

CITY OF NANAIMO

BYLAW NO. 7266.03

A BYLAW TO AMEND CITY OF NANAIMO "OFF-STREET PARKING REGULATIONS
BYLAW 2018 NO. 7266"

The municipal Council of the City of Nanaimo, in open meeting assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited as the "Off-Street Parking Regulations Amendment Bylaw 2024 No. 7266.03".
2. The City of Nanaimo "Off-Street Parking Regulations Bylaw 2018 No. 7266" is hereby amended as follows:
 - (1) Section 1.6 "Definitions" is amended by replacing the definition of "OFF-STREET PARKING PLAN" with the following:

"means a plan that illustrates the provision of off-street parking to be provided on the lot, is prepared by or on behalf of an owner, and is approved by the City prior to the use of the land, building, or structure."
 - (2) Section 1.6 "Definitions" is amended by adding the following definition in alphabetical order:

"TRANSIT-ORIENTED AREA"

"means a lot that is located within 400 metres of a bus exchange, as defined in the *Local Government Act* and regulations thereto."
 - (3) Section 4.3 "Small Car Spaces" is amended by replacing the paragraph under Table 2 with the following:

"A maximum of 40% of the off-street vehicle parking spaces in the Off-Street Parking Plan may be reduced in size to accommodate small cars in accordance with the dimension requirements outlined in Table 2. Each off-street parking space and each off-street parking area for small cars shall be clearly identified."
 - (4) Section 5.2 "Drainage and Grading" is amended by replacing clause iv. and v. with the following:
 - "iv. the maximum grade and cross slope for a parking space or parking lot as shown in the Off-Street Parking Plan shall not exceed 8%;
 - v. that portion of any lot used as a driveway from the property line to a required parking space, garage or carport or as shown in the Off-Street Parking Plan shall not exceed a grade of 20%;

- (5) Section 5.3 “Paving” is amended by replacing clause i. with the following:
- “i. all off-street parking and loading areas as shown on the Off-Street Parking Plan, except those accessory to single family dwellings, are surfaced with asphalt, concrete, pavers or similar durable, dust free surface;”
- (6) Section 5.6 “Signs and Markings” is amended by replacing clause i. with the following:
- “i. the borders of all off-street parking and loading spaces, as shown on the Off-Street Parking Plan, are marked with durable painted lines at least 100mm wide and extending the length of the space or by curbs or other means approved by the Director of Planning & Development or designate to indicate individual spaces;”
- (7) Section 7.1 “Multiple-Family Dwelling Parking Table” is amended by adding the following clause:
- “i. In a Transit-Oriented Area the minimum number of off-street vehicle parking spaces for a multiple-family dwelling use is 0 parking spaces per unit.”
- (8) Section 7.2 “All Other Uses Parking Table” is amended by adding the following clause:
- “i. In a Transit-Oriented Area the minimum number of off-street vehicle parking spaces for any residential use is 0 parking spaces per dwelling unit.”
- (9) Table 4 in Section 7.2 “All Other Uses Parking Table” is amended by replacing the row regarding Student housing with the following:

Student housing	The required parking rate for student housing varies based on location as shown on Schedule B Area 1 – 0.2 spaces per bed Area 2 – 0.4 spaces per bed Area 3 – Transit Oriented Area (TOA) – 0 spaces per bed Lands outside of Area 1, 2 and 3 (and not in a TOA) – 0.65 spaces per bed
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- (10) Section 7.3 i. “Shared Parking” is amended by adding the following:
- “f) In a Transit-Oriented Area shared parking for a multiple-family dwelling use is not permitted.”
- (11) Section 7.3 iii. “Cash-in-lieu” is amended by adding the following:
- a) Despite section 7.3(iii), the cash-in-lieu option is not available to an owner or occupier of property in a Transit-Oriented Area where a residential use is located on the lot.

- (12) Section 7.4 “Visitor Parking” is amended by replacing the paragraph in its entirety with the following:

“Where a lot is developed for multiple-family residential use, designated visitor vehicle parking shall be assigned and identified for this purpose at a ratio of 1 space for every 22 residential parking spaces (or portion thereof) on the Off-Street Parking Plan. The number of visitor parking spaces may count towards the total number of required off-street parking spaces.”

- (13) Table 6 in Section 7.5 “Accessible Parking” is amended by replacing the column headings with the following:

Number of Vehicle Parking Spaces on Off-Street Parking Plan	Number of Required Accessible Parking Spaces
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- (14) Table 7 “Bicycle Parking Requirements” is amended by adding the following row after “Multiple-Family Dwelling/ Student Housing”:

Multiple-Family Dwelling / Student Housing in a Transit-Oriented Area	0.1 space per dwelling	1 per dwelling unit
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- (15) Section 7.7 “Electric Vehicle Parking” is amended by replacing clause i, ii, and iii with the following:

- i. A minimum of 25% of all off-street vehicle parking spaces within any common parking areas for multiple-family residential, seniors’ congregate housing, and student housing uses, as shown on the Off-Street Parking Plan, shall have shared access to a Level 2 Electric Vehicle Charge Receptacle or more efficient charger.
- ii. All remaining off-street vehicle parking spaces within any common parking areas for multiple-family residential, seniors’ congregate housing, and student housing uses, as shown on the Off-Street Parking Plan, shall be provided with an electrical outlet box wired with a separate branch circuit capable of supplying electricity to support the installation of a Level 2 Electric Vehicle Charge Receptacle.
- iii. All off-street vehicle parking spaces within a single residential dwelling or dedicated multiple-family dwelling parking space, such as a garage for an individual unit, shall include an electric outlet box wired with a separate branch circuit capable of supplying electricity to support the installation of a Level 1 Electric Vehicle Charge Receptacle.”

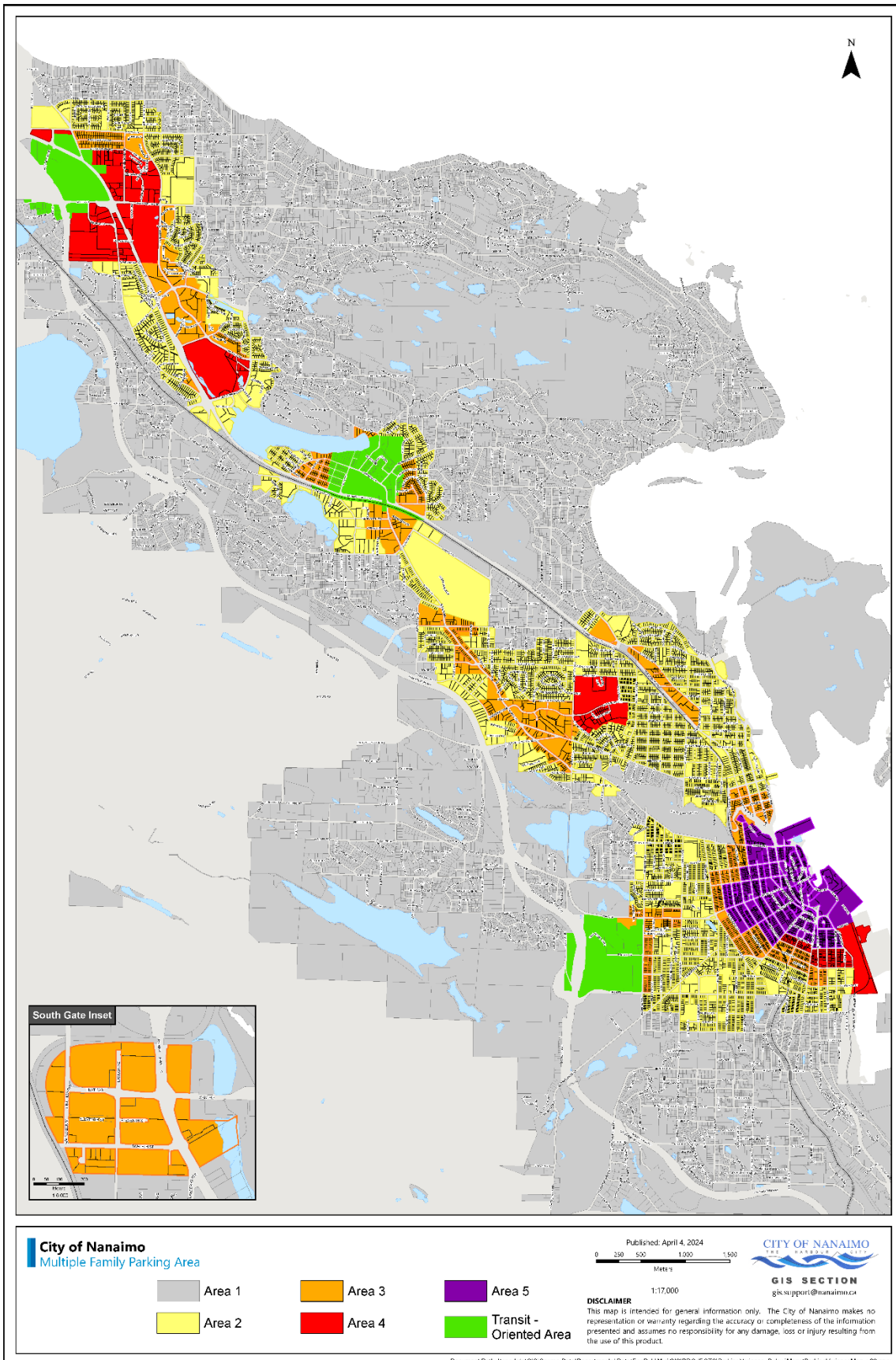
- (16) 'SCHEDULE A – MULTIPLE-FAMILY PARKING MAP' is replaced with the "Schedule A – Multiple-Family Parking Map" of this bylaw.
- (17) 'SCHEDULE B – STUDENT HOUSING PARKING MAP' is replaced with the "Schedule B – Student Housing Parking Map" of this bylaw.

PASSED FIRST READING: 2024-MAY-06
PASSED SECOND READING: 2024-MAY-06
PUBLIC HEARING: _____
PASSED THIRD READING: _____
ADOPTED: _____

MAYOR

CORPORATE OFFICER

SCHEDULE A – Multiple-Family Parking Map



SCHEDULE B – Student Housing Parking Map

