allow Overnight Truck Parking Within Regional Commercial Uses

The fourth proposed strategy is to allow ‘Big Box’ property owners with Regional Commercial land use designations to permit overnight Commercial Truck Parking. This would require a minor text amendment to the Zoning Bylaw. This solution removes zoning barriers, could be implemented quickly, and would be a good option for short-haul local truckers.

Proposed Strategy 5

Enable Commercial Truck Parking on Industrial Streets

The fifth proposed strategy would see the City explore allowing specific industrial streets for overnight Commercial Truck Parking similar to the City of Surrey. This could be implemented by selecting certain streets and running a pilot program to learn if the program is successful for the industry and the City. If so, the program could be expanded to other industrial streets. This solution is supported by the trucking industry and has the benefit of requiring no new infrastructure or land. City administrative changes to regulations would facilitate this idea.



7.0 Implementation

Following endorsement of the draft strategy by Council, staff will proceed to Stage 3 - Final Strategy. First, the draft plan will be presented for public comment on the City's Let's Talk page. This will be followed by presentations of the draft strategy to the Business, Innovation and Public Affairs Advisory Committee (BIPAAC) and Development, Transportation and Infrastructure Advisory Committee (DTIAC) for committee members to review and provide feedback.

Changes will be made based on feedback received and the final strategy document will then be presented to Council for endorsement.

At the conclusion of the strategy process, staff will undertake completing an implementation component to the project to ensure that the identified strategies are executed. As part of this implementation work, staff may be required to amend key City plans or bylaws such as the OCP, Zoning Bylaw and changes to Engineering standards and policies.

