



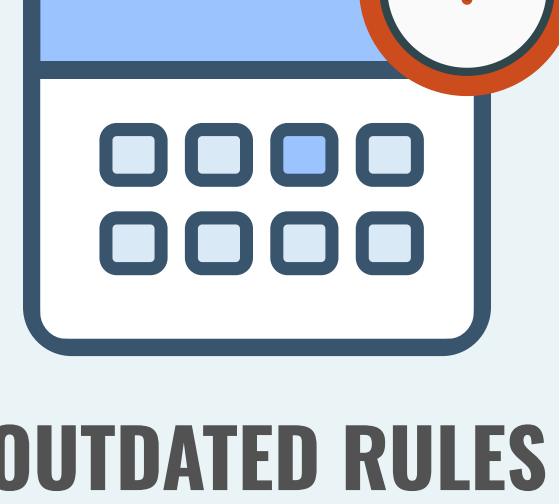
# Removing



## Parking Minimums in YEG

The City of Edmonton is reviewing its parking regulations & considering removing off-street parking minimums.

### OUR CITY IS EVOLVING...



#### OUTDATED RULES

Parking regulations haven't been reviewed since the 1970s.



#### A GROWING CITY

Edmonton must adapt to sustainably accommodate a population of 2 million.



#### CHANGING CONTEXT

Edmonton has changed considerably over the last 50 years. The rules must make sense for Edmonton today and where we want to go in the future.



#### RULES VS. VISION & GOALS

Edmonton's current over-supply of off-street parking is a barrier to achieving the type of urban environment envisioned by the draft City Plan.

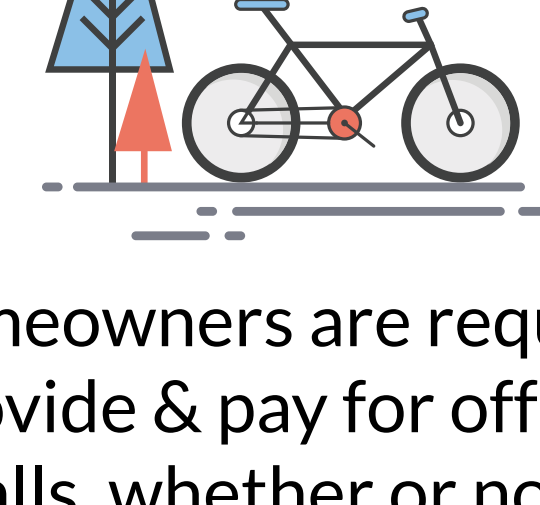
What are the consequences of maintaining minimum off-street parking requirements?

### PARKING MINIMUMS ARE A CAR SUBSIDY



The City requires all new developments to provide varying amounts of parking, subsidizing people who drive.

A parking stall ranges from \$5,000 - \$50,000.



Homeowners are required to provide & pay for off-street stalls, whether or not they need one. This is about equity.

Parking minimums contribute to higher housing costs & rents.

The costs of off-street parking are baked into the goods and services that we obtain on a daily basis, and passed on to consumers.

### PARKING MINIMUMS PROMOTE AUTO-CENTRIC DEVELOPMENT

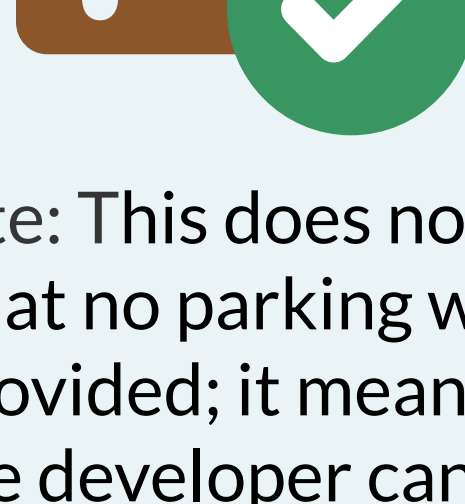


Parking minimums guarantee auto-centric development.

In Edmonton, parking utilization across the city is ~40%. This is 50% below target occupancy.



Removing parking minimums creates opportunities for human-centric development.

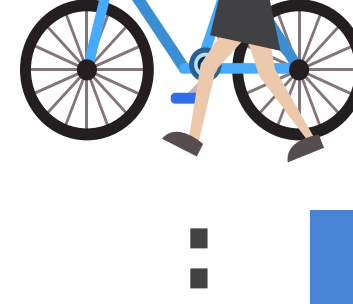


Note: This does not mean that no parking will be provided; it means that the developer can build the right amount of parking for an area.

Cutting red tape & letting the market decide how much parking to provide is a step towards a more sustainable city.

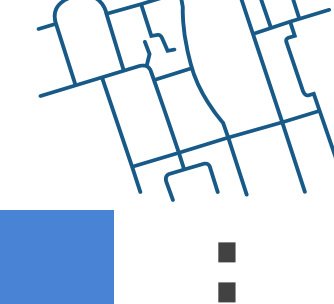
#### WALKABILITY

Parking spaces break up the urban fabric and can create hostile environments for pedestrians and cyclists.

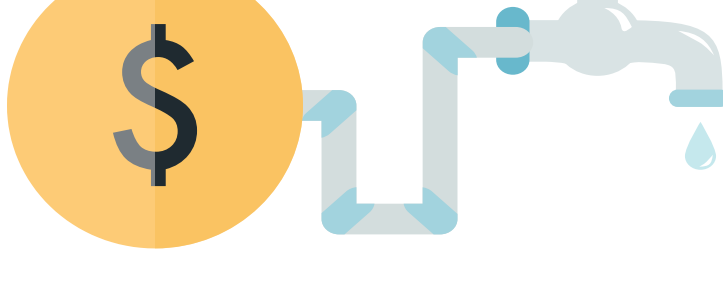


#### LAND USE

More space for cars, means less space for productive uses (commercial, retail, residential).



Parking minimums also influence...



#### SUSTAINABILITY

Spreading out our urban form makes other forms of transit (walking, biking, public transit) less viable, while inducing demand for cars & emissions.

#### TAXES

Spreading out our urban form increases costly new infrastructure & more road maintenance for the city and tax payers.

### Common Concerns

From strongtowns.org.

- 1 If residential off-street parking minimums are removed in my neighborhood, it will become too hard to find parking on the street.  
*Our city has more parking than you think. Many homeowners have garage space that they use for storage but could use for parking. If on-street parking was priced appropriately, more people would use their off-street stalls.*
- 2 If this change happens all at once, there will be no parking available.  
*Just because minimums are eliminated, doesn't mean parking won't be built, or that the existing parking will evaporate. Homeowners and businesses will still want to have parking available. This will be an incremental change.*
- 3 Parking needs to be convenient for my customers, or else I'll lose business.  
*Developers are welcome to build how much or how little parking they believe future tenants will want/need.*
- 4 Removing off-street parking minimums will lead to more demand for on-street parking.  
*Removing off-street parking minimums goes hand-in-hand with pricing on-street parking appropriately. This ensures that the people who use it are helping to pay for its maintenance and operation, and that turnover is higher for on-street parking.*

