

PARKING REVENUE ALLOCATION POLICY DEFERRAL

EXECUTIVE SUMMARY

Administration has developed a parking revenue allocation policy to provide for reinvestment in local infrastructure or services in paid parking areas. The policy would seek to direct a portion of the returns The City receives from the Calgary Parking Authority into infrastructure or services that improve the public realm, enhance mobility and augment maintenance activities in these areas.

Business Revitalization Zones (BRZs) and Community Associations (CAs) are largely supportive of the recommended policy direction. During the final phases of policy development, Administration has identified the need for further engagement with BRZs and CAs regarding the management and auditing of funding to be reinvested in each area. As a result, Administration recommends deferring the final report and recommendations to no later than 2016 September.

ADMINISTRATION RECOMMENDATION(S)

That the SPC on Transportation and Transit recommend to Council to defer the update report on the implementation of the Parking Revenue Allocation Policy to no later than the 2016 September meeting of the SPC on Transportation and Transit.

RECOMMENDATION OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED 2016 MAY 18:

That the Administration Recommendation contained in Report TT2016-0437 be approved.

Opposition to Recommendation:

Opposed: A. Chabot

PREVIOUS COUNCIL DIRECTION / POLICY

Report TT2014-0935, "Consolidated Parking Policy Work Plan" was approved at the 2015 January 12 Combined Meeting of Council. The Parking Revenue Allocation Policy was included as a key issue to be reviewed as part of the Integrated Downtown-TOD Parking Strategy work item.

The Parking Revenue Allocation Policy was subsequently approved as part of Action Plan 2015-2018 as action P3.1 in the Transportation Planning business plan.

BACKGROUND

Reinvesting a portion of the returns from parking is a concept that is being undertaken in several locations in North America to revitalize communities and business areas where paid parking is present. Also known as Parking Benefit Districts, a portion of the parking revenues generated in a given area is typically reinvested to address local infrastructure, such as trees, sidewalks, lighting and benches.

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Reinvestment of parking revenues is not new for Calgary. In 2013, Council directed that \$4.5 million of parking surplus revenues be reinvested in streetscape improvements in the Kensington area. Work is currently underway on this initiative with expected completion in 2016.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The Parking Revenue Allocation Policy currently being developed for Calgary looks at how returns from the Calgary Parking Authority (CPA) are distributed, and the ability to reinvest a portion of those revenues in the areas where they were collected. The policy identifies ways to make these reinvestments without impacting current City budgets, and how the funding is managed between The City, BRZs and adjacent CAs.

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Stakeholder Engagement, Research and Communication

Business Revitalization Zones (BRZs) and Community Associations (CAs) are largely supportive of the recommended policy direction. Additional engagement is required to finalize how funding from the policy will be managed between The City, BRZs and CAs, and any associated audit requirements.

Strategic Alignment

The proposed policy is well aligned with Municipal Development Plan, Calgary Transportation Plan and Action Plan 2015-2018 objectives to support Main Street areas and the Centre City.

Social, Environmental, Economic (External)

Supporting enhanced infrastructure and services in the Centre City and Main Street areas achieves multiple triple bottom line outcomes, including increasing local economic activity, creating a sense of place and community, and encouraging compact development.

Financial Capacity

Current and Future Operating Budget:

Administration is currently evaluating options to implement the proposed policy while minimizing impacts on City operating budgets.

Current and Future Capital Budget:

An approach to implement the proposed policy without impacting City capital budgets will be outlined in the final report due no later than 2016 September.

Risk Assessment

Deferral of the final report on the Parking Revenue Allocation Policy is not expected to delay implementation of the policy in 2017. The additional time provided by the deferral will allow Administration to address any risks associated with the management and auditing of funding to be reinvested in BRZ areas.

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REASON(S) FOR RECOMMENDATION(S):

Deferral of the final report on the Parking Revenue Allocation Policy responds to issues identified during final review by senior management of the policy regarding management and auditing of funds, and allows sufficient time to for further engagement with BRZs and CAs.