

NO: R116

COUNCIL DATE: July 13, 2020

REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **July 9, 2020**

FROM: **General Manager, Engineering
General Manager, Planning & Development
General Manager, Corporate Services**

FILE: **8630-30 (Trucks)**

SUBJECT: **Truck Parking Strategy Initiatives Update**

RECOMMENDATION

The Engineering, Planning & Development, and Corporate Services Departments recommends that Council:

1. Receive this report for information;
2. Approve the truck parking Action Items, as described in this report;
3. Approve amendments to the:
 - a. *Highway and Traffic Bylaw, 1997, No. 13007*, as documented in Appendix “I” of this report;
 - b. *Surrey Zoning By-Law, 1993, No. 12000*, as documented in Appendix “II” of this report;
 - c. *Business License Bylaw, 1999, No. 13680*, as documented in Appendix “III” of this report; and
 - d. *Surrey Bylaw Notice Enforcement Bylaw, 2016, No. 18691*, as documented in Appendix “IV” of this report;
4. Authorize the City Clerk to bring forward the necessary amending bylaws for the required readings and to set a date for the related Public Hearing;
5. Authorize staff to bring forward a Council-initiated Local Area Service project for the area within the South Westminster Neighbourhood Concept Plan Area as a means to finance the construction of the works and services associated with the development of truck parking facilities in this area, subject to the counter-petitioning process as provided in the Community Charter; and
6. Direct the City Clerk to post notice on the City’s website and direct the Manager, Bylaw Services to send written notice to all existing operators of truck parking facilities of the proposed amendments to the *Business License Bylaw, 1999, No. 13680*, and provide them with an opportunity to make written submissions to Council.

INTENT

The intent of this report is to provide an update on the implementation of the Truck Parking Strategy, as authorized by Council in December 2019, and obtain Council approval of bringing forward the necessary Bylaw amendments.

BACKGROUND

The lack of adequate truck parking has been a complex, long-standing issue in Surrey. Over the past several years, the City has carried out a number of initiatives to support and improve truck parking, which have collectively resulted in alleviating some issues. However, a shortfall in adequate authorized truck parking in Surrey remains an ongoing concern.

To address this shortfall, Mayor and Council established the Truck Parking Task Force (the “Task Force”) at the December 3, 2018 Regular Land Use Council Meeting, with a mandate to evaluate and recommend options to increase the supply of authorized truck parking facilities within the City and better meet the needs of the industry.

The Task Force undertook a comprehensive process to engage the public and identify and assess all possible opportunities to address the shortfall in authorized truck parking spaces that meet the needs of truck operators. Through this process, the Task Force developed the Surrey Truck Parking Strategy (the “Strategy”), attached to this report as Appendix “V”. The Strategy set forth the following six recommended initiatives to improve truck parking in Surrey that reflect community priorities and address industry needs:

- On-street truck parking;
- Parking in low-density (1 acre or larger) residential areas;
- Reduce costs of development for truck parking facilities;
- Parking app;
- Increase parking provision of trucking companies; and
- Local area service program to facilitate truck parking development.

This report provides a status update on the implementation of the various initiatives within the Strategy and the related bylaw amendments to support these initiatives.

DISCUSSION

The majority of the initiatives in the Strategy are focussed on facilitating industry-led opportunities. As such, the City’s role primarily involves engagement with industry and the establishment of and improvements to the policies, bylaws and processes necessary to encourage and support these opportunities. Due to impacts related to the COVID-19 pandemic, some modifications to engagement processes from those set forth in the Strategy have been identified.

The following is a summary of work that has progressed thus far, associated bylaw amendments to support implementation, and anticipated next steps, as related to each Strategy initiative.

On-Street Truck Parking

This initiative is to develop a paid permit program to allow for truck parking at all hours in select industrial areas; however, due to COVID-19 impacts, engagement for timelines of the pilot program has been shifted, as identified in the Action Items below.

Current Progress

To facilitate this initiative, as identified in the Strategy, a on-street truck parking pilot program is planned to be implemented for one year within Port Kell, South Westminster and/or the industrial portion of Cloverdale. The pilot program will gather feedback from truck operators and fronting businesses in order to inform broader implementation of this initiative throughout Surrey. No permit fee is planned to be charged as part of the one-year pilot program in order to encourage wider participation. A permit fee will be implemented as of September 2021, subject to the feedback from the pilot program.

Staff have developed the following criteria to guide the selection of roads to be considered for on-street truck parking:

- The adjacent land uses must be industrial or commercial;
- The shortest route from the closest truck route must not be adjacent to any residential uses;
- The pavement width must be sufficient such that on-street truck parking can be accommodated while allowing for two clear travel lanes;
- Adequate sightlines from all intersections and driveways to be maintained; and
- Existing streetlights and access to power must be available for installation of security measures.

The above criteria will be refined based on the planned pilot program and resulting feedback.

Action Items

Staff will be identifying two or three roads for implementation of the pilot program, with implementation of the pilot program in Fall 2020.

Prior to implementation of on-street truck parking, amendments to the *Highway and Traffic Bylaw, 1997, No. 13007* (the “Highway and Traffic Bylaw”) and the *Surrey Bylaw Notice Enforcement Bylaw, 2016, No. 18691* (the “Bylaw Notice Enforcement Bylaw”) are required. The Highway and Traffic Bylaw currently restricts truck parking on any highway between 19:00 hours and 07:00 hours. In order to allow for implementation of on-street truck parking permit programs at all hours, amendments are proposed to the Highway and Traffic Bylaw to allow for a permitting system, as authorized by the Engineer, as documented in Appendix “I”.

Parking in Low-Density Residential Areas

This initiative is to allow for truck parking on residential properties that are one acre or larger and have the appropriate zoning.

Current Progress

This initiative is planned to be piloted through the City’s Temporary Use Permit (“TUP”) process. Staff have developed the following requirements to inform this process:

- The property must be zoned ‘RA’;
- The property must be a minimum of 4,046 square metres (one acre) in size;
- The property must be within an approved secondary land use plan area and be designated for industrial or commercial use;
- The applicant must demonstrate adequate turnaround maneuvers can be achieved on-site and that the proposed truck parking spaces do not result in vehicles backing out onto a highway;

- The property must have landscaping to visually screen trucks from the highway and any adjacent residential properties;
- A maximum of two trucks will be permitted for properties between 1 and 10 acres, and a maximum of five trucks for properties 10 acres or larger in size;
- All trucks parked on the property must be registered to the owner or occupant of the property;
- The applicant is responsible to construct adequate access to and from a designated truck route; and
- The applicant may be required to register a Restrictive Covenant on the property to restrict idling time and operations of heating or refrigeration systems.

Each TUP application would be subject to the typical Council approval process and be evaluated based on its individual merits.

Action Items

Staff will proceed to notify owners of the estimated 100 properties that potentially meet the above requirements that the potential of use of the individual properties for truck parking can be discussed as part of a pre-application meeting with staff. Following a one-year trial period, staff will evaluate the potential to allow for this initiative on a longer-term basis through amendments to the *Surrey Zoning Bylaw, 1993, No. 12000* (the “Zoning Bylaw”).

Reduce Costs of Development for Truck Parking Facilities

This initiative is to remove the requirement to fully pave truck parking sites.

Current Progress

Based on the feedback that was received as part of development of the Strategy, the following requirements will be maintained for truck parking facilities in order to mitigate impacts of waiving the paving requirement:

- Landscaping requirements, as per the Zoning Bylaw, to provide adequate screening from roads and abutting lots;
- Paved driveway aprons for a minimum of the queuing storage length within the site to prevent gravel spillage onto City roads, as per the Engineering Design Criteria;
- Grading and drainage of all parking areas, so as to properly dispose of all surface water, as determined by the City; and
- Paved surfacing and adequate drainage for all areas on which any automotive service uses (such as engine tune-ups, lubrication, repairs, and car washing) are occurring.

Action Items

Currently, the Zoning Bylaw requires truck parking facilities to be surfaced with an asphalt, concrete, or similar pavement. In order to reduce costs of development, amendments are proposed to the Zoning Bylaw to allow for truck parking facilities to be exempt from the surfacing requirement, as documented in Appendix “II”, and clarify that any maintenance activities carried out on trucks parked at the facility cannot take place on unpaved areas.

In addition, the *Business License Bylaw, 1999, No. 13680* (the “Business License Bylaw”) is proposed to be amended to ensure environmental monitoring is performed on an annual basis, as documented in Appendix “III”.

Should the proposed bylaw amendments be approved by Council, staff will proceed to notify the industry of the amendments.

Parking App

This initiative is to facilitate the development of truck parking app to help truck operators find and pay for available truck parking stalls.

Current Progress

Staff have completed market research on potential apps that may be suitable to be modified into a truck parking app for Surrey's context. Several app proprietors have expressed capability and interest in developing a truck parking app.

Action Items

A Request for Information is planned to be issued in the Fall of this year, following which a vendor will be selected and engaged to develop a truck parking app.

Increase Parking Provision of Trucking Companies

This initiative is to require trucking companies to provide parking for all trucks used on an exclusive basis, in order to ensure that truck parking is available for all trucks operating in Surrey.

Current Progress

Implementation of this initiative requires amendments to the business licensing renewal process. In order to provide the industry with sufficient notice of the proposed changes, a minimum six-month notification period is currently being planned prior to implementing formal bylaw amendments.

Action Items

Industry engagement is planned to begin in the Fall of this year. Following the engagement, staff are planning for bylaw amendments to be presented for Council's consideration in the Spring of 2021.

Local Area Service Program to Facilitate Truck Parking Development

This initiative is to utilize the City's Local Area Service ("LAS") Program to provide a way to more cost-effectively construct the infrastructure requirements related to development of truck parking facilities.

Current Progress

To support the development of truck parking facilities, staff have been exploring the opportunity to utilize the LAS program that would have property owners fund the improvements to the roads that would meet the servicing standard requirement for truck parking facilities. The proposal would involve a group of properties as the benefitting area using LAS to upgrade the roads to the City's full industrial road standard, including the utility infrastructure and lateral connections. A pilot area has been identified within South Westminster, and staff have met with a number of property owners to discuss this initiative. The property owners provided feedback that a financial contribution from the City is desired, in the form of standard pavement rehabilitation that would be undertaken as a capital project.

Action Items

Due to the number of properties within the pilot area, as well as impacts related to COVID-19, progress on this as a property owner initiated LAS has been challenging. As such, in order to expedite timelines on this initiative, staff are proposing for this to proceed as a LAS Council Initiative, pursuant to s.213 of the Community Charter. Subject to Council's approval of this recommendation, staff will bring forward a separate Corporate Report and necessary bylaws for Council's consideration in the Fall of this year.

Engagement with Industry Stakeholders and Agencies

Work has also progressed over the past few months on some of the initiatives undertaken by the various industry stakeholders and agencies as discussed in the Strategy.

Ministry of Transportation and Infrastructure

The new truck parking facility planned under the Port Mann Bridge is currently being planned in two phases. Phase 1, currently being tendered, includes Highway 17 intersection improvements anticipated to be constructed in 2020/2021. Phase 2 construction, which includes an estimated 100-150 vehicle parking facility, is planned in 2022 as the date is subject to concurrent third-party construction in the immediate area. This facility will ultimately provide significant parking spaces and convenient truck access to Highway 17.

Metro Vancouver's Regional Industrial Lands Strategy Task Force

The draft Regional Industrial Lands Strategy has been published, with one of the recommendations being that the Province work with municipalities to understand, forecast, plan for, and mitigate the impacts of the land demands for truck traffic and parking. As such, it is anticipated that discussions will continue regarding truck parking in the regional context.

SUSTAINABILITY CONSIDERATIONS

The Strategy supports the objectives of the City's Sustainability Charter 2.0. In particular, this initiative supports the Sustainability Charter 2.0 themes of Economic Prosperity and Livelihoods, and Infrastructure. Specifically, the Strategy supports the following Desired Outcomes ("DO") and Strategic Direction ("SD"):

- Jobs and Skills Training DO1: Diverse and meaningful employment and business opportunities are available close to where people live, and provide incomes that can support a high quality of life;
- Economy DO5: Locally owned companies are thriving, creating a robust local economy and retaining wealth and jobs in the community;
- Economy DO6: Efficient land use and well-managed transportation infrastructure are in place to attract businesses and support a thriving economy;
- Economy SD6: Facilitate connections between businesses to support sourcing of local services, expertise, and products; and
- Transportation DO14: Goods movement throughout the city is efficient and minimizes environmental and community impacts.

CONCLUSION

Implementation of the Truck Parking Strategy's initiatives is well underway, with public and industry engagement components planned to be deferred until the Fall of 2020. Based on the above discussion, it is recommended that Council approve bringing forward the noted amendments to the Highway and Traffic, Zoning, Business License and Bylaw Notice Enforcement Bylaws for the necessary readings and to set a date for Public Hearing, and that staff be authorized to publish a newspaper notice and send written notice to all existing operators of truck parking facilities of the proposed amendments to the Business License Bylaw.

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General Manager, Engineering

Jean Lamontagne
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Rob Costanzo
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SSL/JF/cc

Appendix "I" - Proposed Amendments to the *Highway and Traffic Bylaw, 1997, No. 13007*

Appendix "II" - Proposed Amendments to the *Surrey Zoning By-Law, 1993, No. 12000*

Appendix "III" - Proposed amendments to the *Business License Bylaw, 1999, No. 13680*

Appendix "IV" - Proposed Amendments to the *Surrey Bylaw Notice Enforcement Bylaw, 2016, No. 18691*

Appendix "V" - Surrey Truck Parking Strategy

Proposed Amendments to *Highway and Traffic By-law, 1997, No. 13007*

Add new definition:

"**HEAVY COMMERCIAL VEHICLE**" means a truck with a licensed gross vehicle weight in excess of 5,000 kilograms.

Add new sections:

Heavy Commercial Vehicle Parking Permits

88.2(1) The Engineer may issue an on-street parking permit for a heavy commercial vehicle that would otherwise be prohibited from being parked on a highway by Section 88 or Section 88.1, subject to payment of the appropriate fee and subject to such other conditions in this Section that may be applicable.

(2) **Authority of Engineer.** The authority of the Engineer under Section 88.2(1) includes the authority to:

- (a) establish forms for permit applications;
- (b) establish timelines for permit applications;
- (c) require such additional information as may be necessary or desirable to assess an application;
- (d) establish forms for permits or alternate methods to authorize the applicant to park on designated highways;
- (e) specify hours of operation and dates of operation in a permit;
- (f) designate portions of highways for parking of heavy commercial vehicles or for the parking of a specified heavy commercial vehicle;
- (g) impose terms and conditions in a permit allowing the applicant to occupy designated heavy commercial vehicle parking highways or a designated portion of a designated vehicle parking highway, and to address issues of public safety and protection of City and private property;
- (h) impose requirements in a permit to provide notice to specified persons in the manner specified in the permit;
- (i) require an applicant to pay the City a fee for the use of the highway to park a vehicle in accordance with Schedule B of this Bylaw;
- (j) specify within a permit the persons responsible for compliance with the terms and conditions of the permit;
- (k) establish a system of requiring notice for, and approval of, the date of commencement of parking under an issued permit;
- (l) establish timelines for notice and approval requirements; and
- (m) delegate all or part of the Engineer's authority under this Section 88.2 to an agent or contractor.

- (3) **Offence for No Permit.** Any person who parks a heavy commercial vehicle on a highway without having first obtained a heavy commercial vehicle parking permit in accordance with this Bylaw, and any owner, registered owner, lessee or operator of a heavy commercial vehicle so parked, is guilty of an offence unless the parking is otherwise permitted under this Bylaw.
- (4) **Offence for Non-Payment.** Any person who parks a heavy commercial vehicle on a highway without having paid the fees for a permit issued pursuant to this section as specified in the Schedule of Fees, attached to this Bylaw as Schedule B, and any owner, registered owner, lessee or operator of a heavy commercial vehicle so parked, is guilty of an offence.
- (5) **Obligations Created by the Permit.** In addition to any obligations imposed by an issued heavy commercial vehicle parking permit, the following obligations also apply:
 - (a) The permit holder shall comply with all terms, conditions, standards and requirements of this Bylaw and the heavy commercial vehicle parking permit.
 - (b) A copy of the permit must be kept in the vehicle and made available for inspection by the Engineer, a Bylaw Enforcement Officer or a Peace Officer when requested.
- (6) **Offence for Non-Compliance with Obligations of the Permit.** Any permit holder who fails to comply with any term, condition, standard or and requirement of this Bylaw or the heavy commercial vehicle parking permit, and any owner, registered owner, lessee or operator of a heavy commercial vehicle so parked, is guilty of an offence.
- (7) **Insurance.** At the discretion of the Engineer, the applicant, or the owner, registered owner, lessee or operator of the heavy commercial vehicle, will be required to have in effect liability insurance in the amount specified by the Engineer naming the City as an additional insured.
- (8) **Revocation or Suspension of Permit.** The Engineer may revoke or suspend a heavy commercial vehicle parking permit in any of the following circumstances:
 - (a) if any of the terms and conditions of the permit or of this By-law are breached;
or
 - (b) if the information supplied by the applicant in support of the permit application is found by the Engineer to have been inaccurate, incomplete, or erroneous.
- (9) **Effect of Revocation or Suspension.** If a heavy commercial vehicle parking permit is revoked or suspended under Section 88.2(8) the vehicle identified in the permit will no longer be permitted to park on designated Surrey highways until the end of the suspension period or, if revoked, until a new permit is obtained.

- (10) **Offence for Revoked or Suspended Permit.** Any person who parks a heavy commercial vehicle on a highway whose heavy commercial vehicle parking permit has been revoked or suspended, and any owner, registered owner, lessee or operator of a heavy commercial vehicle so parked, is guilty of an offence.
- 88.3(1) As a pre-requisite to the issuance of a heavy commercial vehicle parking permit under Section 88.2, the Engineer may require the applicant to deposit with the City a sum of money sufficient to pay for the cost of repairing any damage likely to be done to the highway.
- (2) The security in subsection (1) may be in the form of a certified cheque or letter of credit.
- (3) The City may draw down on the security in subsection (1) if the City fulfills requirements imposed by the permit or this By-law should the permit holder fail to do so.
- (4) If the amount of the security in subsection (1) is insufficient for the City to conduct all necessary inspections and fulfill any requirements that the permit holder has failed to fulfill, the permit holder shall pay any deficiencies to the City on demand. The City may withhold the issuance of any future permits to the permit holder until the full amount outstanding has been paid to the City.
- (5) The security in subsection (1) may be returned to the permit holder after the permit expires in accordance with the terms of the permit.
- (6) Failure by the permit holder to repair damage or fulfill such obligations as are set out in a permit within the specified time, shall result in the forfeiture of the deposit to the City as liquidated damages.
- (7) The security in subsection (1) does not relieve the permit holder for damages or costs in excess of the amount of the security held.

Revise existing sections:

1. Replace the words "motor vehicle having a licensed gross vehicle weight exceeding 5,000 kilograms" in Sections 88(2) and 88(3) with the words "heavy commercial vehicle".
2. In Schedule A, replace the words "Overweight vehicle on highway in residential district" from the description in relation to Section 88(2) with the words "Heavy commercial vehicle on highway in residential district".
3. In Schedule A, replace the words "Overweight parked 1900 to 0700 hours" from the description in relation to Section 88(3) with the words "Heavy commercial vehicle parked 1900 to 0700 hours".

Add new fee:

Under Schedule B – Schedule of Fees

Following Oversize Permit, insert:

Heavy Commercial Vehicle Parking Permit⁵

- Permit.....\$75 per vehicle per month

At the bottom of the page, add after Note 4:

⁵ This permit fee will come into effect on September 1, 2021

Highway Use Permits

85. (1) The Engineer may issue a permit to do those things otherwise prohibited by Section 84 subject to the payment of the appropriate fee and subject to such other conditions in this section and in Section 86 which may be applicable.
- (2) The Engineer is hereby authorized to charge fees in accordance with the City of Surrey Engineering Department, Uses Requiring Permits - Schedule of Fees, attached as Schedule B to this By-law for permits issued pursuant to this section.
- (a) City Road and Right-of-Way Use Permit - for work in or on a highway or abnormal use of a highway;
- (b) Deleted June 29, 2015
- (c) Oversize Permit - for any oversize vehicles or loads;
- (d) Overload Permit - for overweight vehicles or loads.
- (3) Permits issued pursuant to this section shall only apply to highways under the jurisdiction of the City.
- (4) In respect of oversize vehicles, an annual permit will not be issued, except in special cases at the discretion of the Engineer, for vehicles or combinations of vehicles or loads which exceed the *Commercial Transport Act*, R.S.B.C. 1996, c. 58, as amended, standards for width, height and length.
- (5) In respect of overweight vehicles, an annual permit will not be issued for loads which can be broken down in such a manner that they would not exceed the weight restrictions; and not in any case for loads exceeding ten percent overload except in special cases at the discretion of the Engineer where, by virtue of the number of trips, or the route, the overload is not expected to have a significant effect on the highway system.
- (6) Oversized and Overload permits shall be carried in the vehicle whenever it is being driven on a highway and shall be produced to any Peace Officer or By-law Enforcement Officer, for inspection upon request.
- (7) A permit issued pursuant to this section may, in addition to any other limitations:
- (a) prohibit the driving or operating of any commercial vehicle on any highway during certain hours;
- (b) specify the maximum rate of speed at which any commercial vehicle may travel;
- (c) require that any commercial vehicle be preceded or followed, or both, by a pilot car in accordance with the regulations pursuant to the *Commercial Transport Act*, R.S.B.C. 1996, c. 58, as amended; and
- (d) require that the commercial vehicle be driven or operated on certain specified highways.
- (8) Resident-Parking-Only Permit
- (a) No person shall park a vehicle in a block or area in the City which is posted with signs indicating that resident-parking-only is in effect, unless the vehicle displays a valid resident-parking-only permit authorizing parking in that block or area.

- (b) Where a traffic control device prohibits parking, no person shall park a vehicle where prohibited regardless of whether a resident-parking-only permit has been issued under this By-law.
 - (c) In those blocks and areas of the City where signs are posted limiting the duration of parking, vehicles having displayed in the proper manner a valid resident-parking-only permit for that location may remain parked longer than the posted parking duration.
 - (d) The Engineer may determine the form of resident-parking-only permits, signs and decals and may make regulations as to the period for which the permits shall be valid and how they shall be displayed and distributed.
86. As a pre-requisite to the issuance of a permit under Section 85 and Section 86.1, the Engineer may require the applicant to:
- (1) Deposit with the City a sum of money:
 - (a) sufficient to pay for the cost of repairing any damage likely to be done to the highway and installation therein or thereon; and
 - (b) as sufficient security to ensure that obligations imposed by the permit shall be fulfilled and completed within the time specified in such permit.
 - (2) Provide satisfactory plans of work to be undertaken and when such plans are supplied and approved by the Engineer and the necessary permit issued, the said work shall conform in every respect to the approved plans, to the current City specifications as approved by the Engineer, and to the minimum general requirements of the Surrey Subdivision and Development By-law, 1986, No. 8830, as amended, for the zone in which such highway is situated.
 - (3) Where a deposit has been made in accordance with this section, and upon satisfactory compliance with the permit within the time specified, the deposit will be refunded to the applicant, less the actual cost of administration and inspection.
 - (4) Where completed work is to be taken over by the City the applicant shall maintain such work for a period of one year from the date of expiry of the permit. Sufficient security deposit shall be retained from the deposit provided in subsection (1) to cover any repair works which may be required over the maintenance period.
 - (5) Where adjustments to completed works are required due to reconstruction of a highway, the person responsible for the initial construction as shown on the permit shall pay all the cost of such adjustments.
 - (6) The applicant shall indemnify, protect and save harmless the City from and against all claims demands and lien claims of every kind arising out of or in any way connected with the work or other things for which a permit has been issued.
 - (7) Failure by the permit holder to repair damage and/or fulfill such obligations as are set out in a permit within the specified time shall result in the forfeiture of the deposit to the City as liquidated damages.
 - (8) At the discretion of the Engineer, the applicant or their contractor may be required to have in effect liability insurance in the amount specified by the Engineer naming the City as an additional insured.

- (g) Provide the City with sufficient funds, as determined by the Engineer according to Schedule B to this By-law to complete the works including final restoration.

Notwithstanding the foregoing, the City shall have the right to seek additional compensation from the applicant.

Heavy Commercial Vehicle Parking

- 88. (1) No person shall stop, stand or park any vehicle, commercial vehicle or combination of vehicles, having a total length exceeding 6 metres:
 - (a) in any laneway; or
 - (b) in any designated angle parking zone.
- (2) No person shall park any heavy commercial vehicle on any highway within a residential district.
- (3) No person shall park any heavy commercial vehicle on any highway between 1900 hours and 0700 hours on the following day.
- (4) No person shall park a trailer, semi-trailer or commercial vehicle on any street without the motive power unit being attached.
- (5) No person shall park, store, or let stand any vehicle, motor vehicle, commercial transport vehicle, or trailer that is loaded with, or contains dangerous goods (as per the definition found in the *Transport of Dangerous Goods Act*, R.S.B.C. 1996, c. 458, as amended) on any highway, or in or on any residential zoned property at any time.
- (6) The restrictions of this section shall apply to every day of every year.

**SCHEDULE A
FINE SCHEDULE**

As amended by By-law Nos: 13042, 07/21/97; 13210, 09/08/97; 13562, 11/02/98; 13832, 10/04/99; 14619, 01/28/02; 15155, 11/03/03; 15767, 06/20/05; 15976, 04/03/06; 16478, 11/19/07; 16525, 01/14/08; 16853, 01/19/09; 17109, 01/25/10; 18304, 10/20/14; 18404, 02/23/15; 18978, 12/19/16; 19424, 12/18/17

The indicated penalties for alleged offences committed against this By-law are as follows:

SECTION	DESCRIPTION	PAID BEFORE 7 DAYS	FINE
88(2)	Heavy commercial vehicle on highway in residential district	\$105.00	\$160.00
88(3)	Heavy commercial vehicle parked 1900 to 0700 hours	\$105.00	\$160.00
88(4)	Trailer parked without motive power	\$105.00	\$160.00
88(5)	Vehicle/commercial vehicle parked containing dangerous goods	\$105.00	\$160.00
89(1)	Heavy truck in residential district after hours	\$210.00	\$260.00
90	Heavy truck on no heavy truck route		\$260.00
91(1)(a)	Exceed licensed gross vehicle weight	As per Section 91(2)(b)	
91(1)(b)	Exceed axle weight permitted	As per Section 91(2)(b)	
91(1)(c)	Exceed load dimension	As per Section 91(2)(a)	
91(1)(c)	Exceed vehicle dimensions	As per Section 91(2)(a)	
91(1)(d)	Non-conforming distance between axles	As per Section 91(2)(a)	
94	ATV not equipped as required	\$60.00	\$105.00
94	ATV not insured or licensed	\$310.00	\$510.00
95	Snowmobile on highway without permit		\$510.00
96	No lights on ATV when required		\$80.00
97(1)	Careless operation of ATV	as per Court	
97(2)	Operate ATV in planting area		\$80.00

Proposed Amendments to *Surrey Zoning By-law, 1993, No. 12000*

Part 5: Parking and Loading/Unloading, Section 4(b), add after Item iii.:

- iv. *Truck parking facilities*, provided that any maintenance of motor vehicles parked or stored at the *truck parking facility*, including engine tune-ups, lubrication, repairs and car washing, and any automobile painting and body work, can only take place on areas that are surfaced with an asphalt, concrete or similar pavement; and

Proposed Amendments to *Business License By-law, 1999, No. 13680*

Under Section 2 Interpretations, revise to:

Add:

"Parking Facility" means a building, structure, or land designed or intended for short-term parking of motor vehicles with a licensed gross vehicle weight of 5,000 kilograms (11,023 lbs.) or less.

"Truck Parking Facility" means a building, structure, or land designed or intended for the parking or storage of vehicles exceeding 5,000 kilograms (11,023 lbs.) licensed gross vehicle weight, excluding wrecked vehicles as defined in the Surrey Zoning Bylaw, 1993, No. 12000.

Remove:

"Parking Lot" means an area of land or building or part of a building where the lawful parking of motor vehicles is provided for a fee, and includes areas provided specifically for customers of a business, or tenants in buildings other than buildings used exclusively for residential purposes.

Add Section 64.1

Truck Parking Facility

- 64.1(1) Every proprietor or property owner of a truck parking facility must provide the City with an annual environmental Assessment Report, in accordance with the form and content requirements of Part 4 of the Riparian Areas Protection Regulation B.C. Reg. 178/2019, for the truck parking facility, and the assessment report must be dated no earlier than one year from the date of issuance of the annual business license.
- (2) Every proprietor or property owner of a truck parking facility must comply with the provisions of Surrey Stormwater Drainage Regulation and Charges By-law, 2008, No. 16610.

Schedule A amendments:

- Change "Parking Lot" to "Parking Facility"
- Change "Truck Parking" to "Truck Parking Facility"

Interpretation

2. In the construction and interpretation of this By-law, words and terms will have the meanings assigned to them:

"Acupuncturist" means a person who pierces any part of a client's body with needles as a means of treating disease or pain.

"Adult Entertainment Store" means a premise where objects other than contraceptive devices, designed or intended to be used in a sexual act as defined by Section 1 of the Motion Picture Act Regulations, B.C. Reg. 260/86 made under the Motion Picture Act, R.S.B.C. 1996, c. 314 are sold or offered for sale.

"Adult Publication" means a book, pamphlet, magazine or printed matter however produced which contains a visual image or representation of a person or portion of the human body depicting nudity, sexual conduct or sadomasochistic behavior.

"Alcohol and Drug Recovery House" means a building which contains sleeping units for persons receiving care and support for recovery from alcohol and drug dependency.

"Apartment Building" means a premise, not being a hotel or rooming house, which is divided into not less than three dwelling units, occupied or equipped to be occupied as rental accommodation.

"Applicant" means a person or corporation who makes application for a license under the provisions of this By-law.

"Arcade" means a premise where 6 or more devices or machines, mechanically, electronically, or otherwise operated and which is used or intended to be used for the amusement and enjoyment of the public, but does not include a carnival ride or a premise licensed under the Liquor Control and Licensing Act, R.S.B.C. 1996, c. 267, where minors are not permitted.

"Auction" means offering or putting up for sale real or personal property where the public is invited to make competitive bids for the property offered for sale, but does not include a crown officer selling crown property by auction or a sheriff's officer or bailiff selling property under a judgment or in satisfaction of rent or taxes.

"Authorized Identification" means any one or more of the following:

- (a) valid provincial or state driver's license integrated with a photograph of the bearer;
- (b) British Columbia identification card issued to the bearer within five (5) years of the date it is produced by the bearer as evidence of;
- (c) valid passport; and
- (d) any other form of provincial or federal identification integrated with a photograph of the bearer.

"Automated Teller Machine" means an automated teller machine not located in a bank or on the same premises as a bank.

"Automobile Rebuilder" means a person who rebuilds vehicles from parts obtained from wrecking on site one or more other vehicles.

"Automobile Wrecker" means a person who removes used parts from vehicles for resale and disposes of the remainder as junk, salvage or scrap.

"Automobile Immobilizing Device" includes a wheel lock device, a Denver Boot, or other device designed to be affixed to the wheels or axle of a motor vehicle to prevent the movement of the vehicle.

"Bank" includes a bank, credit union and trust company and every branch of these institutions.

"Beauty and Wellness Centre" means a premise used to improve beauty and wellness through styling, cutting, or chemical treatment of hair and through skin and body treatments, including pedicures, manicures, facials, microdermabrasion, waxing, laser, hydrotherapy, anti-aging, skin rejuvenation therapy, aromatherapy, stone therapy massage, and relaxation massage but excludes fitness centres, personal training centres, and health enhancement centres.

"Bed and Breakfast" means a business operation carried on by the members of a family as a home occupation to provide temporary sleeping accommodations, with or without meals being provided, all provided for a prescribed charge on a daily basis, where the maximum length of occupancy by a patron is not more than 30 days in a 12-month period.

"Bingo Hall" means a recreational facility used or intended to be used for the purpose of playing bingo, where a license has been issued by the British Columbia Gaming Commission to charitable or religious organizations as a licensee, but does not include casinos and casino halls.

"Body Rub" includes the manipulating, touching or stimulating by any means, of a person's body or part of the body, but does not include medical, therapeutic or cosmetic massage treatment given by a person duly licensed or registered under any statute of the Province of British Columbia governing these activities.

"Body Rub Parlour" means a premise where a body rub is performed, offered or solicited.

"Body Painting Studio" means a premise where, directly or indirectly, a fee is paid for any activity involving the application of paint, powder, or similar materials to the body of another person.

"Business" means carrying on a commercial or industrial undertaking of any kind or nature, or providing professional, personal or other services for the purpose of gain or profit.

"Business License Inspector" means the Manager - Administration & By-law and any Senior By-law Enforcement Officer who are the designated municipal officers for the purposes of granting, refusing, suspending or cancelling licenses for businesses including, without limitation, exercising the powers of Council under Section 660 of the Municipal Act, R.S.B.C. 1996, c. 323.

"Business School" means a premise used for the business of giving instruction in the learning of a business, trade or occupation.

"Business Services Office" means a business which offers services to a person or another business, including but not limited to typing, answering service and faxing.

"Carnival" includes a carnival or show having a ferris wheel or other mechanical riding device, or game of skill or chance.

"Casino" means premises for which a Host Financial Assistance Agreement between Her Majesty the Queen in Right of the Province of British Columbia and the City has been authorized by resolution of Council and duly executed by the City and the Province which Agreement allows the conduct, management and operation by the British Columbia Lottery Corporation of games of chance or mixed chance and skill including slot machine gaming machines and video lottery gaming machines on which money may be wagered or spent in cash or any other valuable consideration, but does not include bingo halls or casino halls.

"Casino Hall" means a premise used or intended to be used for the purpose of playing or operating games of chance or mixed chance and skill on which money may be wagered, where a license has been issued by the British Columbia Gaming Commission to charitable or religious organizations as a licensee, but does not include bingo halls or casinos.

"Cheque Cashing Centre" means a premise where the business of cashing cheques or negotiable instruments for a fee charged or chargeable to the payee of the cheque or the payee's agent is carried on, but does not include a bank.

"Chief Constable" means the Chief of Police of the City for the time being or the senior resident member of the Royal Canadian Mounted Police force responsible for the policing of the City.

"City" means the City of Surrey.

"Collection Agent" means a person carrying on the business of collecting debts for others, or a person who offers or undertakes to collect debts for others, or who solicits accounts for collection, or who carries on the business of doing this work either in whole or in part as is ordinarily done by bailiffs.

"Commercial Kennel" means a kennel specifically set up for the boarding, training and keeping of dogs not owned by the kennel operator or the lot owner.

"Community Service" means a use by a non-profit society:

- (a) providing information, referral, counselling, advocacy or physical or mental health services on an out-patient basis;
- (b) dispensing aid in the nature of food or clothing; or
- (c) providing drop-in or activity space;

but does not include churches, residential uses and independent group homes.

"Contractor" includes a person who undertakes to perform construction, building, carpentry, plastering, lathing, shingling or concrete work, or any other work or service at a certain price or rate or for a fixed sum, except where a license fee for the other work or service is specifically imposed elsewhere in this By-law.

"Council" means the City Council of the City of Surrey.

"Drug Paraphernalia" means any product, equipment, thing or material of any kind primarily used to produce, process, package, store, inject, ingest, inhale or otherwise introduce into the human body a controlled substance as defined in the *Controlled Drugs and Substances Act*.

"E-Cigarette" means the following:

- (a) a product or device, whether or not it resembles a cigarette, containing an electronic or battery-powered heating element capable of vapourizing an e-substance for inhalation or release into the air;
- (b) any product or device prescribed as an e-cigarette by regulation under the Tobacco and Vapour Products Control Act, R.S.B.C. c. 451.

"E-Substance" means a solid, liquid or gas:

- (a) that, on being heated, produces a vapour for use in an e-cigarette, regardless of whether the solid, liquid or gas contains nicotine; and
- (b) that is not a controlled substance within the meaning of the Controlled Drugs and Substances Act.

"Exotic Performer" means a person who is in a state of nudity or who removes a majority or all of that person's clothing.

"Farm Produce Sales" means a premise used for the retail sale of agricultural and horticultural products which are grown on the same lot as the premises or in the Province of British Columbia.

"Financial Agent" means a person who carries on the business of lending money, or financing for other persons the sale or purchase of goods or services.

"Firearms Certification" means a business which provides government certified firearms training, using fully deactivated and unfireable firearms, under full supervision of a federally certified instructor.

"Fireworks Vendor" means a person who engages in the business or display, distribution or sale of fireworks to the general public.

"Fitness Centre" means a premise used for the development of physical fitness including health centres, gymnasia, racket and ball courts, and reducing salons if the training or instruction is primarily in group sessions or classes but excludes personal training centres.

"Gaming Facility" means a premise used for any gaming purpose and includes arcades, casino halls, video lottery gaming and slot machine gaming, but does not include bingo halls or casinos and facilities regulated by the British Columbia Racing Commission.

"Hairdressing Salon" means a premise where the primary use is the styling, cutting or chemical treatment of hair.

"Hair Stylist" means a person who styles, cuts or treats hair at the residence of a client or at a place of business or premises other than a hairdressing salon.

"Health Enhancement Centre" means a premise used to enhance health through therapeutic touch techniques including shiatsu, accupressure, reflexology, bio-kinesiology, hellework, polarity, reiki, rolfing, and trager but excludes body rub parlours, fitness centres, beauty and wellness centres, and personal training centres.

"Highway" includes a street, road, lane, bridge, viaduct and any other way open to the use of the public but does not include a private right-of-way on private property.

"Hobby Kennel" means a kennel where no more than 6 dogs over the age of 6 months are kept on the premises for breeding or showing purposes.

"Hotel" means a premise providing temporary accommodation by way of furnished sleeping, housekeeping or dwelling units and includes a motel.

"Ice Cream Vendor" means a person who sells or offers to sell ice cream and related food items from a vehicle to the general public for immediate consumption. For the purposes of this definition, vehicle includes, without limitation, carts, wagons, trailers, trucks and bicycles, regardless of the type of motive power employed to move the vehicle from one point to another.

"Inspector" means a person from time to time appointed as License Inspector of the City and includes any By-law Enforcement Officer, Peace Officer and the Business License Inspectors.

"Junk" means a used or old article or thing.

"Junk Yard" means a yard in which junk is stored.

"Laundry" means a premise used for the business of washing clothes or other fabrics or for the business of supplying linen to others.

"Licensed Establishment" means an establishment licensed under the Liquor Control and Licensing Act, R.S.B.C. 1996, c. 267.

"Licensed Premise (Food Primary)" means a licensed establishment holding a food primary license.

"Licensed Premise (Food Primary with Lounge Endorsement)" means a licensed establishment holding a food primary license with a lounge endorsement.

"Licensed Premise (Liquor Primary)" means a licensed establishment holding a liquor primary license.

"Licensed Premise (Liquor Primary Club)" means a licensed establishment holding a liquor primary club license.

"Licensed Premise (Liquor Primary – Cabaret)" means a licensed establishment holding a liquor primary license primarily engaged in providing cabaret entertainment to its patrons.

"Licensed Premise (Liquor Primary – Stadium)" means a licensed establishment holding a liquor primary license operating as a convention centre, sports stadium or concert hall.

"Licensee Retail Store" means a licensed establishment holding a licensee retail store license.

"Mail Drop Service" means a business that collects mail at a premise owned, occupied or used by it on behalf of a person or persons who are not normally occupants of the premises.

"Miscellaneous" means any business for which a license is required under this By-law and for which a license fee is not specifically imposed elsewhere in Schedule "A".

"Model Studio" means a premise where, directly or indirectly, a fee is paid for the furnishing of persons as models who pose in the nude on the premise for the purpose of being sketched, painted, drawn, sculptured, photographed, or otherwise depicted, but does not include a studio which functions as an educational institution authorized under legislation of the Province of British Columbia governing educational institutions, nor to a studio which functions to provide models who are sketched, painted, drawn, sculptured, photographed, or otherwise depicted and the depiction is produced for commercial purposes, or to a studio which is being operated for purely artistic purposes.

"Motion Picture Film" means photographic film, pre-recorded videotapes, pre-recorded video disks and includes any other object or device on which or in which there is recorded, by photographic, electronic or other means, the contents of a motion picture, and from which, by the use of a projector, machine or other appropriate technology, the motion picture may be viewed, exhibited or projected.

"Nudity" means the showing of the post pubertal human male or female genitals, pubic area or buttocks with less than a fully opaque covering, or the showing of a post pubertal female breast with less than a fully opaque covering of any portion of the breast below the top of the nipple or the depiction of covered male genitals in a discernibly turgid state.

"Parking Facility" means a building, structure, or land designed or intended for short-term parking of motor vehicles with a licensed gross vehicle weight of 5,000 kilograms (11,023 lbs.) or less.

"Part Time Medical Practitioner" means a chiropractor, dentist, doctor, optometrist, psychiatrist, psychologist or veterinarian who practices at a clinic in the City less than 60 days in any calendar year and who holds a valid and subsisting business license to practice in another municipality.

"Pawnbroker" means a pawnbroker as defined in Surrey Secondhand Dealers and Pawnbrokers By-law, 1997, No. 13183.

"Peace Officer" means any member of the Royal Canadian Mounted Police responsible for the policing of the City.

"Peddle" means peddle, sell, or offer for sale merchandise to be immediately delivered to the customer.

"Pedlar" means a person who peddles by going from door to door, or by appointment and demonstration.

"Pepper Spray" means an article or substance containing oleoresin capsicum spray, also known as pepper spray and o.c. spray.

"Pepper Spray Vendor" means a place of business where pepper spray is retailed to the general public.

"Personal Training Centre" means a premise used for the provision of physical fitness or personal training including yoga, pilates, and weight loss if the exercise or instruction is primarily on a one-to-one basis, and the premises do not exceed 200 m² gross floor area.

Pet Store means a retail store where animals are offered for sale or are sold to the public, but does not include:

- (a) the Surrey Animal Resource Centre located at 17944 Colebrook Road or any other animal shelter owned or controlled by the City of Surrey;
- (b) animal shelters or rescues that are registered charities with the Canada Revenue Agency;
or
- (c) animal shelters or rescues that are not-for-profit organizations under the Societies Act [SBC 2015] c. 2015, as amended, with the exception of member funded societies.

"Pharmacy" means a premise licensed as a pharmacy under the Pharmacists, Pharmacy Operations and Drug Scheduling Act, R.S.B.C. 1996, c.363.

"Picture Identification" means one or more of the following provided it is integrated with a photograph of the bearer:

- (a) valid driver's license issued by a Canadian province or territory;
- (b) identity card issued by a Canadian province or territory;
- (c) passport issued by the government of origin;
- (d) Certificate of Indian Status issued by the Government of Canada;
- (e) Certificate of Canadian citizenship issued by the Government of Canada; or
- (f) Conditional Release Card issued by Correctional Services Canada.

"Pinball Machine" means a machine that is mechanically, manually, electronically, or otherwise operated for entertainment or amusement and for which a coin or token must be inserted or a fee charged for the use of the machine.

"Point of Sale System" means a digital, electric, manual or mechanical system for calculating and recording sales transactions.

"Portable Food Vendor" means a person who sells or offers to sell food items to the general public for immediate consumption from a premise located in either a commercial or industrial zone.

"Post Box" means a box or other receptacle used or intended to be used for the collection or storage of mail.

"Post Box Rental Agency" means a business that makes available for rent, lease, purchase,

possession or use one or more post boxes to persons who are not normally occupants of the premises where the post box or post boxes are located, but does not include Canada Post.

"Proprietor" means the person who ultimately controls, governs or directs the activities carried on in premises referred to in this By-law and includes the person actually in charge of the premises.

"Real Estate Agent" means a person licensed or required to be licensed as real estate agent under the Real Estate Act, R.S.B.C. 1996. c. 397.

"Recreational Facility" means a premise which provides patrons the opportunity to perform physical activity and includes a billiard parlour, bowling alley, skating rink, curling rink, recreation club, health club and batting cage.

"Recycling Depot" means a building which is used or intended to be used for collecting, sorting, refunding and redistributing recyclable materials and specifically excludes the processing of recyclable material, other than the breaking of glass bottles.

"Recycling Plant" means a premise in which recoverable resources, including newspapers, magazines and other paper products, glass and metal cans, are recycled, reprocessed and treated to return the products to a condition in which they may again be used for production.

"Rooming House" means a building not being a hotel containing rooms used exclusively as sleeping units where lodging for three or more persons is provided.

"Sadomasochistic Behavior" means scenes involving a person or persons, any of whom are nude, clad in undergarments or in sexually revealing costumes, and who are engaged in activities involving flagellation, torture, fettering, binding, or other physical restraint of any of the persons.

"Salvage Yard" means a premise primarily used for storing, wrecking, crushing, piling and similar handling of vehicles, machinery and other equipment which is otherwise considered unusable and includes a junk yard but does not include a recycling plant or recycling depot.

"Scrap Dealer" means a person whose primary business is the collection and delivery of scrap to a licensed salvage yard, recycling plant or recycling depot.

"Scrap Metal Dealer" means a scrap metal dealer as defined in Scrap Metal Dealer Regulation By-law, 2008, No. 16655.

"Secondhand Dealer" means a secondhand dealer as defined in Surrey Secondhand Dealers and Pawnbrokers By-law, 1997, No. 13183.

"Sexual Conduct" means acts of masturbation, homosexuality, sexual intercourse or physical contact with a person's unclothed genitals, pubic area, buttocks or if the person is a female, her breast.

"Slot Machine Gaming" means a premise containing devices, mechanically, electronically or otherwise operated or intended to be operated for gaming purposes by means of insertion of money or cards or coins equivalent to money, but such devices shall not include an electronic

machine programmed to allow personal play whereby a person is able to play bingo against a computer or to play e-tabs or e-scratches generated by a computer.

"Social Escort Service" means the business of providing male or female escorts for social occasions.

"Student Venture Program" means the business of participating in a Student Venture Program, being an employment assistance program sponsored by the Province of British Columbia and administered by the Surrey Chamber of Commerce, commencing May 1st and terminating prior to October 15th in any year.

"Tax Buyer" means a person carrying on the business of purchasing or otherwise acquiring by way of assignment or other method, another person's right to claim and receive a refund of tax paid under the Income Tax Act of Canada which is due to the other person, but does not include a person licensed under any statute to perform that or a similar function.

"Temporary Homeless Shelter" means a building used to provide temporary sleeping accommodation at no cost for persons in need during the period between November 1 and March 31.

"Theatre" means a building used or intended to be used for live theatre or for the projection of motion picture films classified as general, mature, 14 years, or restricted under the Motion Picture Act Regulations, B.C. Reg. 260/86 made under the Motion Picture Act, R.S.B.C. 1996, c. 314.

"Theatre 2" means a building used or intended to be used for the projection of motion picture films classified as restricted under the Motion Picture Act Regulations, B.C. Reg. 260/86 made pursuant to the Motion Picture Act, R.S.B.C. 1996, c. 314 or where there is one or more film viewers made available for use by the public, or both.

"Therapeutic Touch Technique" includes but is not limited to shiatsu, accupressure, reflexology, bio-kinesiology, hellework, polarity, reiki, rolfing, and trager approach.

"Tobacco" means tobacco leaves or products produced from tobacco in any form or for any use.

"Truck Parking Facility" means a building, structure, or land designed or intended for the parking or storage of vehicles exceeding 5,000 kilograms (11,023 lbs.) licensed gross vehicle weight, excluding wrecked vehicles as defined in the Surrey Zoning Bylaw, 1993, No. 12000.

"Vapour Product" means the following:

- (a) an e-cigarette;
- (b) an e-substance;
- (c) a cartridge for or a component of an e-cigarette.

"Vending Machine" means a machine or device operated by or requiring for its operation the insertion of a coin or slug and, without limitation, includes a machine or device operated mechanically or otherwise for the purpose of selling or disposing of merchandise or for the

purpose of providing music, games, amusement or services of any kind, provided however, that a machine or device will be deemed not to be a vending machine when it is situated in a premise where the principal business carried on in that premise is the sale of merchandise or the dispensing of services through the operation of vending machines.

"Video Lottery Gaming" means an activity or game of chance for money or other valuable consideration carried out or played on or through a computer, electronic or other video device or machine, but excludes the following:

- (a) the purchase and sale of lottery tickets pursuant to a government approved lottery scheme administered by the Public Gaming Branch and the British Columbia Lottery Corporation;
- (b) pari-mutuel systems and machines that are duly licensed under regulations pursuant to Section 204 of the Criminal Code and under the Horse Racing Act, R.S.B.C. 1996, c. 198; and
- (c) "pull-tab" machines that are owned and administered by the British Columbia Lottery Corporation.

"Wholesale Dealer" means a person who carries on the business of dealing in a commodity by selling the commodity to retail dealers or to other wholesale dealers or to contractors or to manufacturers for use in their businesses, but does not include a warehouse operator, where the owner of the warehouse does not employ a representative other than the warehouse operator to solicit orders for, or to handle or distribute the commodities.

Schedule "A"

Category	Fee
Acupuncture	\$226.50 per year
Acupressure	\$226.50 per year
Administration Office	\$226.50 per year
Adult Entertainment Store	\$4,842.75 per year
Advertising	\$226.50 per year
Alcohol and Drug Recovery House	\$898.75 per year
Animal Sitting	\$226.50 per year
Apartment Building/Townhouse Rental	\$63.75 per year for each dwelling
Arcade	\$4,842.75 per year
Auction/Auctioneer	\$398.00 per year
Auto Body/Painting	\$366.75 per year
Automated Teller Machine	\$243.50 per year for each machine
Automobile Cleaning/Car Wash/Detailing	\$243.50 per year
Automobile Dealer/Rebuilder	\$567.75 per year
Automobile Wrecker	\$1,221.25 per year
Automobile/Truck Rental	\$405.00 per year
Automotive Repair Service	\$366.75 per year
Bakery	\$261.75 per year
Bankruptcy Trustee	\$316.75 per year
Bank	\$1,292.75 per year
Bed and Breakfast	\$121.50 per year
Boat Building/Sales/Service/Rental/Marina	\$290.75 per year
Body Rub Parlour/Body Painting Studio	\$4,842.75 per year
Bookkeeping	\$226.50 per year
Bowling Alley	\$986.00 per year
Bus Service	\$316.75 per year
Business School	\$213.25 per year
Business Services Office	\$226.50 per year
Carnival	\$39.25 per day for each device or game

Casino	\$4,842.75	per year (plus \$56.25 per machine)
Cat Boarding	\$226.50	per year
Caterer	\$226.50	per year
Catering/Coffee Truck	\$226.50	per year
Cemetery	\$1,605.25	per year (plus \$14.75 per hectare)
Charitable Society/Organization	\$1.50	per year
Cheque Cashing Centre	\$317.00	per year
Christmas Tree Sales	\$104.00	per season
Circus	\$246.25	per day
Collection Agent	\$317.00	per year
Commercial Kennel	\$487.25	per year
Computer Consulting/Repair/Design	\$226.50	per year (plus \$31.00 per employee)
Concession Stand	\$300.75	per year for each stand
Construction Management	\$226.50	per year (plus \$31.00 per employee)
Consultant	\$226.50	per year (plus \$31.00 per employee)
Contractor - Alarm Installation	\$317.00	per year
Contractor - Demolition	\$317.00	per year
Contractor - Electrical	\$317.00	per year
Contractor - Fire Protection	\$317.00	per year
Contractor - General	\$317.00	per year
Contractor - Landscaping/Excavating	\$317.00	per year
Contractor - Masonry/Drywall	\$317.00	per year
Contractor - Miscellaneous	\$317.00	per year
Contractor - Painting	\$317.00	per year
Contractor - Paving	\$317.00	per year
Contractor - Plumbing/Heating/Mechanical	\$317.00	per year
Contractor - Roofing/Insulation	\$317.00	per year
Contractor - Sewer/Septic	\$317.00	per year
Contractor - With Storage	\$317.00	per year (plus \$25.75 for each 100m ² over 2000m ² not including customer parking areas)
Counselling Service	\$226.50	per year
Courier Service	\$161.75	per year
Currency Exchange	\$317.00	per year
Customs Broker	\$348.00	per year (plus \$31.00 per employee)

Dating Service	\$4,842.75	per year
Dental Lab	\$348.00	per year
Denture Clinic	\$348.00	per year
Desktop Publishing	\$226.50	per year (plus \$31.00 per employee)
Discotheque/Dancehall	\$4,842.75	per year
Dog Grooming	\$312.00	per year
Drafting/Design Service	\$226.50	per year (plus \$31.00 per employee)
Dressmaker	\$104.25	per year
Driving School	\$213.25	per year
Dry Cleaner/Laundry	\$157.50	per year
Education Service (assessment, etc.)	\$226.50	per year (plus \$31.00 per employee)
Employment Agency/Recruiting Service	\$226.50	per year (plus \$31.00 per employee)
Employment Consultant	\$226.50	per year (plus \$31.00 per employee)
Esthetician	\$127.50	per year
Farm Produce Sales	\$317.00	per year
Fashion Design	\$226.50	per year (plus \$31.00 per employee)
Financial Agent	\$729.75	per year
Financial Planning/Consultant	\$226.50	per year (plus \$31.00 per employee)
Fireworks Vendor	\$408.00	per year
Fitness Personal Trainer	\$226.50	per year (plus \$31.00 per employee)
Flea Market	\$312.00	per year
Funeral Parlour	\$417.75	per year
Gas Station	\$655.50	per year
General Business Office	\$226.50	per year (plus \$31.00 per employee)
Glass Installation/Sales	\$317.00	per year
Golf Course, Driving Ranges, Par 3 Courses	\$300.75	per year
Hairdressing Salon/Hair Stylist	\$128.50	per year (plus \$64.75 for each chair over one)
Health Care Consultant	\$226.50	per year (plus \$31.00 per employee)
Hobby Kennel - 3 Dogs	\$123.75	per year
Hobby Kennel - 4 to 6 Dogs	\$243.50	per year
Holistic Health Care	\$348.00	per year
Home Crafts	\$104.00	per year
Horse Racing	\$359.00	per day
Hotel/Motel/Rooming House	\$18.00	per year for each room

Ice Cream Vendor	\$290.75	per year
Immigration Consultant	\$226.50	per year (plus \$31.00 per employee)
Import/Export	\$213.25	per year
Income Tax Service	\$226.50	per year
Insurance Adjuster	\$261.75	per year
Insurance Agent	\$226.50	per year (plus \$31.00 per employee)
Interior Decorating/Design	\$226.50	per year (plus \$31.00 per employee)
Internet Services	\$226.50	per year (plus \$31.00 per employee)
Investment Consultant	\$226.50	per year (plus \$31.00 per employee)
Janitorial Service	\$193.25	per year
Land Development	\$317.00	per year
Laundromat	\$487.25	per year
Licensed Premises (Food Primary)	\$407.00	per year
Licensed Premises (Food Primary with	\$809.75	per year
Licensed Premises (Liquor Primary Club)	\$2,435.25	per year
Licensed Premises (Liquor Primary)	\$2,435.25	per year
Licensed Premises (Liquor Primary – Cabaret)	\$4,842.75	per year
Licensed Premises (Liquor Primary – Stadium)	\$4,842.75	per year
Licensee Retail Store	\$809.75	per year
Limousine Service	\$162.00	per year (plus \$84.25 per vehicle)
Locksmith	\$317.00	per year
Lumber Yard/Building Material Yard	\$419.75	per year (plus \$24.75 per 100m ² over 2000m ² not including customer parking areas)
Machinery/Heavy Equipment Dealer	\$419.75	per year
Mail Drop Service	\$226.50	per year
Mail Order	\$226.50	per year
Manufacturer's Agent	\$213.25	per year
Manufacturer/Machine Shop	\$308.00	per year (plus \$7.50 per employee)
Massage Therapist (RMT)	\$348.00	per year
Media/Public Relations	\$226.50	per year (plus \$31.00 per employee)
Mediation Services	\$226.50	per year (plus \$31.00 per employee)
Medical Laboratory	\$405.00	per year
Methadone Dispensary	\$4,842.75	per year

Miscellaneous	\$317.00	per year
Mobile Home Park	\$63.75	per year for each unit
Model Studio	\$3,127.25	per year
Nursery	\$317.00	per year
Parking Lot Enforcement (Automobile Immobilizing)	\$438.75	per year
Parking Facility	\$317.00	per year
Party/Wedding Consultant	\$226.50	per year (plus \$31.00 per employee)
Pawnbroker	\$4,842.75	per year
Pedlar	\$290.75	per year
Pepper Spray Vendor	\$407.00	per year
Petroleum Product Distributor	\$520.00	per year
Photographer/Videographer	\$213.25	per year
Planning Consultant	\$226.50	per year (plus \$31.00 per employee)
Portable Food Vendor	\$121.50	per year
Post Box Rental Agency	\$213.25	per year
Printer/Publisher	\$213.25	per year
Private Investigators	\$317.00	per year
Professional Practitioner - Accountant	\$484.75	per year (plus \$31.00 per employee)
Professional Practitioner - Architect	\$484.75	per year (plus \$31.00 per employee)
Professional Practitioner - Chiropractor	\$484.75	per year (plus \$31.00 per employee)
Professional Practitioner - Dentist	\$484.75	per year (plus \$31.00 per employee)
Professional Practitioner - Engineer	\$484.75	per year (plus \$31.00 per employee)
Professional Practitioner - Land Surveyor	\$484.75	per year (plus \$31.00 per employee)
Professional Practitioner - Lawyer	\$484.75	per year (plus \$31.00 per employee)
Professional Practitioner - Doctor	\$484.75	per year (plus \$31.00 per employee)
Professional Practitioner - Notary	\$484.75	per year (plus \$31.00 per employee)
Professional Practitioner - Optometrist	\$484.75	per year (plus \$31.00 per employee)
Professional Practitioner - Part Time	\$161.75	per year
Professional Practitioner - Psychiatrist/Psychologist	\$484.75	per year (plus \$31.00 per employee)
Professional Practitioner - Veterinarian	\$484.75	per year (plus \$31.00 per employee)
Professional Sports	\$104.00	per year
Project Management	\$226.50	per year (plus \$31.00 per employee)
Property Management	\$226.50	per year (plus \$31.00 per employee)

Public Utility Company	\$1,605.25	per year
Real Estate Agent - 0-5 Employees	\$161.75	per year
Real Estate Agent - 6-10 Employees	\$370.25	per year
Real Estate Agent - 11-15 Employees	\$624.50	per year
Real Estate Agent - 16-25 Employees	\$809.75	per year
Real Estate Agent - 26-50 Employees	\$1,119.25	per year
Real Estate Agent - 51-100 Employees	\$1,494.25	per year
Real Estate Agent - 100+ Employees	\$1,494.25	per year (plus \$305.50 for each 50 employees over 100 employees)
Real Estate Appraisal Service/Building Inspector	\$317.00	per year
Recreational Facility	\$300.75	per year
Recycling Depot	\$405.00	per year
Recycling Plant	\$809.75	per year
Reflexology	\$333.75	per year
Rental Service	\$213.25	per year
Repair Service	\$213.25	per year
Restaurant	\$121.50	per year (plus \$3.00 per seat)
Retail Merchant (0-2 Employees)	\$317.00	per year
Retail Merchant (3-5 Employees)	\$317.00	per year (plus \$31.00 per cash register)
Retail Merchant (6-9 Employees)	\$317.00	per year (plus \$75.75 per cash register)
Retail Merchant (10-19 Employees)	\$317.00	per year (plus \$102.00 per cash register)
Retail Merchant (20 or More Employees)	\$317.00	per year (plus \$128.50 per cash register)
Sales/Marketing Office	\$226.50	per year (plus \$31.00 per employee)
Salvage Yard	\$1,217.00	per year
Scrap Dealer	\$317.00	per year
Secondhand Dealer	\$4,842.75	per year
Security Consultant	\$226.50	per year (plus \$31.00 per employee)
Security Service	\$388.75	per year
Seminar	\$81.00	per day
Sharpening Service	\$104.00	per year
Shiatsu Massage	\$348.00	per year
Ship Agency/Chandler	\$226.50	per year (plus \$31.00 per employee)
Sign Painter/Manufacturer/Installation	\$317.00	per year
Social Club	\$226.50	per year

Social Escort Service	\$4,842.75	per year
Software Design/Consultant	\$226.50	per year (plus \$31.00 per employee)
Student Venture Program	\$17.75	per year
Tailor	\$157.50	per year
Tanning Salon	\$387.00	per year
Tattoo Parlour	\$195.50	per year
Taxi Service	\$155.00	per year (plus a per taxi fee as follows: <ul style="list-style-type: none"> - \$30.00 for a zero emissions vehicle; - \$0.00 for a wheelchair accessible vehicle; - \$150.00 for any other vehicle)
Taxidermist	\$213.25	per year
Telemarketing Office	\$226.50	per year (plus \$31.00 per employee)
Theatre	\$213.25	per year (plus \$2.50 per seat)
Theatre 2	\$4,842.75	per year
Theatre - Drive-in	\$213.25	per year (plus \$5.25 per parking space)
Tour Consultant/Operator	\$226.50	per year (plus \$31.00 per employee)
Tourist Trailer Parks/Campsites	\$226.50	per year (plus \$31.00 per space)
Towing with No Storage	\$405.00	per year
Towing with Storage	\$809.75	per year
Trade School	\$213.25	per year
Traffic Control	\$243.50	per year
Travel Agency	\$226.50	per year (plus \$31.00 per employee)
Trucking & Cartage - one vehicle only	\$161.75	per year
Trucking & Cartage - multiple vehicles	\$317.00	per year
Truck Parking Facility	\$809.75	per year
Tutoring	\$121.50	per year
U-brew/U-vin Premises	\$312.00	per year
Upholstery	\$213.25	per year
Vending Machine/Pinball Machine	\$35.00	per year for each machine
Warehouse	\$300.75	per year
Welding	\$317.00	per year

Wholesale Dealer

\$300.75 per year (plus \$7.50 per employee)

All fees are subject to applicable taxes.

APPENDIX “IV”

Proposed Amendments to *Surrey Bylaw Notice Enforcement Bylaw, 2016, No. 18691*

Add new rows:

By inserting the following new rows at the bottom of the table in Schedule A -
Contraventions and Penalties, Part 27:

13007	88.2(3)	Heavy commercial vehicle parked without permit	\$150.00	\$100.00	\$200.00	No
13007	88.2(4)	Heavy commercial parking permit not paid	\$150.00	\$100.00	\$200.00	No
13007	88.2(6)	Heavy commercial vehicle parked contrary to permit	\$150.00	\$100.00	\$200.00	No
13007	88.2(6)	Heavy commercial vehicle parked in wrong spot	\$150.00	\$100.00	\$200.00	No
13007	88.2(9)	Heavy commercial parking permit revoked/suspended	\$150.00	\$100.00	\$200.00	No

SURREY TRUCK PARKING STRATEGY

A Report by the Mayor's Task Force on Truck Parking

December 2019



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Message from Task Force Chair

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

Executive Summary

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.

1 | Introduction & Background



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.



2 | Timeline & Process

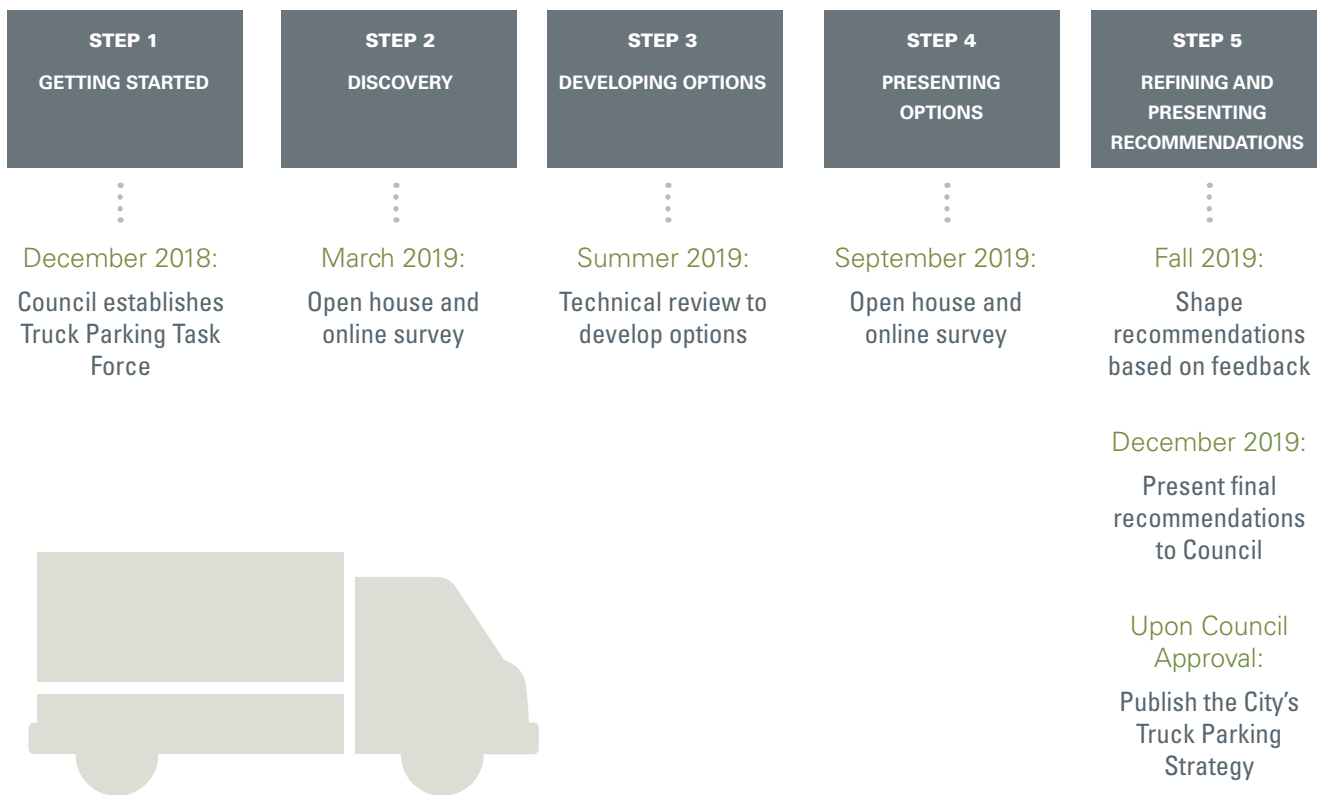


STEP 1: GETTING STARTED

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

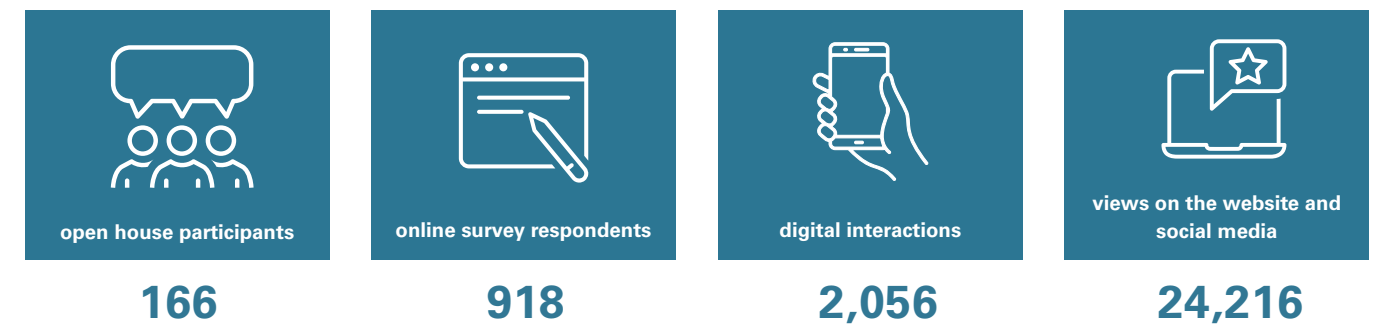
- Evaluate the supply of authorized truck parking facilities within Surrey; and
- Determine options to increase the supply of authorized truck parking to better meet the needs of truck operators.

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.

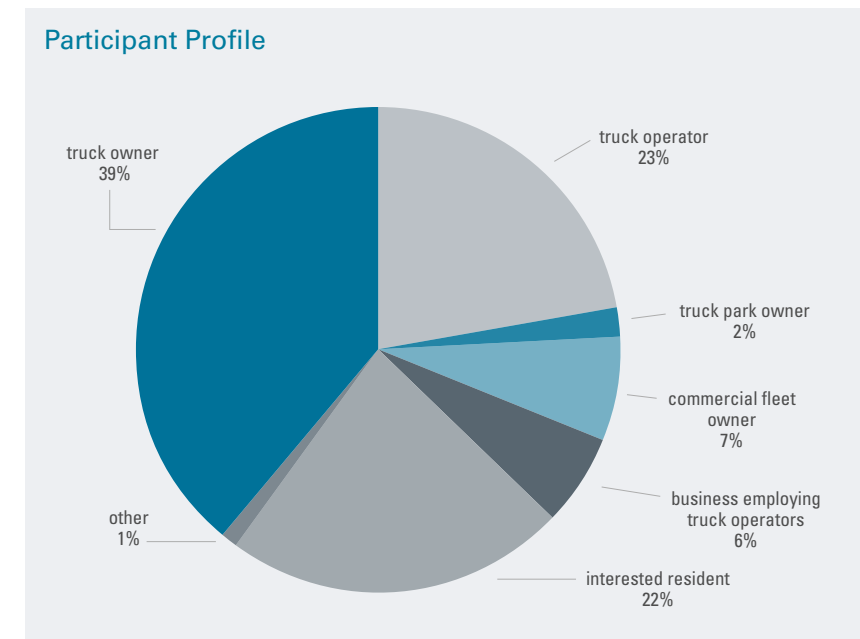


STEP 2: DISCOVERY

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.



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.

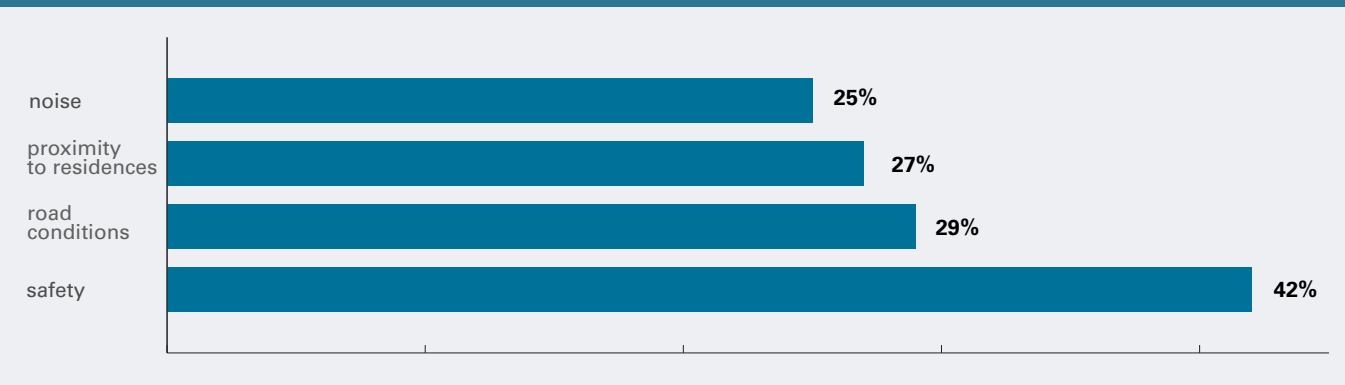


Participants in the engagement provided feedback on concerns, barriers to finding and developing truck parking facilities, and suggestions for improving truck parking.

Note that participants could indicate more than one concern.



What are your primary concerns about issues related to parking?



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

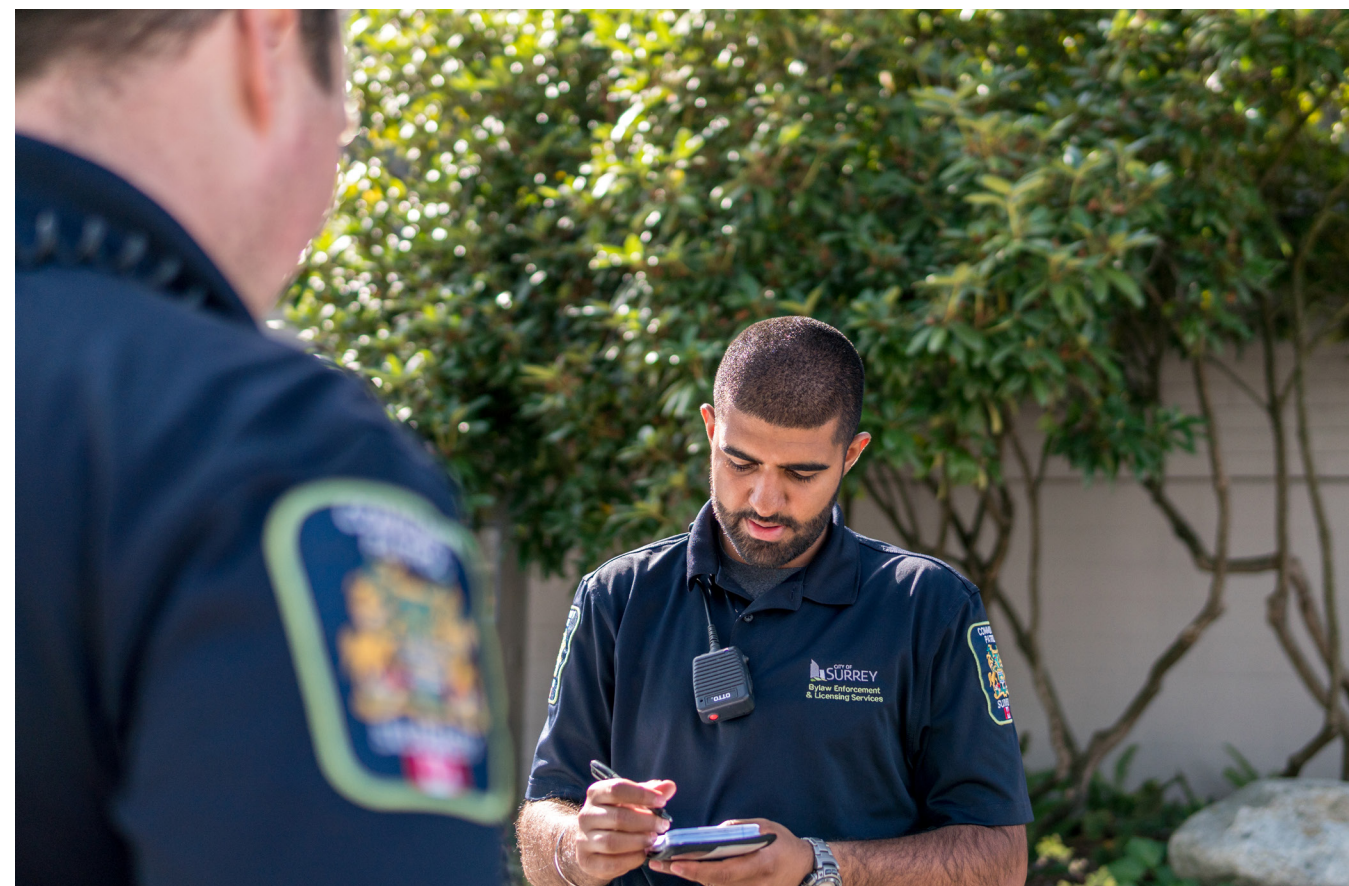
A number of studies have been conducted in recent years to evaluate truck parking efforts throughout North America. The studies varied in scope and focus, but a number of common themes prevailed. Some best practice recommendations that were relevant to Surrey's context include:

- 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:

PAST INITIATIVE	FINDINGS	NEXT STEPS
On-street truck parking	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.	Further explore implementation with ways to address concerns raised.
Streamlining Temporary Use Permit process	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).	Review zoning requirements in relation to financial viability with a focus on development of longer-term sites instead of temporary sites.
Creation of truck parking webpage	A webpage was created to aggregate the locations of authorized truck parking facilities as a resource for truck operators.	Explore additional, improved resources for finding truck parking spaces within the City.
Truck parking on private lands	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.	Explore the potential to allow for truck parking in other zones.
Use of surplus parking on industrial properties	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.	Develop resources (such as an app or website) to increase viability of third-party use of surplus parking spaces.
Removal of building requirement for truck parking facilities	The requirement for construction of a building on truck parking sites was removed to reduce costs associated with development.	Continue to review zoning requirements in relation to financial viability.



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.

AGENCY	SUMMARY OF DISCUSSIONS
Ministry of Transportation and Infrastructure	A new truck parking facility is currently planned off Highway 17 under the Port Mann Bridge.
BC Hydro	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.
Port of Vancouver	No Port lands were currently identified as available for the development of a truck parking facility.
Metro Vancouver's Regional Industrial Lands Strategy Task Force	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.

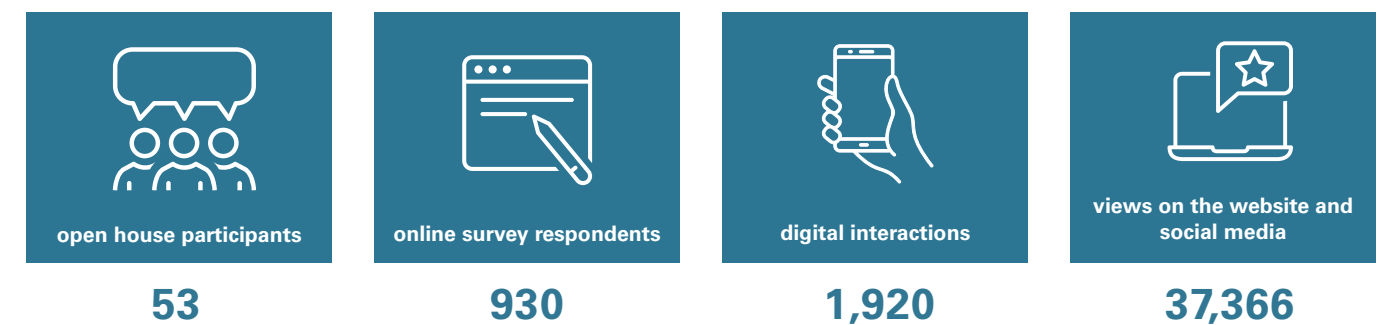
Dialogue with external agencies is planned to continue as needs and priorities evolve and as any further opportunities are identified.

Initiatives Developed

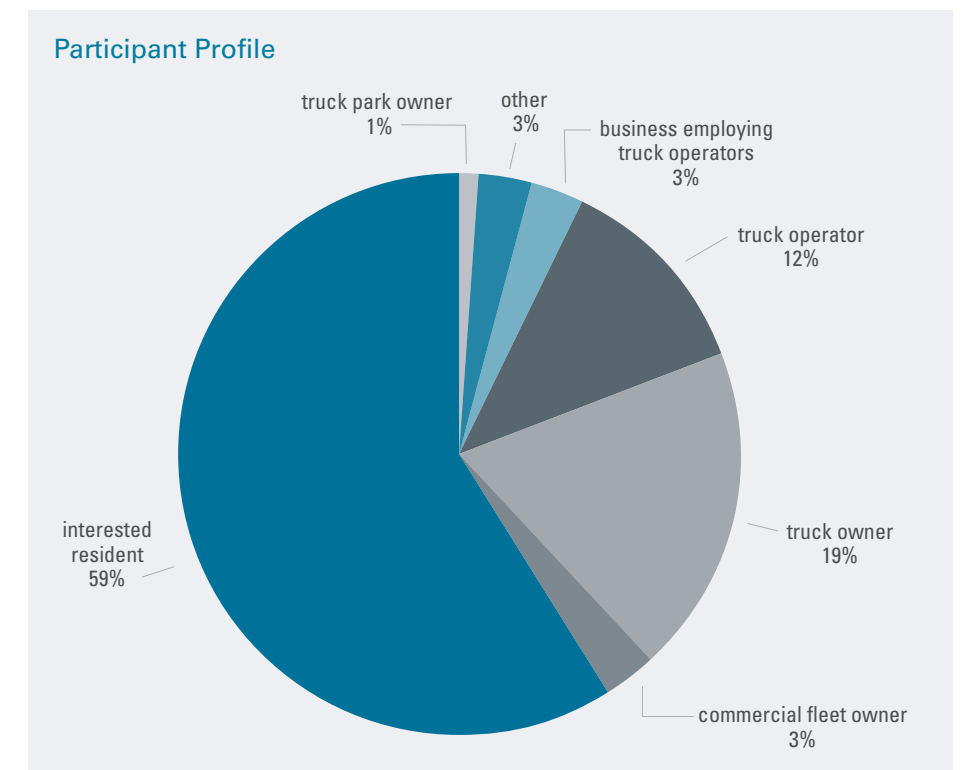
Based on the feedback from the open house and online survey, technical reviews, and industry stakeholder engagement, a number of initiatives were developed to address the concerns and challenges that were identified as part of the process. Each of the suggestions received as part of the open house and 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.

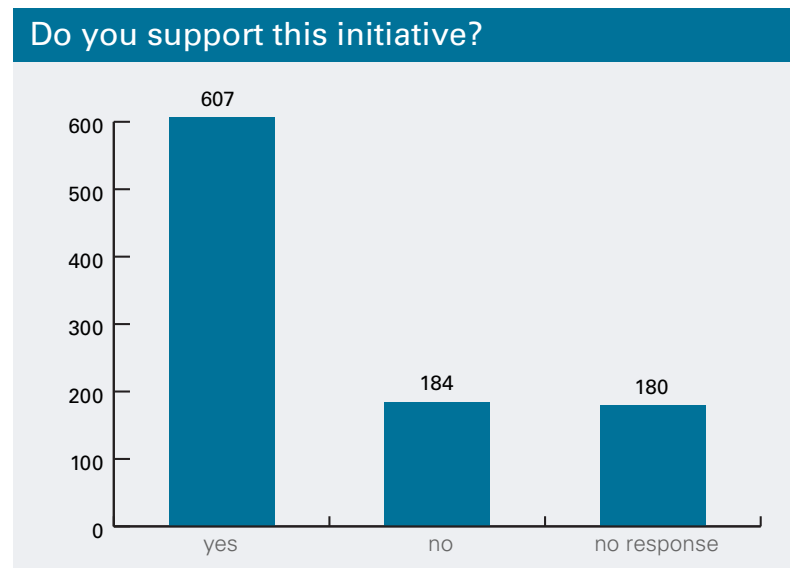
ON-STREET PARKING

Overview

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

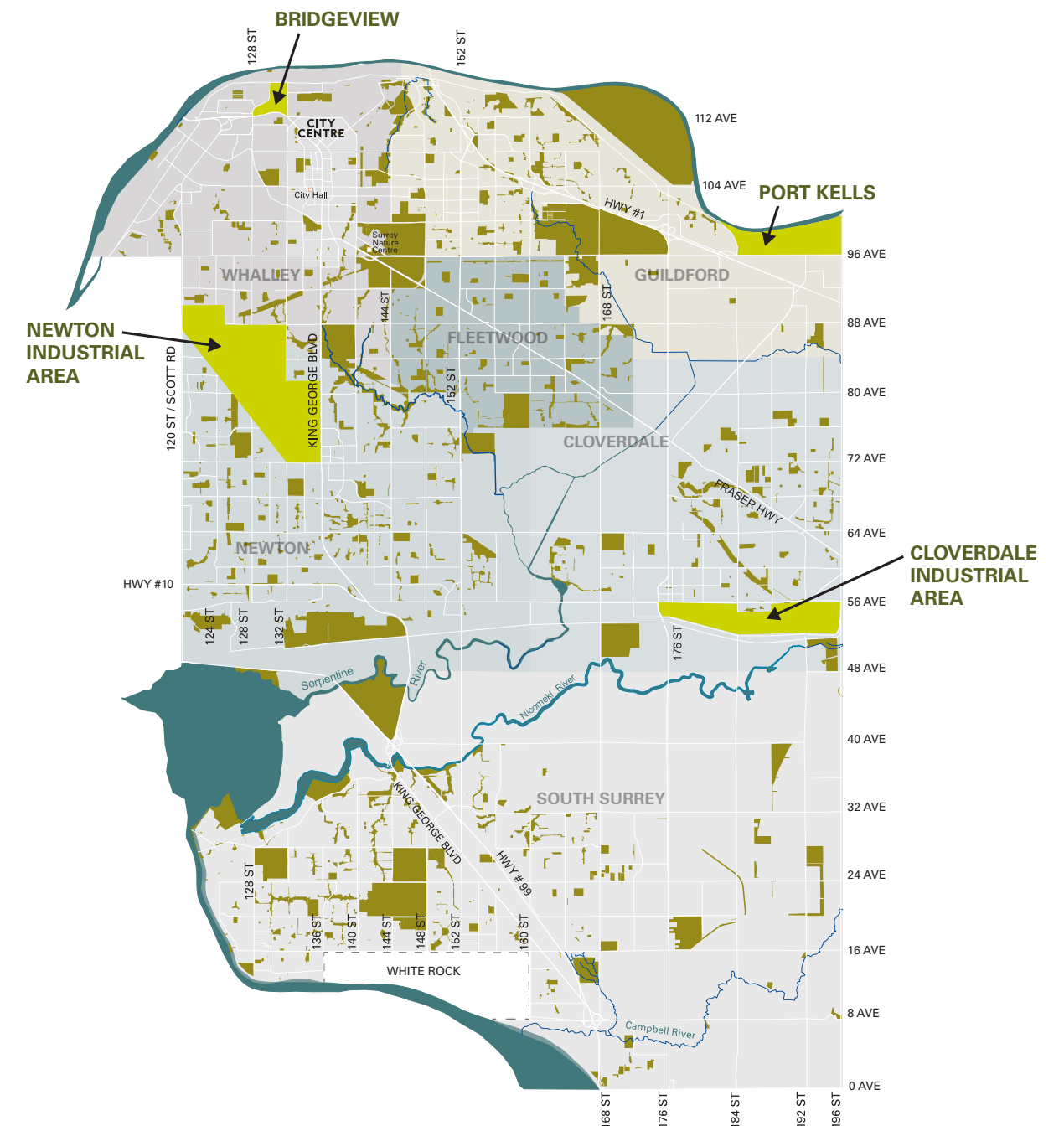
What We Heard

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



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

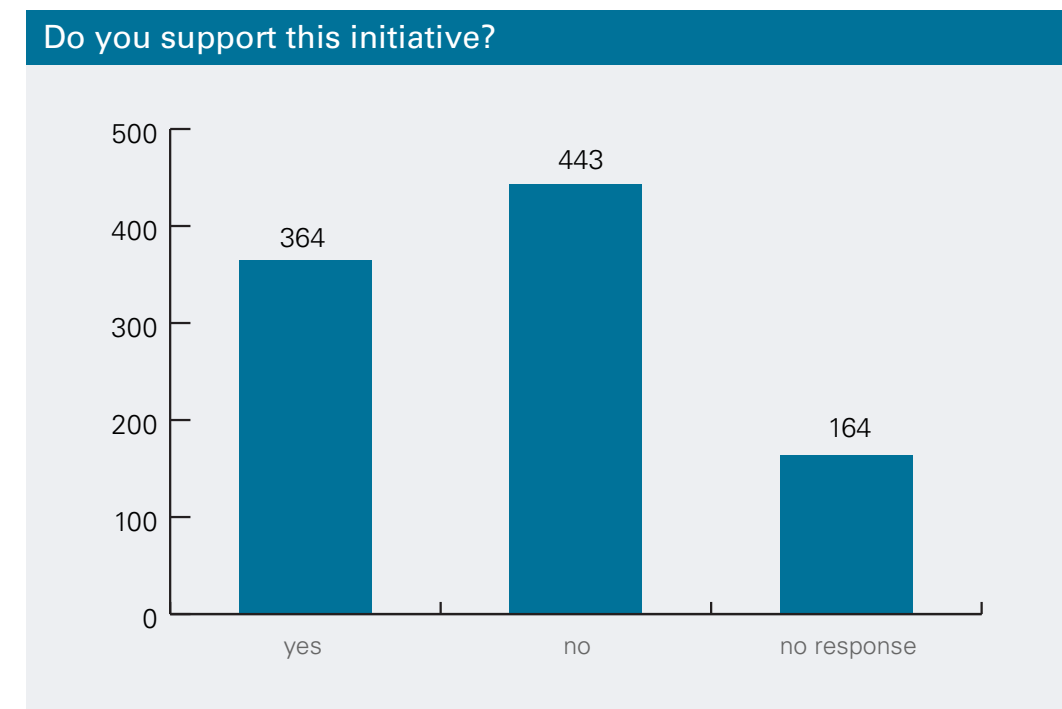
Overview

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

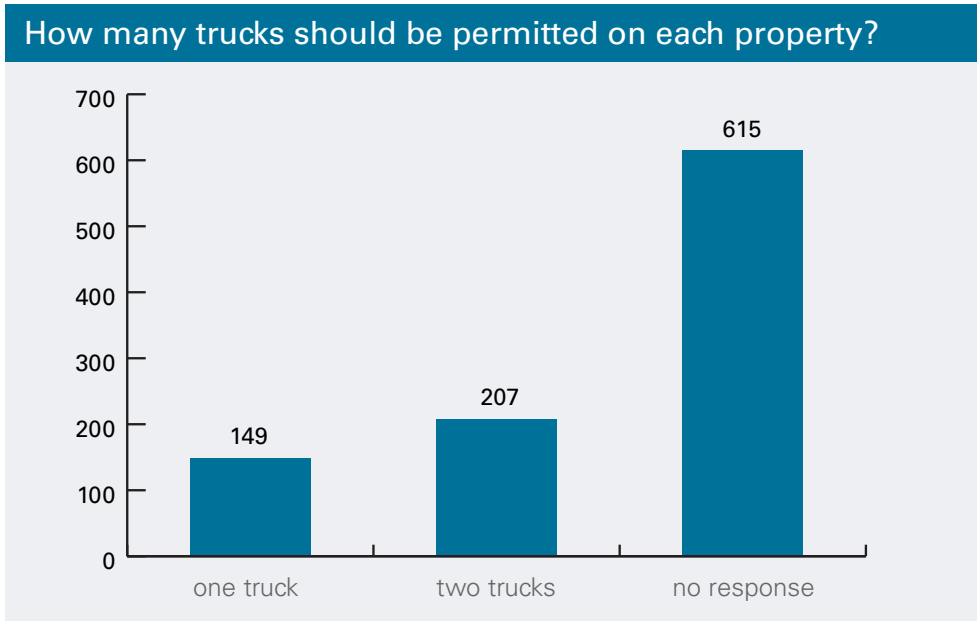
The majority of open house participants indicated support for permitting parking within low-density residential areas; however, many of the online survey participants did not support this initiative.

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.

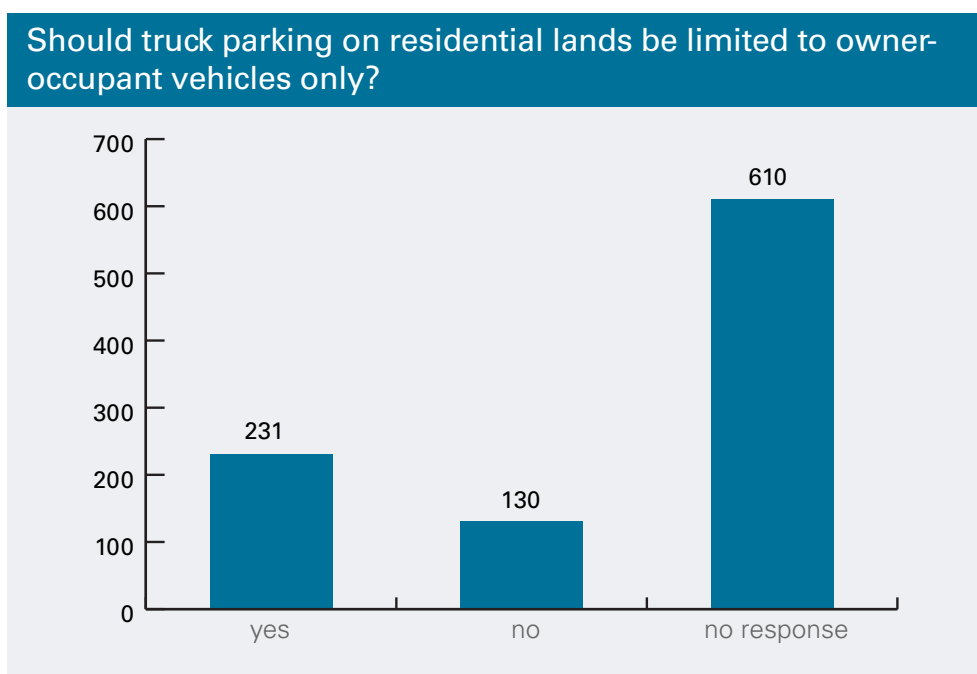




Slightly more participants who supported truck parking in low-density residential lands indicated a preference for two trucks, rather than one, to be permitted to park on each property.



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.



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.



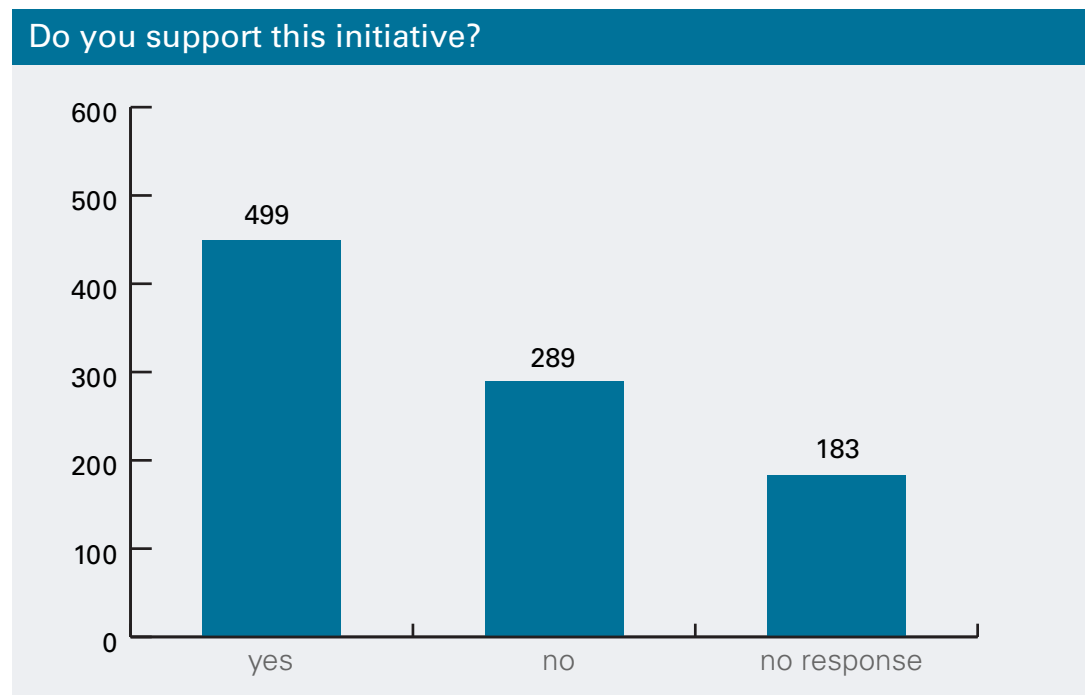
▶ REDUCE COSTS OF DEVELOPMENT FOR TRUCK PARKING FACILITIES

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.



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

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.





PARKING APP

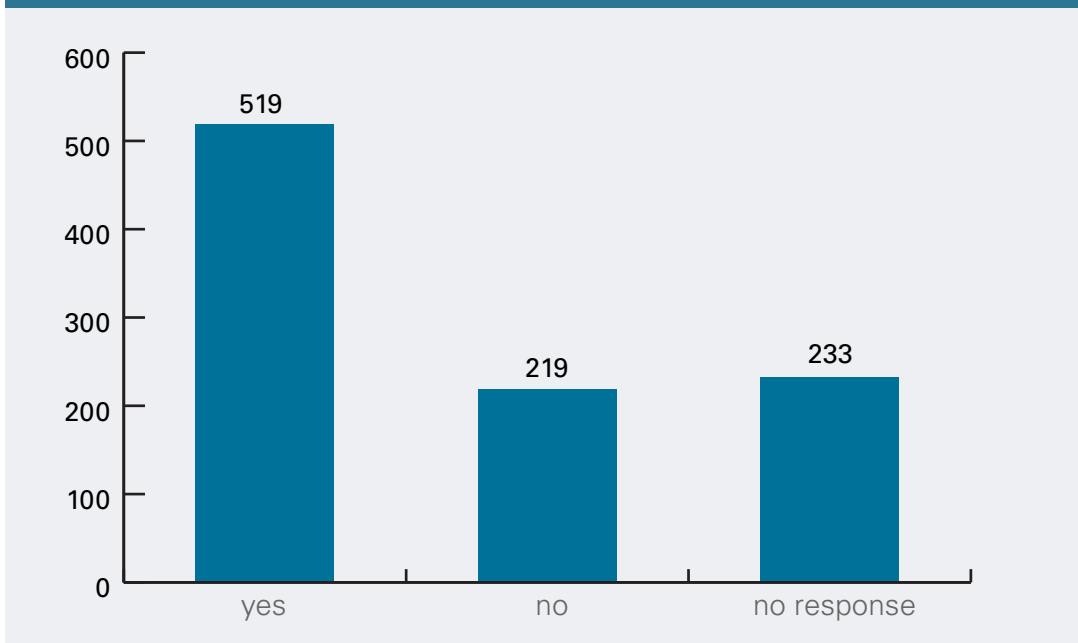
Overview

This initiative will explore the development of a trucking 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?



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.





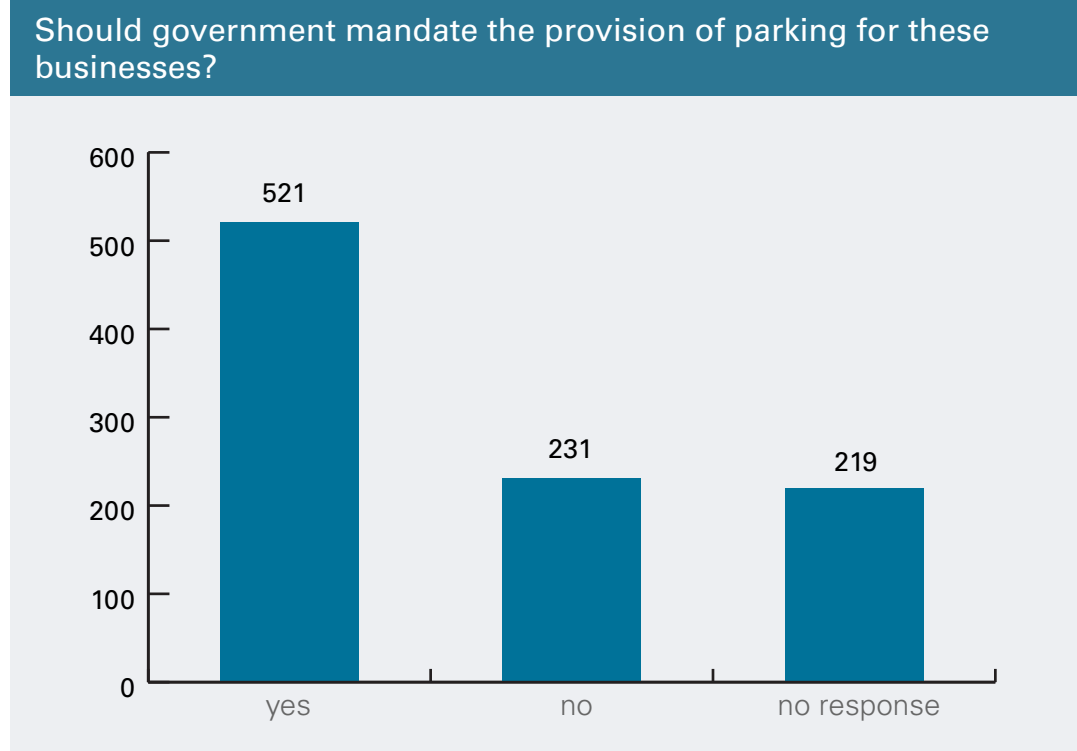
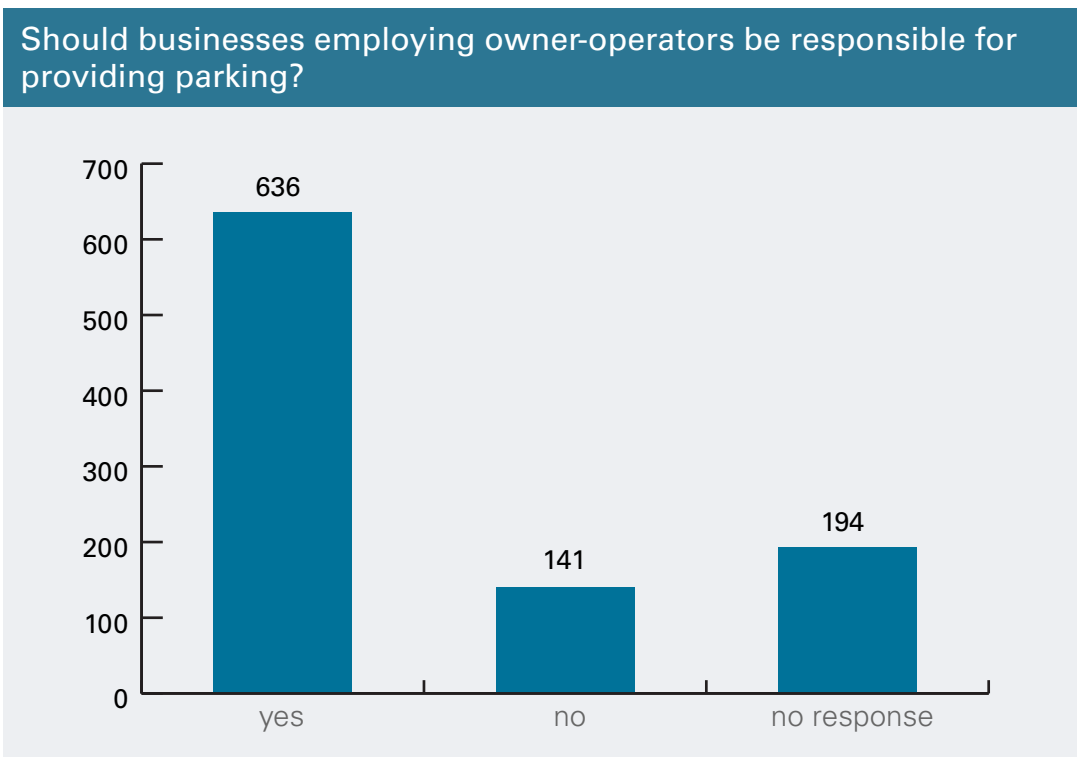
▶ INCREASE PARKING PROVISION OF TRUCKING COMPANIES

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.



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.



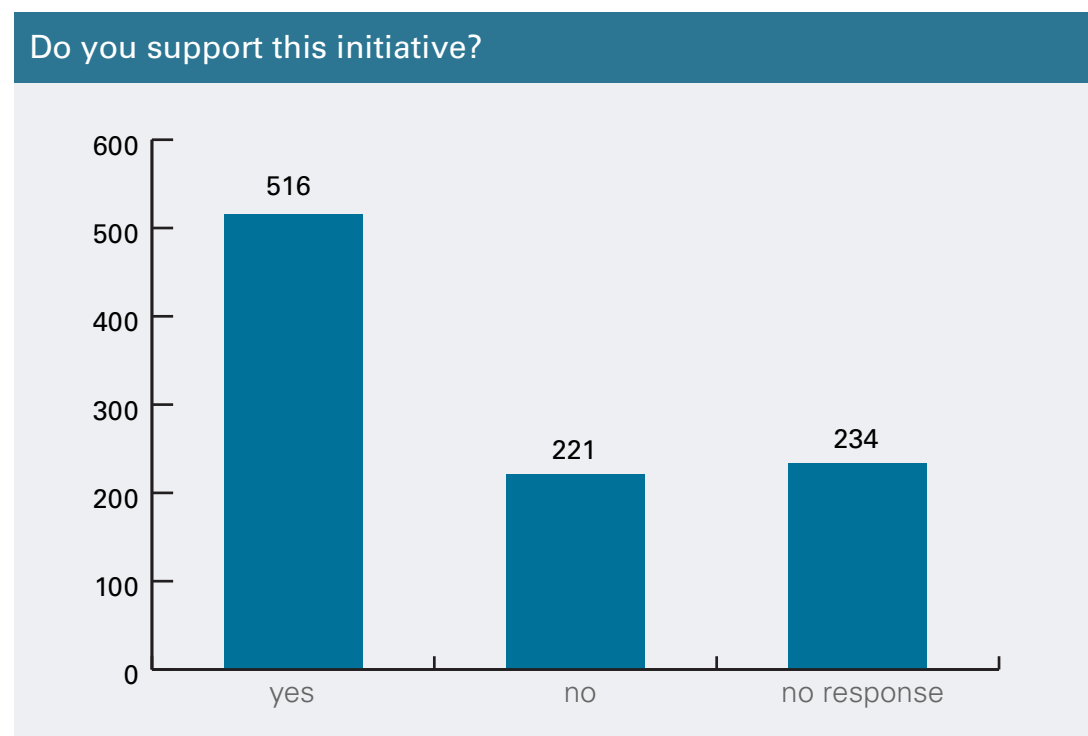
▶ LOCAL AREA SERVICE PROGRAM TO FACILITATE TRUCK PARKING DEVELOPMENT

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 benefitting 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.



A number of participants also commented that the cost of the required infrastructure should be the site responsibility of the developers.

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 benefitting 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.

INITIATIVE	POTENTIAL ADDITIONAL SPACES	NEXT STEPS	TIMEFRAME
On-street truck parking permit program	200	Engage with fronting business owners on roads identified for a pilot of an on-street permit program.	Spring 2020
		Implement pilot program for approximately eight to twelve weeks.	Spring 2020
		Gather feedback from users of pilot program and fronting business owners.	Summer 2020
		Consider expansion of on-street permit program to additional roads.	Fall 2020
Parking in low-density residential areas	100	Establish guidelines for truck parking business licence.	Summer 2020
		Pilot truck parking on residential acreages through Temporary Use Permit with business licence.	Fall 2020
Reduce costs of truck parking development	500	Amend the Zoning Bylaw to waive the paving requirement for truck parking facilities in any zone permitting transportation industry uses.	Fall 2020
		Amend the Business Licensing renewal process for truck parking facilities to ensure monitoring and inspections.	Fall 2020
Parking app	200	Develop detailed criteria to guide requirements for parking app.	Spring 2020
		Solicit proponent to develop app.	Summer 2020
Increase parking provision of trucking companies	500	Encourage owner-operators and trucking associations to initiate discussions with companies for increased parking provisions.	Spring 2020
		Amend business licensing application for trucking companies to include acknowledgement of sufficient parking provisions.	Summer 2020
Local Area Service Program to facilitate truck parking development	200	Continue to work towards a pilot Local Area Service initiative in South Westminster.	Throughout 2020
		Evaluate the pilot post-implementation and establish process guidelines for future initiatives.	TBD



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.



surrey.ca/truckparking

