

# Nanaimo Parking Review + Bylaw Update

## Governance + Priorities Committee Meeting

December 09 2024

**URBAN**SYSTEMS

## Overview

### Why the Parking Review + Bylaw Update?

- Better align parking practices with current City priorities
- Reflect recent change in provincial parking regulations
- Identify options for parking to achieve other objectives



# Overview

## Why the Parking Review + Bylaw Update?

- Better align parking practices with current City priorities
- Reflect recent change in parking regulations
- Identify options for parking to achieve other objectives



### Key Regulatory Documents:

- Off-Street Parking Regulations Bylaw
- Traffic + Highways Regulation Bylaw
- Crossing Control Bylaw

## Overview, cont.

### Project Process



## ONE FRAMEWORK ■■■■■ FIVE CITY GOALS



**A GREEN NANAIMO:  
RESILIENT & REGENERATIVE  
ECOSYSTEMS**



**A CONNECTED NANAIMO:  
EQUITABLE ACCESS &  
MOBILITY**



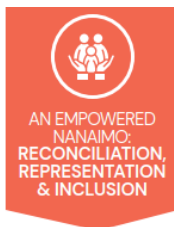
**A HEALTHY NANAIMO:  
COMMUNITY WELLBEING &  
LIVABILITY**



**AN EMPOWERED NANAIMO:  
RECONCILIATION,  
REPRESENTATION & INCLUSION**



**A PROSPEROUS NANAIMO:  
THRIVING & RESILIENT  
ECONOMY**



## 35 CITY PLAN POLICY TOPIC AREAS

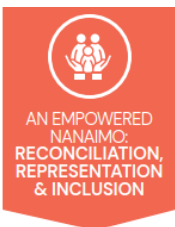
- C1.1** Greenhouse Gas Emissions Reduction
- C1.2** Climate Adaptation & Hazard Mitigation
- C1.3** Urban Tree Canopy, Natural Areas, & Greenways
- C1.4** Healthy Watersheds
- C1.5** Water, Sewer, & Stormwater Services
- C1.6** Solid Waste Management
- C1.7** Brownfield Sites
- C1.8** Artificial Lighting & Dark Skies

- C2.1** Connected Communities
- C2.2** Integrated Walk, Roll, Cycle, & Transit Network
- C2.3** Recreational Trails
- C2.4** Safe Mobility (Vision Zero)
- C2.5** Complete Streets

- C3.1** Community Safety & Security
- C3.2** Affordable Housing
- C3.3** Intergenerational Living
- C3.4** Food Security
- C3.5** Emergency Management
- C3.6** Recreation, Culture, & Wellness

- C4.1** Truth & Reconciliation
- C4.2** Equity & Inclusivity
- C4.3** Access for All
- C4.4** Political Voice & Engagement
- C4.5** Culture
- C4.6** Archaeology & Heritage
- C4.7** Public Art Projects & Programs
- C4.8** Community Events, Festivals, Tournaments, & Gatherings
- C4.9** Parkland & Park Amenity Management
- C4.10** Waterfront Use & Protection

- C5.1** Economic Capital
- C5.2** Human, Social, & Environmental Capital
- C5.3** Business Development
- C5.4** Innovation & Technology
- C5.5** Place Making & Investment Attraction
- C5.6** Tourism



## 35 CITY PLAN POLICY TOPIC AREAS



## Policy Directions

General support for:



Density + housing  
focused in designated locations



"Right sized" parking  
approach



Prioritizing  
sustainable transportation

# Policy Directions<sub>, cont.</sub>

“Manage parking city-wide with a focus on right sizing parking...”

*City Plan, C2.1.7*

“Prioritize expansion and enhancement of walking, rolling, cycling, and transit routes to create an integrated mobility network.”

*City Plan, C2.2.1*

“Support removal of off-street parking minimums... in Downtown...”

*City Plan, D4.3.32*

"Use incentives to encourage the development of affordable and accessible rental and owned housing units. Consider providing additional density, parking relaxations..."

*City Plan, C2.2.1*

## **Bill 44. Small-Scale, Multi-Unit Housing (SSMUH)**

No minimum parking requirement for SSMUH lot within 400 m of frequent transit

Maximum of 0.5 spaces per unit for lots within 800 m (recommended)

## **Bill 47. Transit Oriented Areas (TOAs)**

No off-street parking required for residential uses in TOAs

Woodgrove, Country Club, VIU defined as TOAs

## **Bill 16. Transportation Demand Management (TDM)**

New authorities to regulate TDM in new development

May apply to infrastructure and programs\*

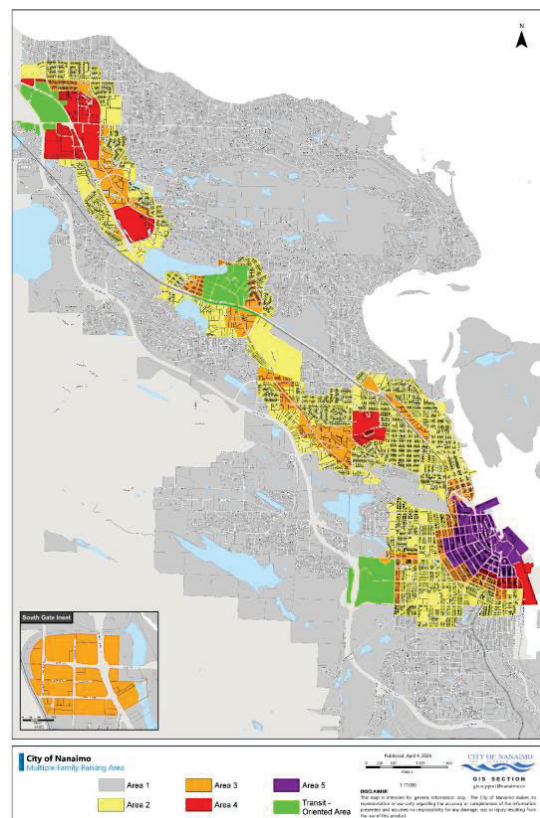
# Recent Legislative Changes



# Current Practices

## Some observations on the current state

- Minimum parking supply rates vary by location and number of bedrooms for Multi-Family Residential uses
  - Downtown Nanaimo (Area 5) has the lowest supply requirements
- No minimum parking requirements for residential uses in TOAs
- Shared parking regulation to encourage efficient use
- Cash-in-lieu in place, limited uptake



# Current Practices, cont.

## Some more observations on the current state

Requirements are in place for the following, but with opportunities to improve...

Accessible parking

EV charging

Loading

Bicycle parking



# Current Practices, cont.

## And some more observations on the current state

Public parking management efforts focused in Downtown and hospital areas

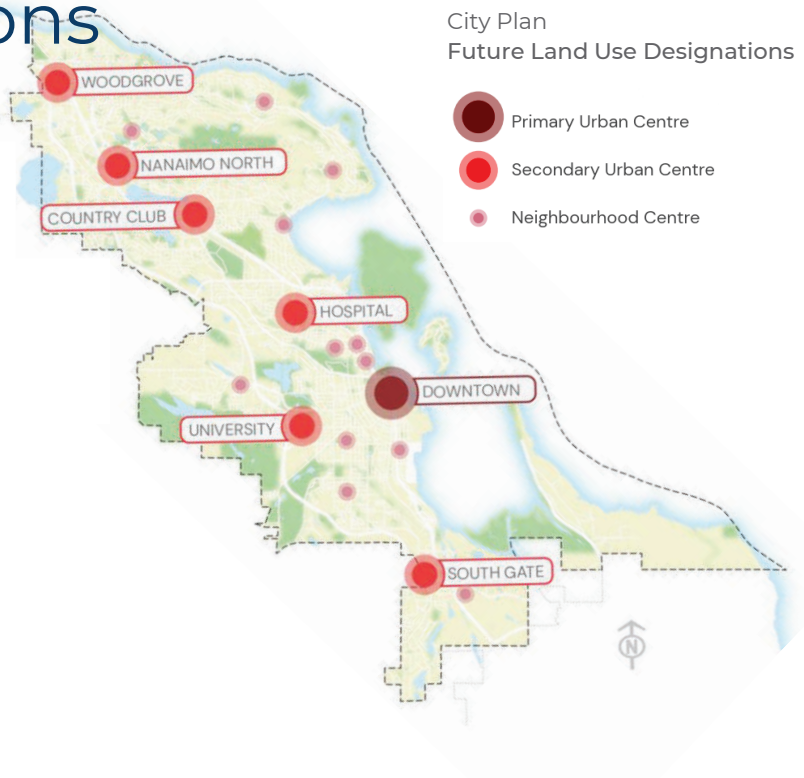
Expand public strategies likely as low parking / high density development occurs



## Emerging Directions...

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No parking required in Downtown (per City Plan policy)

Consideration for no parking in Secondary Urban Centres



# Emerging Directions

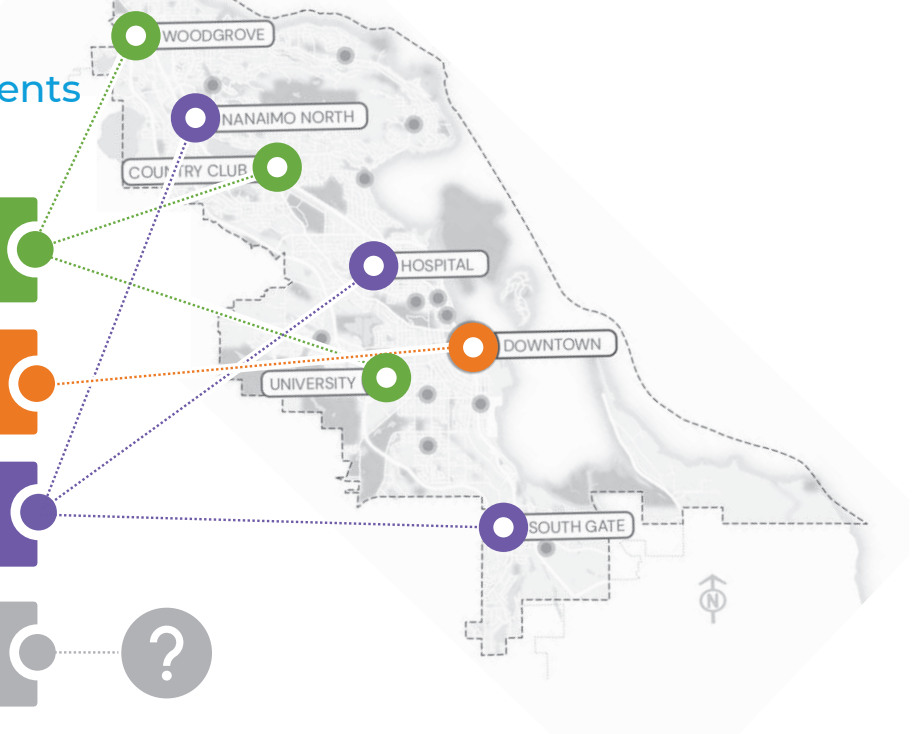
## 1. Parking Supply Requirements to Match Policy Direction

No parking required in Transit Oriented Areas (per legislation)

No parking required in Downtown (per City Plan policy)

Consideration for no parking in Secondary Urban Centres

Consideration for reduced parking in other areas?



# Emerging Directions

## 2. Supporting “Complete Mobility” including Alternatives to Private Vehicle Trip Making

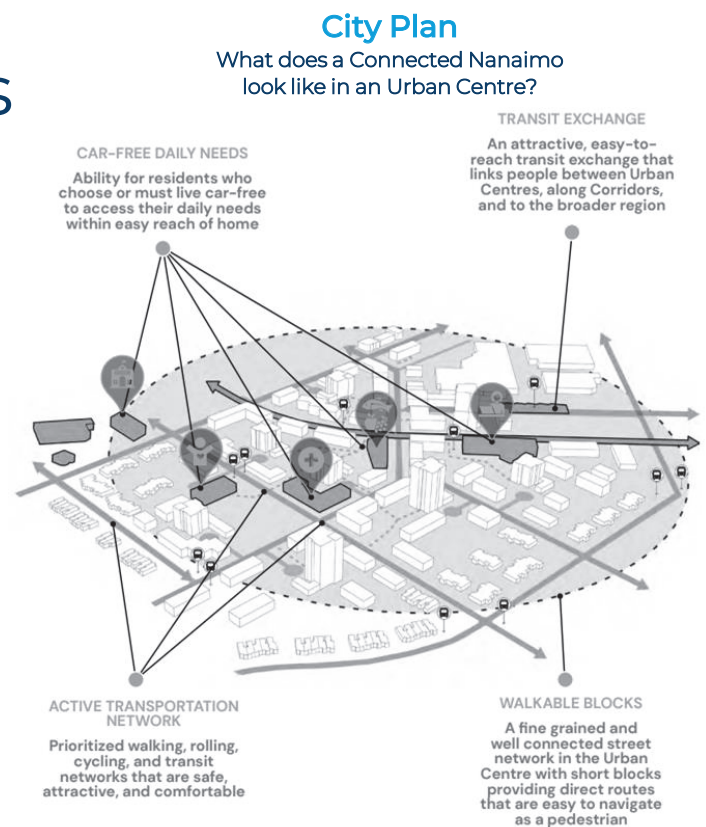
Parking requirements that reflect access to mobility

Enhanced bicycle parking requirements

New regulation for active transportation amenities

Requirements for transportation demand management (TDM)

Regulations to “future-ready” emerging travel options



# Emerging Directions

## 3. A More Sophisticated Approach to Managing Curbside and Public Parking Resources

Understanding the policy and regulatory changes required to reflect increasing pressure and dynamic use of public curb space



Thank you!

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