

CITY OF NANAIMO

BYLAW NO. 7453

A BYLAW TO REGULATE DEVELOPMENT OFF-STREET PARKING AND
TRANSPORTATION DEMAND MANAGEMENT WITHIN THE CITY OF NANAIMO

WHEREAS the Council of the City of Nanaimo may by bylaw, require owners or occupiers of any land, or of any building or other structure, to provide off-street parking and loading spaces pursuant to Section 525 of the *Local Government Act*;

WHEREAS the Council of the City of Nanaimo may by bylaw, require owners or occupiers of any land, or of any building or other structure, to provide transportation demand management pursuant to Section 527 of the *Local Government Act*;

THEREFORE BE IT RESOLVED that the Council of the City of Nanaimo in open meeting assembled, hereby ENACTS AS FOLLOWS:

PART I – TITLE AND INTERPRETATION

Title

- 1.1 This Bylaw may be cited as the City of Nanaimo “Off-Street Parking Regulations Bylaw 2026 No. 7453”.

Severability

- 1.2 If any section of this Bylaw is held to be invalid by a Court of competent jurisdiction, that section shall be severed and the validity of the remaining portions of this Bylaw shall not be affected.

Interpretation

- 1.3 In the event of a conflict between this Bylaw and the Zoning Bylaw regarding a regulation or requirement for off-street parking and loading spaces and transportation demand management, this Bylaw shall prevail.

Repeal of Previous Bylaw & Transition for In-Stream Development Permit Applications

- 1.4 The “Off-Street Parking Regulations Bylaw 2018 No.7266” and amendments thereto are hereby repealed.
- i. Notwithstanding the foregoing, the provisions of “Off-Street Parking Regulations Bylaw 2018 No. 7266” and amendments thereto shall apply to in-stream Form and Character Development Permit applications where a complete application was received prior to the introduction of this Bylaw on June 22, 2026, except where an owner opts in writing to comply with the provisions of this Bylaw.
 - ii. For clarity, the provisions of this Bylaw shall apply to all Form and Character Development Permit applications received on or after June 22, 2026.

Definitions

1.5 In this Bylaw, the following words, terms, phrases or expressions shall have the respective meaning hereinafter assigned to them:

"ACCESSIBLE PARKING SPACE"	means a parking space for use by a vehicle displaying a valid accessible parking permit.
"BICYCLE PARKING SPACE"	means Short-Term Bicycle Parking Spaces and Long-Term Bicycle Parking Spaces.
"CAR SHARE OPERATOR"	means a car share operator licensed to operate in the City of Nanaimo.
"CITY PLAN"	means the "City Plan Bylaw 2022 No. 6600" and amendments thereto, and any subsequent bylaw or bylaws which may be enacted in the substitution thereof.
"CLASS A LOADING SPACE"	means a Loading Space with the dimensions set out in the 'Class A' column in Table 7 of this Bylaw, intended for the use of smaller vehicles, for activities such as deliveries and passenger pick-up/drop-off.
"CLASS B LOADING SPACE"	means a Loading Space with the dimensions set out in the 'Class B' column in Table 7 of this Bylaw, intended for the delivery of commercial goods by larger trucks or other commercial vehicles.
"DRIVEWAY"	means a lane used for access to or from any parking area.
"ELECTRIC VEHICLE"	means a Vehicle that uses electricity for propulsion, and that can use an external source of electricity to charge the battery.
"ENERGIZED OUTLET"	means a connected point in an electrical wiring installation at which current is taken to supply utilization equipment.
"EV READY PARKING SPACE"	means a Parking Space that features a dedicated adjacent energized electrical outlet capable of providing Level 2 Charging for an Electric Vehicle.
"GROUND-ANCHORED BICYCLE PARKING"	means a Bicycle Parking Space that utilizes a theft-resistant rack securely mounted with at least two points of contact to the ground that allows bicycles to be stored without having to lift or otherwise raise the bicycle off the ground.
"LEVEL 1 CHARGING"	means a Level 1 electric vehicle charging level as defined by SAE International's J1772 standard, as amended from time to time, and includes variable rate charging that is controlled by an electric vehicle energy management system through a 120-volt circuit.
"LEVEL 2 CHARGING"	means a Level 2 electric vehicle charging level as defined by SAE International's J1772 standard, as amended from time to time, and includes variable rate charging that is controlled by an electric vehicle energy management system through a 208- or 240-volt circuit.
"LOADING SPACE"	means an area on a lot for persons accessing, leaving, loading or unloading a Vehicle.

"LONG-TERM BICYCLE PARKING SPACE"	means a space located in a secure, weather-protected parking facility used to accommodate long-term parking of bicycles, such as for residents or employees within a building.
"LOT"	means any parcel, block, or other area in which land is held or into which it is subdivided whether under the <i>Land Title Act</i> or the <i>Bare Land Strata Regulations</i> under the <i>Strata Property Act</i> and includes a water lot but does not include a phased subdivision boundary nor an air space parcel.
"MIXED-USE DEVELOPMENT"	means where a use listed in Table 2 is located on the same Lot as a Multiple Family Dwelling use.
"MOBILITY SCOOTER"	means a power-operated mobility aid similar to a wheelchair but configured with a flat area for the feet and handlebars for steering designed to accommodate one person.
"MOBILITY SCOOTER PARKING SPACE"	means an area dedicated for Mobility Scooter parking.
"NON-STANDARD BICYCLE"	means oversized bicycles such as cargo bicycles, bicycles with trailers, recumbent bicycles, and other larger bicycles.
"NON-STANDARD BICYCLE PARKING SPACE"	means a Long-Term Bicycle Parking Space with the minimum dimensions set out in Table 12 to accommodate a Non-Standard Bicycle.
"OFF-STREET PARKING"	means the parking allotment required under this Bylaw for a given Lot based on a specific use of the land, building or structure, and for clarity includes Parking Spaces, Bicycle Parking Spaces, Visitor Parking Spaces, Accessible Parking Spaces, Mobility Scooter Parking Spaces and Loading Spaces.
"PARKING LOT"	means an area used for the parking of Vehicles.
"PARKING SPACE"	means a space within a Lot, and which may be within a building, for the parking of one Vehicle, excluding Driveways, ramps, columns, office and work areas.
"RETAIL TRADE AND SERVICE CENTRE"	means one or more buildings containing two or more retail, office or service-related uses, which share common services and parking on a lot.
"SHORT-TERM BICYCLE PARKING SPACE"	means a space in a short-term bicycle parking facility that is accessible to visitors and located near the building entrance.
"SMALL CAR PARKING SPACE"	means a Parking Space with the dimensions set out in Table 5 of this Bylaw.
"STACKED BICYCLE PARKING"	means a Bicycle Parking Space that utilizes a theft-resistant rack system to store bicycles off the ground with lift assistance from ramps, hydraulics, or other methods that do not require users to lift both wheels off the ground.
"STACKING LANE"	means a lane reserved for Vehicles waiting to access a drive-through service window.

"TANDEM PARKING SPACE"	means two Parking Spaces that are sited with one in front of the other, with a single route of ingress or egress for Vehicles.
"TRANSIT-ADJACENT LANDS"	means any lot specified as Transit-Adjacent Lands in Schedule B of this Bylaw.
"TRANSPORTATION DEMAND MANAGEMENT"	means any measures that improve the movement of people and goods by reducing motor vehicle dependence and increasing sustainable transportation.
"VAN ACCESSIBLE PARKING SPACE"	means an Accessible Parking Space designed and installed for parking larger vehicles, such as wheelchair-accessible vans.
"VEHICLE"	means a motor vehicle as defined within the Zoning Bylaw.
"VISITOR PARKING SPACE"	means a Parking Space that is made available to non-residents of a building.
"WALL-MOUNTED BICYCLE PARKING"	means a Bicycle Parking Space that utilizes a theft-resistant rack to store bicycles in a vertical configuration against a wall.
"ZONING BYLAW"	means the City of Nanaimo "Zoning Bylaw 2011 No. 4500" and amendments thereto or any subsequent bylaw or bylaws which may be enacted in substitution thereof.

- 1.6 The Zoning Bylaw applies for the purposes of this Bylaw. Terms capitalized and not defined in this Bylaw have the meaning given to them in the Zoning Bylaw.

Fractional Numbers

- 1.7 Where the calculation of a parking requirement results in a fractional number, the number shall be rounded up to the nearest whole number where the fractional portion equals or exceeds 0.5. Otherwise, it will be rounded down to the nearest whole number.

PART II – OFF-STREET PARKING APPLICATION, REQUIREMENT AND REGULATIONS

Application

2.1

- i. This Bylaw applies to all land in the City of Nanaimo, except as otherwise specified within this Bylaw.
- ii. The owner of a Lot shall provide and maintain the requirements for Off-Street Parking and Transportation Demand Management set out in this Bylaw.
- iii. Where a Lot has a use that is not listed in this Bylaw, the off-street parking requirements for that Lot shall be the same as the requirements for a similar use, as determined by the Director of Planning & Development or their designate.

Existing Uses

2.2 The requirements contained within this Bylaw shall not apply to buildings, structures, or uses existing at the time of adoption of this Bylaw, except:

- i. where there is a cumulative increase in gross floor area of a building or structure over a five-year period due to an addition or external renovation and the gross floor area is increased by more than 10% or 100 m², whichever is lesser, the Off-Street Parking shall be increased to equal or exceed the Off-Street Parking required in applying the provisions of this Bylaw to the entire building, structure or Lot, including the addition or external renovation;
- ii. where any building or structure undergoes a change of Major Occupancy under the British Columbia Building Code that results in an increase in any Off-Street Parking requirement beyond 20% of the required Off-Street Parking for the current use, that specific Off-Street Parking requirement shall be updated to meet the provisions of this Bylaw to the entire building, structure or lot that results from the change in occupancy;
- iii. notwithstanding Section 2.2 ii., where any building or structure undergoes a change of Major Occupancy under the British Columbia Building Code, the requirements to provide Short Term Bicycle Parking per Part VII of this Bylaw shall apply; and
- iv. Off-Street Parking existing at the time of adoption of this Bylaw shall not be reduced below the applicable Off-Street Parking regulations of this Section.

Off-Site Parking

2.3 Unless otherwise specified, all Off-Street Parking required to be provided in accordance with this Bylaw must be located on the same Lot as the use or building for which the Off-Street Parking is required or on a separate Lot located within 50 m, as measured lot line to lot line, provided that the off-site parking:

- i. is not located on a Lot zoned as residential unless there is a principal use occurring on that Lot;

- ii. is protected by an easement for the benefit of the Lot for which the Off-Street Parking is required and a covenant under Section 219 of the *Land Title Act* in favour of the City of Nanaimo that ensures that the land will be used to provide Off-Street Parking in accordance with this Bylaw;
- iii. is not located across a road from the use or building for which the Off-Street Parking is required, which is designated as an Urban Arterial, Mobility Arterial, Urban Collector, Mobility Collector, or Industrial Collector road within the City Plan or a highway under the jurisdiction of the Provincial Ministry of Transportation and Transit; and
- iv. does not include any of the required Accessible, Mobility Scooter, Loading, or Bicycle Parking Spaces which must be provided on the Lot.

Multiple Uses

- 2.4 Where there is more than one use on a Lot, Off-Street Parking shall be provided for each use cumulatively, except:
- i. where the use is Retail Trade and Service Centre, then Off-Street Parking shall be provided for these uses as specified in Part 4 of this Bylaw;
 - ii. where a Lot is included within a Comprehensive Development District Zone as established in the Zoning Bylaw, Off-Street Parking shall be required as specified within the zone if applicable; or,
 - iii. where shared parking is provided in accordance with Section 4.3.i of this Bylaw.

PART III – DEVELOPMENT AND MAINTENANCE STANDARDS

Curbs and Wheel Stops

3.1 The owner of a Lot shall ensure that:

- i. all Parking Spaces shall be provided with adequate curbs to retain all Vehicles within the Parking Spaces, and to ensure that required fences, screens, walls, hedges or landscape areas, as well as any buildings, are protected from damage during the parking of Vehicles;
- ii. all Parking Spaces abutting a landscape area, pedestrian pathway or utility shall have a wheel stop located 1.0 m from the end of the Parking Space, except where parallel or located in a structure; and,
- iii. where continuous curbs are used as wheel stops, the measured size of Parking Spaces shall be reduced 1.0 m in length than otherwise required. In such instances, the parking layout should allow for the Vehicle to overhang the curb by 1.0 m and such overhang area must be clear of all obstructions (structures, signs, landscape, trees, etc.), must be distinguished from the pedestrian pathway using different paving treatment or a physical barrier and may not be regarded as a required landscape area.

Drainage and Grading

3.2 The owner of a Lot shall ensure that:

- i. all Parking Lots are graded and drained to shed and dispose of all surface water without directing or allowing surface water to flow across sidewalks;
- ii. drainage and grading for Parking Lots are designed to prevent damage or inconvenience to abutting lots and/or public streets;
- iii. pedestrian sidewalk ramps shall be installed to provide access from Parking Lots to the building served for accessibility at a grade not exceeding 5%; and,
- iv. the maximum grade and cross slope for a Parking Space or Parking Lot shall not exceed 8%.

Paving

3.3 The owner of a Lot shall ensure that:

- i. all Off-Street Parking, except those accessory to a Single Residential Dwelling, Accessory Dwelling Unit, Secondary Suite, or Multi-Family Dwelling (4 units or less) are surfaced with asphalt, concrete, pavers or similar durable, dust free surface;
- ii. notwithstanding Section 3.3.i, the requirements to pave a Parking Lot shall not apply where no form and character development permit is required; and,
- iii. where an owner provides more surface Parking Spaces than the minimum required by Part 4 of this Bylaw, that portion of the surface Parking Lot which

exceeds the minimum requirements under this Bylaw must be surfaced with a durable permeable material, including where there is no minimum required Vehicle parking.

Lighting

- 3.4 The owner of a Lot shall ensure that lighting used to illuminate any Parking Lot shall be arranged and installed so that all direct rays of light are reflected upon such Parking Lot and minimize impacts on dwelling units and adjacent sites.

Signs and Markings

- 3.5 The owner of a Lot shall ensure:
- i. the borders of all Parking Spaces are marked with durable painted lines at least 100 mm wide and extending the length of the space or by curbs or other means approved by the Director of Planning & Development or their designate to indicate individual spaces;
 - ii. signs or other markers that comply with the Manual on Uniform Traffic Control Devices standards are installed within a Parking Lot to ensure efficient and safe traffic operation; and
 - iii. all signs, markers, or any other method used to indicate direction of traffic movement and location of Off-Street Parking are maintained in a clean and legible condition.

Stacking Lanes

- 3.6 Where a Stacking Lane is used on a lot for drive-through services, the owner of a Lot shall provide an adequate Stacking Lane of sufficient length to accommodate the actual number of Vehicles waiting at least 90% of the time the business is open so that congestion is not created by Vehicles waiting for service.

PART IV – OFF-STREET VEHICLE PARKING

Vehicle Parking Supply for Multiple Family Dwelling Uses of 5 or More Dwelling Units

4.1

- i. The required number of Parking Spaces per dwelling unit for a Multiple Family Dwelling use of 5 or more Dwelling Units varies based on the number of bedrooms and the location of the Lot within Areas 1 to 5 as shown in Schedule A, and shall be provided in accordance with Table 1.

Table 1 – Minimum Vehicle Parking Space Requirements – Multiple Family Dwelling Uses of 5 or More Dwelling Units on a Lot

Number of Bedrooms	Off-Street Vehicle Parking Supply Requirement				
	Area 1	Area 2	Area 3	Area 4	Area 5
2+	1.6	1.45	1.25	0.90	No minimum requirement
1	1.25	1.05	0.90	0.50	
Studio	1.05	0.90	0.75	0.45	

- ii. Any Multiple Family Dwelling uses located in Area 5, as identified in Schedule A, may only exceed the Vehicle Parking Space requirements in Table 1 by 50% more than the Parking Space requirement for Area 4.
- iii. Notwithstanding the minimum parking requirements in Table 1, the required number of Parking Spaces shall be reduced by 25% of the minimum requirement where:
 - a. The Lot is located within Transit-Adjacent Lands as identified in Schedule B; and
 - b. A Transit Transportation Demand Management measure is provided in accordance with Section 8.1.iii of this Bylaw.

Vehicle Parking Supply for All Other Uses

4.2

- i. The minimum number of Parking Spaces for all other uses shall be provided in accordance with Table 2.
- ii. In Area 5, per Schedule A, there is no minimum requirement for the number of Vehicle Parking Spaces.
- iii. In Area 5, per Schedule A, parking supply cannot exceed the minimum Vehicle Parking Space requirements in Table 2 by more than 50%.

Table 2 - Minimum Parking Supply Requirements – All Other Uses

Use	Off-Street Vehicle Parking Supply Requirement
Residential	
Single Residential Dwelling	2 spaces per dwelling unit
Accessory Dwelling Unit Secondary Suite	1 space
Multiple Family Dwelling (4 dwelling units or less on a Lot) Mobile Home Park Recreational Vehicle Park	1.5 spaces per dwelling unit in the Suburban Neighbourhood land use designation as identified in City Plan. 1 space per dwelling unit in all other land use designations as identified in City Plan
Seniors Congregate Housing Rooming House Student Housing	0.5 spaces per bed
Personal Care Facility	0.3 spaces per bed
Home Based Business	No requirement for Type 1 businesses 1 space per Type 2 or Type 3 business
Institutional	
Secondary School Community Centre or Cultural Facility Library	1 space per 70 m ² GFA
Elementary School	1 space per 100 m ² GFA
Religious Institution Assembly Hall	1 space per 40 m ² GFA
Industrial	
Light Industrial Custom Workshop Production Studio Food and Beverage Processing Manufacturing/Contractor's Office	1 space per 100 m ² GFA
Automotive Repair Shop	1 space per 40 m ² GFA
Furniture & Appliance Sales	1 space per 200 m ² GFA

Warehouse Mini-Storage Wholesale Manufacturing Industry (excluding Light Industrial)	
Commercial	
Financial Institution Retail / Personal Service Office Restaurant / Neighbourhood Pub	1 space per 30 m ² GFA
Retail Trade and Service Centre	1 space per 40 m ² GFA
Hotel	1 space per sleeping unit
Short-Term Rental	1 space per rental unit
Recreational Facility	1 space per 50 m ² GFA
Marina Yacht Club	1 space per 3 berths
Commercial School	1 space per 70 m ² GFA
Daycare	1 space plus 1 space per 40 m ² GFA
Entertainment (nightclubs, cabarets, cinemas, theatres and the like)	1 space per 40 m ² GFA

Reduced Parking Conditions

- 4.3 The number of Parking Spaces required under Sections 4.1 or 4.2 may be reduced in accordance with this Section 4.3.
- i. For a Mixed-Use Development, Parking Spaces may be shared between the uses, and, if so, the cumulative total of Parking Spaces required for all the uses on the lot may be reduced from that required in Sections 4.1 and 4.2 to the amount calculated using Table 3 and subject to the following requirements:
 - a. Parking Space reductions shall be calculated by multiplying the combined number of Parking Spaces required for each land use in Sections 4.1 and 4.2 by the percentage shown in Table 3.
 - b. Where three or more uses are located within a Mixed-Use Development, the reduction rate that results in the greatest number of required Parking Spaces shall apply.

Table 3 - Shared Parking Reduction with Multiple Family Dwelling Uses

Use	Shared Parking Reduction
Office	80%
Commercial School	85%
Retail	90%
Retail Trade and Service Centre	90%
Restaurant / Neighbourhood Pub	90%
Religious Institution	90%

- c. At least 80% of the required Parking Spaces must be unassigned and accessible to commercial employees and customers, and residential owners, residents and tenants.
- d. For Parking Spaces to be permitted to be shared between uses, the Multiple Family Dwelling use must occupy 10% to 90% of the total gross floor area of all buildings on the Lot.
- ii. Where a home-based business operates exclusively online or as a mobile business as declared on the business licence application, the Parking Space(s) that would otherwise be required for a home-based business under Section 4.2 shall not be required.
- iii. Where a Lot is located on Protection Island, Vehicle Parking Space requirements do not apply.
- iv. Where optional Transportation Demand Management measures are provided in accordance with Section 8.1.iv Parking Space requirements shall be reduced accordingly.

Visitor Parking

4.4

- i. Where a lot is developed for Multiple Family Dwelling or Seniors Congregate Care use, a minimum of 8% of all required Vehicle Parking Spaces shall be designated Visitor Parking Spaces. The number of Visitor Parking Spaces may count towards the total number of required Parking Spaces required per Sections 4.1 and 4.2.
- ii. Where Parking Spaces are provided for a Multiple Family Dwelling or Seniors Congregate Care use in Area 5, per Schedule A, a minimum of 8% of all Parking Spaces shall be designated Visitor Parking Space.

Electric Vehicle Parking

4.5

- i. All Parking Spaces for Multiple Family Dwellings, Seniors Congregate Care, Student Housing, and any other residential common parking areas, excluding Visitor Parking Spaces, shall be Level 2 EV Ready Parking Spaces.
- ii. All other residential uses shall be provided with an energized outlet installed adjacent to each Parking Space for the purpose of charging and Electric Vehicle. The energized outlet shall be capable of supporting connection of Level 1 Charging.
- iii. 15% of all required Parking Spaces within a Retail Trade and Service Centre shall be provided as Level 2 EV Ready Parking Spaces.

Standard Vehicle Parking Space Dimensions

4.6

- i. Table 4 establishes the minimum dimensions and designs for standard size Parking Spaces and Parking Lots as required in this Bylaw:

Table 4 - Parking Space Dimensions (Standard Vehicle)

		Angle of Parking Spaces	
Description	Symbol (Figure 1)	90°	Parallel
Space Width	A	2.75 m	2.5 m
Space Length	B	5.5 m	6.7 m
Aisle Width	C	6.7 m	3.9 m

- ii. Where the design of standard Parking Spaces or Parking Lots is proposed to be different from the required design and dimensions presented in Table 4 and Sections 4.6 and 4.7, the design of the Parking Lot must be undertaken by a qualified professional to the satisfaction of the Director of Planning & Development or their designate.

Figure 1 – Vehicle Parking Dimensions, 90° (left) and Parallel (right)

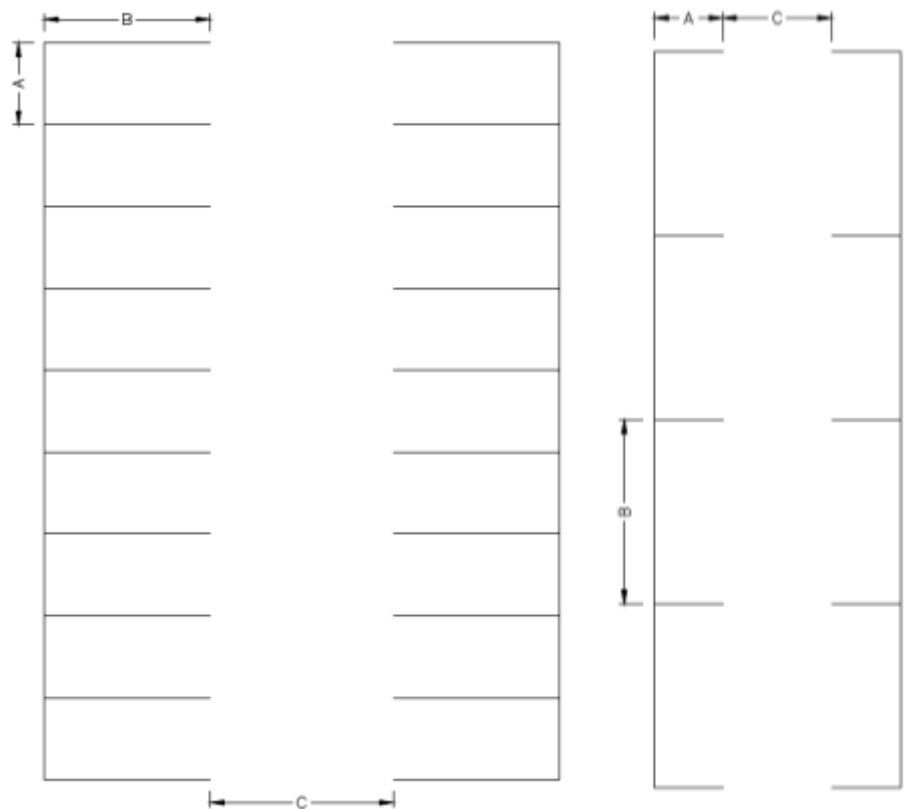


Figure 1 illustrates the Parking Space dimensions and requirements outlined in Section 4.6, Table 4 and Section 4.8, Table 5.

Obstructions

4.7

- i. In addition to Table 4, where a Parking Space abuts an obstruction (including but not limited to columns, property lines, walls and fences) that would prevent any door of a vehicle from opening fully, the Parking Space shall:
 - a. be an additional 0.3 m wider where the Parking Space abuts an obstruction on one side;
 - b. be an additional 0.6 m wider where the Parking Space abuts an obstruction on both sides;
 - c. be an additional 0.8 m wider where the Parking Space abuts a doorway; and
 - d. be measured to the edge of the obstruction closest to the Parking Space.

Small Car Spaces

4.8

- i. Notwithstanding Section 4.6, Table 5 establishes the minimum dimensions and design for Small Car Parking Spaces as required within this Bylaw:

Table 5 - Parking Space Dimensions (Small Car)

		Angle of Parking Spaces	
Description	Symbol (Figure 1)	90°	Parallel
Space Width	A	2.5 m	2.4 m
Space Length	B	4.6 m	6.7 m
Aisle Width	C	6.7 m	3.9 m

- ii. A maximum of 50% of the Parking Spaces provided on a Lot may be designated as Small Car Parking Spaces in accordance with the dimension requirements outlined in Table 5. Each Small Car Parking Space shall be clearly identified.
- iii. Where the design of Small Car Parking Spaces is proposed to be different than the required design and dimensions presented in Table 5 and Sections 4.7 and 4.8, the design of the Parking Lot must be undertaken by a qualified professional to the satisfaction of the Director of Planning & Development or their designate.

Location of Parking

- 4.9 Where Parking Spaces are being provided for Multiple Family Dwelling uses comprised of 5 or more dwelling units per Lot, surface Parking Spaces shall not be located on that part of the lot between the front property line and the front face of the building.

Tandem Parking

- 4.10 The owner of a Lot may fulfil the Off-Street Parking requirements in this Bylaw by providing Tandem Parking Spaces only in accordance with this Section 4.10.
- i. Tandem Parking Spaces are permitted only for:
 - a. Single- Residential uses; or
 - b. Multiple Family Dwelling uses where Tandem Parking Spaces are only used for the same dwelling unit.
 - ii. Required vehicle Parking Spaces for accessory uses are not permitted to be provided as Tandem Parking Spaces with the principal dwelling unit; and
 - iii. Designated Visitor Parking Spaces in Multiple Family Dwelling uses are not permitted to be provided as Tandem Parking Spaces.

PART V – LOADING SPACE REQUIREMENTS

Required Number of Loading Spaces

5.1

- i. The owner of a Lot on which a building or structure used for Multiple Family Dwelling, Commercial, Industrial, Institutional or other similar use shall provide the required number of Loading Spaces specified in Table 6:

Table 6 - Minimum Loading Space Supply Requirements

		Loading Space Requirement	
Use	Development Size	Class A	Class B
Commercial (excluding Office) Industrial	Less than 465 m ²	-	-
	465 m ² to 1,900 m ² GFA	1	1
	1,900 m ² to 3,800 m ² GFA	1	2
	Each additional 3,800 m ² GFA	1 additional space	1 additional space
Office Institutional	Less than 500 m ² GFA	1	-
	500 m ² to 2,800 m ² GFA	1	1
	2,800 m ² to 5,600 m ² GFA	1	2
	Each additional 2,800 m ² GFA	1 additional space	1 additional space
Multiple Family Dwelling	Less than 30 dwelling units	-	-
	30 to 100 dwelling units	1	-
	Each additional 100 dwelling units	1 additional space	-

- ii Class A Loading Spaces and Class B Loading Spaces do not count towards minimum vehicle parking requirements described in Part 4.

Location and Screening

5.2

- i. An owner of a Lot shall ensure that:
- a. no Loading Space shall encroach onto any street or onto any Parking Space, Parking Lot, Driveway, pedestrian pathway, Bicycle Parking Space, fire lane, or landscape buffer;
 - b. access and egress for a Loading Space shall not interfere with adjacent street traffic;
 - c. Loading Spaces shall be located away from areas of pedestrian movement;

- d. Loading Spaces shall be screened from view from driveway entrances, parking areas, adjacent lots, and adjacent streets;
- e. unobstructed access and egress from a street is provided for all Loading Spaces; and
- f. sufficient space is available on the Lot to allow all Vehicles to turn around and exit the Lot without needing to reverse onto any collector, arterial or provincial road.

Dimensions and Design of Off-Street Loading Spaces

5.3

- i. All Loading Spaces shall:
 - a. adhere to the minimum dimensions outlined in Table 7; and
 - b. be marked with signage as loading areas.

Table 7 - Minimum Dimensions of Loading Spaces

	Minimum Dimensions	
Class A	Consistent with standard Vehicle Parking Space dimensions described in Section 4.6, Table 4	
Class B	Width	3.0 m
	Length	10.0 m
	Vertical Clearance	4.2 m

PART VI – ACCESSIBLE & MOBILITY SCOOTER PARKING

Accessible Parking Supply

- 6.1 i. Accessible Parking Spaces shall be provided in accordance with Table 8:

Table 8 – Minimum Accessible Parking Supply Requirements

Use	Accessible Parking Supply Requirement
Residential Uses (greater than 6 dwelling units)	One Accessible Parking Space plus 0.04 Accessible Parking Spaces per dwelling unit.
Commercial and Institutional Uses	One Accessible Parking Space where a use is 500 m ² of gross floor area or larger plus 0.40 Accessible Parking Spaces for every additional 1,000 m ² of gross floor area; or 2% of required vehicle Parking Spaces, whichever is greater.
Industrial Uses	One Accessible Parking Space where a use is 500 m ² of gross floor area or larger plus 0.40 Accessible Parking Spaces for every additional 3,000 m ² of gross floor area.
Seniors' Congregate Housing Personal Care Facility	Where a use is 500 m ² of gross floor area or larger: 7% of required Vehicle Parking Spaces; or One Accessible Parking Space plus 0.40 Accessible Parking Spaces for every additional 1,000 m ² of gross floor area, whichever is greater.

- ii. The first Accessible Parking Space shall be a Van Accessible Parking Space, and every sixth Accessible Parking Space thereafter shall also be a Van Accessible Parking Space.
- iii. The number of Accessible Parking Spaces count towards the overall number of Parking Spaces required.

Accessible Parking Design

- 6.2 i. Each Accessible Parking Space and Van Accessible Parking Space shall:
- be provided as 90-degree parking consistent with the dimensions in Table 9;
 - be clearly identified as being for use only by persons with a valid accessible parking permit through pavement markings and signage;

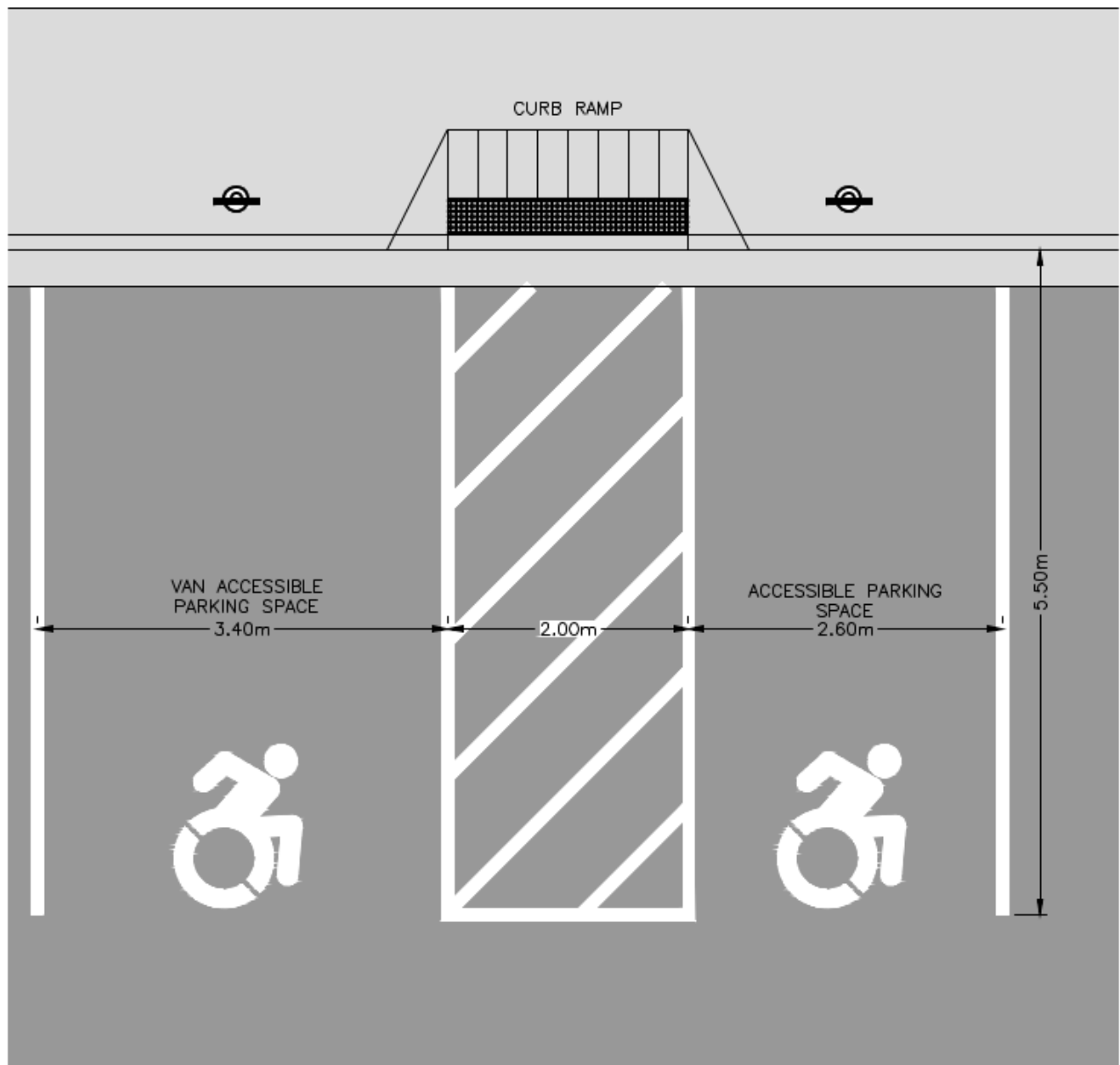
- c. be located closest to an accessible building entrance or in a central location where a Parking Lot serves several buildings;
- d. have a firm, stable, and slip-resistant surface;
- e. include curb ramps on any curb between the Accessible Parking Space and the building entrance where needed to facilitate circulation between the parking surface level and sidewalk or walkway level;
- f. allow for a maximum grade of 5% for the Accessible Parking Space and access from the Accessible Parking Space to a building or structure; and
- g. allow for two adjacent Accessible Parking Spaces to share a single access aisle.

Table 9 – Minimum Dimensions of Accessible Parking Spaces and Van Accessible Parking Spaces

Use	Minimum Dimensions	
Accessible Parking Space	Width	2.6 m
	Length	5.5 m
	Access Aisle Width	2.0 m
	Vertical Clearance	2.3 m
Van Accessible Parking Space	Width	3.4 m
	Length	5.5 m
	Access Aisle Width	2.0 m
	Vertical Clearance	2.3 m

- ii. Where the design of accessible parking spaces is proposed to be different than the design and dimensions presented in Table 9, the design of the Parking Lot must be undertaken by a qualified professional to the satisfaction of the Director of Planning & Development or their designate.

Figure 2 – Accessible and Van Accessible Parking Dimensions



Mobility Scooter Parking Supply

6.3

- i. Mobility Scooter Parking Spaces shall be provided in accordance with Table 10:

Table 10 – Minimum Mobility Scooter Parking Supply Requirements

Use	Mobility Scooter Parking Supply Requirement
Seniors Congregate Housing Personal Care Facility	2 spaces
Hotel Office Retail Trade and Service Centre Institutional Uses Restaurant / Neighbourhood Pub	1 space

- ii. In Seniors Congregate Housing and Personal Care Facility uses, Mobility Scooter Parking Spaces may be provided in lieu of required Long-Term Bicycle Parking Spaces at a ratio of 1:1.

Mobility Scooter Parking Design

6.4

- i. Mobility Scooter Parking Spaces shall:
- be no less than 1.0 m in width and 1.5 m in length;
 - allow for Mobility Scooters to be parked without obstructing mobility of other users provided in a secure location;
 - provide a clear path of access and egress from a main entrance;
 - be located within 2.0 m of an electrified 110V outlet;
 - be separated from Bicycle Parking Spaces; and,
 - be clearly identified as being for use of Mobility Scooters.

PART VII – BICYCLE PARKING

Bicycle Parking Supply

7.1

- i. Bicycle Parking Spaces shall be provided in accordance with Table 11.
- ii. All lots within Area 5, as identified in Schedule A, must provide 20% additional Short-Term Bicycle Parking Spaces and Long-term Bicycle Parking Spaces above the requirements in Table 11.

Table 11 – Minimum Bicycle Parking Supply Requirements

	Bicycle Parking Requirement	
Use	Short-Term	Long-Term
Residential		
Accessory Dwelling Unit Secondary Suite	No requirement	1 space per dwelling unit
Single Residential Dwelling Multiple Family Dwelling (4 units or less)	No requirement	1 space per dwelling unit
Multiple Family Dwelling (more than 4 units)	0.1 spaces per dwelling unit or 6 spaces, whichever is greater	1 space per dwelling unit
Mobile Home Park Recreational Vehicle Park	6 spaces	1 space per unit
Personal Care Facility Seniors Congregate Housing	6 spaces	0.5 spaces per bed
Rooming House Student Housing	6 spaces	1 space per bed
Home-Based Business	No requirement	No requirement
Institutional		
Community Centre or Cultural Facility Library	1 space per 125 m ² GFA or 6 spaces, whichever is greater	1 space per 250 m ² GFA
Secondary School Elementary School	3 spaces per classroom or 6 spaces, whichever is greater	1 space per 3 classrooms
Religious Institution Assembly Hall	6 spaces	1 space per 400 m ² GFA
Industrial		
Industrial Uses	No requirement	1 space per 1,000 m ² GFA

Commercial		
Retail / Personal Service Financial Institution	1 space per 150 m ² GFA	1 space per 300 m ² GFA
Office	6 spaces for a building larger than 500 m ² GFA	1 space per 200 m ² GFA
Restaurant / Neighbourhood Pub	1 space per 200 m ² GFA or 6 spaces, whichever is greater	1 space per 400 m ² GFA
Retail Trade and Service Centre	1 space per 300 m ² GFA or 6 spaces, whichever is greater	1 space per 500 m ² GFA
Hotel	6 spaces	1 space per 15 sleeping units
Short-Term Rental	No requirement	1 space per rental unit
Recreational Facility	1 space per 125 m ² GFA or 6 spaces, whichever is greater	1 space per 200 m ² GFA
Marina Yacht Club	6 spaces	1 space per 15 berths
Commercial School	1 space per 100 m ² GFA	1 space per 500 m ² GFA
Daycare	6 spaces	1 space per 250 m ² GFA
Entertainment (nightclubs, cabarets, cinemas, theatres and the like)	6 spaces	1 space per 700 m ² GFA

Bicycle Parking Design

7.2

- i. Bicycle Parking Space and aisle dimensions shall be in accordance with the standards outlined in Table 12.
- ii. Short-Term Bicycle Parking Spaces shall be well-lit, located at the surface level, accessible to visitors or the public, physically separated from Vehicle parking facilities, not interfere with pedestrian travel, and accessed by a ramp with a grade not greater than 10%.
- iii. All Short-Term Bicycle Parking Spaces shall be provided as Ground-Anchored Bicycle Parking Spaces.
- iv. All Long-Term Bicycle Parking Spaces shall be located in a dedicated, fully enclosed, and weather-protected facility with controlled access.
- v. All Long-Term Bicycle Parking Spaces shall be located at surface level or at the first level of a Parking Lot accessed directly by an elevator from a primary building entrance or by a Vehicle access ramp.

- vi. All doors on the designated route to Long-Term Bicycle Parking Spaces shall be automatic doors.
- vii. Where provided in a shared common area, Long-Term Bicycle Parking Spaces must adhere to the following configurations:
 - a. A minimum of 50% must be Ground-Anchored Bicycle Parking.
 - b. A maximum of 50% may be Stacked Bicycle Parking, as shown in Figure 4.
 - c. A maximum of 30% may be Wall-Mounted Bicycle Parking, as shown in Figure 4.
- viii. Notwithstanding Table 12, any Stacked Bicycle Parking Spaces must be provided with the minimum operating space recommended by the manufacturer of the specific product being implemented.
- ix. All Bicycle Parking Spaces must provide a means for the bicycle to be securely locked to the rack with a commercially available lock provided by the user.
- x. A minimum of 25% of all Long-Term Bicycle Parking Spaces shall have access to an electrified 110V outlet within 2.0 m of the Long-Term Bicycle Parking Space.

Table 12 – Minimum Dimensions of Short-Term and Long-Term Bicycle Parking Spaces

	Minimum Dimensions	
	Width	Depth
Ground-Anchored Rack (standard)	0.9 m	1.8 m
Ground-Anchored Rack (non-standard)	0.9 m	2.4 m
Wall-Mounted Vertical Rack	0.6 m	1.2 m
Access Aisle	1.5 m	
Access Aisle (adjacent to Stacked Bicycle Parking spaces)	2.1 m	
Access Door Width	1.0 m	
Vertical Clearance	2.1 m	

Figure 3 – Bicycle Parking Space Dimensions

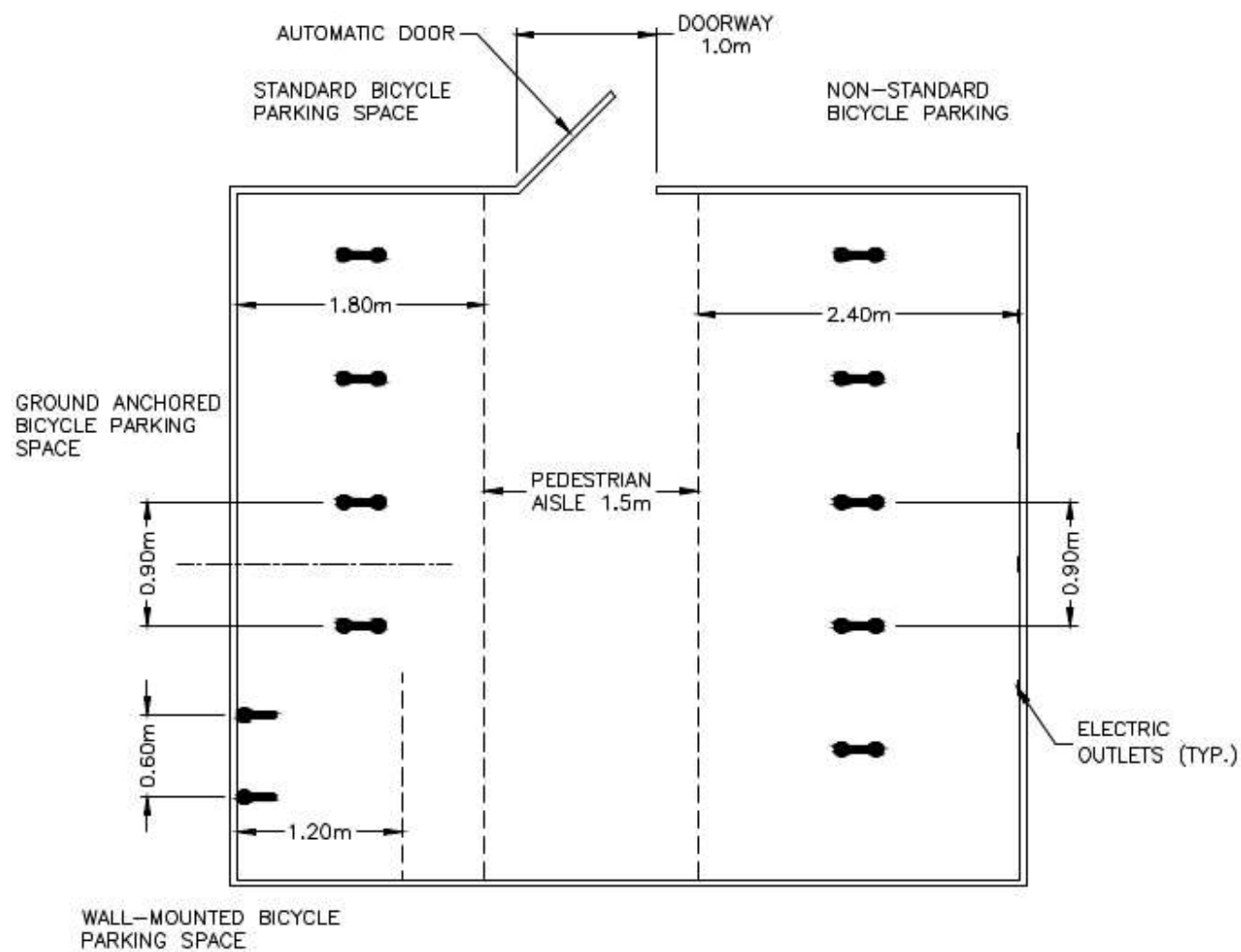
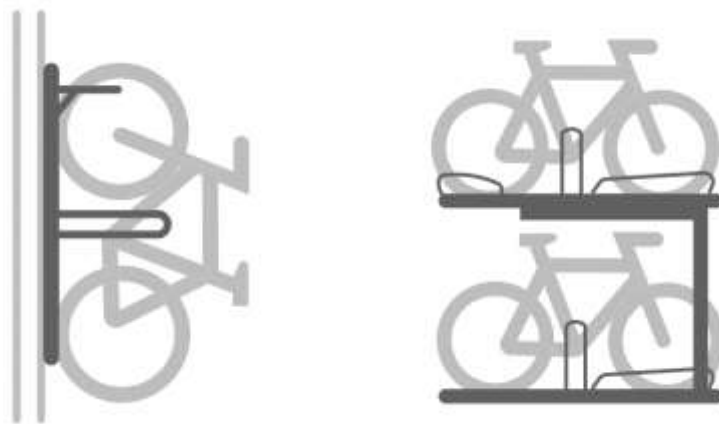


Figure 4 – Wall-Mounted (left) and Stacked (right) Bicycle Parking Configurations



- xi. A minimum of 15% of the required Long-Term Bicycle Parking Spaces shall be designed as Non-Standard Bicycle Parking Spaces.

- xii. Non-Standard Bicycle Parking Spaces shall be provided as Ground-Anchored Bicycle Parking.
- xiii. All required Non-Standard Bicycle Parking Spaces shall have access to an electrified 110V outlet within 2.0 m of the Non-Standard Bicycle Parking Space.

Active Transportation End-of-Trip Facilities

7.3

- i. The minimum number of required active transportation end-of-trip facilities shall be provided in accordance with Table 13.
 - a. Mobile Home Park, Model Trailer Park, and Recreational Vehicle Park uses are excluded from the requirements in Table 13.
- ii. Active transportation end-of-trip facilities shall be provided in a common area and be accessible from the Long-Term Bicycle Parking Spaces.

Table 13 – Minimum Active Transportation End-of-Trip Facility Supply Requirements

Required Number of Long-Term Bicycle Parking Spaces per Section 7.1	Active Transportation End-of-Trip Facility		
	Sink + Shower	Bicycle Repair & Wash Station	Clothing Locker
Multiple Family Dwelling, Student Housing, Rooming House			
10-100	0	1	0
Every additional 100 spaces, or part thereof	-	1 additional	-
Personal Care Facility, Seniors Congregate Housing, and Non-Residential Uses			
1-10	1	0	1.25x the required number of Long-Term Bicycle Parking Spaces
11-20	2	1	
21-30	3	1	
31-40	4	2	
Every additional 20 spaces or part thereof	1 additional	1 additional	

PART VIII – TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management Provision

8.1

- i. The owner of a Lot shall provide Transportation Demand Management measures as outlined in this section.
- ii. Any use on a Lot that is located in Area 5 per Schedule A and that meets or exceeds any of the following thresholds, must provide the Transit Transportation Demand Management measure and one additional Transportation Demand Management measure as set out in Table 14:
 - a. Any residential use that consists of 12 dwelling units;
 - b. Any non-residential use that consists of 500 m² gross floor area; or
 - c. Any Mixed-Use Development that meets either of the thresholds in Section 8.1.ii.a or 8.1.ii.b.

Table 14 – Transportation Demand Management Measures

	Residential	Non-Residential
Transit TDM	Allocate a minimum of \$2,500 per dwelling unit to a development-specific collective transit fund, such as BC Transit's EcoPASS program, that can be accessed by all residents. Provide all residents with a transit welcome packet within 30 days of occupancy that contains clear instructions on accessing the collective transit fund and development-specific information on available transit service. This includes any new residents of the building at any time while funding remains in the collective fund.	Allocate a minimum of \$2,500 per 120 m² of gross floor area to a development-specific collective transit fund, such as BC Transit's EcoPASS program, that can be accessed by employees. Provide employees with a standard transit welcome packet to be provided to all employees within 30 days of occupancy that contains clear instructions on accessing the collective fund and site-specific information on available transit service. This includes any new occupants of the building at any time while funding remains in the collective fund.
Bicycle Parking TDM	Provide 30% additional Long-Term Bicycle Parking Spaces (above the applicable Long-Term Bicycle Parking Space requirements in this Bylaw). <i>Example: For a Multiple Family Dwelling use consisting of 50 dwelling units and located in Area 5, the baseline requirement of 1.2 Long-Term Bicycle Parking Spaces per dwelling unit (60 spaces) is to be increased by 30% (78 spaces).</i> Ensure an additional 10% of the total Long-Term Bicycle Parking Spaces are Non-Standard Bicycle Parking Spaces (above the applicable Non-Standard Bicycle Parking Space requirements in this Bylaw). <i>Example: For a Multiple Family Dwelling use consisting of 60 dwelling units and located in Area 3 or 4, the baseline requirement is 60 Long-Term Bicycle Parking Spaces (one space per unit), with 15% of spaces being Non-Standard Bicycle</i>	

	<i>Parking Spaces (9 spaces). To meet the Bicycle Parking TDM requirements, an additional 10% of the Long-Term Bicycle Parking Spaces, including the 30% additional spaces required (78 spaces) must also be Non-Standard Bicycle Parking Spaces (8 additional spaces).</i> Provide 50% of the Long-Term Bicycle Parking Spaces with access to an electrified 110V outlet within 2.0 m of the Long-Term Bicycle Parking Space. Ensure 10% of Short-Term Bicycle Parking Spaces adhere to the minimum dimensions for Non-Standard Bicycles set out in Table 12 (minimum one space). Weather-protect all Short-Term Bicycle Parking Spaces.	
Shared Mobility TDM – Option A	Provide the greater of one car share vehicle or one car share vehicle per 50 dwelling units. Provide a dedicated Parking Space for each car share vehicle including Level 2 Charging capabilities or faster. One electric vehicle charger may be shared between two adjacent car share vehicle Parking Spaces. Provide a commitment from a Car Share Operator to operate and maintain the car share vehicle(s) for a minimum of 3 years. Grant a statutory right-of-way registered on title to secure public access to the car share Parking Space. Provide one car share membership per dwelling unit for the lifetime of the building.	Provide the greater of one car share vehicle or one car share vehicle per 6,000 m² of gross floor area. Provide a dedicated Parking Space for each car share vehicle including Level 2 Charging capabilities or faster. One electric vehicle charger may be shared between two adjacent car share vehicle Parking Spaces. Provide a commitment from a Car Share Operator to operate and maintain the car share vehicle(s) for a minimum of 3 years. Grant a statutory right-of-way registered on title to secure public access to the car share Parking Space. Provide one car share membership provided to each business or organization for the lifetime of the building.
Shared Mobility TDM – Option B	Provide \$2,000 in driving credits per dwelling unit to a Car Share Operator with a car share vehicle located within 800 m of the Lot. Provide one car share membership per dwelling unit for the lifetime of the building.	\$2,000 in driving credits per 120 m² of gross floor area to a Car Share Operator with a car share vehicle located within 800 m of the Lot. Provide one car share membership provided to each business or organization for the lifetime of the building.

- iii. Any Multiple Family Dwelling use or Mixed-Use Development containing Multiple Family Dwelling uses that is located in the Transit-Adjacent Lands per Schedule B, and that meets or exceeds the threshold identified in Section 8.1.ii.a, must provide the Transit Transportation Demand Management measure for the Multiple Family Dwelling use portion of the development, as set out in Table 14, at minimum.

- iv. Any Multiple Family Dwelling use or Mixed-Use Development containing Multiple Family Dwelling uses that is in an area other than Area 5 may provide Transportation Demand Management measures to reduce the number of Parking Spaces required by Part 4 of this Bylaw for the Multiple Family Dwelling use portion of the development by 10% per Transportation Demand Management measure implemented as set out in Table 14, to a maximum of three unique TDM measures.
- v. At the option of the owner or occupier of a Lot, the owner or occupant may pay cash-in-lieu to the City of Nanaimo in lieu of providing the required Transportation Demand Management measures in the following amounts:
 - a. In residential uses, \$3,000 per dwelling unit per required Transportation Demand Management measure.
 - b. In non-residential uses, \$3,000 per 120 m² of gross floor area per required Transportation Demand Management measure.
 - c. In Mixed-Use Development, \$3,000 per dwelling unit and \$3,000 per 120 m² of gross floor area per required Transportation Demand Management measure.
- vi. An owner of a Lot is not permitted to provide cash-in-lieu of Transportation Demand Management measures to support the optional Parking Space reductions available under Section 8.1.iv.
- vii. If an owner of a Lot is required to provide Transportation Demand Management measures in accordance with this Bylaw, the Director of Planning & Development or their designate may impose conditions on the owner, including but not limited to:
 - a. registration of a covenant under Section 219 of the *Land Title Act* and/or statutory right of way in favour of the City of Nanaimo on the Lot that ensures that the land will be used to provide Transportation Demand Management measures in accordance with this Bylaw;
 - b. provision of copies of executed agreements with third parties to the satisfaction of the Director of Planning & Development or their designate; and/or
 - c. prohibition on building occupancy until the required Transportation Demand Management measures have been provided.

PART IX – OFFENCE AND ENFORCEMENT

Unlawful Uses

9.1

- i. No person may use any required Parking Space or Loading Space for repair, service, display or sales of Vehicles except as expressly permitted in the Zoning Bylaw.
- ii. No person shall use a Parking Space that is required for a designated building or use under this Bylaw as commercial parking space.

Compliance

9.2

- i. No person shall use or permit the use of a Lot or a building or structure or the surface of water unless the Parking Space, Loading Space, Accessible Parking Space, Mobility Scooter Parking Space, Bicycle Parking Space, End-of-Trip Facility and Transportation Demand Management requirements for that use have been provided and are made available in accordance with this Bylaw.
- ii. Any paving required under this Bylaw shall be completed either:
 - a. Prior to granting an occupancy permit; or
 - b. Where seasonal conditions prevent compliance or if the applicant requests occupancy prior to completion of the paving, the applicant will provide security to the City in the form of a Standby Irrevocable Letter of Credit, cash or certified cheque in the amount of 125% of the estimated cost of the outstanding work and shall fix a completion date satisfactory to the City.
- iii. If the required paving has not been completed by the completion date, the City of Nanaimo may use the security for the purpose of entering onto the Lot and completing the paving.
- iv. Where Parking Spaces are provided that is not required under this Bylaw, the location, design and operation of such facilities shall comply with all the regulations of this Bylaw.

Violation and Penalty

9.3

- i. Any Person who causes, permits or allows anything to be done in contravention or violation of this Bylaw, or who neglects or fails to do anything required to be done pursuant to this Bylaw, commits an offence against this Bylaw and is liable upon summary conviction to pay a fine of not more than \$50,000, plus the costs of prosecution, and any other penalty or remedy available under the *Community Charter and Offence Act*.
- ii. This Bylaw may be enforced by bylaw notice pursuant to the Bylaw Notice Enforcement Bylaw 2012 No. 7159, as amended or replaced.
- iii. Each day that an offence continues or exists shall constitute a separate offence.

PASSED FIRST READING: 2026-JUN-22
PASSED SECOND READING: 2026-JUN-22
PASSED THIRD READING: 2026-JUN-22
RESCINDED THIRD READING: 2026-JUL-20
THIRD READING AS AMENDED: 2026-JUL-20
ADOPTED: 2026-JUL-27

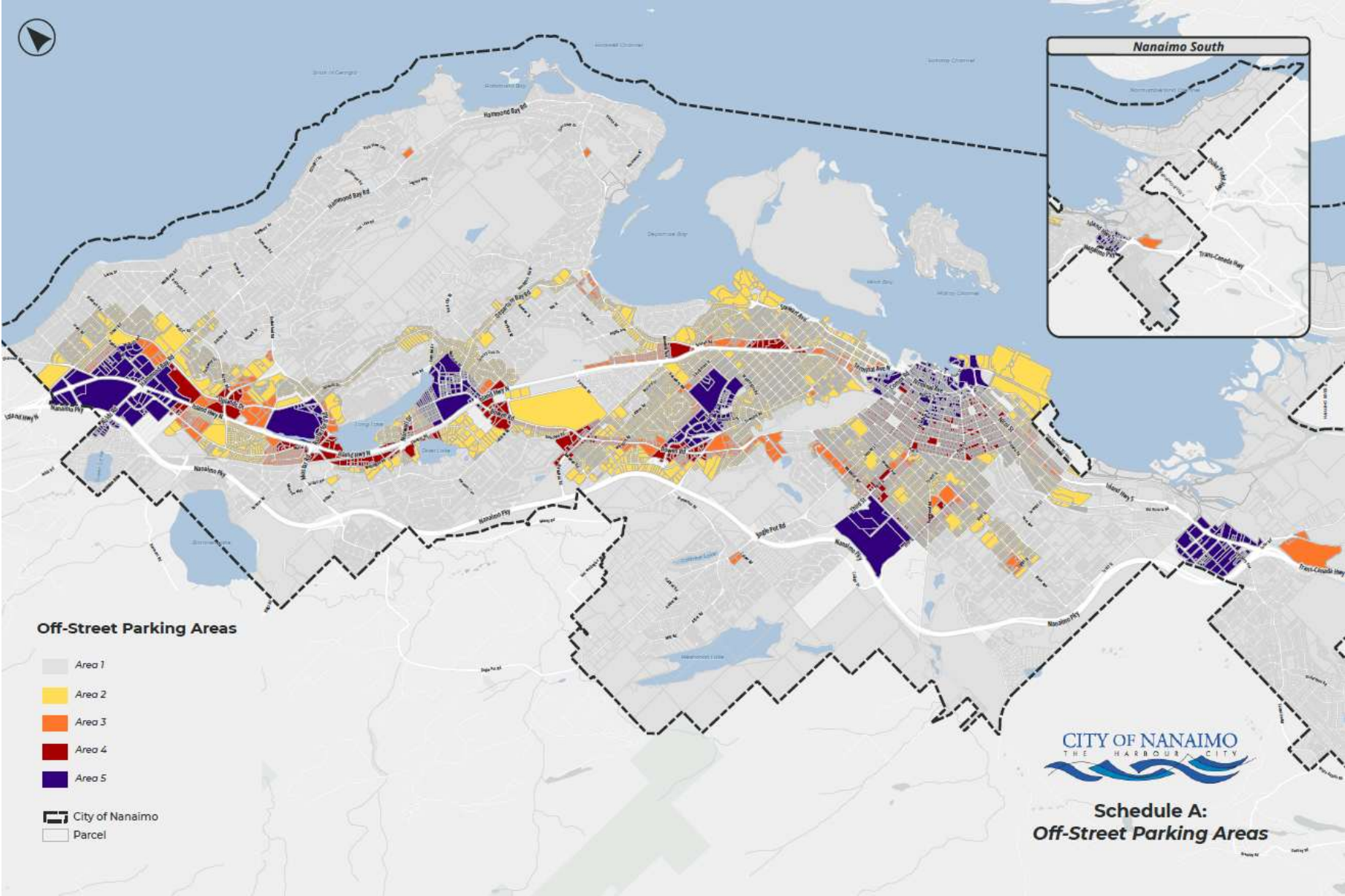
L.E. KROG

MAYOR

S. GURRIE

CORPORATE OFFICER

SCHEDULE A – Off-Street Parking Areas



SCHEDULE B – Transit-Adjacent Lands

