Removing Parking Minimums in YEG

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

- **SUSTAINABILITY**: Spreading out our urban form means costly new infrastructure & more road maintenance for the city and tax payers.

- **TAXES**: Parking minimums also influence...

- **COMMON CONCERNS**
  - 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.
  - 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.
  - 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.
  - 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.

**OUR CITY IS EVOLVING...**

**OUTDATED RULES**

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.

- **A GROWING CITY**
  - Edmonton must adapt to sustainably accommodate a population of 2 million.
  - Parking regulations haven't been reviewed since the 1970s.

- **CHANGING CONTEXT**
  - 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.
  - Parking regulations haven't been reviewed since the 1970s.

- **RULES VS. VISION & GOALS**
  - Parking minimums are a car subsidy.
  - Homeowners are required to provide & pay for off-street stalls, whether or not they need one. This is about equity.
  - The City requires all new developments to provide varying amounts of parking, subsidizing people who drive.
  - 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.
  - A parking stall ranges from $5,000 - $50,000.
  - Parking minimums contribute to higher housing costs & rents.
  - Parking minimums promote auto-centric development.
  - Parking minimums guarantee auto-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.

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

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**BOOK OF EMPOWERING...**

**ENVIRONMENTAL COST EFFECTIVENESS**

This is a reduction in the environmental cost effectiveness of off-street parking. Off-street parking requires more inputs to produce (energy, materials, etc.) than on-street parking. This often means less space for productive uses (commercial, retail, residential).