

Nanaimo Parking Review + Bylaw Update

Governance + Priorities
Committee Meeting

July 14 2025

URBANSYSTEMS

1

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

2

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

3

Overview, cont.

Project Process



4

Community Engagement

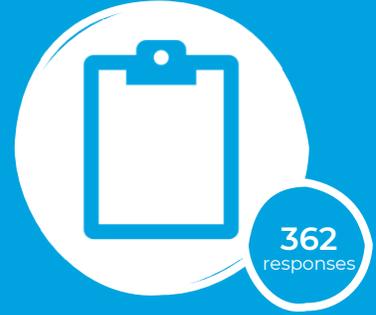
March / April 2025



Project
Webpage



Interest Holder
Conversations



Community
Survey

5

Community Engagement

Key take-aways...

- Vehicle ownership is lower in the downtown and surrounding area
- Parking is expensive to construct, impact on development costs
- Community support for prioritizing active transportation and public transit

6

Guiding Principles



Policy Alignment



Complete Mobility



Aspirational /
Forward Looking



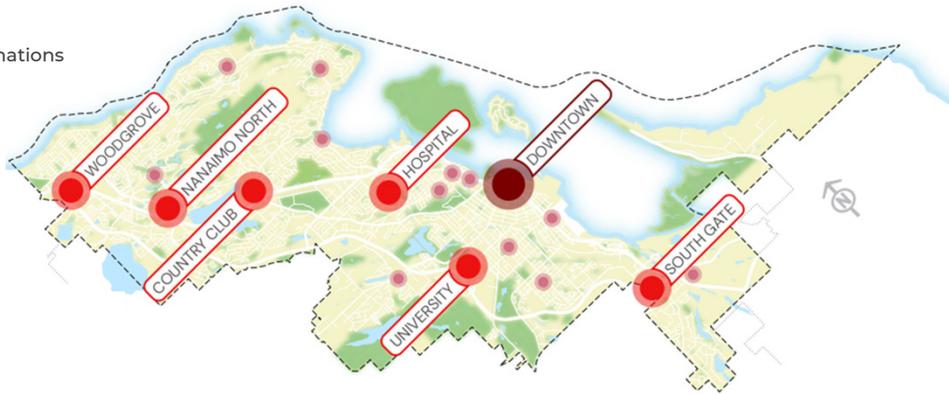
7

Preliminary Directions

Adjust requirements in Primary + Secondary Urban Centres to support desired land use and transportation options

City Plan
Future Land Use Designations

- Primary Urban Centre
- Secondary Urban Centre
- Neighbourhood Centre



8

Preliminary Directions

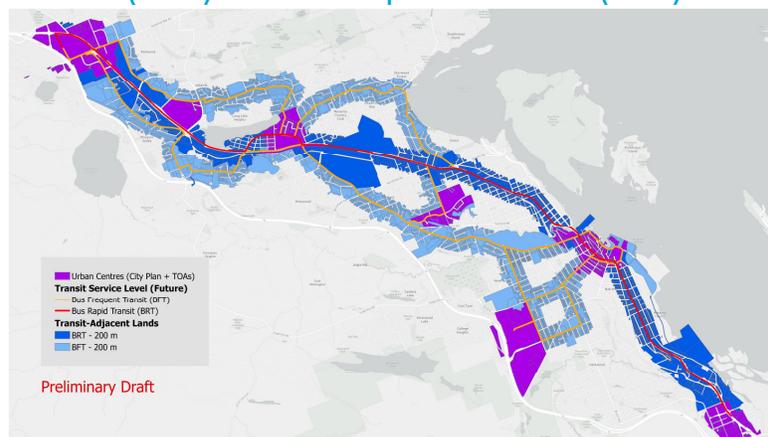
Adjust requirements in Primary + Secondary Urban Centres to support desired land use and transportation options

- Remove minimum parking supply requirements to allow for reduced parking supply (VPS-1)
- Establish maximum parking supply requirements to prevent over-supply (VPS-2)
- Eliminate cash in-lieu of parking policy, seek contribution through regulations (CIL-1)

9

Preliminary Directions

Support increased transit ridership in Transit-Adjacent Lands nearby Bus Rapid Transit (BRT) + Bus Frequent Transit (BFT) corridors



10

Preliminary Directions

Support increased transit ridership in Transit-Adjacent Lands nearby Bus Rapid Transit (BRT) + Bus Frequent Transit (BFT) corridors

- Reduce minimum parking supply requirements for residential uses near transit to reflect transit availability (VPS-3)
- Increase transit supportive transportation demand management (TDM) requirements to encourage ridership (TDM-1)

11

Preliminary Directions

Introduce new and/or increased requirements for sustainable transportation facilities to support the City's mobility objectives

- Increased bike parking requirements in Urban Centres (BP-1)
- Enhanced bike parking design requirements (BP-3), new requirements for cycling end-of-trip facilities (BP-4)
- New requirements for TDM in Urban Centres + Transit-Adjacent Lands (TDM-1)
- In other areas, allowance for reduced parking supply where TDM measures are provided (TDM-2)

12

Preliminary Directions

Adjust regulations to continue to support unique parking needs inline with City objectives

- Improve accessible parking design requirements (AP-2), maintain appropriate accessible parking provision (AP-1)
- Introduce requirements for small loading / delivery spaces to support meal delivery, e-commerce, etc (OSL-2)
- Introduce requirements for mobility scooter parking for select land uses (AP-3)
- Updates to other, general parking supply requirements (VPS-4)

13

Preliminary Directions

Focus curbside management in areas where changes to off-street parking regulations may impact curbside functions

- Formalize a curbside management framework to support decision-making (CM-1)
- Identify strategies to monitor curb conditions and pro-actively pursue change (CM-2)

14

Closing

Seeking confirmation from GPC to advance preliminary directions

Additional detail forthcoming once preliminary directions confirmed

Subsequent presentation to GPC anticipated Fall 2025

Updates made as proposed bylaw amendments

15

Thank you!

URBAN SYSTEMS

16