

# ATTACHMENT B

NANAIMO PARKING REVIEW + BYLAW UPDATE

# Engagement + Options Assessment

City of Nanaimo | June 2025

**URBAN**  
SYSTEMS



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## 1.0 OVERVIEW

The City of Nanaimo is reviewing how it supplies, manages, and regulates parking. As Nanaimo faces dynamic transportation and land use changes, demand for curbside space and mode shift behaviours among residents and commuters are driving the need to ensure that the City's approach to parking management is appropriate for ongoing and emerging challenges and opportunities. Parking has a broad and profound impact on the community in terms of development feasibility, building form, travel behaviour, personal well-being and environmental sustainability.

Through the Parking Review + Bylaw Update process, the City is seeking to review its off-street parking regulations and public on-street parking management to better align with established policy directions around built form, multi-modal transportation, and parking management, as well as to proactively address parking challenges and limitations. Refreshed parking strategies, policies, regulations and management approaches will better reflect the City's goals and values, resulting in a formalized approach that provides more certainty and a greater level of confidence to staff, residents, land developers, and Council. The overall goal is to identify updates to the City's parking regulatory structure, including the *Off-Street Parking Regulations Bylaw 2018 no.7266*, *Traffic and Highways Regulation Bylaw 1993 no.5000*, and *Crossing Control Bylaw 1996 no.5174* to reflect changes to municipal policies and provincial legislation.

### Relationship to Other City Initiatives

Recognizing the impact of various parking regulation options is critical in considering off-street parking regulations and curbside management. This project will also help to directly address goals and objectives outlined in City Plan: Nanaimo Reimagined (City Plan), the Integrated Action Plan, and the Complete Streets Design Guide, including:

- Managing the City's supply of on and off-street parking to support surrounding commercial and residential areas, and mitigate the impact of external parking demand in neighbourhoods;
- Managing and prioritizing curb space according to its value and adjacent land uses;
- Increasing access and support for electric vehicles and e-mobility;
- Encouraging a diverse range of sustainable transportation options, such as active transportation, shared mobility and public transit;
- Removing and preventing barriers to people with disabilities through the availability and accessibility of mobility options; and
- Encourage the development of affordable and accessible housing.

## 1.1 PROJECT PROCESS

The Parking Review + Bylaw Update project has been structured with four (4) distinct phases, as follows:

### **Phase 1, Background Review and Issue Identification (Completed November 2024)**

This phase involved developing a deep understanding of the City's current policies and regulations related to parking management. Data collection, staff interviews, comparative reviews and best practice research were undertaken to gain insight into the state of parking in Nanaimo and to compare Nanaimo's approach to parking with comparable communities. Specific data received and analyzed in this phase included off-street parking demand data, and public parking conditions through the City's curbside inventory. A key deliverable of this phase is the Parking Conditions Report (as presented at the Governance and Priorities Committee on December 9, 2024), which recommends key changes to the City's *Off-Street Parking Regulations Bylaw* and curbside management strategies at a high level based on current conditions and best practices.

### **Phase 2, Engagement and Options Assessment (January – May 2025)**

This phase involves working sessions with the City, information sharing through a project webpage, stakeholder conversations, and committee presentations. These conversations will seek to test potential directions for changes to off-street parking and curbside management in Nanaimo. Findings from this phase will influence the development of recommendations for subsequent regulatory changes and other supporting actions.

### **Phase 3, Recommendations Development (We Are Here)**

The specific recommendations for off-street parking and curbside management developed through this project will be presented in Phase 3. Responding to the understanding of current conditions and feedback received from the public and stakeholders, recommendations will be focused on identifying specific updates to relevant bylaws to align with desired directions and changes in the City's approach to off-street parking and curbside management.

### **Phase 4, Implementation**

Given the many possible directions of the Parking Review + Bylaw Update project, the direction of implementation will rely on the findings of the technical and engagement tasks described in the first three phases. Possible updates could include undertaking the changes to bylaws identified in Phase 3, expanding on implementation needs (e.g., strategy prioritization, resources) for curbside management, or other actions that will support the City in pursuing the recommendations of this project.

## 1.2 WHY IS PARKING MANAGEMENT IMPORTANT?

Parking management is the integrated system of policies, regulations, enforcement, monitoring, and evaluation that address on and off-street parking, and a variety of other curb uses, whether in new development or public rights-of-way.

Through City Plan and other related initiatives, the City of Nanaimo has identified a series of objectives that overlap with how parking is managed, including growth management, affordability, mobility, accessibility, and environmental sustainability, discussed below. The Parking Review + Bylaw Update process will help ensure that the City's regulations are aligned with these objectives, reflecting policy directions and desired outcomes.

### **Land Use + Urban Form**

Land use and urban form are influenced by the quantity and configuration of parking. Greater parking supply and surface parking lots reduce opportunities to increase density, establish pedestrian connections, and create great public spaces.

### **Environmental Sustainability**

On-road transportation is a key contributor to our overall community greenhouse gas (GHG) emissions. Managing parking to support a shift to active travel and transit helps reduce GHG emissions and support environmental sustainability objectives.

### **Affordability**

Housing affordability can be impacted by parking supply, where costs associated with parking can be passed on in the form of a higher rent or purchase price. Managing parking supply coupled with improvements to active transportation and public transit can help make our community more affordable.

### **Mobility + Road Safety**

Convenient, readily accessible parking supports more people driving more often. More vehicles on the road leads to increased congestion and concerns over road safety. Through strategic parking management, shifts in mobility can be encouraged as more people engage in active transportation and use public transit.

### **Health + Well-Being**

Active transportation (including walking to/from transit) supports both physical activity and social interaction. Inexpensive and plentiful parking encourages driving and sedentary lifestyles without the social benefits of active transportation.

### **Economy**

It is crucial that local businesses can efficiently reach their customers and suppliers through appropriate parking and loading management, both on- and off-street. Effective parking regulations and practices can support vibrant and diverse economies by appropriately managing access for the many economic functions of urban spaces.

## 2.0 COMMUNITY ENGAGEMENT

A series of community engagement activities were undertaken to support the technical research and analysis undertaken through this project. Below is a summary of engagement activities, participation levels and “what we heard” through the various engagements.

### 2.1 ENGAGEMENT ACTIVITIES + PARTICIPATION

The following engagement activities were carried out in support of this project:

#### Project Webpage

A project webpage has been established on the City's Get Involved engagement platform. The webpage includes an overview of the parking review and bylaw update process and links to supporting bylaws, plans and other pertinent information. It will continue to be live and available over the course of the project.

The project webpage can be found at:

[www.getinvolvednanaimo.ca/citywide-parking-review-and-bylaw-update](http://www.getinvolvednanaimo.ca/citywide-parking-review-and-bylaw-update)

#### Community Survey

A survey was available on the project webpage between March 01 and March 28, 2025. The survey included 14 questions. It was designed to better understand current challenges with parking and test support for improvement options.

A total of 362 survey responses were received.

A detailed summary of the survey is contained in **Appendix A**, including each of the survey questions and a summary of survey responses.

#### Stakeholder Conversations

A series of conversations were hosted with relevant stakeholders and committees with the intent to develop a better understanding of challenges for a series of more detailed parking topic areas. The following conversations were held:

Roundtable discussion with representatives of the local land development industry (approx. 15 people in attendance)	April 01, 2025
Presentation at Advisory Committee on Accessibility and Inclusiveness meeting	March 12, 2025
Attendance at Nanaimo Neighbourhood Association Engagement Event	April 30, 2025
Roundtable discussion with representatives of the local taxi industry (2 people in attendance)	April 16, 2025

## 2.2 WHAT WE HEARD

Below is a summary of what we heard. The emphasis of the material presented below is on identifying those themes and key take-aways that inform the options and preliminary recommendations found in *Section 3* and *4* of this report. A more detailed summary of the survey was prepared and is included in **Appendix A**.

- Survey responses suggest the number of vehicles per household is lower in the downtown and surrounding area as compared to other neighbourhoods. This is likely a reflection of a greater number of multi-family residential units and better access to transportation options (including walking) supporting reduced vehicle ownership.
- Development industry representatives highlighted the high cost to provide off-street parking and how housing affordability is directly impacted by parking provision. That said, it was acknowledged that the existing minimum parking requirements in the City's bylaws do not always align with the parking demand for some land uses. The group highlighted the potential for greater reliance on public parking resources (i.e., on-street parking) to lessen the burden of providing on-site parking as an opportunity to reduce housing cost.
- Survey respondents indicated active transportation and public transit as priorities in considering how curbside space should be allocated and prioritized. Short-term parking was also identified as a priority.
- Over two-thirds of survey respondents that indicated they have a physical limitation (47 respondents) indicated that there are not enough accessible designated parking spaces.
- Improved walking routes and improved public transit were identified as the key opportunities to support more daily trips without needing a vehicle. A large number of survey respondents also noted that nothing would encourage them to travel by non-vehicle modes (35%) or reduce the number of owned vehicles (47%).

Further, it is acknowledged that considerable community engagement went into creating City Plan, including identifying and refining the transportation and parking management objectives contained within. These directions have been considered in detail in the Parking Conditions Report (as presented at the Governance and Priorities Committee on December 9, 2024) and have been used to inform key directions and preliminary recommendations in this document. The thoughtful and extensive input provided by Nanaimo residents through the City Plan process is well reflected in the strategic directions and community policies that are guiding the Parking Review & Bylaw Update work.

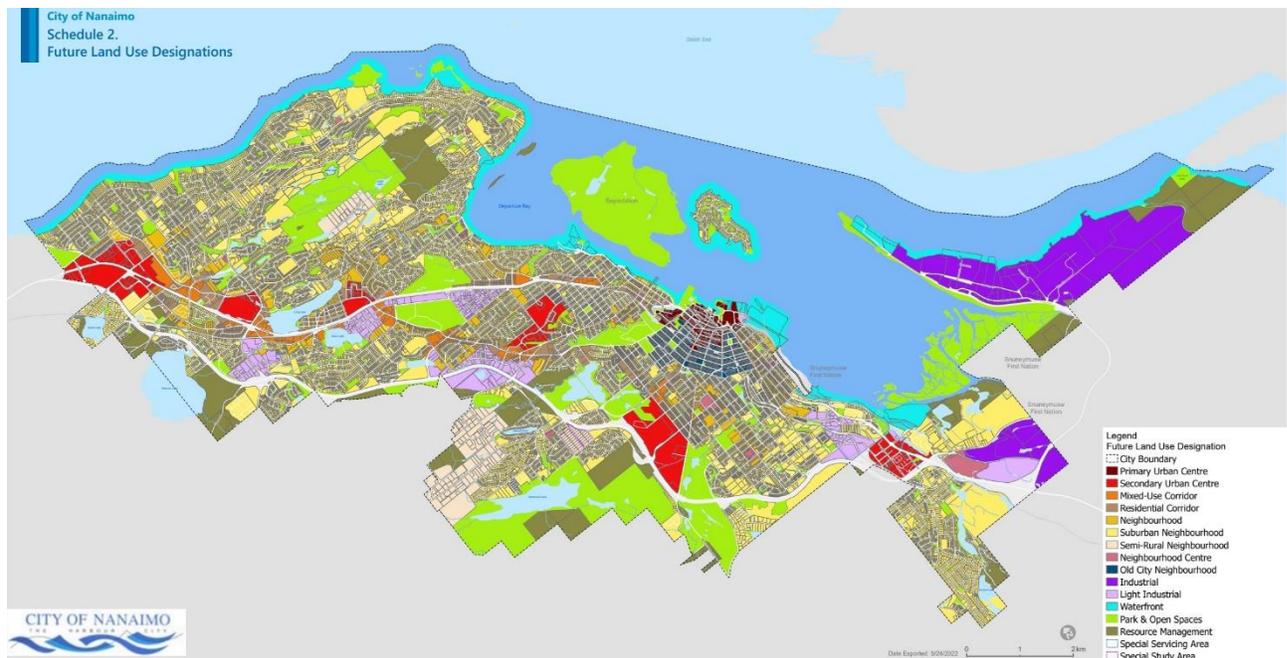
## 3.0 POLICY DIRECTIONS

The City's key policy directions are contained in City Plan, including policies that directly support transportation and parking, but also those that dictate approaches to land use and development and broader community objectives that are important when considering changes to parking regulations and curbside management.

### Land Use

City Plan includes a future land use framework to guide how future development can fit together to create vibrant and diverse areas for living, working and experiencing the city. This includes a series of Urban Centres that support higher density residential and a mix of uses, with the highest degree of walkability and concentrations of population, employment, services and amenities. City Plan's future land use designations are shown in **Figure 1** below.

Figure 1. City Plan, Future Land Use Designations



Nanaimo's current and future land use is already integrated into the City's approach to parking management through parking supply rates based on land use and/or location. Policy guidance from City Plan can be used to update this approach to align with the plan's vision by focusing regulatory change in specific areas of Nanaimo and the types of land uses intended for these areas.

Through City Plan, land use priority has been established for where improvements to transportation and mobility will be focused, including creating mobility-rich environments that support sustainable mobility in Urban Centres, Corridors, and Neighbourhoods. Off-street parking and curbside management are to support these objectives.

Policies for parking management in specific land use designations are summarized below.

<b>Urban Centres</b> <ul style="list-style-type: none"><li>• Primary</li><li>• Secondary</li></ul>	D4.3.16	Discourage new large areas of surface parking or drive-thrus in Urban Centres. Under-building parking or underground parking is preferred. Continue to evolve existing auto oriented uses into more pedestrian friendly and accessible development forms and mix of uses.
	D4.3.19	Encourage locating future school sites; child care facilities; and recreational, cultural, and wellness facilities within Urban Centres, as Urban Centres will be highly accessible for all modes of transportation and will have higher population density. Recognizing that land areas are typically more constrained in Urban Centres, consider the following for urban schools and facilities: <ul style="list-style-type: none"><li>• Reduced or shared parking requirements</li></ul>
	D4.3.32	Support removal of off-street parking minimums for all uses in the Downtown Urban Centre.
<b>Corridors</b> <ul style="list-style-type: none"><li>• Mixed-Use</li><li>• Residential</li></ul>	D4.4.14	Discourage development of primary parking areas and/or drive-thrus between the front face of a building and the street. Underground or underbuilding parking is preferred.
<b>Industrial Lands</b> <ul style="list-style-type: none"><li>• Light Industrial</li></ul>	D4.6.22	Support uses that are suitable adjacent to Urban Centres, Corridors, and Neighbourhoods, and which: <ul style="list-style-type: none"><li>• Do not require large customer parking lots and areas, and where parking is required, encourage underground or under-building parking and compact multi-storey building forms</li></ul>

### Other City Plan Policies

General policies related to City Plan's goals also provide direction on how the Parking Review + Bylaw Update process can support the community's vision. Highlighted below are some of the key policies that are informing this project, with a more comprehensive list of relevant City Plan policies included in **Appendix B**.

- C1.1.10 – Prioritize walking, rolling, cycling, and transit over other transportation modes to help Nanaimo achieve a zero carbon transportation system.
- C2.1.7 – Manage parking city-wide with a focus on right sizing parking to continue fulfilling key needs including access, loading, and pick-up for businesses; accessible parking for people with mobility or family needs; and EV parking, while recognizing that an overabundance of cheap and convenient parking tends to increase vehicle use and reliance.
- C2.2.8 – Implement Transportation Demand Management programs to shift trips to non-automobile modes, reduce automobile trips and travel distances, and reduce parking demand.
- C3.2.25 – Recognize that required onsite parking increases housing costs and ensure that parking requirements consider the intended resident group of new affordable housing developments, as well as road safety implications, and accommodate parking variances where appropriate.
- C4.3.26 –Where possible, exceed minimum requirements for universal accessibility for parking access and design standards.

### Desired Outcomes

As outlined above, City Plan policies guide how Nanaimo will change over the coming years. In terms of envisioning the results of these changes, City Plan also describes various Desired Outcomes which share how policy outcomes will shape the city. These desired outcomes provide a useful reference where policies and actions cannot direct all aspects of these complex parking and curbside management systems.

A list of some of the key Desired Outcomes from City Plan related to the PRBU process are listed below, with a complete list of relevant outcomes in **Appendix B**. Other outcomes that are not included in this list may also be relevant as the project progresses.

## Desired Outcomes (cont.)

### *A Connected Nanaimo*

- Alignment between land uses and mobility networks, with higher density land uses developing in Urban Centres and along Corridors where they are supported by frequent transit and increased walkability.
- Safe, healthy, and equitable mobility for all persons within the city.
- Streets are planned and designed based on their adjacent land use so that transportation facilities align with the level and type of mobility anticipated.

### *A Healthy Nanaimo*

- More affordable housing options of diverse types, tenures, affordability levels, and health supports to meet a variety of community needs.
- Affordable housing innovations supported through emerging regulatory tools, funding, and initiatives.
- Incentives that encourage incorporation of intergenerational features, services, and amenities into new development or redevelopment.

### *An Empowered Nanaimo*

- Environments and spaces across all areas of the city that are diverse and vibrant for the enjoyment of all residents.

### *A Prosperous Nanaimo*

- Recognition as a “Smart City” that puts data and digital technology to work to make better decisions and improve quality of life for residents.

### *Growth Management*

- Strategic growth combined with efficient servicing, transportation, and amenities inside the City Boundary and Urban Containment Boundary, while protecting lands with natural, agricultural, or ecological values outside.

### *Urban Centres*

- Focused urban growth so that Centres become the city’s hubs of activity.
- Integration of land use and mobility to encourage walking, rolling, cycling, and transit in, around, and to Centres.
- Complete Centres with a broad mix and range of services.

### Integrated Action Plan

Nanaimo's *Integrated Action Plan* (IAP) highlights the City's key actions to implement the policies of City Plan. This includes ongoing actions, and those identified to be completed over the immediate and long term.

Key actions from the IAP related to the PRBU are highlighted in the list below. Other relevant actions on parking and curbside management are also included in **Appendix B**.

- C2.1.2 – Incorporate public parking strategies into Urban Centres Area Plans.
- C2.1.5 – Prepare a public parking strategy to help support investment in streets.
- C3.2.25 – Conduct a parking supply and demand assessment study for non-market and rental housing projects located near frequent transit, to support changes to parking requirements and/or support parking variances based on findings.

## 4.0 PRELIMINARY RECOMMENDATIONS + OPTIONS

Based on the directions of City Plan and the results of community engagement, a series of preliminary recommendations have been assembled. In some cases, two or more options for how a recommendation can be implemented are also suggested to support decision-making before new or updated regulations are developed. Recommendations fall under seven themes which are essential to Nanaimo's approach to parking and curbside management, including:

- Off-Street Vehicle Parking Supply
- Transportation Demand Management
- Bicycle Parking
- Accessible Parking
- Cash In-Lieu of Parking
- Off-Street Loading
- Curbside Management

Within the preliminary recommendations, several significant changes are identified that would represent dynamic shifts in the City's current approach to parking and curbside management. Many of these changes are also interconnected with the outcomes of other recommendations, with the intent to holistically address regulatory changes. Generally, these changes seek to adhere to the Guiding Principles outlined below and policy directions provided in City and other key documents, and respond to the lessons learned from community and stakeholder engagement, where possible. Examples of specific regulatory changes are provided to help frame the possible direction for these recommendations, and will be further refined in subsequent project phases, if supported.

### GUIDING PRINCIPLES

A series of guiding principles were established to ensure that the recommended regulatory changes identified through this work are consistent, oriented toward common themes, and aligned with key directions of the City summarized in **Section 3.0**.

#### Policy Alignment

City Plan was adopted in 2022 and describes the overarching policy goals of the City. Through this review, new and updated parking regulations should align with City Plan and help achieve the City's key policy directions.

#### Aspirational / Forward Looking

The City has established policies to guide decision making toward a better future. The approach taken in this review is to create parking regulations that help realize the desired future state, including seeking to guide development and supporting parking

management approaches that are aspirational and forward-looking (rather than reflect the current or past state).

### **Complete Mobility**

Complete mobility is the preference to provide residents with the range of travel options necessary to meet day-to-day mobility needs, including walking, cycling, transit, other forms of micromobility, and private vehicles. Through this review, the City is seeking to create regulations that support complete mobility for Nanaimo residents.

## **KEY THEMES**

These themes are the most important overarching directions for off-street parking regulations and curbside management approaches that have been identified through this process and align with the Guiding Principles.

Each theme is summarized below, which are directly linked to the specific recommendations outlined throughout the rest of this section.

- Adjust vehicle parking supply requirements in Primary and Secondary Urban Centres to support desired land use and transportation options.
- Support future transit ridership in areas near to the Bus Rapid Transit (BRT) and Bus Frequent Transit (BFT) lines through reduced parking supply in residential uses and increased requirements for transit-supportive transportation demand management (TDM).
- Recognize that some suburban areas of Nanaimo remain largely auto-dependent, with limited opportunities to adjust vehicle parking supply requirements and supporting regulations.
- Introduce new and/or increased requirements for supportive active transportation features, including bike parking and cycling end-of-trip facilities (e.g., change rooms, showers) aligned with the mobility needs of different areas of Nanaimo.
- Ensure that other supporting regulations, such as accessible parking, visitor parking, off-street loading, and electric vehicle charging requirements fit within the overarching regulatory framework and align with best practices.
- Focus curbside management in areas of higher density and reduced off-street parking supply to appropriately regulate on-street parking, loading, and other key curbside functions.

## 4.1 VEHICLE PARKING SUPPLY

**Recommendation VPS-1: Remove minimum parking requirements for all land uses across Primary and Secondary Urban Centres aligning with designations in City Plan and Transit-Oriented Areas.**

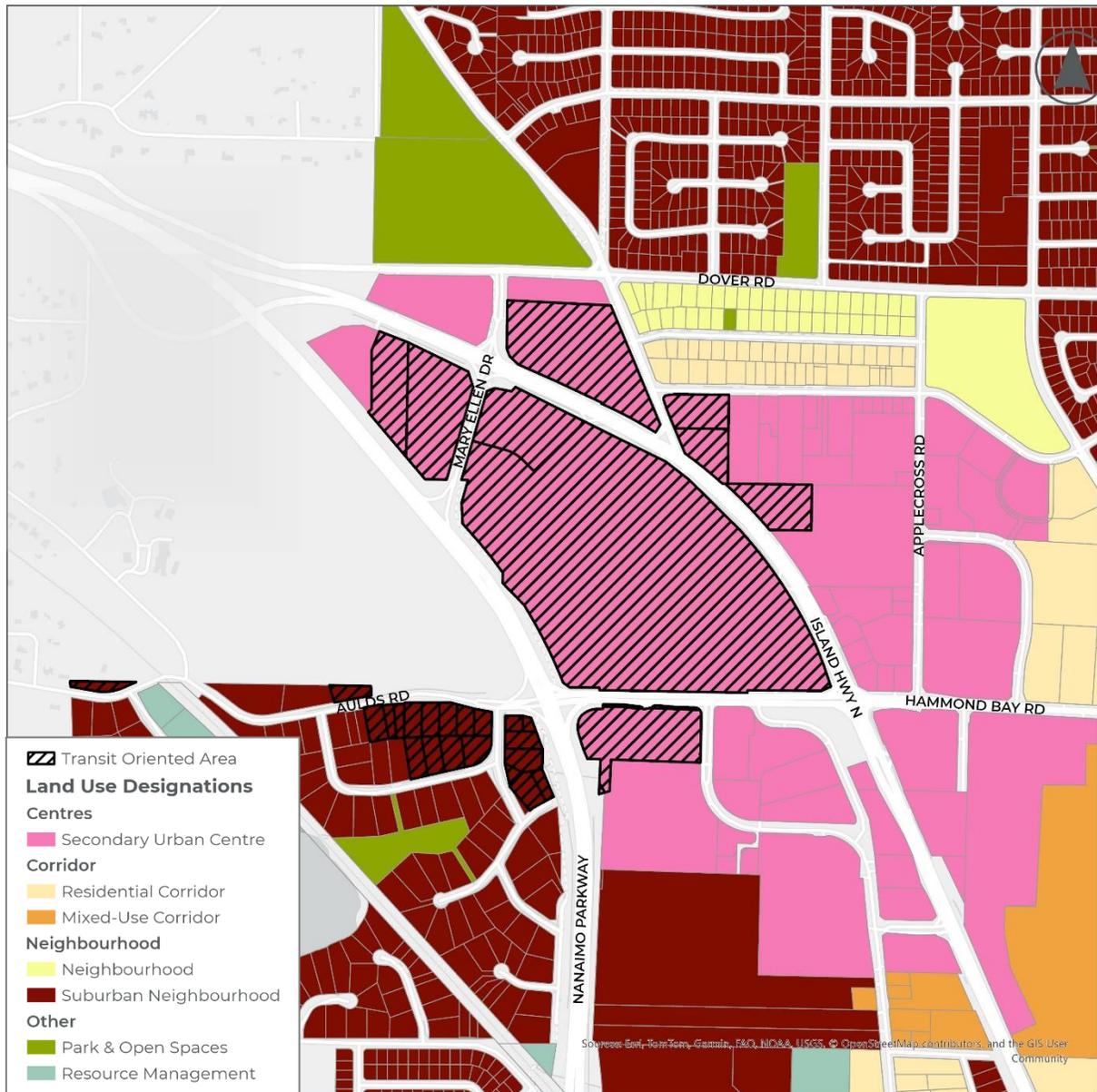
One of the significant recommended changes is to remove vehicle parking supply requirements in all Urban Centres, consistent with the direction provided by Council for Downtown Nanaimo. This would adhere to the guiding principles by pursuing ambitious regulatory changes that fit within Nanaimo's vision, while also complying with provincial Transit-Oriented Areas legislation. Like in Downtown Nanaimo, it is recommended that all land uses in Urban Centres not require off-street parking. Requirements for accessible parking, bicycle parking, and off-street loading would still apply in all development.

Removing parking minimums in Urban Centres does not mean that off-street parking will not be included in new development, but rather creates flexibility for individual projects to determine how much parking to provide. This creates potential benefits related to development viability and construction costs which align with the dense, mixed-use vision for the Urban Centres, and which could also support greater affordability depending on market conditions.

The possibility of developments with no parking does mean other mobility options should be required in Urban Centres, which are the focus of other recommendations below, including transportation demand management and bicycle parking. Similarly, greater focus will likely be placed on the use of curbside space, meaning curbside management will become increasingly necessary in these areas.

Establishing the boundaries of these Urban Centres is also crucial considering that City Plan-designated areas do not perfectly align with the provincial Transit-Oriented Areas. It is therefore recommended that minimum parking supply requirements be removed for the greatest extent of both areas, i.e., all areas covered by either or both City Plan and the legislated TOAs. An example of the differences in boundaries between City Plan and TOAs, is shown for Woodgrove in **Figure 2** below. This will not change the land use designations in City Plan, but still ensure the City complies with provincial direction.

Figure 2. Comparison of Woodgrove Secondary Urban Centre and Transit-Oriented Area Boundaries



**Recommendation VPS-2: Implement a parking maximum for all land uses in Primary and Secondary Urban Centres, with clear process to update this tool over time, as needed.**

To adhere to the guiding principles for this work and the desired outcomes of City Plan, limiting parking over supply is critical alongside changes and/or removals of parking minimums. Updating off-street parking regulations to support complete mobility and efficient and sustainable land use must consider these two parts equally, particularly in communities like Nanaimo, where private vehicles remain the default mobility choice for most residents and visitors. Conversations with the development community showed that off-street parking is often being built based on perceived demand as opposed to regulation, resulting in over supply.

Providing a parking maximum is the most effective tool for managing over abundance of off-street vehicle parking by establishing the maximum number of parking spaces a development type can build. Based on the desired land use and mobility of the Primary and Secondary Urban Centres, these areas are recommended to be the focus for parking maximum implementation. Two options for how the City could implement a parking maximum include:

- **Option 1** – Immediately establish a parking maximum in the Off-Street Parking Regulations Bylaw. A possible structure would be to allow any development to construct the minimum off-street parking supply for that use plus an additional 50%, at which point no further parking would be permitted. This threshold could be adjusted over time as more information becomes available on its effectiveness in supporting the City's goals.
- **Option 2** – Defer implementing a parking maximum until results from monitoring of other regulatory updates are analyzed, at which point the need to limit parking oversupply can be reevaluated.

Within the context of other regulatory changes and the policy context, Option 1 is recommended. Bringing in a lenient parking maximum will allow for the City to test this regulation and develop awareness within the development community before adjusting the maximum. This option also immediately will impact any new developments in the Urban Centres, limiting the risk of excessive off-street parking as the impacts of new parking regulations are monitored relative to the desired outcomes.

Regardless of the preferred option, the City should establish a clear process through which to either implement or adapt a parking maximum. This will mean consistently monitoring development outcomes relative to both the minimum parking requirements and a maximum (if in place) by collecting data on parking demand relative to supply in new and/or existing developments in the Urban Centres. Through this process, the City can clearly communicate with the public and the development community and establish consistent expectations for how a parking maximum will be applied in Nanaimo.

**Recommendation VPS-3: Allow for reduced vehicle parking supply for multi-family residential development near Bus Rapid Transit and Bus Frequent Transit service.**

City Plan envisions a strong transit network supported by transit-oriented land use. This includes the Urban Centres along with other lands on or near the proposed BRT and BFT networks in City Plan, referred to in this report as the “Transit-Adjacent Lands”. Parking-related incentives in these areas can support transit uptake for the people who will live, work, or visit development in these areas of Nanaimo. It is therefore recommended that reduced minimum parking supply be offered for multi-family residential development in the Transit-Adjacent Lands (or other land uses, if desired). Note that the Transit-Adjacent Lands differ from the provincially designated Transit-Oriented Areas, which are all included as part of the Urban Centres in Recommendation VPS-1.

- **Option 1** – Allow for reduced off-street parking for multi-family residential development for all properties within 200 m of the Bus Frequent Transit and/or Bus Rapid Transfer network. For example, a 50% reduction in minimum parking supply could be offered to eligible properties.
- **Option 2** – Offer reduced parking supply for multi-family residential development on properties within 200 m of the proposed BRT network as the highest level of transit service planned for Nanaimo. Properties near the BFT network could be considered for reductions in future as transit service improves and new developments come forward.
- **Option 3** – Adopt a parking maximum specific to the Transit-Adjacent Lands, either in line or differentiated from that in the Urban Centres (if implemented), along with reduced minimum parking requirements, if desired.

A preliminary map showing a 200 m buffer from both the proposed BFT and BRT routes is shown in **Appendix C** for reference, which will be refined depending on the desired direction. It is important to acknowledge that current transit service levels do not meet the desired frequency envisioned in the BRT and BFT networks. As such, these regulations seek to support the vision for transit in the city, while balancing the need for other mobility options, including private vehicles, in these areas.

Regardless of the preferred option to be implemented in regulation, it is recommended that all developments in the Transit-Adjacent Lands require transit-related TDM strategies, such as transit passes for residents or employees. This would help encourage modal shift towards transit where frequent service is available nearby and offset the potential for reduced parking in new developments. This approach is discussed in more detail under Recommendation TDM-1.

**Recommendation VPS-4: Update minimum parking supply requirements currently found in the Off-Street Parking Regulations Bylaw to ensure supply rates and land uses are appropriate to Nanaimo today and in the future.**

Even with the significant changes shifted above, other changes could be considered for the broader vehicle parking supply regulations already contained in the Off-Street Parking Regulations Bylaw. The proposed structure maintains parking minimums across most of Nanaimo, so it is important that vehicle parking supply rates in these areas are appropriate to the city's current context and future directions.

Working from existing rates established in 2018 through a previous bylaw review, potential updates will be considered for all land uses based on practices in comparative communities, engagement results, and developments that been constructed since the bylaw was adopted. This targeted review could result in little or no change to existing vehicle parking supply rates depending on desired outcomes from staff and Council.

For example, changes to the existing multi-family parking areas (contained in Schedule A of the Off-Street Parking Regulations Bylaw) will need to be updated to reflect the proposed changes to the Urban Centres, but could also be revised to reflect data trends and future land use. This could include redrawing the map so that the multi-family parking areas reflect City Plan land use designations and/or adjusting the vehicle parking supply rates for each area so that minimums are aligned more closely with the trends found in ICBC vehicle registration data for multi-family residential buildings.

Other changes to consider would help support the CityPlan policies and desired outcomes, such as incentivizing larger multi-family residential units (3+ bedroom) by consolidating supply rates for multi-family residential developments with smaller units. Similarly, all affordable housing developments across Nanaimo could be exempted from minimum parking supply requirements to allow these important land uses to decide how much parking they require to meet their diverse needs. Finally, some housekeeping items, such as ensuring all vehicle parking supply requirements are based on consistent units of measurement for supply rates (i.e., floor area), could also be considered.

## 4.2 TRANSPORTATION DEMAND MANAGEMENT

**Recommendation TDM-1: In Urban Centres and Transit-Adjacent Lands, require baseline TDM measures be provided by developments of a defined size and/or type.**

The guiding principle of complete mobility aligns with supporting diverse mobility options in new development. For areas with diverse and higher intensity land use, this becomes increasingly important to ensure that residents, employees, and visitors can reach their destinations by diverse means, including sustainable modes. A baseline TDM framework would require “large” developments of all types to provide TDM-supportive infrastructure and/or programs to achieve this vision.

Where used in other communities, this approach typically prescribes TDM strategy options that can be selected by development based on location, anticipated demand, or other factors, above-and-beyond TDM already required through regulations. The exact types and sizes of development would need to be defined within Nanaimo’s context to not overburden small-scale projects, while ensuring that a range of other developments have access to TDM. Similarly, the scale of TDM requirements will need to be determined. For example, if four options are presented, it could be that developments are required to provide a minimum of two of the defined TDM strategies. Some areas might have required strategies, such as Transit TDM in the Transit-Adjacent Lands, with flexibility to select the remaining TDM.

To enable the baseline TDM process identifying supportable TDM strategies for new development in Nanaimo will be required, above and beyond existing regulations. Options such as enhanced bicycle parking, transit-supportive programs, or improved active transportation end-of-trip facilities could be considered for initial implementation. Similarly, the City can proactively prepare to introduce or formalize new TDM opportunities, such as carshare, bikeshare, and/or unbundled parking, as they become available or supportable in Nanaimo.

Examples of other communities that use baseline TDM requirements are described in **Section 3.4** of the Parking Conditions Report.

**Recommendation TDM-2: In other areas of Nanaimo, allow for reduced vehicle parking supply where TDM measures are provided by developments of a defined size and/or type.**

While it is recommended that TDM strategies be required in Urban Centres and Transit-Adjacent Lands, TDM options in other areas of Nanaimo should still be considered. Instead of being provided as a baseline requirement, TDM would instead serve as an incentive for developers in exchange for reduced vehicle parking supply. Permitted reductions could vary depending on the strategy, with options to “stack” reductions where desired, along with a maximum permitted reduction, if necessary.

The same TDM strategies and development specifications as in Urban Centres and Transit-Adjacent Lands could still apply in other areas of Nanaimo, or different requirements could be considered.

### 4.3 BICYCLE PARKING

**Recommendation BP-1: In Urban Centres, increase short- and long-term bicycle parking supply requirements or include increased requirements in baseline TDM options.**

Building on the mobility-rich vision for Urban Centres, it is recommended that bicycle parking requirements in Urban Centres be enhanced to support cycling uptake in these areas. Two options to implement this recommendation are identified below:

- **Option 1** – Require higher baseline short- and/or long-term bicycle parking requirements in Urban Centres to ensure that all developments provide abundant bicycle parking. This could be implemented as differentiated supply rates or a standard increase over city-wide requirements (i.e., 10% higher). This would build on the recent updates to the Off-Street Parking Bylaw to include differentiated requirements for long-term bicycle parking in multi-family residential development in Transit-Oriented Areas.
- **Option 2** – Include enhanced bicycle parking supply requirements as an option for Urban Centre developments as part of the baseline TDM approach described in Recommendation TDM-1.

Both options encourage more bicycle parking, with Option 2 creating more flexibility on where and when enhanced bicycle parking supply is included in new development.

**Recommendation BP-2: Update and adjust existing city-wide short- and long-term bicycle parking supply requirements, as needed, to align with best practices.**

To ensure that bicycle parking across Nanaimo aligns with best practices, a comprehensive review and update of bicycle parking supply requirements for all land uses should be undertaken. Both short- and long-term bicycle parking can be updated as needed, with consideration for how this baseline relates to the previous recommendation. This could include defining new supply requirements where gaps may exist in current supply rates.

**Recommendation BP-3: Update design requirements for short- and long-term bicycle parking.**

A suite of refined or new regulations should be considered to ensure that bicycle parking in Nanaimo aligns with best practices and results in bicycle parking areas that are suitable to diverse needs and design options. Updates should address long-term bicycle parking configurations (ground-anchored, vertical, stacked) to support flexible design in bicycle parking areas. Similarly, increasing requirements for electric receptacles in long-term bicycle parking areas should be implemented to support uptake of electric bicycles and e-mobility.

Updated bicycle parking regulations should also introduce design and supply requirements for non-standard bicycle parking (e.g., cargo bikes), recognizing the needs of different users with different types of bicycles. This could also include encouraging vehicle parking layouts that can be adapted to bicycle parking if needed in the future.

Best practices in bicycle parking design are discussed in **Section 3.3** of the Parking Conditions Report.

**Recommendation BP-4: Require active transportation end-of-trip facilities for specific land uses city-wide.**

Active transportation end-of-trip facilities, such as washrooms, showers, lockers, and other amenities encourage comfortable and convenient experiences for active transportation users. Introducing active transportation end-of-trip facility standards for new development will ensure that appropriate facilities are provided, with a focus on non-residential uses to support commuting by active transportation. These requirements are typically based on the number of long-term bicycle parking spaces in a specific land use.

**Section 3.3** of the Parking Conditions Report discusses typical design and supply requirements for active transportation end-of-trip facilities.

## 4.4 ACCESSIBLE PARKING

**Recommendation AP-1: Decouple accessible parking from conventional parking and develop a floor area-based standard for accessible parking that applies city-wide.**

This would provide the City with an adaptable regulatory tool to ensure appropriate supply of accessible parking (including van-accessible parking per Recommendation AP-2) that is detached from vehicle parking supply rates. Therefore, as the approach to vehicle parking supply is modified in future, accessible parking will remain independent of these changes.

Existing independent requirements currently found in the Off-Street Parking Bylaw for Seniors' Congregate Housing and Personal Care Facilities would be maintained to ensure land uses with higher expected demand for accessible parking are regulated appropriately.

**Recommendation AP-2: Update accessible parking design requirements and introduce minimum supply and design requirements for van-accessible parking.**

To ensure that off-street accessible parking design requirements align to best practices, some updates to existing standards are recommended. Following the lead of other B.C. communities and organizations like the Canadian Standards Association, revisions could be considered to design elements including access aisles and demarcation through paint and signage.

An addition to accessible parking regulations would be integrating van-accessible parking design standards and supply requirements to accommodate vehicles requiring different operating parameters for activities such as unloading passengers. Typically, van-accessible

parking spaces would be the first required accessible parking space and would be required as a proportion of additional spaces. Design requirements are generally similar to best practice for accessible parking spaces, with additional width to support wider operating envelopes of various vehicles. **Section 3.2** of the Parking Conditions Report discusses accessible parking requirements in more detail.

**Recommendation AP-3: Introduce minimum mobility scooter supply and design requirements for specific land uses.**

Ensuring that dedicated space is available for mobility scooters can help support accessibility in the built environment. This could only apply to some land uses where regular mobility scooter use could be anticipated and should identify design specifications to provide sufficient space and supporting amenities, like electrical charging.

## **4.5 CASH IN-LIEU OF PARKING**

**Recommendation CIL-1: Remove cash-in-lieu of parking city-wide.**

With proposed changes to vehicle parking supply requirements, cash in-lieu of parking is no longer applicable in many parts of Nanaimo that would be most conducive to the desired outcomes of this tool (i.e., cash cannot be provided in-lieu of parking where a minimum requirement is no longer in place). Similarly, cash in-lieu of parking is likely not a productive tool in areas that may not support diverse mobility options, including some suburban neighbourhoods. The current cash in-lieu of parking approach has also proven to be ineffective based on its limited geographic applicability and allowable parking supply reductions. This has resulted in limited funds collected through this regulation.

Where developments are eligible, providing opportunities to reduce vehicle parking supply by providing on-site TDM (refer to Recommendation TDM-2), can serve to develop mobility options while also achieving some of the potential benefits of cash in-lieu of parking.

## 4.6 OFF-STREET LOADING

**Recommendation OSL-1: Update city-wide off-street loading supply requirements, as needed.**

Loading needs are unlikely to be as geographically influenced as other types of parking supply, at least in the short term. As such, consistent city-wide loading requirements are recommended to be retained to support loading in all areas of Nanaimo. Applicable land uses and minimum loading supply requirements should be reviewed to ensure they meet the diverse needs of different commercial, industrial, institutional, and residential uses.

Supporting a curbside management approach that balances on- and off-street loading becomes crucial to set expectations with residents, developers, logistics companies, and other stakeholders. This could include prioritizing on-street loading in Urban Centres to account for different loading needs in these areas, when compared to other land use contexts in Nanaimo. This aligns with recommendations for curbside management in **Section 4.7** of this document.

**Recommendation OSL-2: Introduce requirements for conventional vehicle-sized loading spaces to support short-term parking and retail delivery in select land uses.**

As discussed in **Section 3.6** of the Parking Conditions Report, the types of vehicles performing small-scale loading and delivery activities is growing. This includes increased demand for food delivery, package delivery, ride hailing, and other land uses, which result in more conventional vehicles and vans supporting urban logistics. To respond to this demand, it is recommended that city-wide loading requirements should include loading spaces that are sized for these needs. These spaces may not be required for all land uses, so specific applicability will be explored in subsequent phases.

## 4.7 CURBSIDE MANAGEMENT

**Recommendation CM-1: Establish a curbside management framework to support decision-making around curb use, either city-wide or focused on specific areas.**

Communities across North America are adopting curbside management frameworks to help guide priorities for curbside use as new development, infrastructure, and technologies change urban areas. Typically, a curbside management framework would identify generalized prioritization of key curbside functions (e.g., access for people, on-street parking, loading and delivery etc.) as it relates to surrounding land use and/or street use. This concept is discussed in more detail in **Section 3.7** of the Parking Conditions Report.

A curbside management framework will help determine how to best respond to the implications of changing off-street parking demand and supply based on regulatory change, and tailor approaches to defined areas such as the Urban Centres. The framework could therefore focus specifically on areas where demand for curbside space is anticipated

to be higher (Urban Centres, Transit-Adjacent Lands etc.) or apply city-wide with the desired level of geographic differentiation.

**Recommendation CM-2: Identify specific strategies to be pursued by the City to proactively manage the curb, monitor curb usage, and appropriately resource curbside management activities.**

Beyond the curbside management framework, it is recommended that the City develop a series of specific strategies to support curbside management in Nanaimo. These strategies could specifically respond to the new off-street regulatory approach and other current pressures, while also identifying innovative approaches to be explored alongside the growing capacity needed to manage the curb. Strategies identified in the Parking Conditions Report include the following and will be evaluated further in this project:

- Dynamic parking management approaches to paid parking and time limitations that reflect demand patterns.
- Retrofitting and expanding on-street accessible parking supply.
- Formalizing the approach to on-street loading activities.
- Flexible curb uses to meet needs at different times of day (e.g., loading in the morning, vehicle parking in the evening)

Numerous other curbside management strategies could be considered to support overarching directions for land use and mobility in Nanaimo. The specific actions to be pursued by the City should be identified in future project phases as the broader regulatory approach is refined and curbside management needs are better defined.

## 5.0 CLOSING

### 5.1 SUMMARY OF RECOMMENDATIONS

Recommended updates to regulations and policies related to off-street parking and curbside management are shown in **Table 1** below. This includes identifying the areas of Nanaimo in which each of these recommendations will apply if enacted.

Note that these recommendations are not a comprehensive list of the potential changes to how Nanaimo regulates and manages parking. Other updates may be required as recommendations are refined to align with policy and regulation or if minor changes are needed for the city to bring guidance in line with best practice.

*Table 1. Summary of Recommendations for Parking and Curbside Management in Nanaimo*

Recommendation		Geographic Applicability
<b>Vehicle Parking Supply</b>		
VPS-1	Remove minimum parking requirements for all land uses across Primary and Secondary Urban Centres aligning with designations in City Plan and Transit-Oriented Areas.	<ul style="list-style-type: none"> <li>Primary and Secondary Urban Centres</li> </ul>
VPS-2	Implement a parking maximum for all land uses in Primary and Secondary Urban Centres, with clear process to update this tool over time, as needed.	<ul style="list-style-type: none"> <li>Primary and Secondary Urban Centres</li> </ul>
VPS-3	Allow for reduced vehicle parking supply for multi-family residential development near Bus Rapid Transit and Bus Frequent Transit service.	<ul style="list-style-type: none"> <li>Transit-Adjacent Lands</li> </ul>
VPS-4	Update minimum parking supply requirements currently found in the Off-Street Parking Regulations Bylaw to ensure supply rates and land uses are appropriate to Nanaimo today and in the future.	<ul style="list-style-type: none"> <li>City-wide</li> </ul>
<b>Transportation Demand Management</b>		
TDM-1	In Urban Centres and Transit-Adjacent Lands, require baseline TDM measures be provided by developments of a defined size and/or type.	<ul style="list-style-type: none"> <li>Primary and Secondary Urban Centres</li> <li>Transit-Adjacent Lands</li> </ul>

Recommendation		Geographic Applicability
TDM-2	In other areas of Nanaimo, allow for reduced vehicle parking supply where TDM measures are provided by developments of a defined size and/or type.	<ul style="list-style-type: none"> <li>• Areas outside of the Urban Centres and Transit-Adjacent Lands</li> </ul>
<b>Bicycle Parking</b>		
BP-1	In Urban Centres, increase short- and long-term bicycle parking supply requirements or include increased requirements in baseline TDM options.	<ul style="list-style-type: none"> <li>• Primary and Secondary Urban Centres</li> </ul>
BP-2	Update and adjust existing city-wide short- and long-term bicycle parking supply requirements, as needed, to align with best practices.	<ul style="list-style-type: none"> <li>• City-wide</li> </ul>
BP-3	Update design requirements for short- and long-term bicycle parking.	<ul style="list-style-type: none"> <li>• City-wide</li> </ul>
BP-4	Require active transportation end-of-trip facilities for specific land uses city-wide.	<ul style="list-style-type: none"> <li>• City-wide</li> </ul>
<b>Accessible Parking</b>		
AP-1	Decouple accessible parking from conventional parking and develop a floor area-based standard for accessible parking that applies city-wide.	<ul style="list-style-type: none"> <li>• City-wide</li> </ul>
AP-2	Update accessible parking design requirements and introduce minimum supply and design requirements for van-accessible parking.	<ul style="list-style-type: none"> <li>• City-wide</li> </ul>
AP-3	Introduce minimum mobility scooter supply and design requirements for specific land uses.	<ul style="list-style-type: none"> <li>• City-wide</li> </ul>
<b>Cash In-Lieu of Parking</b>		
CIL-1	Remove cash-in-lieu of parking city-wide.	<ul style="list-style-type: none"> <li>• City-wide</li> </ul>
<b>Off-Street Loading</b>		
OSL-1	Update city-wide off-street loading supply requirements, as needed.	<ul style="list-style-type: none"> <li>• City-wide</li> </ul>
OSL-2	Introduce requirements for conventional vehicle-sized loading spaces to support short-term parking and retail delivery in select land uses.	<ul style="list-style-type: none"> <li>• City-wide</li> </ul>

Recommendation		Geographic Applicability
Curbside Management		
CM-1	Establish a curbside management framework to support decision-making around curb use, either city-wide or focused on specific areas.	<ul style="list-style-type: none"> <li>• Primary and Secondary Urban Centres OR</li> <li>• City-wide</li> </ul>
CM-2	Identify specific strategies to be pursued by the City to proactively manage the curb, monitor curb usage, and appropriately resource curbside management activities.	<ul style="list-style-type: none"> <li>• Primary and Secondary Urban Centres OR</li> <li>• City-wide</li> </ul>

## 5.2 NEXT STEPS

The material contained in this report are intended to summarize the key take-aways for Phase 2 of the *Parking Review + Bylaw Update* initiative. Most notably, this includes a summary of input received from Nanaimo residents and stakeholder representatives, as well as the most important preliminary directions and options with respect to parking regulation and parking management opportunities that are emerging from this process.

A key next step will be presenting the contents of this report to City Council members at a Governance & Priorities Committee (GPC) meeting. This will be an opportunity to seek feedback and gain support to move forward with more detailed recommendations.

Phase 3 of this process is anticipated in the Summer and Fall 2025, and will focus on developing detailed recommendations for improved parking regulations and supportive parking management approaches. These recommendations will focus on where updates may be required to City regulatory documents such as the *Off-Street Parking Regulations Bylaw* and other documents.

# APPENDIX A

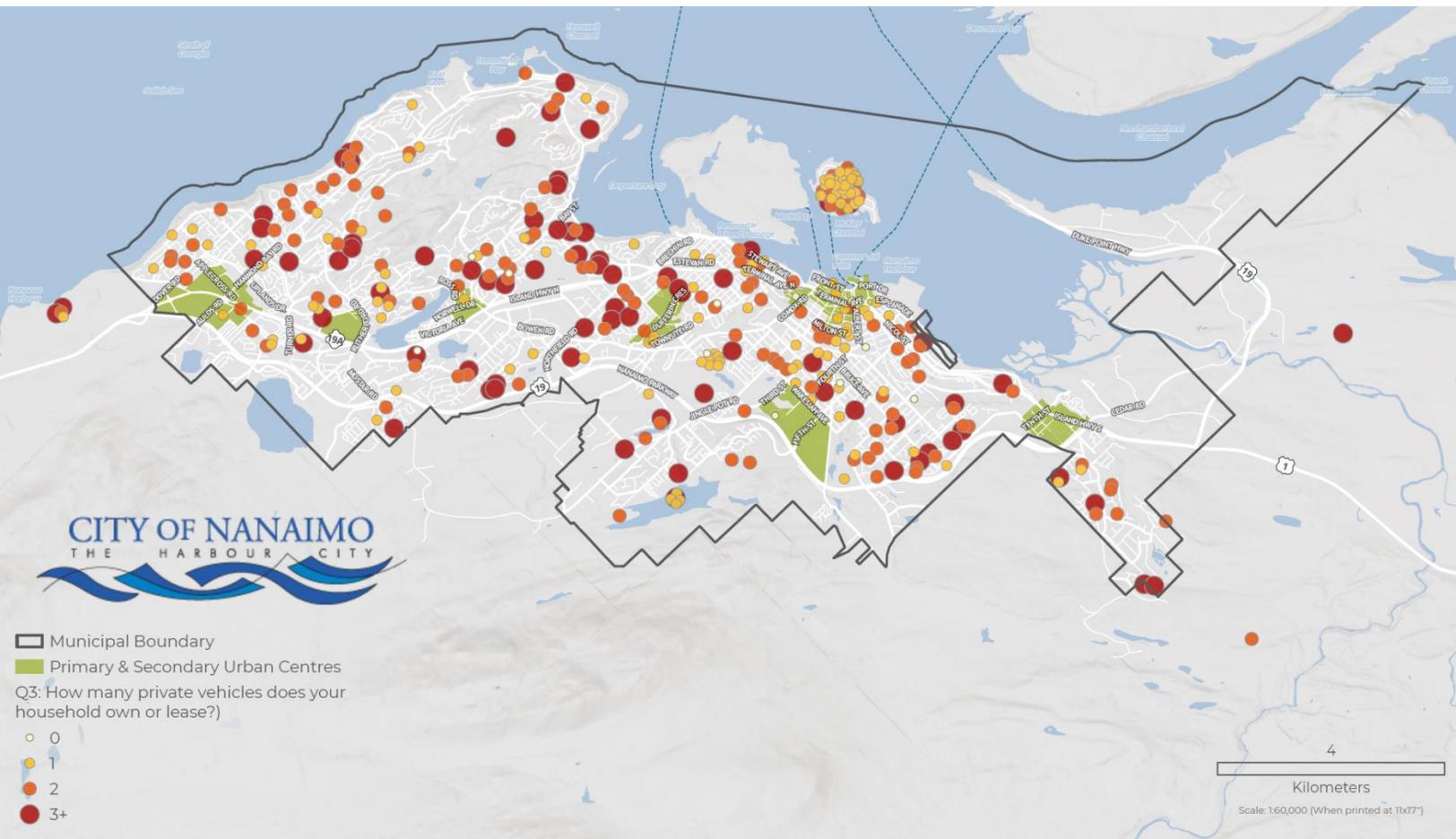
## COMMUNITY SURVEY SUMMARY

## OVERVIEW

A Community Survey was published on March 1, 2025 on the City's *Get Involved Nanaimo* platform. It was developed to help gain a better understanding of the community's priorities for parking management. Between March 1 and March 28, the survey received a total of **362 responses**.

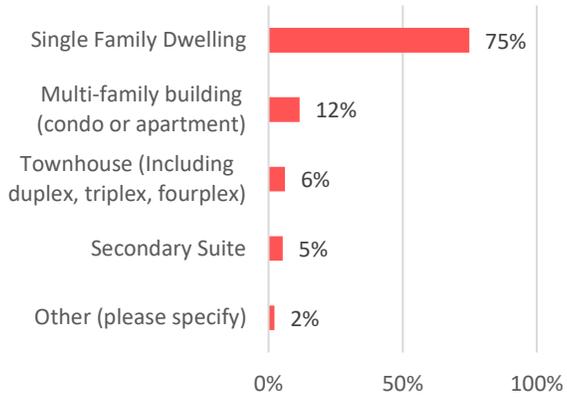
## ABOUT THE SURVEY

The survey saw representation from across Nanaimo, including Downtown and most primary and secondary Urban Centres. The distribution of respondents living in Nanaimo is shown in the map below, along with their specified number of vehicles in their household.



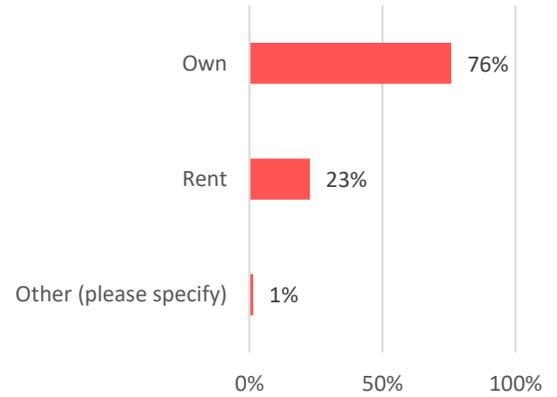
## WHO WE HEARD FROM

### 1. What best describes your residence?



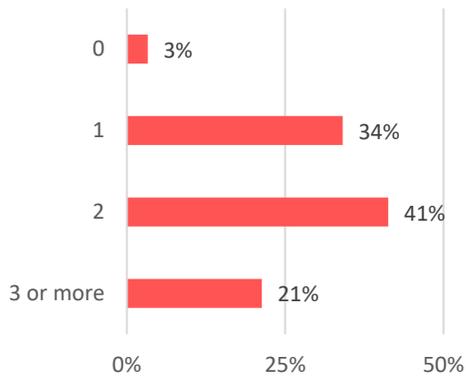
- Three-quarters of survey respondents (75%) live in single-family dwellings.

### 2. Do you own or rent your residence?



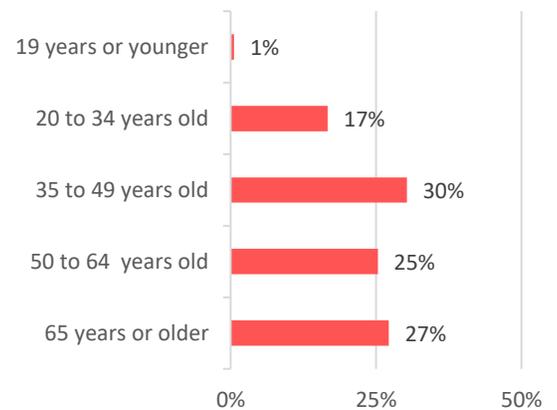
- By a similar measure to Question 1, over three-quarters of respondents (76%) own their residence.

### 3. How many private vehicles does your household own or lease?



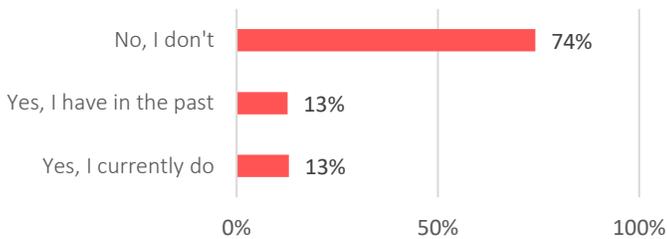
- Approximately 62% of respondents own 2 or more vehicles, while the remaining 37% own 1 vehicle or fewer.
- When results are filtered by residence type (Question 1),
  - 72% of single-family home residents own 2 or more vehicles
  - 79% of apartment or condo residents own 1 vehicle

### 4. Which age group are you in?



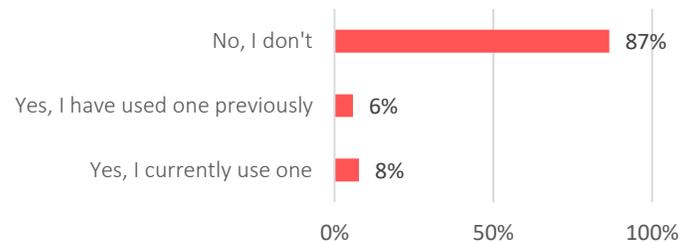
- Most respondents were aged 35 or older, comprising 82% of the total.
- The age group with the highest share of responses (30%) was 35 to 49 years old.

**5. Do you currently, or have you ever, had any physical limitations that impact(s) your access to mobility options?**



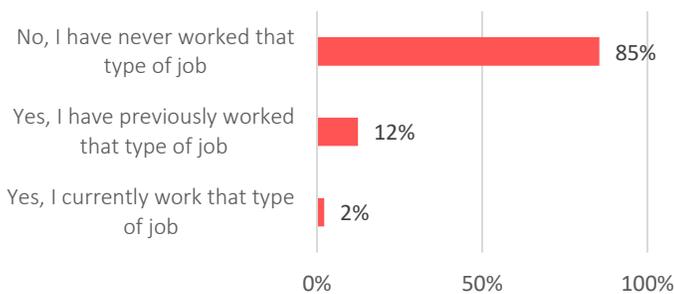
- Most respondents (74%) indicated that they have never had any physical limitations affecting their mobility.
- The remaining 26 per cent of respondents, or 94 participants, have a physical limitation that impacts their access to mobility options.

**6. Have you ever used an accessibility placard to use accessible parking spaces?**



- Eight per cent of respondents currently use an accessibility placard and use accessibility parking spaces.

**7. Have you ever worked in a job involving the delivery and movement of goods and people? (taxi driver, delivery driver, etc.)**



- Two per cent of respondents, or 7 participants, currently work in goods movement and/or taxi services.

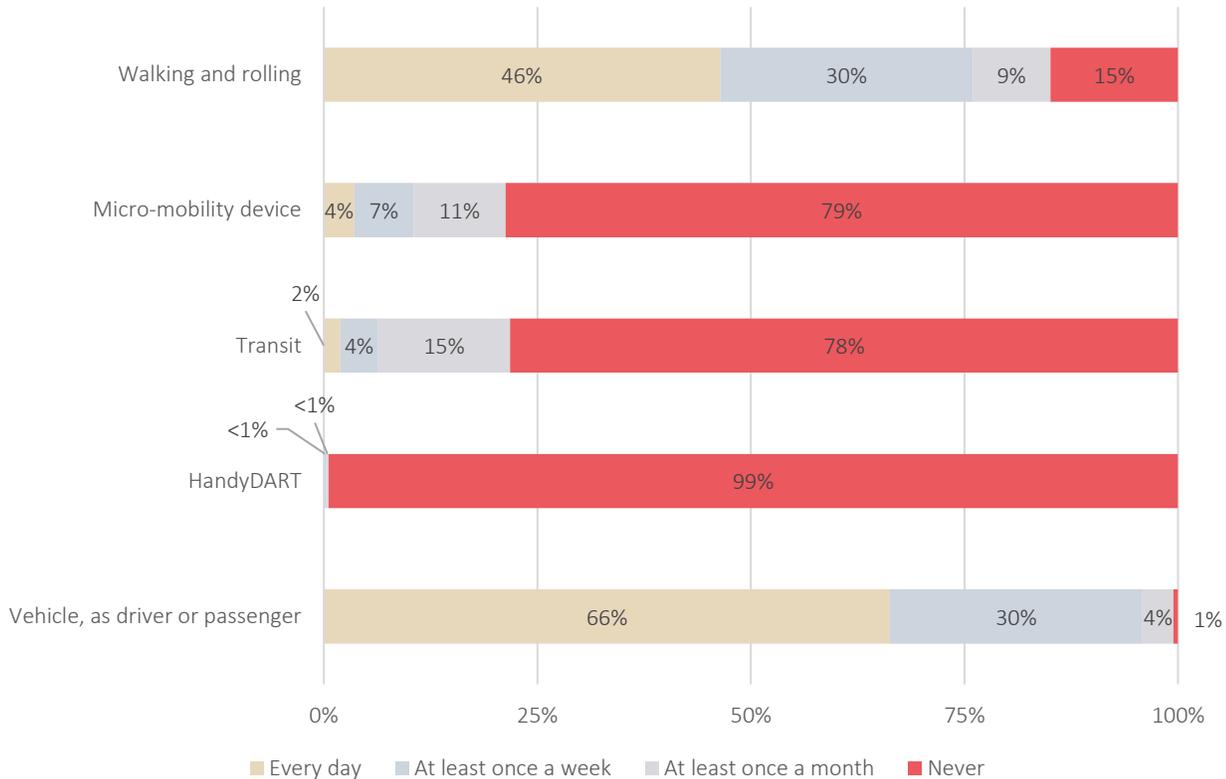
**8. What is your household income?**



- Just over half of respondents (53%) indicated a household income over \$100,000, with the remaining (47%) indicated their income was \$99,999 or under.

## WHAT WE HEARD

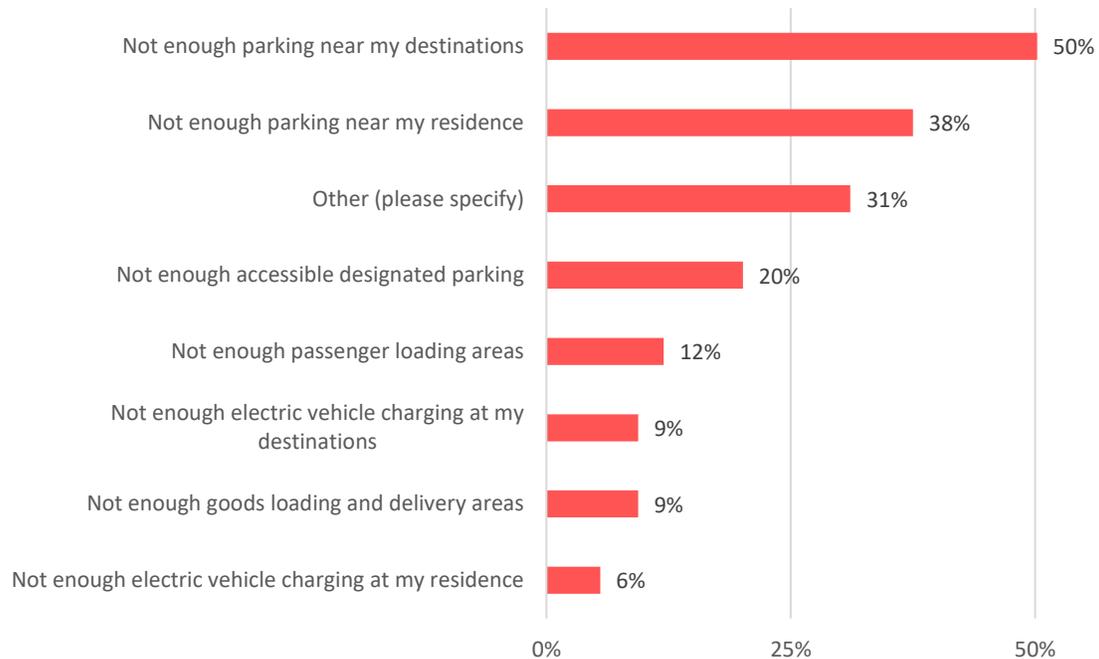
### 9. How do you get around?



### Key Observations

- Two-thirds of survey participants (66%) use a vehicle every day to get around Nanaimo.
- Almost half of survey participants (46%) walk or roll to destinations every day, while 15% indicated they never walk or roll.
- Micro-mobility devices, which includes bicycles, are used daily by 4% of survey participants. Nearly four out of five respondents (79%) never use micromobility devices.
- Out of the 22% of participants who use transit, the largest share (15%) use transit about once a month.
- Two (<1%) survey participants indicated they use HandyDART services: one at least monthly and the other weekly.

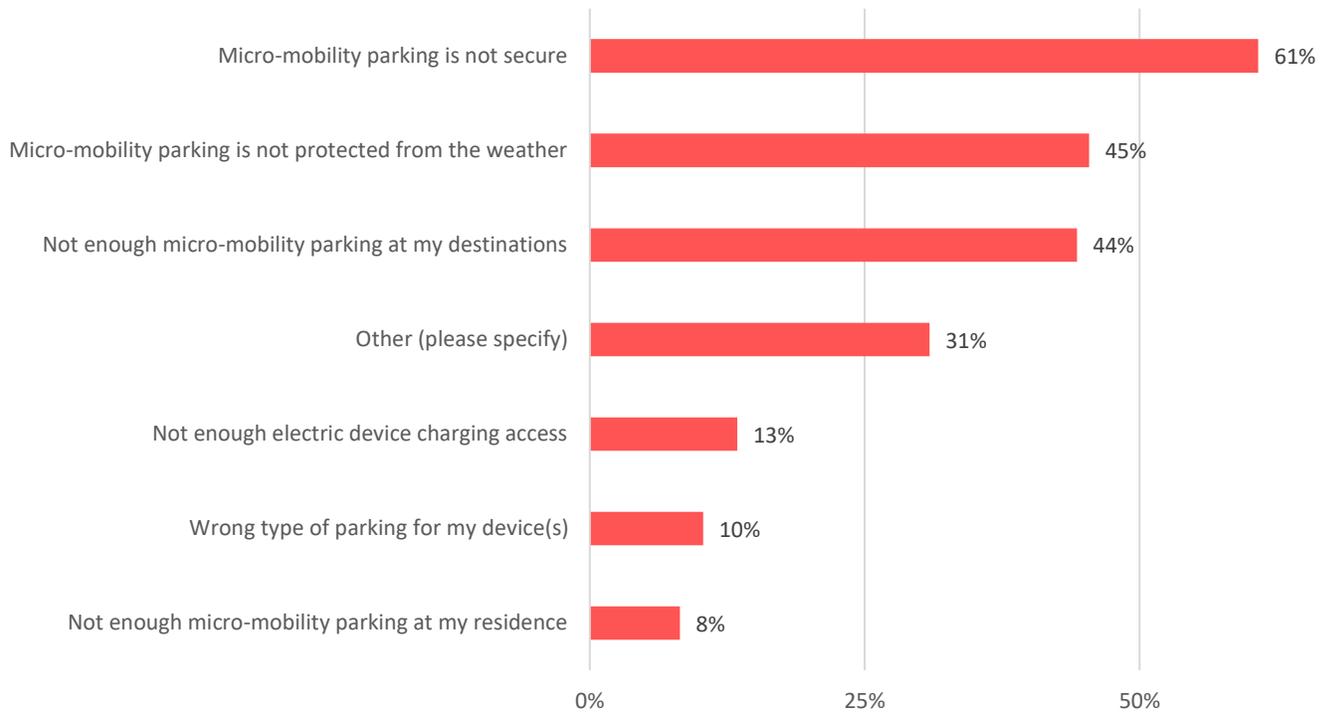
## 10. If you travel by vehicle, what challenges do you face with respect to parking?



### Key Observations

- Half of survey participants (50%) indicated there is not enough parking near their destinations
- Respondents who selected “Other” indicated additional challenges such as...
- When survey results are filtered to only include participants with physical limitations (47 participants):
  - 68% of participants who use a placard indicated that there is not enough accessible designated parking
  - 24% indicated there is not enough passenger loading areas.

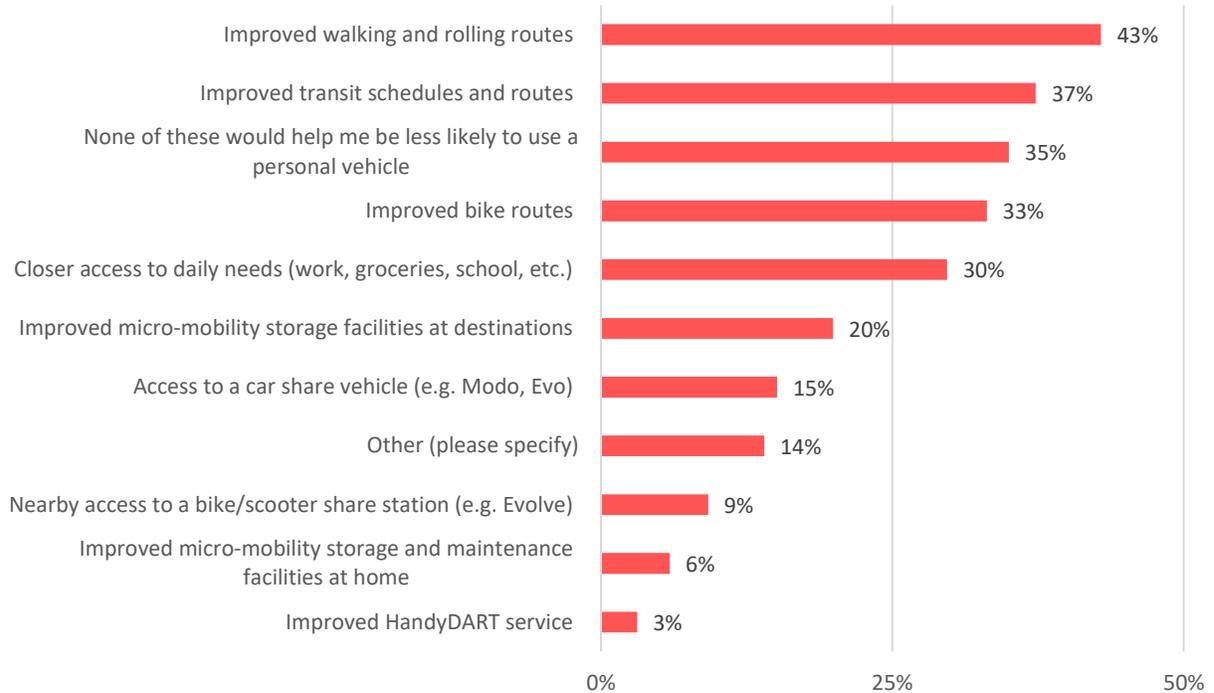
**11. If you use micro-mobility devices, what challenges do you face with respect to parking? Please select all that apply.**



**Key Observations**

- A majority of respondents (61%) indicated that micro-mobility parking is not secure.
- Respondents who selected “Other” indicated additional challenges such as...
- When results are filtered to only include people who use micro-mobility daily or weekly (38 participants):
  - 79% agree that micro-mobility parking is not secure
  - 61% indicate that micro-mobility parking is not protected from the weather
  - 58% indicate that there is not enough micro-mobility parking at their destinations

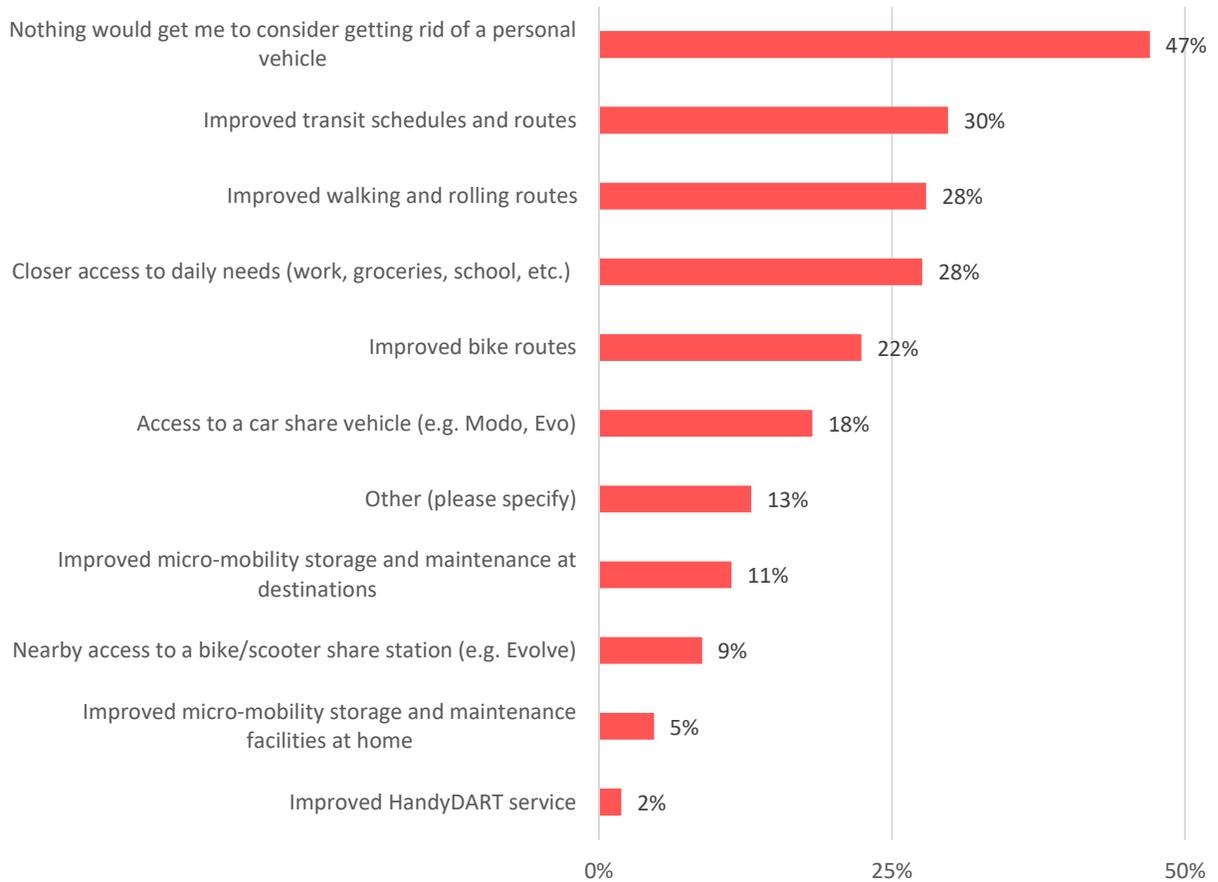
**12. The City is working to support Nanaimo residents to get around without needing to rely on a vehicle. Please select which of the following would help you complete more of your daily trips without needing to use a vehicle**



**Key Observations**

- The top factors that would help participants travel Nanaimo without a vehicle were improved pedestrian routes, improved transit schedules and routes and improved bike routes
- 62 participants (17%) who “never” use micromobility indicated that “improved bike routes” would help them improve daily trips without a vehicle.
- 79 respondents (22%) who “never” use transit indicated that “improved transit schedules and routes” would help them improve daily trips without a vehicle.

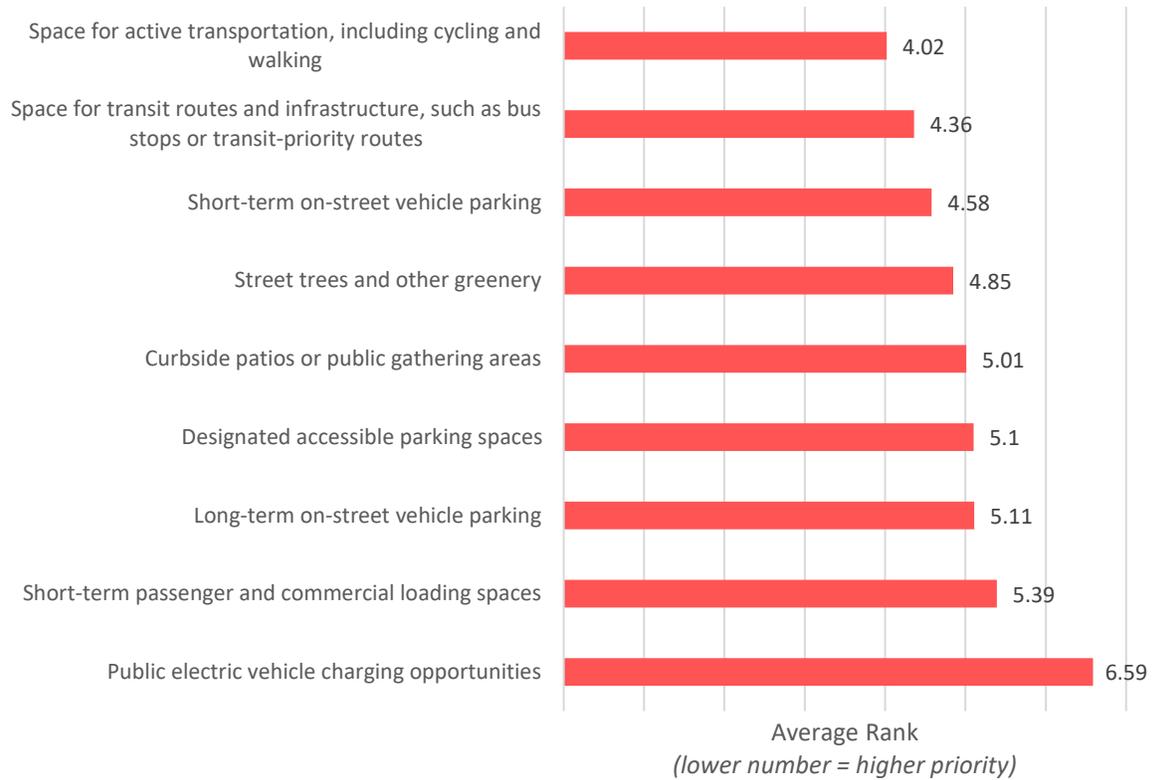
**13. Please select which of the following would help you to not need to own as many vehicles. Please select all that apply**



**Key Observations**

- Nearly half of respondents (47%) indicated that none of the provided options would convince them to get rid of a personal vehicle
- The top factors that would help participants require their vehicle less were
  - improved transit schedules and routes” (30%)
  - improved walking and rolling routes (28%)
  - closer access to daily needs (28%)
- Participants with physical limitations were less likely to consider getting rid of their personal vehicle. The option that would best support daily trips was “improved walking and rolling routes.”

14. The road right-of-way is a shared public space that costs taxpayers to construct and maintain. We're looking at alternative uses curbside space to better serve the community. Please rank the following uses in your order of priority. (1 highest priority, 9 lowest priority)



### Key Observations

- The highest-ranked priority for curbside space was space for active transportation, including cycling and walking.
- The highest priority related to vehicle parking was short-term parking spaces, the third-highest priority overall.

# APPENDIX B

RELEVANT CITY OF NANAIMO  
POLICIES + ACTIONS

**CITY PLAN – POLICIES**

<p><b>A Green Nanaimo</b></p>	<p>C1.1.10 Prioritize walking, rolling, cycling, and transit over other transportation modes to help Nanaimo achieve a zero carbon transportation system.</p>
<p><b>A Connected Nanaimo</b></p>	<p>C2.1.6 Prioritize the placement of high quality “first kilometre / last kilometre” (start or end of trip) amenities to encourage active and sustainable modes of travel, including transit, walking, cycling, electric vehicles, CarShare, and other options.</p> <p>C2.1.7 Manage parking city-wide with a focus on right sizing parking to continue fulfilling key needs including access, loading, and pick-up for businesses; accessible parking for people with mobility or family needs; and EV parking, while recognizing that an overabundance of cheap and convenient parking tends to increase vehicle use and reliance.</p> <p>C2.2.8 Implement Transportation Demand Management programs to shift trips to non-automobile modes, reduce automobile trips and travel distances, and reduce parking demand.</p> <p>C2.2.14 Provide convenient and secure bicycle parking in Urban Centres, along Corridors, and at key destinations, including parks.</p>
<p><b>A Healthy Nanaimo</b></p>	<p>C3.2.6 Use incentives to encourage the development of affordable and accessible rental and owned housing units. Consider providing additional density, parking relaxations, development cost charge reductions, payment of legal fees, or other types of financial measures.</p> <p>C3.2.25 Recognize that required onsite parking increases housing costs and ensure that parking requirements consider the intended resident group of new affordable housing developments, as well as road safety implications, and accommodate parking variances where appropriate.</p>
<p><b>An Empowered Nanaimo</b></p>	<p>C4.3.26 Where possible, exceed minimum requirements for universal accessibility for parking access and design standards.</p>

**CITY PLAN – DESIRED OUTCOMES**

<p><b>A Connected Nanaimo</b></p>	<ul style="list-style-type: none"> <li>• Alignment between land uses and mobility networks, with higher density land uses developing in Urban Centres and along Corridors where they are supported by frequent transit and increased walkability.</li> <li>• A fine grained street network that is comfortable and safe for all, especially vulnerable road users. Fine grained street networks have frequent cross streets and avoid long stretches of roads between intersections.</li> <li>• Behavioural changes, including reduction in average distance driven per person per day and reduction in household car ownership, that, in turn, help reduce vehicle emissions and other environmental impacts from transportation, as well as traffic congestion.</li> <li>• A well integrated walking, rolling, cycling, and transit network that is safe, comfortable, convenient, accessible, and enjoyable for persons of all ages and abilities.</li> <li>• An increase in the share of trips made using active modes in Nanaimo.</li> <li>• An increase in the share of trips made by transit in Nanaimo.</li> <li>• Safe, healthy, and equitable mobility for all persons within the city.</li> <li>• Streets and other mobility infrastructure safely accommodate all people and modes of travel in an attractive and comfortable setting.</li> <li>• Streets are planned and designed based on their adjacent land use so that transportation facilities align with the level and type of mobility anticipated.</li> </ul>
<p><b>A Healthy Nanaimo</b></p>	<ul style="list-style-type: none"> <li>• A caring, healthy, accessible, inclusive, and safe community that empowers its community members to realize their aspirations.</li> <li>• More affordable housing options of diverse types, tenures, affordability levels, and health supports to meet a variety of community needs.</li> <li>• Equitably distributed affordable housing options across all residential areas.</li> </ul>

NANAIMO PARKING REVIEW + BYLAW UPDATE  
 ENGAGEMENT + OPTIONS ASSESSMENT

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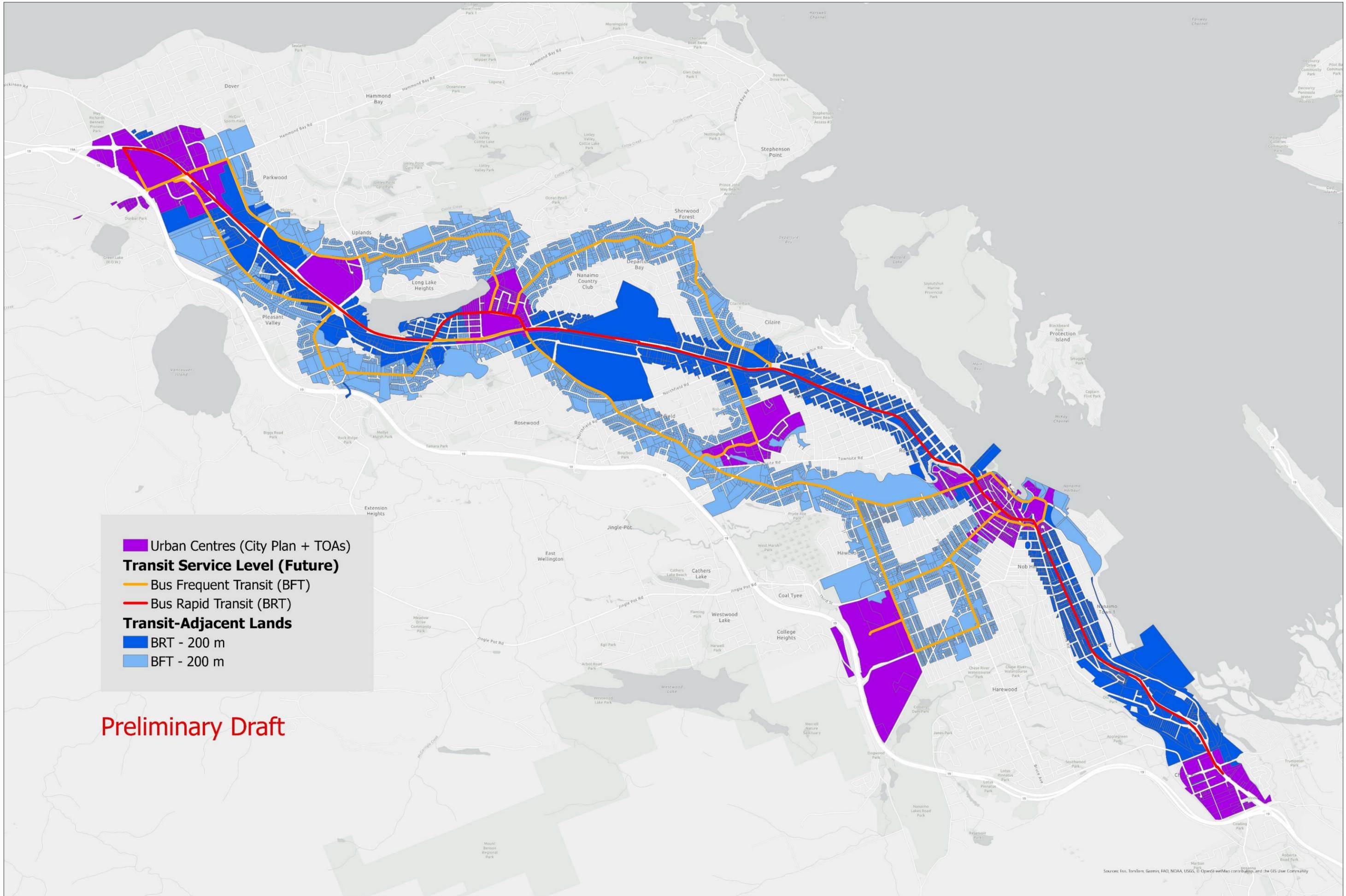
	<ul style="list-style-type: none"> <li>• Affordable housing innovations supported through emerging regulatory tools, funding, and initiatives.</li> <li>• Incentives that encourage incorporation of intergenerational features, services, and amenities into new development or redevelopment.</li> </ul>
<b>An Empowered Nanaimo</b>	<ul style="list-style-type: none"> <li>• An inclusive Nanaimo that provides opportunities for active involvement and prosperity for all; welcomes contributions of all members; facilitates participation and social interaction across cultures, genders, orientations, ages, and abilities; and recognizes and fosters respect for diversity as per the Province’s <i>Accessibility BC Act</i>.</li> <li>• Environments and spaces across all areas of the city that are diverse and vibrant for the enjoyment of all residents.</li> <li>• There are many ways for people of all ages and abilities to move freely throughout the city and without barriers.</li> </ul>
<b>A Prosperous Nanaimo</b>	<ul style="list-style-type: none"> <li>• Recognition as a “Smart City” that puts data and digital technology to work to make better decisions and improve quality of life for residents.</li> </ul>
<b>Growth Management</b>	<ul style="list-style-type: none"> <li>• Strategic growth combined with efficient servicing, transportation, and amenities inside the City Boundary and UCB, while protecting lands with natural, agricultural, or ecological values outside.</li> </ul>
<b>Centres</b>	<ul style="list-style-type: none"> <li>• Focused urban growth so that Centres become the city’s hubs of activity.</li> <li>• Integration of land use and mobility to encourage walking, rolling, cycling, and transit in, around, and to Centres.</li> <li>• Complete Centres with a broad mix and range of services.</li> </ul>
<b>Corridors</b>	<ul style="list-style-type: none"> <li>• Attractive Corridors with higher intensity residential and mixed-uses.</li> <li>• Corridors serving as destinations with attractive human scale development and pedestrian-friendly options for mobility.</li> </ul>
<b>Neighbourhoods</b>	<ul style="list-style-type: none"> <li>• Livable, diverse Neighbourhoods with modest increases in housing choice and preservation of existing residential character</li> <li>• Thriving local-scale services embedded into Neighbourhoods, providing residents with access to daily needs closer to home.</li> </ul>

**INTEGRATED ACTION PLAN**

<p><b>A Connected Nanaimo</b></p>	<p>C2.1.3 Implement pay parking technologies that allow multiple payment methods and remote payment (e.g., online, phone) for extending parking.</p> <p>C2.1.2 Incorporate public parking strategies into Urban Centres Area Plans.</p> <p>C2.1.5 Prepare a public parking strategy to help support investment in streets.</p> <p>C2.1.8 Promote the use of smaller and quieter service and delivery vehicles for the “last-mile”.</p> <p>C2.2.4 Continue to work with private employers and developers to encourage and create incentives for walking, cycling, rideshare, and transit commuting and reduce parking demand.</p> <p>C2.2.6 Develop Bike Parking / End of Trip facilities for short and long-term bicycle parking around key trip generators such as urban centres, transit exchanges, and destination parks.</p> <p>C2.2.9 Update Traffic and Highways Bylaw 5000 to support walk, roll, cycle, and emerging active mobility options.</p>
<p><b>A Healthy Nanaimo</b></p>	<p>C3.1.34 Implement a Parking Facility Security Assessment in the downtown area (Bastion, Vancouver Island Conference Centre, and Harbour Front Parkades).</p> <p>C3.2.25 Conduct a parking supply and demand assessment study for non-market and rental housing projects located near frequent transit, to support changes to parking requirements and/or support parking variances based on findings.</p>
<p><b>A Green Nanaimo</b></p>	<p>C1.1.33 Through the use of incentives and education, work with existing building owners to provide EV parking, in compliance with City Parking Bylaw.</p> <p>C1.1.38 Review City parking facilities and rates to identify potential spaces for zero-emission vehicles and other type of vehicles that support transportation mode shift and lower Greenhouse Gas emissions.</p>

# APPENDIX C

TRANSIT-ADJACENT LANDS MAP  
(PRELIMINARY DRAFT)



**Urban Centres (City Plan + TOAs)**

**Transit Service Level (Future)**

- Bus Frequent Transit (BFT)
- Bus Rapid Transit (BRT)

**Transit-Adjacent Lands**

- BRT - 200 m
- BFT - 200 m

**Preliminary Draft**

Source: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

# URBAN SYSTEMS