

Approach to On-Street Parking Management in Residential Areas

City streets are a shared resource for all Edmontonians. While there are no guarantees of the availability of a curbside parking space, on-street parking provides a flexible option that many Edmontonians choose to make use of in residential areas. In areas where there is higher residential density or high volume of competing uses for curbside stalls by business or event patrons, the demand for on-street parking can become constrained.

The City manages on-street parking in several ways:

- Signed time restrictions (1 hour to 5 hour, or short-duration loading zones) for maximum parking stay
- E-Park system (paid parking)
- Residential Permit Parking Program

Time Restrictions

Time restrictions help to ensure parking availability. Rather than a single user occupying an on-street parking space for an entire day, time restrictions ensure that a single parking space can be used by multiple users throughout the day. This management tool can be particularly helpful in preventing informal park and ride, where commuters may park in close proximity to transit stations, and leaving their vehicles parked on-street for the full day. Time restrictions ensure that parking supply can meet the needs of those visiting and living in a neighbourhood, or ensuring increased opportunity for business patrons to frequent their place of business. Residents and businesses can request the introduction or modification of signed time restrictions in their neighbourhoods or business districts.

E-park System

The E-park system replaced coin-operated parking meters in 2015. The introduction of EPark technology allows Parking Services to respond in a more tailored way to meet residential and business parking requirements. A combination of a specified parking maximum time and hourly rate is used to achieve optimal turnover, and balances the demand of a particular on or off-street facility by a variety of parking customers.

Residential Permits

Residential parking permit programs restrict the use of curbside parking spaces to residents living in a neighbourhood.

Residential parking programs are typically considered under the following conditions:

- The existing land use is residential (including single detached, semi-detached, row housing and apartments up to four stories).
- There are adjacent high volume land uses such as:
 - Universities, colleges and other major schools
 - Sports event facilities

- Major medical institutions
 - Commercial areas
 - LRT stations
- The program area is 10 square blocks or greater.

Residential Parking programs are implemented as a response to an active parking issue that has been identified by a residential community. To move forward with a residential parking program, a two-third majority of residents must agree to the stipulations of the proposed parking program. If the community votes in favor of the program, the City is then responsible for designing the restricted program area, installing restricted parking signs, the administration and issuance of parking passes to eligible residents on an annual basis, the enforcement of the program area, and the ongoing administrative maintenance of passes for those eligible.

Once in place, monitoring, routine administration, public engagement, and enforcement becomes an ongoing operational expense for the City. There is currently no charge for residential parking permits and no maximum number that can be issued to a single property.

The criteria guiding the implementation of residential parking programs, and the subsequent administrative and enforcement procedures continue to be adapted to meet changing neighbourhood needs. Administration began a review of the Residential Parking Program in 2017, and will continue to monitor the Residential Parking Program Guidelines and Policy and will update as needed to ensure on-street parking is effectively managed, and the needs of a variety of residential and non-residential users are balanced.