

**ATTACHMENT A**

**NANAIMO PARKING REVIEW + BYLAW UPDATE**

# **Recommendations + Actions**

City of Nanaimo | October 2025

**URBAN**  
SYSTEMS

# **URBAN**

## **S Y S T E M S**

This report is prepared for the sole use of  
the City of Nanaimo.

No representations of any kind are made by  
Urban Systems Ltd. or its employees to any party  
with whom Urban Systems Ltd. does not have a  
contract. Copyright 2025.

# CONTENTS

1.0 Overview .....	1
1.1 Project Process.....	2
1.2 Relevant Documents .....	3
2.0 Preliminary Recommendations + Options.....	4
2.1 Preliminary Recommendations .....	4
2.2 Guiding Principles.....	7
2.3 Key Themes.....	8
3.0 Regulatory Structure .....	9
3.1 Key Considerations.....	9
4.0 Regulatory Changes.....	10
4.1 Vehicle Parking Supply (VPS).....	10
4.2 Transportation Demand Management (TDM) .....	14
4.3 Bicycle Parking (BP) .....	17
4.4 Accessible Parking (AP).....	21
4.5 Cash In-Lieu Of Parking (CIL) .....	24
4.6 Off-Street Loading (OSL) .....	25
4.7 Curbside Management (CM) .....	26
5.0 Closing.....	32
5.1 Summary.....	32
5.2 Next Steps.....	33
Appendix A. Transit-Adjacent Lands + Multiple-Dwelling Parking Areas Map	
Appendix B. Vehicle Parking Supply Rates, Proposed Updates	
Appendix C. Transportation Demand Management, Proposed Baseline + Incentive Strategies	
Appendix D. Bicycle Parking Supply Rates, Proposed Updates	
Appendix E. Off-Street Loading Supply Rates, Proposed Updates	
Appendix F. Sample Curbside Management Framework	
Appendix G. City Plan Policy Support + Proposed Actions	

## 1.0 OVERVIEW

The City of Nanaimo is reviewing how parking is supplied, managed, and regulated. As the Nanaimo community faces dynamic changes in transportation and land use, 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* (PRBU) 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 (October – December 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, including the City of Victoria, District of Saanich, City of Kelowna, and various Metro Vancouver 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 – June 2025)**

This phase involved working sessions with the City, information sharing through a project webpage, stakeholder conversations, and committee presentations. These conversations tested potential directions to off-street parking and curbside management in Nanaimo. Findings from this phase resulted in a series of overarching recommendations to guide subsequent regulatory changes and other supporting actions.

### **Phase 3, Recommendations Development (July – October 2025) \*Current Phase\***

The specific recommendations for off-street parking and curbside management developed through this project are being developed and presented in Phase 3. Responding to the understanding of current conditions and feedback received from the public and stakeholders, recommendations are 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 (November 2025 – March 2026)**

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 RELEVANT DOCUMENTS

Through the PRBU process, several interconnected regulatory, policy, and design documents are being considered for review and update. Three key existing bylaws are the focus of this exercise, listed as Core Bylaws below, with other relevant bylaws and policies, listed under Supporting Documents below, also being evaluated for potential updates to support the City's overall approach to parking and curbside management.

Proposed changes to the Core Bylaws are identified in this report alongside connections to the Supporting Documents, where needed. Other documents may also be relevant as new regulations and policies related to parking and curbside management are pursued by the City. This reflects the interconnected nature of these systems for the City of Nanaimo, and that updates to one may initiate changes elsewhere.

### Core Bylaws

#### *Off-Street Parking Regulations Bylaw 2018 no.7266*

This bylaw regulates the supply rate, dimension, and design of off-street parking in Nanaimo. The bylaw is structured to require minimum off-street vehicle parking, including for accessible, visitor, and electric vehicles, along with bicycle parking and loading supply for various land uses.

#### *Traffic and Highways Regulation Bylaw 1993 no.5000*

Identifies permitted curb uses in Nanaimo and how the City can enforce these uses, through paid parking, time limitations, commercial loading restrictions, and other applications. Off-street parking in public facilities is also regulated through this Bylaw, including the cost of parking in parkades and public parking lots.

#### *Crossing Control Bylaw 1996 no.5174*

Regulates how new vehicle crossings (i.e., driveways) from private property to the public right-of-way can be created, including different requirements for residential and non-residential land uses.

### Supporting Documents

- *Zoning Bylaw no.4500*
- *Subdivision Control Bylaw 1989 no. 3260*
- *Policy for Consideration of a Parking Variance*
- *City of Nanaimo Manual of Engineering Standards and Specifications (MOESS)*

## 2.0 PRELIMINARY RECOMMENDATIONS + OPTIONS

### 2.1 PRELIMINARY RECOMMENDATIONS

A series of preliminary recommendations were identified in the Engagement + Options Assessment Report (Phase 2 summary report) that reflects key policy directions of the City (particularly as expressed in City Plan), research and best practices, and feedback received through community engagement completed in Spring 2025. In some cases, the recommendations included a series of options that could be pursued to address key changes, working with City staff, community input and presentation to the Governance & Priorities Committee (GPC) to arrive at a preferred option for updates to regulations.

The preliminary recommendations proposed during Phase 2 are summarized in **Table 1** below. The key directions and detailed recommendations that are the subject of this current report are aligned with the structure and preliminary recommendations, as contained in the Phase 2 summary report and presented to the GPC in July 2025.

They have been organized into seven (7) key themes, as follows:

- Off-Street Vehicle Parking Supply (VPS)
- Transportation Demand Management (TDM)
- Bicycle Parking (BP)
- Accessible Parking (AP)
- Cash In-Lieu of Parking (CIL)
- Off-Street Loading (OSL)
- Curbside Management (CM)

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

Recommendation		Geographic Applicability
Vehicle Parking Supply		
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.	Primary & Secondary Urban Centres
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.	Primary & Secondary Urban Centres
VPS-3	Allow for reduced vehicle parking supply for multi-family residential development near Bus Rapid Transit and Bus Frequent Transit service.	Transit-Adjacent Lands

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.	City-wide
<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.	Primary & Secondary Urban Centres Transit-Adjacent Lands
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.	Areas outside of Urban Centres & Transit-Adjacent Lands
<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.	Primary & Secondary Urban Centres
BP-2	Update and adjust existing city-wide short- and long-term bicycle parking supply requirements, as needed, to align with best practices.	City-wide
BP-3	Update design requirements for short- and long-term bicycle parking.	City-wide
BP-4	Require active transportation end-of-trip facilities for specific land uses city-wide.	City-wide
<b>Accessible Parking</b>		
AP-1	Decouple accessible parking from conventional parking and develop standard rates for accessible parking.	City-wide
AP-2	Update accessible parking design requirements and introduce minimum supply and design requirements for van-accessible parking.	City-wide
AP-3	Introduce minimum mobility scooter supply and design requirements for specific land uses.	City-wide
<b>Cash In-Lieu of Parking</b>		
CIL-1	Remove cash in-lieu of parking city-wide.	City-wide

**Recommendations + Actions**

Off-Street Loading		
OSL-1	Update city-wide off-street loading supply requirements, as needed.	City-wide
OSL-2	Introduce requirements for conventional vehicle-sized loading spaces to support short-term parking and retail delivery in select land uses.	City-wide
Curbside Management		
CM-1	Establish a curbside management framework to support decision-making around curb use, either city-wide or focused on specific areas.	Primary & Secondary Urban Centres  OR City-wide
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.	Primary & Secondary Urban Centres  OR City-wide

## 2.2 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 City Plan and other core planning documents summarized in the Engagement + Options Assessment Report.



### 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.

## 2.3 KEY THEMES

First identified in the Engagement + Options Assessment Report, these themes are the most important overarching directions for off-street parking regulations and curbside management approaches in Nanaimo and that align with the intent of the Guiding Principles.

These themes are summarized below, all of which directly link to the high-level recommendations presented in the Engagement + Options Assessment Report and which are reiterated in this section alongside the specific actions for each.

- 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.

## 3.0 REGULATORY STRUCTURE

The PRBU process considers various interconnected bylaws, policies, and guidelines that together regulate the use, design, and management of parking and the curbside throughout Nanaimo. As was introduced earlier in this report, the focus of the PRBU was on a detailed review and recommendations for three (3) identified Core Bylaws that impact on- and off-street parking management, and related directions in the Supporting Documents.

Prior to considering the detailed updates to individual regulatory documents, a broader review was undertaken to assess the relationship between these documents. This includes considering opportunities to enhance the legibility of Nanaimo's regulatory structure and support ease of use for the development community, public, staff, and other interested parties.

### 3.1 KEY CONSIDERATIONS

Several potential amendments were considered to the existing regulatory structure to support improved application and align with best practices in other communities.

*Ultimately, it was determined that no significant changes are currently necessary to the City's regulatory structure for parking and curbside management.* The key directions and recommendations from the PRBU identified in this document have therefore been structured on the assumption that existing bylaws and most supporting policies will remain in place.

Potential alternatives to the existing regulatory structure include:

- Consolidating off-street parking regulations currently found in the *Off-Street Parking Regulations Bylaw no. 7266* with general land use regulations in *Zoning Bylaw no. 4500*. This is an approach taken in some other communities, although more commonly in smaller municipalities where parking regulations are more limited and can easily be absorbed into the Zoning Bylaw without much added length.
- Integrating relevant components of the *Crossing Control Bylaw no. 5174* with the *Traffic and Highways Regulation Bylaw no. 5000* and the *Subdivision Control Bylaw no. 3260*, such as design specifications by driveway type.
- Updating current guidelines and policy documents, such as relevant portions of the MOESS and the Policy for Consideration of a Parking Variance, to align with the desired directions for parking management in Nanaimo.

## 4.0 REGULATORY CHANGES

This section describes the specific actions and changes to be made to the *Off-Street Parking Regulations Bylaw no. 7266*, *Traffic and Highway Regulations Bylaw no. 5000*, and *Crossing Control Bylaw no. 5174*. Updates to other City policies and supporting documents are also identified below. This includes recommended updates, removals, and additions to existing bylaws and policies, and new guiding documents, where necessary. Actions are organized by theme, like the preliminary recommendations.

Where supported by staff and Council, actions will result in updates to relevant bylaws and supporting documents as part of Phase 4 of the PRBU process or through subsequent initiatives. As such, the actions listed below may not represent an exhaustive list of all the necessary regulatory changes as other minor items may be identified as new regulations are written and within existing bylaws.

### Aligning with the Guiding Principles

To identify how each of the proposed actions contributes to the three guiding principles identified in **Section 2.3**, the following icons are used to show where each principle applies throughout this section



Policy Alignment



Aspirational / Forward  
Looking



Complete Mobility

Relevant City Plan policies to for each of the proposed actions are included in **Appendix G**.

### 4.1 VEHICLE PARKING SUPPLY (VPS)

Regulating the supply and design of conventional vehicle parking spaces in development is fundamental to the *Off-Street Parking Regulations Bylaw no. 7266*. Changes to the bylaw will shift where and when off-street vehicle parking is required and introduce new mechanisms to align regulation with the City's desired directions on land use and mobility. The high-level recommendations in **Table 1** are the basis for the actions that will be translated into new or amended regulations.

These recommendations introduce significant changes to how the City regulates vehicle parking. As such, the effects of these changes are reflected in the recommendations and




**Recommendations + Actions**

actions for many of the following sections, including transportation demand management (TDM), accessible parking, bicycle parking, and cash-in-lieu of parking.


The proposed recommendations largely address vehicle parking supply and do not impact some existing sections of the *Off-Street Parking Regulations Bylaw no. 7266*, including:

- Part IV: Conventional vehicle parking space dimensions; Small car spaces; Location of parking
- Part V: Curbs and wheel stops; Drainage and grading; Paving; Lighting; Driveways; Signs and markings; Stacking lanes




**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.**

Actions	Bylaw References	Guiding Principle
A	Introduce new regulations exempting all parcels within the <i>Secondary Urban Centres</i> from minimum parking supply requirements (alongside action already taken eliminating minimum parking requirements for parcels in the <i>Primary Urban Centre</i> ).	Section 7.1 / 7.2 
B	Define a new minimum parking exempt area (“Area 5”) including the Primary and Secondary Urban Centre boundaries, along with parcels included in designated Transit-Oriented Areas within the <i>Off-Street Parking Regulations Bylaw</i> .	Section 7.1 / 7.2 Schedule A 
C	Retain visitor parking requirements for <i>Primary Urban Centre</i> and <i>Secondary Urban Centres</i> to maintain current requirements, ensuring that visitor parking continues to be provided for residential uses when developers elect to provide off-street parking.	Section 7.4 




**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.**

Actions	Bylaw References	Guiding Principle
A	<p>Introduce new regulation for all land uses stipulating a maximum of 50% above minimum parking supply requirements in the <i>Primary Urban Centre</i> and <i>Secondary Urban Centres</i>, as compared to what is otherwise required if located elsewhere. In the absence of a multiple-family dwelling minimum parking requirement, the maximum would be based on minimum parking supply rates for Area 4.</p> <p><i>Recommended actions for minimum parking supply rates proposed to remain are primarily captured in VPS-4 below.</i></p>	<p>Section 7.1 / 7.2</p> 













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


Actions	Bylaw References	Guiding Principle
A	<p>Define <i>Transit-Adjacent Lands</i> as any property within 200 m of the <i>Bus Frequent Transit</i> and <i>Bus Rapid Transit</i> networks, as outlined in City Plan.</p>	<p>Section 1.6</p> 
B	<p>Allow for up to 50% reduction in off-street parking supply for multiple-family dwelling uses, including mixed-use developments with multiple dwelling uses, within the <i>Transit-Adjacent Lands</i>.</p>	<p>Section 7.1 / 7.2</p> 
C	<p>Amend existing mapping in the <i>Off-Street Parking Regulations Bylaw</i> to show properties within the <i>Transit-Adjacent Lands</i> like shown in Appendix A.</p>	<p>Schedule A</p> 

Recommendations + Actions

Actions		Bylaw References	Guiding Principle
D	Require transit-specific TDM measures for multiple-family dwelling uses in the <i>Transit-Adjacent Lands</i> . See Recommendation TDM-1 for additional details.	New	  

**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.**

Actions		Bylaw References	Guiding Principle
A	Remove vehicle parking supply requirements for three-bedroom <i>multiple-family dwelling</i> units and update requirements for 2-bedroom units to be “2+ bedroom”.	Section 7.1 / 7.2	  
B	Define non-market (i.e., affordable) housing for the purposes of the <i>Off-Street Parking Bylaw</i> , considering definitions from the <i>Zoning Bylaw</i> .	New	  
C	Update the <i>Multiple-Family Dwelling Parking Table</i> to adjust minimum parking requirements for uses as proposed in <b>Appendix B</b> and the applicable areas in <b>Appendix A</b> .	Section 7.1 Table 3 Schedule A	  
D	Consolidate and simplify minimum vehicle parking supply requirements per <b>Appendix B</b> to better reflect parking needs and support clear and consistent regulations.	Section 7.1 / 7.2	  

Actions		Bylaw References	Guiding Principle
E	Update and simplify shared parking requirements to focus on mixed-use development including multiple-family dwelling uses and allow for a maximum reduction of 20% as currently identified in Table 5 of the <i>Off-Street Parking Bylaw</i> .	Section 7.3 (i) Table 5	






## 4.2 TRANSPORTATION DEMAND MANAGEMENT (TDM)

The Guiding Principles for the PRBU emphasize the need for complete mobility that supports diverse transportation options in Nanaimo. This becomes increasingly important with the proposed changes in the previous section to eliminate minimum parking supply requirements in the Primary and Secondary Urban Centres and reduce vehicle parking supply requirements in Transit-Adjacent Lands. Transportation demand management therefore becomes a critical component of development so residents, employees, and visitors have access to numerous mobility options to meet daily needs, where vehicle parking may be limited or less immediately available.




The overarching recommendations for transportation demand management in **Table 1** focus efforts in the Primary and Secondary Urban Centres and Transit-Adjacent Lands to encourage new or enhanced mobility programs and infrastructure in these areas. Opportunities are also recommended for developments in other areas to reduce their overall parking supply where TDM is provided.

The proposed actions identified under these two recommendations would result in new regulations within the *Off-Street Parking Regulations Bylaw no. 7266*. It is also recommended that the City collect information on how these regulations are applied in new development to allow the City to understand implications of adopting TDM requirements to provide clear support for adjustments needed in future bylaw reviews.

**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.**

Actions	Bylaw References	Guiding Principle
<p><b>A</b></p> <p>Introduce new regulations that require TDM measures for all land uses in the <i>Primary Urban Centre</i> and <i>Secondary Urban Centres</i> and <i>Multiple-Family Dwelling</i> uses in the <i>Transit-Adjacent Lands</i> that meet the following thresholds:</p> <ul style="list-style-type: none"> <li>• Residential: 12 residential units or more</li> <li>• Non-residential: 500 m<sup>2</sup> GFA or more</li> <li>• Mixed-Use: Where either of the thresholds above are met in a mixed-use development</li> </ul>	<p>New</p>	
<p><b>B</b></p> <p>Define the minimum required TDM strategies for three categories, as identified below. Recommended minimum provisions for each category are identified in <b>Appendix C</b>.</p> <ul style="list-style-type: none"> <li>• Transit TDM</li> <li>• Bicycle Parking TDM</li> <li>• Shared Mobility TDM</li> </ul>	<p>New</p>	
<p><b>C</b></p> <p>Require that all applicable development within the <i>Primary Urban Centre</i> and <i>Secondary Urban Centres</i> adhere to minimum two of the three permitted TDM categories, while development in <i>Transit-Adjacent Lands</i> must provide required Transit TDM strategies, at minimum.</p>	<p>New</p>	
<p><b>D</b></p> <p>Allow for alternate provision of TDM measures, where an applicant demonstrates reasonable efforts to meet the requirements but cannot meet TDM requirements. Measures of similar value and impact on mobility demands will be considered where they are proposed by an applicant to the satisfaction of the Director of Planning and Development.</p>	<p>New</p>	
<p><b>E</b></p> <p>Establish a cash-in-lieu of TDM rate(s) that would allow the City to establish funding to support TDM implementation as TDM programs become available (e.g., transit subsidy, carshare).</p>	<p>New</p>	

**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.**

Actions		Bylaw References	Guiding Principle
A	Introduce new regulations supporting minimum vehicle parking supply reductions for <i>Multiple-Family Dwelling</i> uses that are 12 or more dwelling units, up to 10% for each applicable TDM measure.	New	
B	Introduce new regulations defining the permitted minimum vehicle parking supply reduction per TDM strategy for applicable development.  TDM strategies should align with those defined for the <i>Primary Urban Centre</i> and <i>Secondary Urban Centres</i> as per <b>Appendix C</b> .	New	
C	Repeal the <i>Policy for Consideration of a Parking Variance</i> to remove conflicts between this policy and permitted TDM reductions.	N/A	

### 4.3 BICYCLE PARKING (BP)


Providing bicycle parking in new development is crucial to supporting bicycle use and promoting sustainable mode shift by ensuring cyclists have access to functional, safe, secure, and convenient short- and long-term bicycle parking. The *Off-Street Parking Regulations Bylaw no. 7266* already requires bicycle parking for different land uses across Nanaimo, while this section will seek to enhance and adapt these regulations to ensure they fit with the guiding principles and broader regulatory approach as captured in the overarching recommendations in **Table 1**.

Specific actions under each of the recommendations would enact new or updated regulations that integrate these directions in the *Off-Street Parking Regulations Bylaw no. 7266* and improve the legibility of existing regulations, such as through graphic elements.




All elements of existing bicycle parking regulations will be addressed through these actions, including:

- Bicycle parking supply rates, differentiated by land use and geographic area
- Design and location of bicycle parking areas, including parking configuration and non-standard bicycles
- Electrification of bicycle parking spaces













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

Actions		Bylaw References	Guiding Principle
A	Require all bicycle parking supply requirements within the <i>Primary Urban Centre</i> and <i>Secondary Urban Centres</i> to exceed city-wide minimum bicycle parking supply requirements by 20%.	Section 7.6	






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

Actions	Bylaw References	Guiding Principle
A	Pursue updates to minimum short- and long-term bicycle parking requirements per <b>Appendix D</b> .	  

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

Actions	Bylaw References	Guiding Principle
A	Define design requirements for ground-anchored, wall-mounted, and stacked bicycle parking in long-term bicycle parking storage areas.	  
B	Identify permitted proportion of ground-anchored, wall-mounted, and stacked bicycle parking in long-term bicycle parking storage areas, as follows: <ul style="list-style-type: none"> <li>• Ground-anchored: minimum of 50%</li> <li>• Wall-mounted: maximum of 30%</li> <li>• Stacked (hydraulic-assisted): maximum of 50%</li> </ul>	  
C	Introduce design requirements for non-standard long-term bicycle parking with longer dimensions (minimum 2.4 m) than conventional bicycle parking spaces, ensuring that these spaces are ground-anchored for ease of use.	  
D	Require non-standard bicycle parking be a minimum proportion of the overall required long-term bicycle parking supply. Increase the minimum proportion by the location of the property per Schedule A: <ul style="list-style-type: none"> <li>• Area 1 – 20% of long-term bicycle parking</li> <li>• Area 2 – 15% of long-term bicycle parking</li> <li>• Area 3, 4, 5 – 10% of long-term bicycle parking</li> </ul>	  



Recommendations + Actions

Actions		Bylaw References	Guiding Principle
E	Provide visual representations of required bicycle parking design dimensions in typical arrangements.	Section 7.6	
F	Increase the minimum number of electrical receptacles required in long-term bicycle parking storage areas to 25%, including all non-standard bicycle parking spaces.	Section 7.6	
G	Require signage for non-standard bicycle parking spaces and electric receptacles for e-bike charging.	Section 7.6	
H	<p>Introduce additional requirements for long-term bicycle parking storage areas:</p> <ul style="list-style-type: none"> <li>• Increase minimum aisle width to 1.5 m, or 2.1 m where stacked bicycle parking is provided.</li> <li>• Require a minimum access door width of 1.0 m.</li> <li>• Automatic door openers to all entrances along the primary path to a storage area.</li> <li>• Require vertical clearance of 2.4 m where stacked bicycle parking spaces are used.</li> </ul>	Section 7.6	
I	<p>Develop bicycle parking and active transportation end-of-trip facility design guidelines to detail recommended implementation of short- and long-term bicycle parking areas and supporting amenities (per Recommendation BP-4 below). Guidelines should include some or all the following:</p> <ul style="list-style-type: none"> <li>• Distribution of electrical receptacles in bicycle parking areas</li> <li>• Accessibility features such as automatic door openers, access ramps, and elevators</li> <li>• Recommended bicycle rack types and configurations</li> </ul>	New	

Recommendations + Actions

Actions	Bylaw References	Guiding Principle
<ul style="list-style-type: none"> <li>• Bicycle lockers and other forms of bicycle parking not specified in regulation</li> <li>• Weather protection for short-term bicycle parking</li> <li>• Signage and wayfinding to bicycle parking areas</li> <li>• Space and access requirements for active transportation end-of-trip facilities.</li> <li>• Recommended tools to be included at bicycle repair and wash stations.</li> </ul>		

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

Actions	Bylaw References	Guiding Principle
<p><b>A</b></p> <p>Require active transportation end-of-trip facilities based on the number of required long-term bicycle parking spaces, focused on non-residential uses.</p> <p>Definitions will be required for each facility type.</p> <p>Recommended minimum facilities and supply requirements are identified in <b>Appendix D</b>.</p>	<p>New Section 1.6</p>	
<p><b>B</b></p> <p>Specify minimum design requirements for the dimensions, location, and key features of active transportation end-of-trip facilities, as required.</p> <p>Potential directions are included in <b>Appendix D</b>.</p>	<p>New</p>	

## 4.4 ACCESSIBLE PARKING (AP)


Ensuring that development appropriately supplies and integrates accessible parking is a key function of off-street parking regulation. Accessible parking provides opportunities for people of different abilities to have dedicated parking that is convenient to destinations, tailored to different types of vehicles and the demand at different types of land uses. The recommendations outlined in **Table 1** seek to adhere to these goals, while modernizing the City’s approach to accessible parking. This includes updating regulations based on best practice while also responding to broader changes in the regulatory framework as recommended elsewhere in this section. Eliminating minimum parking requirements in the Urban Centres, for example, creates a distinct need to ensure that accessible parking remains a core consideration for all developments.

Specific actions under each recommendation would enact new or updated regulations that integrate these directions in the *Off-Street Parking Regulations Bylaw no. 7266*. This should also include new graphic elements to provide clear guidance for City staff the development community. Actions in other sections also relate to accessibility, including those found under Curbside Management and Bicycle Parking, which also seek to contribute to a more accessible built environment across Nanaimo.

Most regulations among the existing accessible parking section will be addressed through these actions, including:

- Accessible parking supply for residential and non-residential uses
- Minimum accessible parking design requirements, including space dimensions, access needs, and signage and pavement markings, among others.





### Recommendation AP-1: Decouple accessible parking from conventional parking and develop standard rates for accessible parking.

Actions		Bylaw References	Guiding Principle
A	<p>Restructure existing accessible parking requirements to be provided based on consistent ratios:</p> <ul style="list-style-type: none"> <li>• Residential Uses (greater than 6 dwelling units): One accessible parking space plus 0.04 accessible parking spaces per dwelling unit.</li> <li>• Commercial and Institutional Uses: One accessible parking space per development over 500 m<sup>2</sup> floor area plus 0.40 accessible parking spaces for every additional 1,000 m<sup>2</sup> floor area; or 2% of required vehicle parking spaces, whichever is less.</li> </ul>	Section 7.5	




Recommendations + Actions

Actions		Bylaw References	Guiding Principle
	<ul style="list-style-type: none"> <li>Industrial Uses: One accessible parking space per development over 500 m<sup>2</sup> floor area plus 0.40 accessible parking spaces for every additional 3,000 m<sup>2</sup> floor area.</li> </ul>		

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

Actions		Bylaw References	Guiding Principle
A	<p>Amend existing minimum accessible parking design requirements:</p> <ul style="list-style-type: none"> <li>Minimum width: 2.6 m</li> <li>Minimum depth: 5.8 m</li> <li>Adjacent access aisle of 1.5 m, which may be shared with an adjacent accessible parking space</li> </ul>	Section 7.5	
B	<p>Include minimum supply requirements for van accessible parking as a proportion of total accessible parking spaces, as follows:</p> <ul style="list-style-type: none"> <li>First accessible parking space – van accessible</li> <li>Every sixth accessible parking space thereafter.</li> </ul>	Section 7.5	
C	<p>Introduce design requirements for van accessible parking spaces with a minimum width of 3.4 m and are otherwise consistent with dimensions and design requirements for conventional accessible parking spaces (Action A above).</p>	Section 7.5	
D	<p>Define van accessible parking.</p>	Section 1.6	

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

Actions		Bylaw References	Guiding Principle
A	<p>Introduce minimum mobility scooter parking requirements including:</p> <ul style="list-style-type: none"> <li>• 2 mobility scooter spaces: Seniors Congregate Housing; Hospitals</li> <li>• 1 mobility scooter space: Hotel; Medical or Dental Office; Office; Shopping Centres; Financial Institution; Assembly Hall, Community Centre, Gymnasium, Health Club; Religious Institution; Stadium, Arena, Rink, Swimming Pool; Restaurant; Neighbourhood Pub</li> </ul>	New	
B	<p>Require that mobility scooter parking areas be designed to the following standards:</p> <ul style="list-style-type: none"> <li>• Minimum 1.0 m wide and 1.5 m long</li> <li>• Should be located within 2.0 m of an electrical outlet to allow for mobility scooter charging.</li> <li>• Include signage and pavement markings indicating they are reserved for mobility scooters.</li> </ul> <p>Supporting design guidelines should be developed to comment on desire to minimize distance to primary entrance, providing unimpeded access, and other desired design treatments.</p>	New	
C	<p>Define mobility scooter parking.</p>	Section 1.6	



## 4.5 CASH IN-LIEU OF PARKING (CIL)

Cash-in-lieu of parking is currently permitted in the *Off-Street Parking Regulations Bylaw no. 7266* to allow for reduction in minimum parking supply requirements where payment of \$10,000 per space is provided to the City to be used for local transportation improvements that encourage non-automotive travel. These regulations are limited in their geographic applicability typically around Urban Centres (Schedule D in Bylaw 7266) and other areas of higher density and allow for a maximum of 10% overall reduction in parking supply.

Since these regulations were amended in 2018, cash-in-lieu of parking has had limited uptake among new developments, with \$69,000 collected from two developments as of September 2025. Given this limited impact, and the proposed changes to reduce or eliminate minimum parking supply requirements in many of the areas where cash-in-lieu applies, it was determined that these regulations should be removed from the *Off-Street Parking Regulations Bylaw no. 7266*. This would allow the City to focus on other tools to support desired mobility and land use outcomes, such as transportation demand management.

Specific actions related to the removal of cash-in-lieu of parking regulations are highlighted below.

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

Actions		Bylaw References	Guiding Principle
A	Remove cash-in-lieu of parking regulations included in the <i>Off-Street Parking Regulations Bylaw</i> .	Section 7.3 (iii)	
B	Remove <i>Cash-in-lieu Parking Area Map</i> as it is no longer relevant with the removal of regulation.	Schedule D	

## 4.6 OFF-STREET LOADING (OSL)


Off-street loading is required to facilitate the movement of people, goods, and materials to and from new development. Dedicating space to off-street loading allows for some or all of demand for these uses to be met on-site and manage pressure on the curb. These uses are regulated through the *Off-Street Parking Regulations Bylaw no. 7266*, including their design and supply in specific land uses. Recommendations focus on updating and adapting existing supply rates to ensure appropriate off-street loading supply is available in development across the city. Off-street loading applicability is also suggested to be expanded to a broader range of uses to meet diverse loading needs.

The recommended actions identify structural changes required to off-street loading supply to reflect multiple loading zone classes, land uses for which loading will be required, and proposed design requirements for conventional vehicle-sized loading spaces.


Some existing regulations within the Off-Street Parking Regulations Bylaw are not recommended to be changed. This includes:







- Part IV – Location and Screening; Dimensions and Design of Loading Spaces

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

Actions		Bylaw References	Guiding Principle
A	Amend off-street loading requirements per <b>Appendix E</b> .	Section 6.1	

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

Actions		Bylaw References	Guiding Principle
A	Amend off-street loading supply requirements to include conventional vehicle-sized “Class A” loading spaces to support e-commerce delivery, meal delivery and short-term pick-up / drop-off activities.	Section 6.1	

Actions		Bylaw References	
B	Introduce new design requirements for loading spaces that align with conventional vehicle dimensions already included in the <i>Off-Street Parking Regulations Bylaw</i> .	Section 6.1	  
C	Define “Class A” and “Class B” off-street loading spaces, such as the following: <ul style="list-style-type: none"> <li>• Class A – Loading spaces intended to be used by conventional-sized vehicles.</li> <li>• Class B – Loading spaces intended to be used by larger commercial vehicles.</li> </ul>	Section 1.6	  

## 4.7 CURBSIDE MANAGEMENT (CM)

With the proposed changes to off-street parking regulations in the previous sections, various impacts to public curbside space could be anticipated. By refining its approach to curbside management, the City is looking to both address ongoing challenges related to curbside space allocation and be proactive as Nanaimo’s land use and mobility context changes over time. For example, the proposed elimination of minimum parking requirements across Nanaimo’s Urban Centres could result in increased pressure on on-street parking in these areas, requiring adaptation of public parking management within the Urban Centres.

Whereas the previous sections primarily addressed changes to *the Off-Street Parking Regulations Bylaw no. 7266*, the City’s approach to curbside management is primarily directed through regulations in *the Traffic and Highways Regulation Bylaw no. 5000*, along with the *Crossing Control Bylaw no. 5174*. Curbside management also addresses the City’s operations and how resources are allocated to monitor, enforce, and change restrictions on curbside space throughout the city.




This section defines potential actions related to the *Traffic and Highways Regulation Bylaw no. 5000* and the *Crossing Control Bylaw no. 5174*, although further and more detailed investigation may be required to ensure that proposed changes function within these bylaws.

The review of the *Traffic and Highways Regulation Bylaw no. 5000* revealed the potential need for a more comprehensive assessment. Recommended updates have been identified below for improvement within the general structure and content of the current bylaw but also recognizing that more thorough updates may be pursued in future.






**Recommendations + Actions**






New policies may also be required to appropriately guide curbside management to accompany or support regulatory updates. As such, more detail on how Nanaimo’s approach to curbside management is embedded in the City’s various regulatory documents may be required.

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
















Actions		Bylaw References	Guiding Principle
A	<p>Provide definitions for curbside functions intended to be carried out on streets, such as mobility, access for people, goods movement, placemaking, and/or vehicle storage.</p> <p>Example definitions are included in in <b>Appendix F</b>.</p>	New	
B	<p>Identify prioritization for generalized curbside functions based on adjacent land use to guide curbside management decision making (i.e., Primary Urban Centre, Secondary Urban Centres, etc.) to help City staff initially evaluate the types of curbside uses that are appropriate in different contexts as existing issues are addressed, new development occurs, and road renewal projects are undertaken.</p> <p>An example of this structure is included in <b>Appendix F</b>.</p>	New	
C	<p>Embed the curbside management framework as policy of Council or a formal strategy to best support curbside management decision-making.</p>	New	

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







Actions	Bylaw References	Guiding Principle
<b>Traffic and Highways Regulation Bylaw no. 5000</b>		
A	Add the following curbside use restrictions: <ul style="list-style-type: none"> <li>• Passenger loading zones</li> <li>• General loading zone (passenger or goods and materials loading)</li> <li>• Residential parking passes / time-limited exemptions</li> </ul>	Division 2, Section 4 
B	Consider adding new curbside use restrictions to proactively prepare for future curbside uses, including: <ul style="list-style-type: none"> <li>• On-street shared vehicle parking (i.e., carshare)</li> <li>• Flexible loading zone</li> </ul>	Division 2, Section 4 
C	Develop the commercial decal program to formalize the use of on-street commercial loading spaces.	Division 2, Section 4 
<b>Crossing Control Bylaw no. 5174</b>		
D	Amend residential crossing requirement to apply specifically to Single-Family and Small-Scale Multi-Unit Housing uses.	Section 4.1 
E	Add new requirement so that driveways must be located adjacent one another (i.e., paired) for properties with less than 18 m of frontage to allow for sufficient space for on-street parking and other curbside activities.	Section 4.1 

Actions	Bylaw References	Guiding Principle
<p><b>F</b></p>	<p>Amend the required two-way (two-lane) driveway width to establish the maximum two-way driveway width at 6.6m (corresponding to local road pavement width). And allow for additional width for Industrial / Commercial uses or other uses that may accommodate large vehicles, as determined by turning movement testing and engineering design by a Qualified Professional.</p>	<p>Section 4.2</p> 
<p><b>G</b></p>	<p>Add new regulation to state that Commercial accesses must be designed per the MOESS Raised Local Intersection standard, with additional width dictated by turn movement testing and engineering design by a Qualified Professional.</p>	<p>New</p> 
<p><b>H</b></p>	<p>Update regulation specific to angled crossings to clarify the City's preference for angled crossings to be as close to perpendicular as possible.</p> <p>Consider also updating the minimum permitted angle to be 70-degrees (currently 45-degrees) to support improved function, consistent with guidance provided by the Transportation Association of Canada (TAC, Geometric Design Guide, Chapter 8, 2020).</p>	<p>Section 4.3.1</p> 
<p><b>I</b></p>	<p>Add new regulation requiring accesses on corner lots be to / from the fronting street with the lower classification, per City Plan, Schedule 4. All lots must be accessed via a lane if available and small lots may only have access to a lane.</p>	<p>New</p> 
<p><b>J</b></p>	<p>Consider eliminating Schedule B to address redundancy and simplify interpretation of required driveway spacing.</p> <p>Provide driveway location/spacing requirements as text directly into Section 4.</p>	<p>Section 4 / Schedule B</p> 

Recommendations + Actions

Actions		Bylaw References	Guiding Principle
K	<p>Update and consolidate crossing location criteria currently found in Schedule B, as follows:</p> <ul style="list-style-type: none"> <li>Update road classifications to align with road classifications identified in the City Plan, Schedule 4, including determining which classifications necessitate distinct spacing requirements.</li> <li>Create consistent spacing requirements for all uses by consolidating existing requirements.</li> </ul>	Section 4 / Schedule B	  
L	<p>Remove regulations pertaining to driveway widths in the <i>Off-Street Parking Bylaw</i> to focus driveway regulations within the <i>Crossing Control Bylaw</i>.</p>		  
Other			
M	<p>Update the City's <i>Manual of Engineering Standards and Specifications</i> to provide standard drawings and/or design guidelines for:</p> <ul style="list-style-type: none"> <li>On-street accessible parking spaces</li> <li>Curbside loading zones (passenger + commercial)</li> <li>Micromobility parking (within the right-of-way)</li> <li>Curbside patios</li> </ul>	N/A	  
N	<p>Update the <i>Subdivision Control Bylaw no. 3260</i> to integrate specific crossing design standards for different curbside and separated sidewalk types.</p>	Part V, Section 18	  
O	<p>Adopt an on-street parking policy to direct how time-limited and metered restrictions, along with residential parking / time-limited exemption permits will be implemented throughout the city.</p>	N/A	  

Recommendations + Actions

Actions		Bylaw References	Guiding Principle
P	Regularly update the city-wide curbside GIS inventory to ensure municipal data reflects on-the-ground conditions.	N/A	  
Q	Develop a curbside monitoring program to support decision-making, focusing initial efforts on curbside use within the Primary and Secondary Urban Centres.	N/A	  

## 5.0 CLOSING

### 5.1 SUMMARY

The City of Nanaimo is pursuing changes to regulations impacting parking and curbside management to improve on existing regulations and for better alignment with the City's current policy objectives, most notably those identified in City Plan.

This report summarizes the key regulatory changes that are recommended to be made to the City of Nanaimo bylaws that impact parking and curbside management. The emphasis for change is on the *Off-Street Parking Regulations Bylaw no. 7266*, *Traffic and Highways Regulation Bylaw no. 5000*, and *Crossing Control Bylaw no. 5174*. Recognizing the interconnected nature of parking regulations, change has also been recommended for a series of supporting documents.

The key outcomes presented in this report are as follows:

- The existing regulatory structure for parking and curbside management is recommended to remain, with updates made to the family of existing bylaws.
- Minimum vehicle parking supply rates are removed for all uses within the Primary Urban Centre and Secondary Urban Centres.
- Reduced minimum vehicle parking requirements are offered to multiple-family dwelling residential developments within the Transit-Adjacent Lands, where appropriate TDM is provided.
- A city-wide vehicle parking maximum is implemented to limit parking oversupply.
- Large developments within the Primary Urban Centre and Secondary Urban Centres must provide TDM measures, with reduced parking incentives offered for the same measures for multiple-family dwelling residential uses across Nanaimo.
- Accessible parking supply rates are provided based on residential dwelling units and/or non-residential floor area, and a portion of spaces are required to be van-accessible.
- Cash in-lieu of parking is removed city-wide.
- Off-street loading requirements include two loading space sizes, with multiple-family dwelling residential uses requiring dedicated, conventional vehicle-sized loading spaces.
- A curbside management framework should be developed and adopted by the City to guide decision-making on how different curbside uses are balanced across diverse contexts in Nanaimo.

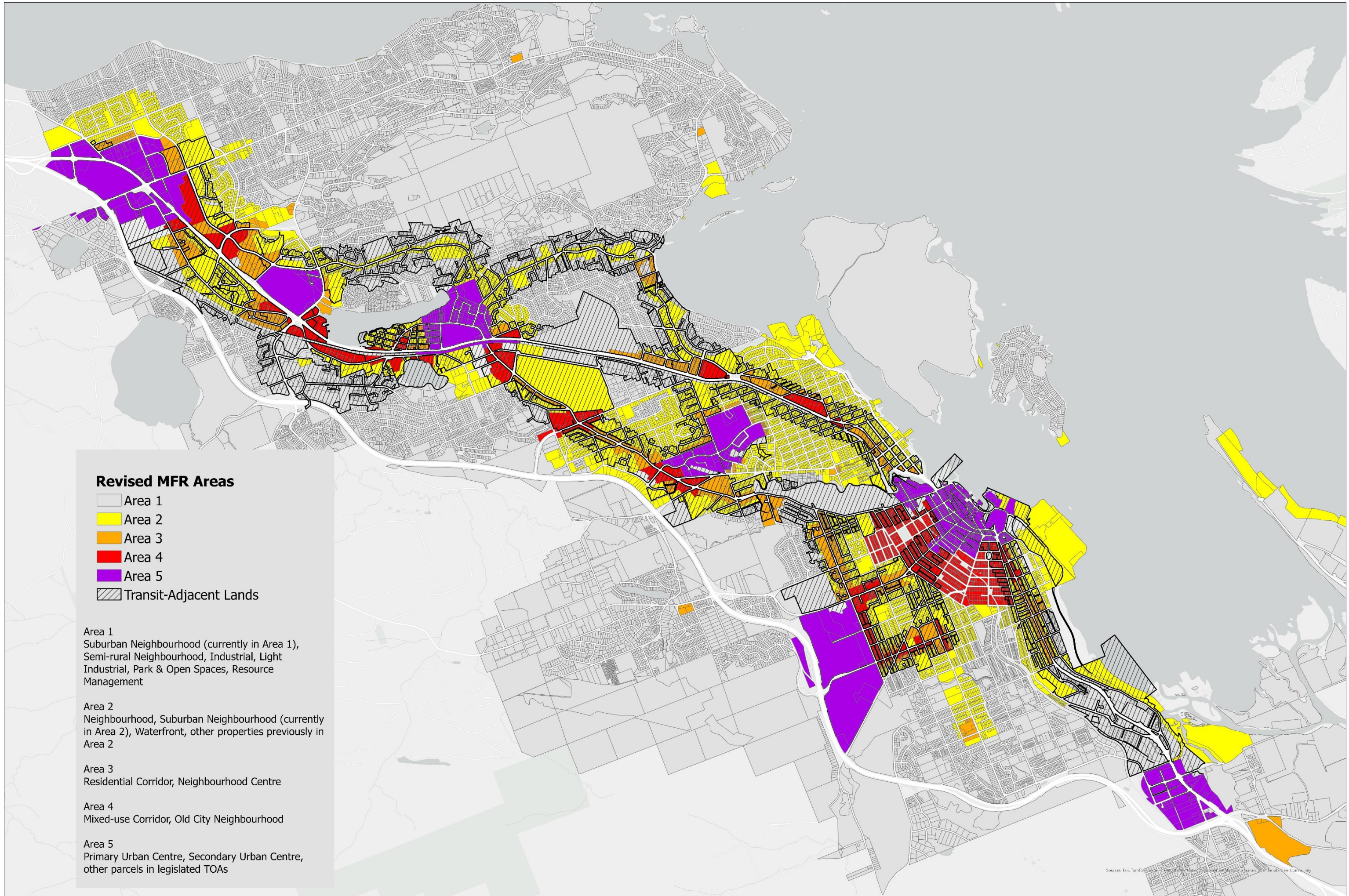
## 5.2 NEXT STEPS

The recommendations contained in this report will be presented to City Council members at the October 2025 Governance & Priorities Committee (GPC) meeting. This will be an opportunity to gather feedback on the detailed recommendations and seek support to proceed with necessary bylaw updates.

The final phase of the PRBU project (Phase 4) will involve making the recommended regulatory changes, as well as exploring the supporting document updates identified here within. The final phase of work is anticipated to occur November 2025 through early 2026.

# **APPENDIX A.**

**TRANSIT-ADJACENT LANDS + MULTIPLE-FAMILY DWELLING  
PARKING AREAS MAP (PRELIMINARY DRAFT)**



**Revised MFR Areas**

- Area 1
- Area 2
- Area 3
- Area 4
- Area 5
- Transit-Adjacent Lands

Area 1  
Suburban Neighbourhood (currently in Area 1),  
Semi-rural Neighbourhood, Industrial, Light  
Industrial, Park & Open Spaces, Resource  
Management

Area 2  
Neighbourhood, Suburban Neighbourhood (currently  
in Area 2), Waterfront, other properties previously in  
Area 2

Area 3  
Residential Corridor, Neighbourhood Centre

Area 4  
Mixed-use Corridor, Old City Neighbourhood

Area 5  
Primary Urban Centre, Secondary Urban Centre,  
other parcels in legislated TOAs

# **APPENDIX B.**

## **VEHICLE PARKING SUPPLY RATES, PROPOSED UPDATES**

**PARKING SUPPLY REQUIREMENTS,  
MULTI-FAMILY DWELLING RESIDENTIAL**

# of Bdrms	Area 1	Area 2	Area 3	Area 4	Area 5
2+	1.62	1.44	1.26	0.9	No minimum requirement
1	1.26	1.07	0.88	0.5	
Studio	1.05	0.9	0.75	0.45	

The following land use designations have been grouped to form the proposed multi-family residential parking areas.

MFR Parking Area	City Plan Land Use Designations
Area 1	Suburban Neighbourhood (currently in Area 1) Semi-rural Neighbourhood Industrial Light Industrial Park & Open Spaces Resource Management
Area 2	Neighbourhood Suburban Neighbourhood (currently in Area 2) Other properties previously in Area 2 Waterfront
Area 3	Residential Corridor Neighbourhood Centre
Area 4	Mixed-use Corridor Old City Neighbourhood
Area 5	Primary Urban Centre Secondary Urban Centre other parcels in legislated TOAs

## VEHICLE PARKING SUPPLY REQUIREMENTS, OTHER USES

Use	Minimum Vehicle Parking Supply Requirement
<b>Residential</b>	
Accessory Dwelling Unit Secondary Suite	1 space
Multi-Family Residential Development (4 dwelling units or less)	1.5 space per dwelling unit in Suburban Neighbourhood Land Use Designation 1 space per dwelling unit in all other land use designations
Mobile Home Park Model Trailer Recreational Vehicle Park	1.5 spaces per dwelling unit
Personal Care Facility Seniors Congregate Housing Rooming House Student Housing	0.5 spaces per bed
Single Residential Dwelling (No Other Principal Use on the Lot)	2 spaces per dwelling unit
Home Based Business	No requirement for Type 1 Businesses 1 space per Type 2 and Type 3 Businesses
<b>Institutional</b>	
Secondary School Cultural Facility Library	1 space per 70m <sup>2</sup> GFA
Elementary School	1 space per 100m <sup>2</sup> GFA
Religious Institution	1 space per 40m <sup>2</sup> GFA

<b>Industrial</b>	
Light Industrial Custom Workshop Production Studio Food and Beverage Processing	1 space per 100m <sup>2</sup> GFA
Automotive Repair Shop	1 space per 40m <sup>2</sup> GFA
Warehouse Mini-Storage Wholesale Manufacturing Industry (excluding Light Industrial)	1 space per 200 m <sup>2</sup> GFA
<b>Commercial</b>	
Retail Office Restaurant	1 space per 30 m <sup>2</sup> GFA
Retail, Trade and Services Centre	1 space per 40 m <sup>2</sup> GFA
Short-Term Rental	1 space per rental unit
Recreational Facility	1 space per 50 m <sup>2</sup> GFA
Marina Yacht Club	1 space per 3 berths
Commercial School	1 space per 70 m <sup>2</sup> GFA
Daycare	1 space plus 1 space per 40 m <sup>2</sup> GFA
Entertainment (nightclubs, cabarets, cinemas, theatres and the like)	1 space per 40 m <sup>2</sup> GFA

# **APPENDIX C.**

**TRANSPORTATION DEMAND MANAGEMENT,  
PROPOSED BASELINE + INCENTIVE STRATEGIES**

## TDM Strategies by Use and Applicable Area

TDM Strategy	Urban Centre – Baseline TDM		Non-Urban Centre (Incentive-Based Reductions*)
	Residential	Non-Residential	Residential
<b>Transit TDM</b>	<p>Funds to be contributed to development-specific EcoPass program equal to \$2,500 per unit</p> <p>Provide new residents with a transit welcome packet within 30 days of occupancy containing redeemable benefit codes, and marketing information on program eligibility, specific transit routes, and schedules associated with the project site.</p>	<p>Funds to be contributed to development-specific EcoPass program equal to \$2,500 per 120 m<sup>2</sup></p> <p>Provide businesses with a standard transit welcome packet to be provided to all employees within 30 days of occupancy containing redeemable benefit codes, and marketing information on program eligibility, specific transit routes, and schedules associated with the project site.</p>	<p>Up to 10% reduction in required parking supply.  (Only applies outside of Transit-Adjacent Lands)</p>
<b>Bicycle Parking TDM</b>	<p>30% additional long-term bicycle parking (above baseline LTBP requirements).</p> <p>20% of long-term bicycle parking to be oversized and 10% of short-term bicycle parking to be oversized (minimum 1).</p> <p>50% of long-term bicycle parking spaces be provided with a dedicated electrical receptacle.</p> <p>Weather-protect all short-term bicycle parking spaces.</p>		<p>Up to 10% reduction in required parking supply.</p>
<b>Shared Mobility TDM</b>	<p>One car share parking space, with electric vehicle charger, per 50 dwelling units.</p> <p>Commitment from an operator for 3 years, and SRW to the City for the life of the building to secure access to the car share parking space.</p> <p>One carshare membership per dwelling unit for the lifetime of the building.</p>	<p>One car share parking space, with electric vehicle charger, per 6,000 m<sup>2</sup> of non-residential GFA.</p> <p>Commitment from an operator for 3 years, and SRW to the City for the life of the building to secure access to the car share parking space.</p> <p>One carshare membership per business for the lifetime of the building.</p>	<p>Up to 10% reduction in required parking supply.</p>

\* All incentive-based TDM strategies will be consistent with those in the baseline columns and must be met to allow for the proposed reductions in vehicle parking supply.

# **APPENDIX D.**

## **BICYCLE PARKING SUPPLY RATES, PROPOSED UPDATES**

**BICYCLE PARKING  
PROPOSED SUPPLY RATES**

<b>Use</b>		<b>Short-Term Bicycle Parking Rate</b>	<b>Long-Term Bicycle Parking Rate</b>
<b>Residential</b>			
Accessory Dwelling Unit Secondary Suite	No requirement	1 space per dwelling unit	1 space per dwelling unit
Multi-Family Residential Development (4 Units or less)	0.1 spaces per dwelling unit	1 space per dwelling unit	1 space per dwelling unit
Multi-Family Residential Development (More than 4 units)	0.1 spaces per dwelling unit, or minimum of 6 spaces at primary entrance, whichever is greater	1 space per dwelling unit	1 space per dwelling unit
Mobile Home Park Model Trailer Recreational Vehicle Park	6 publicly available spaces	No requirement	No requirement
Personal Care Facility Seniors Congregate Housing	6 spaces at each public building entrance	1 space per 30 dwelling units	1 space per 30 dwelling units
Rooming House Student Housing	6 spaces at each public building entrance	1 space per dwelling unit	1 space per dwelling unit
Single Residential Dwelling	No requirement	No requirement	No requirement
Home Based Business	No requirement	No requirement	No requirement
<b>Institutional</b>			
Secondary School Cultural Facility Library	1 space per 125 m <sup>2</sup> GFA, with a minimum of 6 spaces at primary entrance	1 space per 700 m <sup>2</sup> GFA	1 space per 700 m <sup>2</sup> GFA

Elementary School	1 space per 200 m <sup>2</sup> GFA, with a minimum of 6 spaces at primary entrance	1 space per 700 m <sup>2</sup> GFA
Religious Institution Assembly Hall Community Centre	6 publicly available spaces	1 space per 400 m <sup>2</sup> GFA
<b>Industrial</b>		
Industrial Uses	No requirement	1 space per 1,000 m <sup>2</sup> GFA
<b>Commercial</b>		
Retail Personal Services	1 space per 167 m <sup>2</sup> GFA	1 space per 300 m <sup>2</sup> GFA
Office	6 spaces for building larger than 500 m <sup>2</sup> GFA	1 space per 200 m <sup>2</sup> GFA
Restaurant	Greater of 6 spaces or 1 space per 200 m <sup>2</sup> GFA	1 space per 400 m <sup>2</sup> GFA
Retail, Trade and Services Centre	1 space per 300 m <sup>2</sup> GFA with a minimum 6 spaces at primary entrance	1 space per 500 m <sup>2</sup> GFA
Short-Term Rental	No requirement	1 space per rental unit
Hotel	6 space rack at each public entrance	1 space per 20 sleeping units
Recreational Facility	6 space rack at each public entrance	1 space per 200 m <sup>2</sup> GFA
Marina Yacht Club	6 space rack at each public entrance	1 space per 15 berths
Commercial School	1 space per 100 m <sup>2</sup> GFA	1 space per 500 m <sup>2</sup> GFA
Daycare	6 space rack at each public entrance	1 space per 700 m <sup>2</sup> GFA
Entertainment (nightclubs, cabarets, cinemas, theatres and the like)	6 space rack at each public entrance	1 space per 700 m <sup>2</sup> GFA

**ACTIVE TRANSPORTATION END-OF-TRIP FACILITY  
PROPOSED SUPPLY RATES**

Required Number of Long-Term Bicycle Parking Spaces	End-of-trip Facility					
	Water Closet	Sink	Shower	Bicycle Repair & Wash Station	Clothing Locker	
<b>All Residential Uses, Hotel</b>						
0-100	0	0	0	1	0	
Every additional 100 spaces	-	-	-	1	-	
<b>All other uses</b>						
0-10	0	1	1	1		
11-20	0	2	2	1		
21-30	1	3	3	1		1.5x the number of long-term bicycle parking spaces
31-40	2	4	4	2		
Every additional 20 spaces	1	1	1	1		

# **APPENDIX E.**

## **OFF-STREET LOADING SUPPLY RATES, PROPOSED UPDATES**

## CURRENT OFF-STREET LOADING SUPPLY RATES

Use	Development Size	Current Loading Space Requirement	Proposed Action
Retail, retail trade and services centre or shopping centre, industrial, warehouse or other similar use	Less than 465 m <sup>2</sup>	1 loading space	Exempt smaller commercial uses from loading space requirements. Simplify thresholds for larger commercial developments.
	465 m <sup>2</sup> to 2,325 m <sup>2</sup>	2 loading spaces	
	2,325 m <sup>2</sup> to 4,650 m <sup>2</sup>	3 loading spaces	
	Each additional 4,650 m <sup>2</sup> or fraction thereof in excess of 2,325 m <sup>2</sup>	1 additional loading space	
Office building, place of public assembly, hospital, institution, personal care facility, seniors' congregate housing, student housing, hotel, club or lodge, auditorium, public utility, school or other similar use	Less than 2,800 m <sup>2</sup>	1 loading space	Introduce a lower threshold where loading spaces are not required. Refine threshold for first loading space which should be "Class A".
	2,800 m <sup>2</sup> to 5,600 m <sup>2</sup>	2 loading spaces	
	Each additional 5,600 m <sup>2</sup> or fraction thereof in excess of 2,800 m <sup>2</sup>	1 additional loading space	

**PROPOSED OFF-STREET LOADING SUPPLY RATES**

Use	Development Size		Required Off-Street Loading Spaces	
			Class A	Class B
Commercial, Industrial	465 m <sup>2</sup> to 1,900 m <sup>2</sup> GFA		1	1
	1,900 m <sup>2</sup> to 3,800 m <sup>2</sup> GFA		1	2
	Each additional 3,800 m <sup>2</sup> GFA		1 additional space	1 additional space
Office, Institutional	Less than 500 m <sup>2</sup> GFA		1	-
	500 m <sup>2</sup> to 2,800 m <sup>2</sup> GFA		1	1
	2,800 m <sup>2</sup> to 5,600 m <sup>2</sup> GFA		1	2
	Each additional 2,800 m <sup>2</sup> GFA		1 additional space	1 additional space
Multiple Family Dwelling	30 to 100 dwelling units		1	-
	Each additional 100 dwelling units		1 additional space	-

# **APPENDIX F.**

## **SAMPLE CURBSIDE MANAGEMENT FRAMEWORK**

## Curbside Functions

- **Movement**  
*Curb lane is used for the through-movement of motorized and non-motorized means of transportation, such that the curb lane is unavailable for other functions*
- **Access for People**  
*Active space that prioritizes transit boardings, and accommodates pick-ups/drop-offs, and shared-mobility services*
- **Access for Goods**  
*Space for deliveries of different types and sizes, used for short periods of time*
- **Short-term Parking**  
*Space for vehicle parking that is managed for maximum efficiency and the benefit of users and surrounding land uses.*
- **Long-term Parking**  
*Space dedicated to on-street parking that is intended for longer stays, either with extended or no time limits.*
- **Public Space**  
*Curb designated for use by people and public services*

## Land Use Classes

- **Primary Urban Centre**
- **Secondary Urban Centre**
- **Higher Density Residential**
- **Lower Density Residential**
- **Community Destination (Ferry Terminals, VIU)**
- **Industrial**

## Curbside Use Prioritization

Primary Urban Centre	Secondary Urban Centre	Higher Density Residential	Lower Density Residential	Community Destination	Industrial Lands
Movement	Movement	Movement	Movement	Movement	Movement
Access for People	Access for People	Access for People	Long-term Parking	Access for People	Access for Goods
Access for Goods	Public Space	Public Space	Access for People	Public Space	Access for People
Public Space	Access for Goods	Access for Goods	Public Space	Short-term Parking	Short-term Parking
Short-term Parking	Short-term Parking	Short-term Parking	Short-term Parking	Access for Goods	Long-term Parking
Long-term Parking	Long-term Parking	Long-term Parking	Access for Goods	Long-term Parking	Public Space

## Curbside Use Compatibility

	Primary Urban Centre	Secondary Urban Centre	Higher Density Residential	Lower Density Residential	Community Destination	Industrial Lands
Access for People	Very High	Very High	High	High	Very High	Medium
Access for Goods	High	High	Medium	Low	Medium	High
Public Space	High	High	High	Medium	High	Low
Short-term Parking	High	High	High	Low	High	High
Long-term Parking	Low	Low	Medium	Very High	Low	Medium

# **APPENDIX G.**

## **CITY PLAN POLICY SUPPORT FOR PROPOSED ACTIONS**

**Table G-1. Summary of Policy Alignment to Proposed Recommendations and Actions in the Parking Review and Bylaw Update.**

City Plan Reference	City Plan policy related to the Parking Review and Bylaw Update recommendations and actions	Proposed actions to support the City Plan Policy
<b>A Green Nanaimo</b>		
C1.1.10	Prioritize walking, rolling, cycling, and transit over other transportation modes to help Nanaimo achieve a zero carbon transportation system.	TDM-1 (A-E) TDM-2 (A-C)
<b>A Connected Nanaimo</b>		
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.	TDM-1 (A-E) CM-1 (A-C) CM-2 (A-B)
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.	VPS-1 (A-C) VPS-2 (A) VPS-3 (A-D) VPS-4 (A-E) AP-1 (A) AP-2 (A-D) AP-3 (A-C) OSL-1 (A) OSL-2 (A-C)
C2.1.8	Ensure the efficient movement of commercial goods and services.	OSL-1 (A) OSL-2 (A-C) CM-2 (A, C)
C2.2.12	Implement and maintain safe, accessible, and comfortable infrastructure for bicycles.	BP-1(A) BP-2(A) BP-3 (A-I)
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.	TDM-1 (A-E) TDM-2 (A-C)
C2.5.3	Require future development to implement street oriented design approaches that support vibrant and accessible streetscapes.	CM-2 (D-L)

City Plan Reference	City Plan policy related to the Parking Review and Bylaw Update recommendations and actions	Proposed actions to support the City Plan Policy
C2.5.4	Maximize the use of the existing road right-of-way system before building new facilities or acquiring new lands	CM-1 (A-C) CM-2 (M-Q)
<b>A Healthy Nanaimo</b>		
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.	VPS-1 (A-B) VPS-2 (A) VPS-3 (A-D) VPS-4 (A-E)
C3.6.42	Seek to coordinate transit and active transportation services and amenities in order to support equitable access to community and health programs, services, and City facilities.	VPS-3 (A-D) TDM-1 (A-E)
<b>An Empowered Nanaimo</b>		
C4.3.26	Where possible, exceed minimum requirements for universal accessibility for parking access and design standards.	AP-1 (A) AP-2 (A-D) AP-3 (A-C)

**URBAN**  
S Y S T E M S