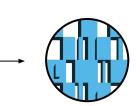


CONNECT(ED) MONTON

PARKING

has major influence over how we use and regulate our land



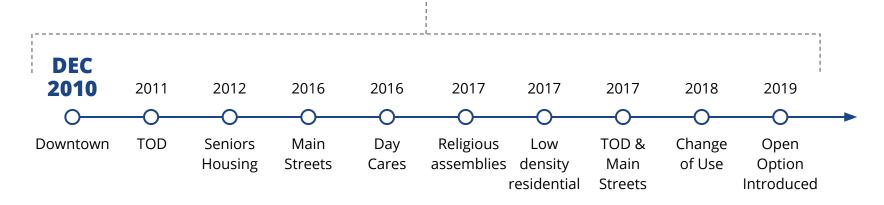
THE CITY PLAN



ZONING BYLAW RENEWAL

Edmonton

Over a decade of successively **reducing and removing** minimum parking requirements



JAN Open Option Parking
2020 Implementation Scenarios



More Parking, Less Walkable

Less Parking, More Walkable



1. Minimum Parking Requirements

2. Open Option Parking

3. Maximum Parking Requirements



Predictors of Parking Demand

Choice of travel mode Decision points

Convenience



Additional factors



Demographics



Type and popularity of



Surrounding context

These **influence** parking demand but **can't be regulated** by the Zoning Bylaw



Three Scenarios





3

Full Implementation of Open Option Parking

Phased Implementation of Open Option Parking

New Zone-based Parking Requirements

- One step; easy to understand and administer
- Best supports long-term city building objectives

- Multiple phases over several years
- More complex to implement

- Implemented through Zoning Bylaw Renewal
- Re-prioritizes parking when planning a site

Edmonton

Common Elements of all Three Scenarios

- Maintain accessible parking and bicycle parking
- Keep existing parking maximums
- Parking lot **design** regulations





Three Scenarios

1

Recommended



3

Full Implementation of Open Option Parking

Phased Implementation of Open Option Parking

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 long-term city
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Implications for On-street Parking



On-street parking demand will gradually increase

City Operations has **four standard methods** to manage the demand:

- Time Restricted parking
- Paid parking / EPark Zones
- Residential Parking Program
- Enforcement



Additional Mitigation Considerations



- Shared Parking
- Development review and studies



Key Takeaways

- Supported by data
- Better for Business
- More choice, more affordable

- Market based approach
- Supports city building goals



