



# City of Richmond

## Report to Committee

**To:** General Purposes Committee

**Date:** August 25, 2025

**From:** Lloyd Bie, P.Eng.  
Director, Transportation

**File:** 10-6360-16-01/2024-  
Vol 01




**Re:** **Proposed Commercial Truck Parking Strategies**

### Staff Recommendations

1. That the proposed On-Street Commercial Truck Parking Pilot Program and Recommended Actions as described in the staff report titled "Proposed Commercial Truck Parking Strategies" dated August 25, 2025, from the Director, Transportation, be approved;
2. That Staff report back to Council with the associated bylaw amendments required to implement Option A: Paid Monthly Permit Fee for the proposed On-Street Commercial Truck Parking Pilot Program, as described in the staff report titled "Proposed Commercial Truck Parking Strategies" dated August 25, 2025, from the Director, Transportation; and
3. That Staff include the estimated costs for the proposed On-Street Truck Parking Pilot Program, as described in the staff report titled "Proposed Commercial Truck Parking Strategies" dated August 25, 2025, from the Director, Transportation, as part of the 2026 budget process for Council consideration.

Lloyd Bie, P.Eng.  
Director, Transportation  
(604-276-4131)

Att. 4

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Engineering	<input checked="" type="checkbox"/>	
Community Bylaws	<input checked="" type="checkbox"/>	
Business Services	<input checked="" type="checkbox"/>	Suzanne Bycraft, Acting GM
Real Estate	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Finance	<input checked="" type="checkbox"/>	
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO</b> 

## **Staff Report**

### **Origin**

At the November 18, 2024, General Purposes Committee, staff received the following direction:

- (1) That staff explore further locations beyond those previously identified in reports for potential truck parking areas in Richmond, assessing their feasibility based on a realistic evaluation;*
- (2) That staff revise and/or create policies regarding land use, transportation, and agriculture to address the current demands and challenges associated with truck parking in Richmond; and*
- (3) That updates on items 1 and 2 be presented to the Council within a three-month time frame.*

This report addresses this referral.

This report supports Council's Strategic Plan 2022-2026 Focus Area #1 Proactive in Stakeholder and Civic Engagement:

*Proactive stakeholder and civic engagement to foster understanding and involvement and advance Richmond's interests.*

This report supports Council's Strategic Plan 2022-2026 Focus Area #2 Strategic and Sustainable Growth:

*Strategic and sustainable growth that supports long-term community needs and a well-planned and prosperous city.*

This report supports Council's Strategic Plan 2022-2026 Focus Area #3 A Safe and prepared Community:

*Community safety and preparedness through effective planning, strategic partnerships and proactive programs.*

### **Analysis**

#### **Introduction**

In Richmond, the trucking industry supports sectors such as construction and freight delivery, playing a critical role in local supply chains and the local economy. Truck parking is essential to this industry and enabling the flow of goods and services.

Securing adequate space for overnight truck parking has been a long-standing and complex challenge in the region.

The Canadian Trucking Association of BC indicates additional space for long haul large truck tractor parking is needed in the region, particularly in Surrey and Langley and other areas along the highway network. Recognizing that these challenges require action from other levels of government, the Metro Vancouver Regional District Board sent a letter to the Ministry of Transportation and Transit (MoTT) in 2024 advocating for provincial action on this issue.

This report provides the results of staff's comprehensive review of the commercial truck parking context in Richmond, recommends actions to support the trucking industry and summarizes results of engagement with other levels of government on this matter.

#### A. Review of Commercial Truck Parking in Richmond

##### *Existing Truck Parking Policies and Bylaws*

Truck parking in the City is guided by the following bylaws and policies:

##### *Traffic Bylaw*

A commercial vehicle is defined as a truck or truck tractor with a licenced minimum gross vehicle weight of 5,500 kilograms. Richmond's Traffic Bylaw No. 5870 prohibits parking commercial vehicles between 7:00pm to 7:00am on a public street, unless it is engaged in immediate activity such as loading or unloading

##### *Zoning Bylaw and Official Community Plan (OCP)*

The City's Zoning Bylaw allows for commercial vehicle parking and storage in all standard industrial zones. There are also lands designated for industrial land uses in the City's Official Community Plan (OCP) that allow for a wide range of industrial and supporting land uses, including allowing commercial vehicle parking. There is approximately 3,600 acres (1,455 hectares) of land currently zoned for industrial uses that permits commercial vehicle parking and an additional 230 acres (95 hectares) of land designated for industrial uses in the OCP that are not currently zoned industrial. A City Bulletin reflecting the permitted land uses that can have commercial truck parking and storage was posted to the City's website in January 2025 (Attachment 1).

##### *16,000 Block of River Road Land Use Policy*

In 2008, Council approved interim and long-term action plans for the 16,000 block of River Road, which identified the area for commercial vehicle parking and storage as an interim use.

Currently, eight of the 14 properties in this area are already zoned industrial and permit commercial truck parking (including four sites that were rezoned under the interim action plan).

A further two properties (16820 & 16960 River Road) are currently under active development applications (RZ 23-026564 and RZ 22-013271) which propose commercial truck parking. Staff anticipate the application at 16960 River Road to be brought forward to Council in September 2025 for consideration. Both applications intend to rezone each property from Agriculture to Industrial, which would be consistent with the existing Industrial land use designation in the OCP, in order to permit commercial truck parking.

For the remaining four properties (16500, 16680, 16860 and 16880 River Road), staff sent letters in January 2025 to notify the property owners of the option to rezone their property consistent with the interim action plan for the 16,000 block of River Road. To date, staff have not received any follow-up correspondence or inquiries for this area and will continue to monitor activity.

Staff also conducted outreach in the 16,000-block area, engaging with sites currently used for truck parking to gather general information on available space that could accommodate additional vehicle parking. Based on these discussions, operators/property owners indicated that additional vehicle parking on their site for trucks was not currently available. Feedback reflected that the entire site was needed for the fleet of vehicles associated with the onsite business.

### *Agricultural Lands*

The City does not permit commercial truck parking on land designated or zoned for agricultural uses and contained in the Agricultural Land Reserve (ALR), unless it is accessory to and directly supports the operation of an existing farm. This is consistent with ALR regulations on truck parking. The Agricultural Land Commission (ALC) generally restricts the use of ALR lands to agricultural purposes. This means that using ALR land for commercial truck parking, which is not associated with an agricultural activity, would require a non-farm use application and approval from both Council and the ALC. The above regulations restricting commercial truck parking in the ALR are aligned with the City's OCP land use policies, which supports use of agricultural land for farming and discourages use/activities that are not related to agricultural activity. There is currently a non-farm use application at 14671 Williams Road (AG 25-019652) under review that proposes to use a portion of the property for truck parking. Staff anticipate the application to be brought forward to Council in October 2025.

### Evaluation of Commercial Truck Operation in Richmond

#### *Richmond Registered Trucks*

According to 2023 ICBC data, there are 6,591 commercial vehicles weighing over 5,500 kilograms registered in Richmond. Table 1 below illustrates that the majority of the commercial vehicles registered in Richmond are cube vans (Figure 1). The remaining 31% of registered commercial vehicles in Richmond comprise of Semi-Truck/ Tractors and Trailers (Figure 2), and other types of commercial vehicles including buses and dump trucks.

**Table 1: Commercial Trucks Registered in Richmond (min. 5500 kg)**

<b>Commercial Trucks by Type Registered in Richmond</b>	<b>Number</b>	<b>Percent</b>
Cube Van	4574	69%
Semi-Truck/ Tractor and Trailer	780	12%
Dump Truck	406	6%
Bus	387	6%
Other (Flat Deck, Utility, etc.)	444	7%
<b>Total</b>	<b>6591</b>	<b>100%</b>



Figure 1: Example of a Cube Van



Figure 2: Example of a Semi Truck/Tractor and Trailer

### *Truck Traffic on Richmond Roads*

TransLink's 2017 Regional Goods Movement Study provides the quantity and types of trucks using Richmond roads (Attachment 2). Most trucks in Richmond are smaller trucks used for local deliveries. Semi-trucks with a gross vehicle weight exceeding 11,793 kilograms mainly travel on Highways 91 and 99. These trucks typically move goods to and from gateway locations like the airport, ports and to industrial areas in East Richmond.

Richmond has fewer semi-trucks on City streets compared to other parts of the region. Areas with the highest truck traffic include the routes from Deltaport, the South Fraser Perimeter Road, Knight Street in Vancouver, Highway 1, and McBride/Royal Avenue leading to the Pattullo Bridge in New Westminster.

### *Truck Parking Enforcement*

Parking enforcement conducts proactive patrols, which includes a focus on overnight commercial vehicle parking. The majority of trucks in the City are observed to park in compliance with the traffic regulations as the trucking companies operating within the City generally provide parking spaces for their own fleets. Table 2 below provides the number of tickets issued between January 2022 and December 2024. A total of 939 tickets were issued during this period for commercial vehicles parked overnight. The increase in violations since 2022 is attributed to the increase in enforcement efforts.

The majority of overnight violations in Richmond involve smaller trucks (e.g. delivery vans and cube trucks) rather than tractor-trailer type units and 60% of those trucks in violation were registered outside of Richmond.

**Table 2: Overnight Truck Parking Tickets Between 2022 to 2024**

Overnight Truck Parking Violations		
2022	2023	2024
175	348	416
Total Violations: 939		

An additional targeted enforcement effort was conducted on July 7, 2025, in industrial areas, resulting in seven tickets for overnight commercial vehicle parking. Four tickets were issued on Mitchell Island, and two tickets in the Fraserwood industrial area.



From the historical ticketing data, the most frequent violation areas were concentrated within East Richmond's industrial zones. The data also indicates that approximately 8% of violations involved repeat offenders (three tickets or more), indicating that truck parking demand is primarily the result of transient vehicles rather than local fleets. The majority of the commercial vehicles ticketed were associated with logistics and freight transport, and not construction related vehicles.

#### *Summary of Truck Parking Demand in Richmond*

Data from ICBC, TransLink truck volumes, and enforcement efforts all indicate a higher presence of smaller trucks operating on City streets. This suggests that local commercial parking demand in Richmond is primarily for these smaller vehicles, rather than for semi-trucks more commonly found along provincial highways and in other parts of the region. The data also indicates that truck parking demand in Richmond is for short-term, rather than for long-term needs and is more commonly an isolated occurrence by an operator.

Staff will contact operators who have received multiple overnight parking tickets (representing 8% of total violations) to provide guidance on traffic bylaws and available truck parking locations.

#### **B. Potential Initiatives to Increase the Supply of Truck Parking in Richmond**


Options to increase the supply of truck parking facilities within the City and better meet the needs of truck operators were reviewed.

##### *1. Proposed On-Street Commercial Truck Parking Pilot Program*

Currently, commercial trucks are permitted to park on the road between the hours of 7:00am and 7:00pm for up to 3 hours. A detailed road analysis for the provision of dedicated 24-hours on-street commercial truck parking in industrial areas was undertaken and described in Table 3 below. Review of the existing roads included suitable access routes, road width, driveway clearances, sightlines, surrounding parking demand and adequate turnaround. The estimated number of parking spaces represents an equal mix of large semi-trailers and smaller commercial trucks.

**Table 3: Use of Existing Streets for Potential Truck Parking Zones**

<b>On-Street Commercial Truck Parking Location</b>	<b>Description</b>	<b>Comments</b>
Fraserwood Industrial Area	Approximately 30 parking spaces distributed throughout the street network. Considerations of overnight truck parking in this area include the impacts to adjacent businesses who use the street parking overnight.	Does create some lengthy access /egress routes for trucks due to local road network. Recommend as part of pilot program and monitor impacts.
Ironwood Industrial Area	A review of the streets in the Ironwood area resulted in a potential to create approximately 15 commercial parking spaces.	Recommend as part of pilot project and monitor impacts.
Mitchell Island	Approximately 10 parking spaces distributed throughout the local street network.	Recommend as part of pilot project and monitor impacts.

Ferguson Road	The location proposed could accommodate up to 22 parking spaces on Ferguson Road.	This is an isolated City road segment and truck turnaround within City property is not available. This option would also impact roads within YVR' jurisdiction. Not recommended as part of pilot program.
Shell Road (Alderbridge Way to Westminster Highway)	Wide gravel shoulder on the west side approximately 420 metres in length that can accommodate truck parking. This location is also near the highway system and could yield a parking supply of approximately 20 parking spaces.	Due to drainage issues (ponding) along the roadway, the current gravel shoulder could require road works including road structure improvement, paving, curb and gutter, drainage, and lighting to facilitate truck parking. The estimated costs of these roadworks are \$1,800,000. Not recommended as part of pilot program due to high costs. 

Based on this review, approximately 55 commercial truck parking spaces in the Fraserwood, Ironwood, and Mitchell Island industrial areas can be established. Proposed locations have been identified in Attachment 3.

To balance commercial truck parking capacity and impact to the surrounding community, Staff propose opening the designated street parking to the general public during the day between 7:00am-7:00pm and restricting it to only permitted commercial vehicles overnight.

#### *Proposed On-Street Commercial Truck Parking Pilot Program Location and Registration Information*

A one-year pilot program is recommended in the Fraserwood, Ironwood and Mitchell Island industrial areas. The pilot program will create approximately 55 on-street truck parking spaces. Signage would be used to designate the permitted parking zones to permit overnight truck parking from 7 pm to 7am. The pilot program will allow the City to determine the feasibility of a potential longer-term formal commercial vehicle parking program. To assess utilization and commercial truck parking demand and assist with enforcement of these spaces during the pilot, a registration system is proposed. Operators will have to register their truck licence plate by phone or email with the City in order to participate in the pilot program. This will enable use of Licence Plate Recognition (LPR) instead of physical decals. Once registered, the licence plate number will be recognized by the City's Enforcement Officers as valid for parking. Information on the pilot program and how to participate will be published on the City's website. Details regarding the pilot program will also be posted at the designated truck parking locations (website and contact information).

The pilot program will monitor and collect information on the following:



- The increase in truck traffic on City roads.
- The level of participation by commercial vehicles registered in Richmond.
- Impact to street parking.
- Wear and tear of the road conditions.
- The need for additional enforcement resources.
- Feedback from business owners, industry stakeholders and the community.

Additional costs for parking signage and expanded enforcement and maintenance would also be required to support this option. Currently, monthly overnight enforcement is scheduled outside regular operating hours which requires shift rescheduling and often incurs overtime costs.

#### *Proposed Pilot Program Fees*

A review of parking charges for public truck parking areas in the region are illustrated in Table 4 below:

**Table 4: Review of Parking Charges**

Jurisdiction	User Fee
Ministry Of Transportation and Transit	No Parking Fees
City of Surrey	\$400/month
Township of Langley	No Parking Fees

There are two options for fees associated with the pilot program.

#### *Option A: Paid Monthly Permit Fee (Recommended)*

Staff recommend that fees associated with this program be based on the existing rate for the City-wide on-street parking permit. Currently a fee of \$55.25 per calendar month, is established through the City's Consolidated Fees Bylaw No. 8636. These permits are issued to private vehicles that have a total length of six metres. As commercial trucks occupy more curb space than a passenger vehicle, this option proposes a monthly permit parking fee for commercial trucks based on length calculated as a multiple of a standard passenger car length described in Table 5 below:

**Table 5: Proposed Commercial Truck Pilot Program Parking Fees**

Truck Size	Proposed Monthly Parking Fee
Small commercial trucks up to 12m in total length (e.g., cube vans, heavy single unit)	\$110.50
Large commercial trucks greater than 12 metres in total length (semi-trailer truck)	\$165.75

The fees collected would help offset the enforcement and administration costs for implementing the program.

Should Council wish to include user payment fees as part of the pilot program, staff will bring forward the associated bylaw amendments.

*Option B: No Permit Fee*

Through this option, overnight truck parking is made available to commercial vehicle owners on a first come first serve basis via a vehicle registration system. Parking will be signed to restrict use to registered commercial vehicles only in the pilot zones between the hours of 7 pm and 7 am. This option would allow for a future payment fee to be developed based on the measured demand for street parking by overnight trucks and the costs incurred by the City to operate the pilot program. None of the proposed commercial truck parking zones are currently in pay or permit parking designated areas.

Should Council approve the pilot program, the associated bylaw amendments for this option would be brought forward for Council consideration. A one-time additional level request will be brought forward as part of the 2026 budget process to support the pilot program. Staff estimate that the pilot program could be launched in the first quarter (Q1) of 2026.

*2. Review of City Owned Lands*

Staff undertook a comprehensive review of City owned parcels for consideration of commercial truck parking, including land assets on Rice Mill Road, Triangle Road and Sidaway Road as described below:

- 12751 Rice Mill Road: The property is committed to the Province of BC Fraser River Tunnel Project on a land lease for a term of seven years commencing on January 1, 2026, and an option to extend term of two years. It is also zoned "Agriculture (AG1)" and would require rezoning to permit commercial vehicle parking.
- 6631 Sidaway Road: This property was first developed as a go-kart site in 1962, pre-dating the ALR regulations, and operated until the end of 2019.

This site is within the ALR and zoned "Agriculture (AG1)" and truck parking is not permitted. To permit truck parking, a non-farm use application would require approval from both Council and the ALC.

- Triangle Road Properties: The property comprises of six contiguous parcels. A large portion of this property is currently committed under a license agreement.

A portion of this site which is zoned "Light Industrial (IL)" and permits commercial vehicle parking could be used to construct an off-street commercial vehicle parking lot consisting of 40 truck parking spaces. The cost to construct the site for truck parking is estimated at \$4.5 million. The major costs component include ground improvements and pavement works to facilitate truck parking. Due to the high costs, staff do not recommend pursuing an off-street commercial truck parking area on Triangle Road. This site also has potential for other uses that could be considered by the City that might generate significant revenue.

In addition, fifteen other City owned properties zoned appropriately for truck parking were reviewed. These properties are generally committed, or are undedicated road allowances, or have Parks designation.

### 3. *Engaging Industrial Zoned Lands*

Staff compiled a preliminary list of all industrial zoned lands to evaluate the number of potential sites that are currently zoned industrial and permitted for commercial parking use.

Approximately 1,500 industrial zoned properties exist, not accounting for all the tenants that may exist on a single property, lots having multiple owners, and stratified industrial properties which will increase this number. Research from other cities that have engaged private businesses to seek their interest of third-party truck parking on their property, cited impacts to their existing business as well security, space availability, and maintenance issues as the key concerns.

Staff recommend a targeted survey mail-out to the larger industrial property owners. The survey will advise of the current zoning permitting commercial truck parking and seek feedback on interest in utilizing surplus land for third party truck parking.

Due to their proximity to the provincial highway network, outreach to industrial properties in the Ironwood, Fraserwood business areas and Mitchell Island will be a focus to pursue onsite parking for commercial vehicles during non-business hours.

#### C. Commercial Truck Parking Efforts by Other Levels of Government

##### *Ministry of Transportation and Transit (MoTT)*

Truck parking is a regional issue which requires intergovernmental solutions. In the past few years, the federal and provincial governments have invested in truck parking facilities to provide overnight parking, washroom facilities and security features in Metro Vancouver (Attachment 5).

The facility at Nordel Way near the Alex Fraser Bridge in northeast Delta can accommodate up to 40 commercial trucks and the facility on the north side of Highway 17, near the Port Mann Bridge, can accommodate 106 commercial trucks.

A new parking facility is being proposed in the southwest quadrant of the 264 Interchange as part of the Highway 1 improvement project. This facility is anticipated to accommodate 25 truck parking stalls. Additionally, the Province is proposing to upgrade the Bradner Rest Area to potentially include 30 commercial truck parking stalls.

The Deltaport Truck Staging Facility in Delta was completed in 2020 and was built to provide a designated port container truck staging area for trucks going to the Deltaport container terminal in Roberts Bank. The facility can accommodate up to 140 trucks and includes a secure vehicle access gate requiring a valid Port Pass by truck operators. This facility was jointly funded by Transport Canada, MoTT and the Vancouver Fraser Port Authority.

Staff met with MoTT and they advised that based on the need and location for larger commercial truck parking in high demand areas like Surrey, Langley and Abbotsford, there are no further planned initiatives in the immediate vicinity of Richmond.

Staff recommend writing a letter to MoTT to advocate for a facility to address overnight truck parking on Provincial lands in Richmond.

*Metro Vancouver*

Regionally, Metro 2050 identifies the importance of transportation networks to ensure the efficient movement of goods within the region, including truck parking.

At the Regional Planning Committee on January 12, 2024, Metro Vancouver staff provided a report on Commercial Truck Parking on Agricultural Lands. The report focused on illegal truck parking activities that Metro Vancouver municipalities are facing in the Agricultural Land Reserve (ALR).

The report recommended:

- Advocacy roles for Metro Vancouver, including encouraging federal and provincial governments to construct and maintain additional truck parking facilities.
- The Province and/or other agencies provide a truck parking app for the entire region to match truck operators with owners of permitted available land.
- The Port of Vancouver share data collection, and that transportation companies that contract non-fleet trucks to allow truck parking on their available lands.

The report also made recommendations for municipal consideration. Some of these have already been implemented by the City, while the other recommendations were reviewed as part of this report. The report recommended that municipalities:

- Explore the potential of utilizing private or municipal lands to create additional truck parking.
- Review the options for overnight on-street parking in industrial areas.
- Consider a Temporary Use Permit process for truck parking facilities in appropriate areas.

To support advocacy of the construction and management of truck parking sites in Metro Vancouver, staff recommend a future resolution on this topic be prepared for submission to the Union of BC Municipalities (UBCM).

*Vancouver Airport (YVR)*

Staff met with the Vancouver International Airport (YVR). YVR staff advised that designated areas are available at the airport for authorized fleet and tenant truck staging only. These areas are not available for the provisioning of non-fleet public commercial parking. YVR has indicated there are currently no plans to permit public commercial truck parking.

*Port of Vancouver*

The Port of Vancouver has a number of properties in Richmond, however, these are generally committed or have significant revenue generating through existing lease agreements. Since 2014, the Port has significantly reduced the number of authorized trucks in their fleet from 2,400 to 1,500 (local and long haul based). These trucks are based out of and operate in locations across the Lower Mainland. The Port's Access Agreements require licensed companies to have adequate owned or leased land sufficient for parking their assets and independent operator trucks.

This requirement was established because of the long-standing truck parking issue in the region. Staff met with the Port to discuss opportunities for public truck parking on any of their sites. The Port has not identified any such sites, at this time.

#### *Other Municipalities*

A scan of overnight commercial truck parking regulations in other municipalities (Abbotsford, Chilliwack, Delta, Langley Township and Surrey) concluded truck parking rules are generally consistent. No municipality currently permits overnight commercial truck parking on public City roads. Two new initiatives, include:

- The City of Surrey permitting commercial vehicle parking on City owned properties through a leasing agreement with a private parking management company.
- The Township of Langley has initiated a pilot project to allow on-street truck parking on select industrial roads with no permit fees.

#### **D. Summary of Recommended Actions**

In addition to the proposed on-street commercial truck parking pilot program, a summary of the recommended commercial truck parking strategies include:

- Continue with proactive truck parking enforcement.
- Contact the operators receiving multiple parking tickets (8% of all infractions) to offer guidance regarding the traffic bylaws and appropriate truck parking locations in the region.
- Update the City's website to provide information on the authorized truck parking areas in the region and about the pilot program.
- Survey larger industrial property owners on their interest to consider utilizing surplus land for third party truck parking.
- Send a letter to MoTT to advocate for a facility in Richmond to address overnight truck parking on Provincial land.
- Advocate for the construction of additional truck parking sites in Metro Vancouver to the Union of BC Municipalities (UBCM).

#### **Financial Impact**

The estimated capital cost for implementing the proposed one-year on-street commercial vehicle parking spaces is \$20,000 for new signage. This amount can be accommodated in current Transportation approved capital programs. Additional operational costs, including a one-time increased service level for Bylaw Officers and the addition of a registration system to support the enforcement of the overnight commercial truck pilot program is anticipated at \$120,000 (\$100,000 for enforcement and \$20,000 for administration). Any parking permit fees collected as part of this program will be used to offset associated costs. Should Council support the pilot program, funding for these additional services, totalling \$120,000, will be brought forward for Council consideration as part of the 2026 budget process.



## Conclusion

A number of past initiatives have helped to address unauthorized truck parking and have led to an increase in the development of temporary truck parking facilities in the City.

Staff have completed a comprehensive assessment of the current commercial truck parking characteristics in the City and feasibility of additional commercial truck parking beyond those previously identified in reports for potential truck parking areas in Richmond.

Staff propose a paid on-street commercial truck parking pilot program. The pilot program will trial approximately 55 on-street commercial truck parking spaces in the Fraserwood, Ironwood, and Mitchell Island and allow for monitoring of the road impacts and opportunity to receive feedback from area business, local residents and industry stakeholders.

Should Council approve of the proposed one-year commercial truck parking pilot program, Staff will report back with required bylaw amendments and information regarding including the pilot program within the 2026 budget process.



Sonali Hingorani, P.Eng.  
Manager, Transportation Planning and New Mobility  
(604-247-4049)

SH:ck

- Att. 1: Commercial Truck Parking Zoning and Land Use Information Bulletin
- Att. 2: Truck Volumes on all Roads in Metro Vancouver
- Att. 3: Potential On-Street Truck Parking Pilot Locations
- Att. 4: Ministry of Transportation and Transit Overnight Commercial Parking Areas

## Commercial Truck Parking Zoning and Land Use Information Bulletin



**City of  
Richmond**

## Bulletin

Planning and Development Division  
6911 No. 3 Road, Richmond, BC V6Y 2C1

[richmond.ca](http://richmond.ca)

### Commercial Truck Parking Zoning and Land Use Information

**No.: INFO-61**  
**Date: 2025-01-22**

#### Purpose

To provide zoning and land use information to the commercial trucking sector, truck operators and the public about commercial truck parking and storage activities in the City of Richmond.

#### Zoning Regulations and Official Community Plan (OCP) Information

Commercial vehicle parking and storage activities are a defined use in *Richmond Zoning Bylaw 8500* that includes commercial truck parking. This use, if permitted, allows for the outdoor parking or storage of commercial vehicles in accordance with the zoning provisions. *Richmond Zoning Bylaw 8500* allows for commercial vehicle parking and storage in all standard industrial zones (Industrial – I; Light Industrial – IL; Industrial Business Park – IB; Industrial Retail – IR; Industrial Storage – IS) and in a select number of site-specific industrial zoning districts. Areas where zoning permits commercial vehicle parking and storage are generally designated for 'Industrial' or 'Mixed Employment' in the OCP.

#### Areas Where Commercial Truck Parking is Not Permitted

Commercial vehicle parking and storage is not permitted in the following areas:

- residential zones and zones that permit residential uses; and
- within the Agricultural Land Reserve, where the commercial vehicle(s) does not directly support the operation of an existing farm.

#### Rezoning Land to Allow for Commercial Truck Parking

To facilitate the creation commercial truck parking areas in the City, there are lands that are designated 'Industrial' and/or 'Mixed Employment' in the OCP but not currently zoned to allow for industrial uses. In these circumstances, submission of a rezoning application is an option available to implement zoning in appropriately designated OCP areas to allow for commercial vehicle parking activities.

#### Additional Information

Zoning related questions can be directed to the City's Zoning Clerk at 604-276-4017 or [zoning@richmond.ca](mailto:zoning@richmond.ca).

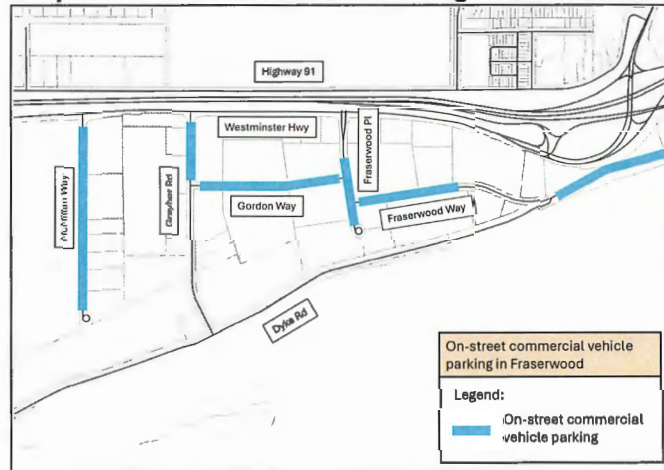
Inquiries about the rezoning of land and related land use policies can be directed to Kevin Eng (Policy Planning Department) at 604-247-4626 or [keng@richmond.ca](mailto:keng@richmond.ca).

Truck Volumes on all Roads in Metro Vancouver

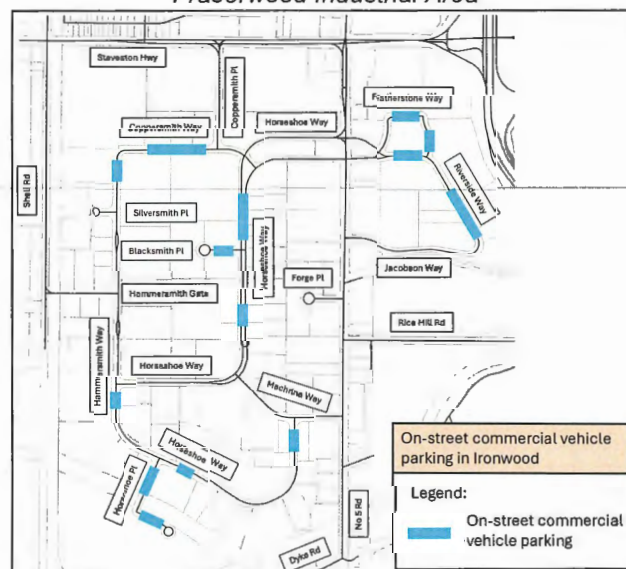




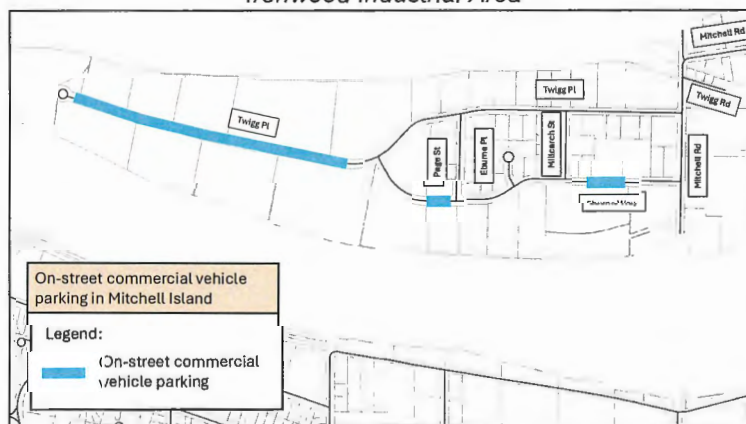
### **Proposed On-Street Truck Parking Pilot Locations**



*Fraserwood Industrial Area*



*Ironwood Industrial Area*



*Mitchell Island*

