

City Center Redevelopment Authority Board Meeting Agenda

January 16, 2025

12:30 PM

Location: City Hall Council Chambers Fl 2, 415 W 6th Street Vancouver, WA 98660

Virtual Viewing: [City Center Redevelopment Authority > Clark/Vancouver Television](#) (cvtv.org).

Please see the Community Forum Instructions below to register for public comment.

1. Call to Order and Roll Call

Excusal of Absence, if needed

2. Approval of Minutes

a. 12/19/24 Minutes

3. Executive Director Report

Subcommittee Meeting Report, Project Updates, Development Pipeline Report

4. Downtown Parking Plan

a. Downtown Parking Plan - Gabriel Montez, Parking District Manager

5. CCRA Business Plan Update

a. CCRA Business Plan Update Presentation - Patrick Quinton, Executive Director

6. Comprehensive Plan Update

a. Comprehensive Plan Update Presentation - Rebecca Kennedy, Deputy Director of
Community Development

7. Community Communication

****The public is invited to speak regarding any matter on the agenda. Members of the public
testifying are asked to limit testimony to three minutes. Pre-registration is required. There are
three ways to provide comments:**

- In Writing: Public comments can be submitted in writing (name, address, contact information and comments) via email to kimberly.kerlee@cityofvancouver.us by 5pm the day before the meeting.
- Remotely: Pre-register by phone at 360-487-7846 or email kimberly.kerlee@cityofvancouver.us by 5pm the day before the meeting.
- In Person: Pre-register by phone at 360-487-7846 or email kimberly.kerlee@cityofvancouver.us by 5pm the day before the meeting or fill out a Public Comment form in person prior to the start of the Community Communications portion of the meeting.

8. Executive Session (as needed)

9. Adjournment

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Date: December 19, 2024

Time: 12:30-2:00 pm

Location

City Hall – Council Chambers Fl 2
415 W 6th Street
Vancouver, WA 98668

Regular Meeting (Convened in person and via video conference)

The meeting agenda materials referenced in these minutes can be found online. Link to meeting video: [24 12 19 CCRA Meeting Video](#).

Item 1: Call to Order and Roll Call

The December 19, 2024, meeting of the City Center Redevelopment Authority was called to order at 12:32 pm by Marc Fazio.

Board Members Present: Marc Fazio, Alisa Pyszka, Ken Anderton, David Copenhaver, Richard Krippaehne, Michi Slick

Board Members Absent: Allison Reynolds

Staff Present: Patrick Quinton, Kimberly Kerlee, Dan Lloyd, Chim Chune Ko

Guests: Patrick Gilligan, LPC

Motion by Slick, seconded by Copenhaver, and carried unanimously to excuse the absence of Board Member Reynolds.

Item 2: Approval of Minutes

Motion by Pyszka, seconded by Copenhaver, and carried unanimously to approve the November 21, 2024, minutes.

Item 3: Executive Directors Report

Patrick Quinton, Executive Director, mentioned that there is no development pipeline report this month due to limited project movement in November. The subcommittee met this month and provided feedback on the Waterfront Gateway Site Plan. City Council is recommending board members Anderton and Reynolds to be re-appointed at the January 6 City Council meeting. Quinton provided a preview for the January CCRA Meeting and a few items that will be included in the 2025 Workplan. President Fazio asked if an updated 2025 workplan could be provided once it is updated. Quinton responded.

Item 4: Waterfront Gateway Site Plan

Members

Marc Fazio
President

Richard Krippaehne
David Copenhaver
Michi Slick
Alisa Pyszka
Allison Reynolds
Ken Anderton



415 W 6th Street
P.O. Box 1995
Vancouver, WA 98668
cityofvancouver.us

To request accommodation or other formats, please contact:

Economic Prosperity & Housing | 360-487-7846 | Relay 711 | Kimberly.Kerlee@cityofvancouver.us

Chim Chune Ko reviewed the project timeline and provided an update on the Waterfront Gateway Site Plan including the change of use from office to residential for Building 4. The change in Building 4, which will provide 85 residential units, plus an additional 61 units between the other two residential buildings, adds 40% more housing units to the project. The change also eliminates 101 parking stalls from the parking garage. Ko provided additional information and statistics on the office building occupancy in the nation and potential office sites in downtown Vancouver pending market changes.

Ko requested that the CCRA Board approve the proposed changes in the site plan and recommend that City Council approve the necessary changes to the development agreement. President Fazio opened the floor for discussion. Board members provided feedback and discussed their thoughts on the changes to the proposed site plan and overall pleased with and supportive of the changes. Copenhagen thanked Ko and mentioned his appreciation for the Downtown Redevelopment Study and the data that was collected. President Fazio stated his appreciation for the work done so far on Waterfront Gateway and supports the changes.

Motion by Copenhagen, seconded by Slick, and carried unanimously to approve the proposed changes in the site plan and recommend that City Council approve the necessary changes to the development agreement.

Item 5: Public Comment

None

Item 6: Executive Session (as needed)

None

Adjournment

1:06 pm

Marc Fazio, Board President

Meetings of the City Center Redevelopment Authority are electronically recorded on audio. The audio tapes are kept on file in the office of the City Clerk for a period of six years.

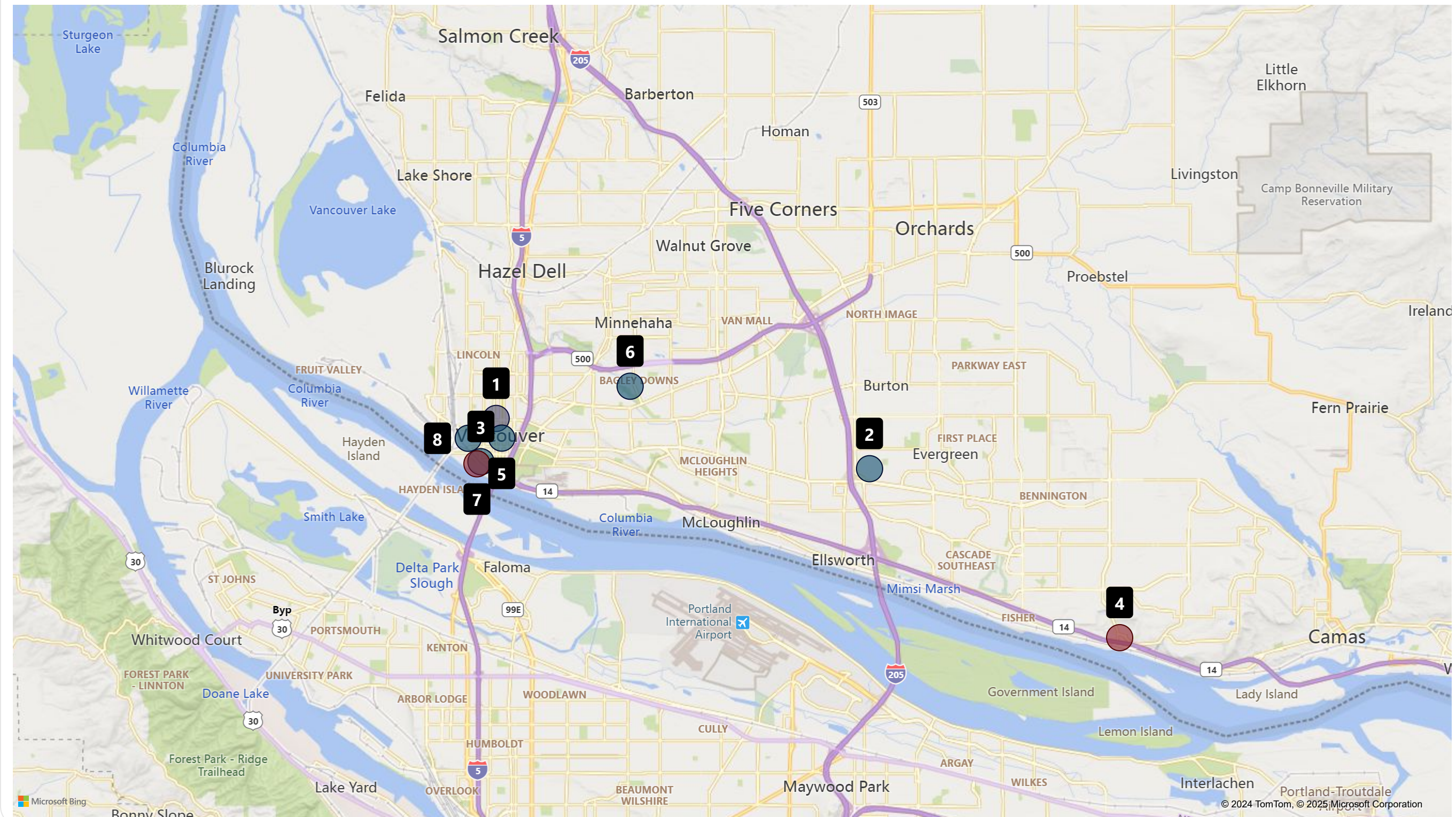
Development Pipeline Report

November/December 2024 Activity

Map	Project	Location	Area	Use	Total	Total	Parking	Notes	Contact or Contractor	Applicant, Developer or Owner
					Res Units	Sq Ft	Spaces			
Pre-Application										
1	Kent Landers - Mcloughlin Mixed Use	200 W Mcloughlin Blvd	Hough	Mixed-Use	36		22	Proposed 36 unit, 4-story mixed-use building with 2,125 SF of commercial space, leasing office and associated parking.	Ryan Wilson	Kent Landers
2	117th Ave Apartments	404 NE 117th Ave	Fircrest	Multi-Family Residential	17		17	Proposed 17 unit multi-family residential apartment building with associated parking.	Ryan Wilson	David and Rosena Snyder
Land Use Review										
	N/A									
Building Plan Review										
3	Waterfront Gateway Affordable Housing Project	615 W 6th St	Esther Short	Multi-Family Residential	95	91,851	0	Proposed 6-story multi-family building with 95 affordable housing units.	HHPR, Inc Brad Kilby	City of Vancouver
Building Inspection										
4	Columbia Palisades	19530 SE Brady Rd	East Side	Commercial	0	107,258	170	Proposed construction of 3 retail shell buildings, 5,141 sf, 6,473 sf and 8,805 sf and 1 two-story office building at 37,683 sf with open air parking.	David Copenhaver	Cascadia Development Partners, LLC
5	12th & Main Vancouver	115 E 13th St	Esther Short	Multi-Family Residential	199	316,936		Proposed 7-story building with (5) levels of wood framed apartments over 2-stories above grade and 2-stories below grade of concrete construction with associated parking, building services, 9,041 SF of retail space, 8,016 SF of office space, (199)- multifamily dwelling units and associated common spaces.	Emily Jones	Sera Design
Completed										
6	Fir Grove	2920 Falk Rd	Bagley Downs	Multi-Family Residential	92	190,996	110	New 92 townhome-style apartment units and leasing office within 18 three-story buildings with associated parking areas, open space and community building.	Tyler Phillips	Ginn Group LLC

7	Waterfront Block 7 Parking Structure	700 W Columbia Way	Waterfront	Commercial	0	291,098	831	New 8-level open parking garage accomodating 831 parking spaces with 10,931 sf ground-level business occupancy for future retail.	Robertson & Olson Construction, Inc	CW7 LLC
8	Open House Ministries West	1008 W 12th St	Esther Short	Mixed-Use	30	41,617	78	New 4-story over basement building with street level retail and 3 stories of apartments (30 units) above.	Lisa Slater	Robertson & Olson Const Inc

Development Type ● Commercial ● Mixed-Use ● Multi-Family Residential



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DOWNTOWN ACCESS, MOBILITY AND PARKING PLAN

Vancouver has experienced rapid growth over the past two decades, transforming its downtown in the process. The growth in people living and working downtown and visitors shopping at local businesses and enjoying events and festivals has exposed deficiencies in how the City of Vancouver manages its existing parking assets and the options available to individuals seeking to experience downtown outside of a car.

The Downtown Access, Mobility, and Parking Plan (the “Plan”) is a critical next step for the City of Vancouver to respond to these transformative changes and support mobility and access for the range of stakeholders who live, work, shop and recreate downtown. This Plan is an attempt to leverage not just the public facilities and properties owned by the City, but also the many underutilized private assets to create a modern, connected system for traveling to and within downtown that enhances ease of access and meets the ambitious climate and equity goals adopted by Vancouver City Council.

This plan is based on findings from the [Existing Condition Report](#) and organized into three pillars which represent the strategic mobility and access priorities for the City:

- Pillar 1: Adopt New Pricing Practices
- Pillar 2: Expand Public Parking Supply Through Shared Parking
- Pillar 3: Enhance Downtown Mobility Options

Within each pillar are actions designed to achieve the overarching objective of the pillar. The full list of actions in the Plan reflects an ambitious vision for serving the mobility and access needs of downtown stakeholders and will therefore be implemented over the next 5-10 years depending on the scale of action and available resources.

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Pillar 1: Adopt New Pricing Practices

Purpose

Adopt new demand-driven pricing strategies to create a user-friendly “park once” environment that benefits people who drive downtown, encourages people to walk between destinations without moving their car, and maximizes utilization of the on-street parking supply.

Benefits to People (metrics)

Increase

- Parking turnover, which creates more opportunities for people to access spaces near their destination.
- Use of the low-occupancy on-street parking supply in the downtown.
- Visits downtown by people who might traditionally face barriers, including those with disabilities and low-incomes, historically marginalized communities, families with children and seniors.
- Visibility and accessibility of information guiding people to parking places and destinations, including signs and internet tools.
- Simplicity of parking rates, time limits, and communication about parking that make parking choices easier for people.
- Options for people to “Park Once” and walk or use car-free transportation.
- Access for low wage employees and low-income households to affordable parking and mobility options.
- Infrastructure to better meet the mobility needs of residents, employees and visitors with disabilities.

Reduce

- Driving time needed to find a parking space.
- Parking congestion caused by cars circulating to find parking.

Actions

1. Enforce Paid Public Parking Seven Days a Week.

- On weekends, on-street parking turnover is infrequent in high demand areas of downtown, including the Waterfront creating access challenges for customers and visitors in one of the city’s busiest shopping and restaurant districts.

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- By extending paid parking and enforcement to include Saturday and Sunday, the City will encourage increased turnover and create more opportunities for customers to find parking at their desired destination.
- The City will require and enforce paid parking from 8 a.m. to 6 p.m. seven days a week. Rollout and communication with community members and stakeholders will include advance notice to ensure effective implementation.
- Hours and rates will be monitored and evaluated over time to keep pace with the market, changing customer behaviors, and demand from people visiting, working, and living downtown.

2. Simplify On-Street Parking Regulation

- The imbalance of on-street parking occupancy, with predictable “hot” and “cold” spots, suggests that the City should consider various strategies to redistribute parking throughout downtown. The range of different parking rates, durations and other restrictions creates challenges for visitors to find the parking that works best for their needs and budget.
- Streamlining the rate and duration options of regulated on-street parking spaces will simplify the rules for customers and achieve a better distribution of parking use.
- The City will prioritize short-term parking in high-activity, high-demand parking areas (**High Demand Areas or HDAs**) that are concentrated around large offices, retail and restaurant clusters, and Esther Short and Waterfront Parks. In HDAs, parking rates will be based on market and demand to achieve maximum turnover, and permit parking will be eliminated to focus on short term hourly parking.
- The City will provide longer parking durations in areas with historically low utilization (**Low Demand Areas or LDAs**). In LDAs, parking rates will be based on market and demand, which will be lower than in HDAs, and permit parking will be reduced or eliminated over time to encourage alternate transportation options. To allow for affordable long-term parking, a maximum daily rate may be implemented.
- The boundaries of HDAs and LDA and rates for each area will likely change over time based on the level of parking activity within each area.
- Advance notice of changes in parking rates and boundaries will be provided to the broader community and downtown stakeholders to ensure effective implementation.

3. Evaluate Tier-Based Progressive Pricing

- Tier-based pricing, where hourly rates escalate for longer duration parking, has the potential to give customers more flexibility and control over how long to park a car. To better understand the impacts of this tool and encourage further change in parking decisions, the City will evaluate the use of tier-based pricing as an option for High Demand Areas (HDAs) downtown.
- Progressive pricing encourages active turnover of parking spaces and provides more flexibility for customers who may have needs for parking within HDAs longer than two hours.
- Progressive pricing will only be implemented after in depth evaluation of the efficacy of the pricing changes for HDAs and LDAs described above to address any ongoing utilization dynamics.

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4. Establish Dedicated Parking and Rates for Qualified Low-Wage Hourly Employees

- The lack of dedicated parking for downtown employees, and hourly-wage workers in particular, has been identified as an ongoing challenge with the current parking framework.
- To support the growth of downtown businesses who rely on hourly employees, the City will increase the parking options for low-wage employees by offering affordable hourly rates within LDAs.
- Under this proposal, qualified low wage employees who enroll in this program will be eligible to pay a discounted hourly rate at any on-street space in an LDA.
- The City will partner with downtown employers to increase awareness of this affordable parking option and provide additional information on alternative commute incentives that can be offered to existing employees and job seekers.
- By offering reduced parking rates in combination with incentives to encourage use of transit, bicycle, or other mode alternatives, this action can reduce overall commute costs for low-wage employees.

5. Improve Parking Options for Persons with Disabilities

- Downtown is still underserved in terms of the number of designated parking spaces for persons with disabilities and many of the existing designated parking spots do not meet the size and accessibility requirements for ADA spaces.
- The City will evaluate all existing designated spaces to ensure that they meet ADA size and accessibility requirements and establish a plan to address any deficiencies in the existing spaces.
- In addition to enhancing existing ADA spaces, the City will look for opportunities to add new ADA spaces at the curb and in public lots without a significant reduction in non-ADA designated spaces. New ADA spaces will be added where navigating to and from the vehicle is the most convenient and, where possible, at mid-block.
- As part of the City's work to upgrade payment technology for parking customers, payment options for persons with disabilities will be enhanced. These enhancements include "pay by phone" and "pay by (license) plate" options so people can pay and extend their visit without coming to the pay station and avoid returning to their car to put a pay receipt on the dashboard.
- The City will also replace all non-ADA compliant parking pay stations so all equipment is accessible.
- In addition to addressing the supply and accessibility of ADA spaces, the City will broaden communication about the availability of ADA parking and increase public awareness about ADA uses of public parking, including the rights of people with ADA placards to park in any legal parking space and load and unload in any loading zone designed for passenger loading such as at hotels and convention centers.
- All communication about accessible parking will be made in multiple languages and in collaboration with community partners to address the barriers that have historically restricted access to downtown for some communities.

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6. Establish Buffer Zones Between Residential and Commercial Areas

- Rapid development and the expansion of commercial activity within downtown Vancouver has resulted in increased demands on on-street parking in adjacent residential neighborhoods. While the City has historically protected these neighborhoods from encroachment by commercial patrons, the need for additional street parking requires a blended approach to parking in these “buffer” zones.
- The City plans to expand existing parking buffer zones, including the current Parking Buffer Zone 3A permit, and add new buffer zones where commercial and residential areas meet, such as areas around Uptown Village, to maintain access for people in residential neighborhoods that may be impacted by spillover from parking in adjacent commercial areas.
- Within these buffer zones, the City would allow short term hourly parking in addition to permit parking by neighborhood residents.
- The City will monitor the size and management of buffer zones to best meet the needs of areas downtown where development is occurring or planned.

7. Evaluate Existing On-Street Permits

- While the City’s permit programs serve a need within downtown for regular parkers, including employees and carpoolers, the “all you can park for a fixed price” nature of these permits discourages use of alternative commute options. This parking need could be better served by hourly parking programs and use of underutilized private parking.
- Prior to implementing a reduction in on-street permits, the City will study and develop alternatives to unlimited general access permits.
- The City will also work with downtown employers to adopt and offer Commute Trip Reduction (CTR) programs to encourage employees to use transit, and other mobility and commute options.
- Employers will be encouraged to use private parking, whether on-site or owned by a third party, for employee carpools. This parking option could be used as a benefit for employees and enhance the utilization of existing private parking.

8. Enhance Technology Options for Parking Customers and Operators

- Currently, two-thirds of parking payments occur through the City’s smartphone payment app, Parking Kitty, with the remaining one-third through pay stations and legacy coin meters. User sentiment data suggests that the outdated coin meters cause confusion for users and result in inefficient collections and data tracking.
- The City will continue to invest in technology, including digital payment options, user-friendly pay stations, license plate recognition, and other parking technologies to allow people to:
 - pay by cell phone;
 - extend parking sessions remotely; and
 - avoid displaying a pay receipt on the dashboard.

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- New mobile app technologies could include ways to improve wayfinding and awareness of parking options.
- Technology enhancements will improve the ease of the customer experience, accuracy of parking data, document curb occupancy levels in real time, and increase efficiency of enforcement staff.
- The technology upgrades will occur over a 5-year period and be implemented after extensive public communications and to minimize disruption.

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Pillar 2: Expand Public Parking Supply Through Shared Parking

Purpose

Expand parking supply available to the public through agreements with private parking owners to unlock underused parking for commuters, patrons and special events.

Benefits to People (metrics)

Increase

- Off-street parking options for downtown stakeholders.
- Occupancy at off-street parking locations to relieve parking demand in HDAs.
- Revenue opportunities for private lot owners where with parking oversupply.
- Information available to downtown visitors seeking parking and mobility options.
- Land available for new housing and office development.

Reduce

- Time required for people to find parking.
- Congestion from excess driving to find available parking spaces.
- Need for new off-street public or private parking facilities.
- Cost of new development related to parking.

Actions

1. Pursue Agreements with Property Owners for Public Use of Private Parking

- Downtown Vancouver has 10,000 private parking spaces, most of which are underutilized due to single use agreements and other restrictions on public use. This supply of private parking offers an immediate opportunity to expand public parking without the addition of new public parking structures and lots.
- While many private parking owners have legitimate reasons for maintaining single use parking facilities, the lack of easy to implement solutions for managing public parking is likely preventing some parking owners from integrating other users into their facilities.
- The first step to unlocking private parking supply for public use is to engage with property owners downtown or in the immediate vicinity where satellite parking for commuters or attendees of events could be an option.
- The City will initially offer property owners third-party assessments to illustrate the opportunity to increase parking occupancy and maximize utilization through public use. This utilization analysis will identify the options and barriers to public parking on their facility.

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- The City will also introduce a suite of parking management services and payment options to offer immediate solutions for parking owners to allow public use. Private owners may also be able to manage public use without the City's involvement including the use of third-party operators who provide parking management and payment services to other private parking owners.
- For private parking owners interested in partnering with City for public use, the parties will negotiate agreements that define the working relationship between the City and the private owners.
- The City will also support private parking facilities open to the public use through inclusion of these facilities in any physical or digital wayfinding.

2. Expand Parking Options for Public Events

- Visitors to downtown often experience challenges finding parking near public events, including the Vancouver Farmers Market and other events in Esther Short Park, the Historic Reserve, or the Waterfront. The lack of a coordinated plan that offers multiple off-street parking options and adequate information about those options for visitors is largely the cause of these challenges.
- The City will work with event organizers to evaluate challenges and pain points experienced by people attending events, and identify event-specific solutions and strategies to improve parking practices, reduce congestion to find parking, and encourage both off-site parking and car-free access to events.
- In addition to providing information about existing on-street and off-street public parking options, the City will identify private parking facilities that are willing to provide public parking on event days and facilitate partnerships between event organizers and private parking owners.
- Event organizers will also be asked to include additional signage and messaging about available parking, including multi-language signage to ensure optimal accessibility.

3. Develop a Dispersed Parking Plan for New Light Rail to Downtown

- Current plans for the Interstate Bridge Replacement (IBR) project include two light rail stations in downtown Vancouver that may require up to two new structured parking garages with potentially 1,200 new parking spaces. Given the existing inventory of 14,000 parking spaces in downtown and low utilization of that inventory, a dispersed parking plan using existing parking supply to serve light rail users is a better option for serving downtown without utilizing valuable downtown real estate for new parking supply.
- Structured parking facilities exist within walking distance of both proposed light rail stations that could serve as the foundation of a dispersed parking plan. In addition, the broader constellation of private parking facilities and lots could also be options for parkers seeking different pricing and duration options.
- As part of the work to bring more private parking into the public supply, the City will identify strategic private parking facilities in proximity to proposed light rail stations and, in collaboration with Interstate Bridge Replacement (IBR) partners, negotiate agreements to allow hourly and permit parking for public users.

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- New downtown wayfinding signage will prioritize providing information about the shared parking locations for light rail to ensure that transit users utilize the parking locations best suited to their needs and budgets.
- Because the proposed light rail stations will serve as mobility hubs (see Pillar 3 below) that provide connections to various transit and mobility options, the City will highlight information about these options to reduce demand for park and ride locations over time.

4. Eliminate Parking Minimums and Facilitate Shared Parking Between Developers and Owners of Private Parking

- Required minimum parking ratios for new development encourage the construction of new parking even when existing parking may be available to serve that need. Parking minimums add unnecessary new parking supply downtown, reduce the amount of land available for new housing and office space, and increase the cost of development.
- This plan recommends eliminating minimum parking requirements for residential and commercial uses as part of the new Comprehensive Plan to be adopted by the City in 2025 to allow developers the flexibility to provide parking based on analysis of the market demand and costs of development.
- To assist developers who may want to minimize the amount of new parking in a project, the City will provide information to developers about nearby underutilized private parking and, if necessary, facilitate agreements with owners of existing private parking to serve new development.
- City involvement in negotiating shared parking agreements may assist developers in negotiating with lender and investors who may not be experienced underwriting development deals with off-site parking.
- To the extent that some form of parking minimums is maintained in the new Comprehensive Plan, the code should reduce the requirements for shared and offsite parking arrangements to meet the minimum ratios.

5. Improve Wayfinding and Navigation Systems

- Existing wayfinding downtown is limited and outdated. The lack of a modern wayfinding system is contributing to congestion and a perception of a lack of parking and mobility options.
- The City will develop and install a new wayfinding system that provides real time information on the availability of parking and the location of all mobility options, in addition to directions to downtown destinations and attractions.
- To ensure a new wayfinding system incorporates all current and future mobility options, the first phase of implementation will evaluate and recommend the scope and implementation timing of a new system. The evaluation phase will include a review of best-practice wayfinding signage and digital tools that handle both typical parking demand and peak demand such as special events. The build out of the new system will occur only after a proposed system is studied and fully designed.

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- The phased implementation of new wayfinding will allow for alignment of the system around projected downtown growth and development, activation of private parking assets for public use, and the rollout of new transit and mobility options.

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Pillar 3: Enhance Downtown Mobility Options

Purpose

Actively support and invest in existing and new options for people to adopt car-free behaviors to get to and around downtown and reduce barriers for people transitioning to car-free mobility.

Benefits for People (metrics)

Increase

- Options for reliable car-free movement to and around downtown.
- Amenities and services available for pedestrians, cycling, and other alternative transportation modes.
- Increase connectivity between transportation options.
- Use of curb space for enhancing access and mobility downtown.

Reduce

- Demand for car trips between downtown destinations.
- Obstacles to safe biking and walking downtown.
- Gaps in City-designated bike and pedestrian paths.

Actions

1. Invest in Alternative Transportation Initiatives

- The lack of reliable alternative transportation and mobility options undermines efforts to encourage people to reduce car use to and within downtown.
- The ongoing expansion of C-TRAN Vine service is critical to increasing transit ridership, particularly for people who are traveling to downtown. However, the lack of mobility options for moving within downtown limits the impact of public transit in reducing car use.
- The City will develop an investment strategy for deploying parking funds to establish or grow services that enhance the capacity of existing downtown parking supply by reducing the demand for parking.
- The City has identified the first investment opportunity under this approach: a circulator (shuttle) for short trips between key destinations and employers downtown to allow visitors, residents, and employees to move within the district without reliance a car. This service would allow people to use public transit to travel to downtown or park on the edge of downtown and have a reliable mobility option during their visit.
- By developing an alternative transportation investment strategy, the City will identify and evaluate a range of initiatives, in addition to the circulator, with the potential to support reliable

WORKING DRAFT

car-free mobility downtown for residents, visitors and employees. As described below, the strategy will focus on initiatives that have the potential to improve conditions for bicycles, pedestrians and alternatives for commuters and delivery vehicles.

Bicycles

- The City can help address logistics and security issues cyclists face when doing daily errands by investing in a coordinated network of bike racks, lockers, and corrals.
- The training, repair, supplies, and services of organizations such as Bike Clark County could be augmented to expand their reach, especially to new users.
- The strategy should revisit the feasibility of a bike share or rental program serving downtown and adjacent neighborhoods.
- These actions should complement existing requirements in City development regulations for bike facilities in new developments.

Pedestrians

- The infrastructure for pedestrians can be enhanced through improved signage that provides walking time and distance, information on downtown business offerings, and seating in more locations, including some covered benches for inclement weather.

Commuters and Delivery Services

- The strategy will consider ways to enhance support for commute trip reduction (CTR) programs offered by downtown employers to encourage people to use transit and other non-car modes.
- The City will initiate conversations with private companies offering freight delivery by bicycle to explore the applicability of this model for downtown Vancouver. These companies use satellite warehouses for large freight deliveries which are broken up for smaller “last mile” deliveries by e-bikes to reduce truck traffic and loading zone activity downtown.
- A critical consideration in identifying initiatives suitable for City investment will be the presence of partners capable of launching and managing such initiatives, building effective alliances and support among downtown business and community stakeholders, and developing sustainable funding models.

2. Use Downtown Curb Space to Promote Mobility

- The on-street curb space downtown is a valuable public asset that should be utilized to intentionally promote the goals of this Plan. The City will establish a framework for how to prioritize competing uses of the curb and begin a transition of some dedicated on-street parking to support the use of alternate mobility options.
- The framework will be developed in consultation with downtown and community stakeholders, as well as City transportation and planning officials. Repurposing of existing on-street parking will be targeted to underutilized blocks and high foot traffic areas.

WORKING DRAFT

- The framework will aim to meet desired access and mobility goals by incorporating and prioritizing a range of new curb uses such as:
 - Access points for alternative mobility options (e.g., bike corrals, circulator stops, bike rental hubs);
 - Temporary restaurant seating areas that attract new visitors and enhance the pedestrian environment;
 - Benches where people (pedestrians, bicyclists and transit riders) can rest, repack purchases items or gear, and visit as they move around downtown; and
 - Mobility lanes that increase safety for people on bikes, scooters, skateboards, and skates.
- One priority of the framework will be to identify existing gaps in downtown bike routes (as designated in the City's Transportation System Plan) that could be addressed by repurposing parking spaces. The repurposing of existing parking would occur after evaluation of existing utilization of the parking spaces and the availability of alternative parking nearby.

3. Develop a Mobility Hub Network Plan.

- Movement between alternative transportation options is hindered by a lack of coordination to facilitate transfers between different modes. Co-location of mobility options would increase use of non-car options to get to and around downtown.
- In collaboration with transportation and mobility partners, including C-TRAN, the City will develop a plan to establish a network of mobility hubs to enhance transit and alternative transportation connections throughout downtown.
- Mobility hubs can be as simple co-location of two or more mode options or comprehensive transit-oriented development hubs.
- Existing public transit hubs (e.g., Turtle Place) will serve as the foundation for a mobility hub network. The City will seek to enhance existing hubs through improvements to bike parking and potential co-location of new mobility options such as stops for the proposed circulator, bike rental stations, and pedestrian amenities.
- New mobility hubs will be identified in the plan based on existing downtown traffic and pedestrian patterns and the location of potential satellite parking locations that may serve as transition points to other transportation modes.



CCRA Business Plan Update

Patrick Quinton - Executive Director
CCRA

January 16, 2025



Agenda

- Why is change needed?
- Achieving Downtown Vision
- Funding Options
- Business Model Scenarios
- Next Steps
- Discussion



Why is change needed?

An empowered and fully resourced redevelopment entity is necessary to facilitate development at the scale and efficiency needed to achieve the City's housing and job creation goals for downtown Vancouver.

Objectives for VCCV

- Achieve City's Goals for Downtown
 - Meet long term housing and job creation goals (i.e., absorb disproportionate share of Comp Plan projections)
 - Ensure equitable outcomes
 - Achieve climate goals
 - Improve livability, accessibility, and public infrastructure
- Maximize leverage of public investment
- Incentivize and facilitate private investment
- Streamline public/private partnerships



Roles and Functions

- Property acquisition & disposition
- Asset management
- Redevelopment and public/private partnerships
- Financing and investment
- Track downtown development activity against goals
- Work with City leadership and local partners to take necessary actions to spur development activity

CCRA Business Plan should offer path to fully fund roles and responsibilities already granted in the charter



Scale of Necessary Development

To meet the goals of the Comprehensive Plan, downtown needs to attract \$6.6 billion in redevelopment investment over the next 20 years

	Housing	Jobs	Total
	10,000 units	10,000 jobs	
Total Required Investment	\$5.2B	\$1.4B	\$6.6B
Expected City Contribution	\$500M*	\$43M	\$543M
Total Projects	100	20	120

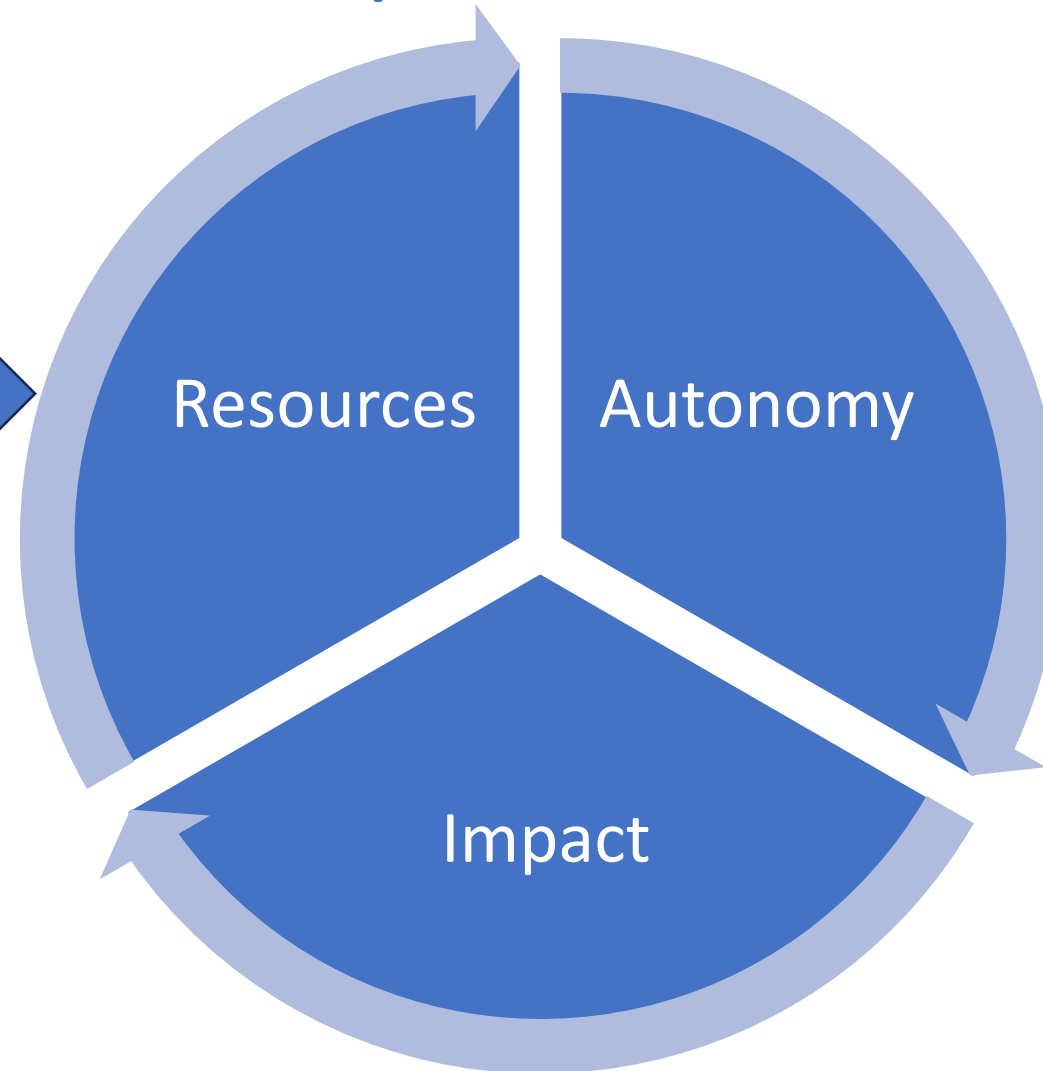
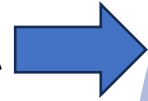
*Assumes housing production matches State affordability requirements



CCRA Autonomy and Financial Independence

Path to financial sustainability is a virtuous circle

City starts the cycle by seeding CCRA resource base



Potential Business Models

Option 1 : Status Quo

- **Primarily advisory role**
- **Ad hoc transaction role based on City needs**
- **Assets and funding provided by City for specific projects**
- **Project decisionmaking with City Council**
- **No staff**
- **Independent board**

Option 2: Limited Self-Sufficiency

- Limited transaction role
- Limited revenue streams without asset ownership
- Partially self-sustaining operations
- All capital provided by City
- Independent decisionmaking on a project-by-project basis
- Part time staff
- Independent board

Option 3: Self-Sufficiency

- Dedicated transaction role
- Financial independence achievable over time
- Self-sustaining operations
- Project capital assembled by CCRA
- Limited project funding by City
- Full time staff
- Independent board



Potential Seed Funding Options

Option	Operating	Capital
Ongoing staff support	✓	
Transfer Ownership of Leased Properties	✓	✓
Transfer Ownership of Properties for Development	✓	✓
Transfer Parking Fund (along with obligations)	✓	✓
Other Recurring Revenues (e.g. REET)	✓	✓



Additional Funding Options

Option	Operating	Capital
Value Capture Tools (e.g., TIF)	✓	✓
Business Improvement District (BID)	✓	
Local Improvement District		✓
Public Debt Issuance		✓



Business Model Funding Scenarios

	Option 1: Status Quo	Option 2: Limited Self- Sufficiency	Option 3: Self- Sufficiency
City Operating Support	X	X	
City Capital Contribution	X	X	
Transfer of Leased Properties		X	X
Establish Tax Increment Area		X	X
Establish BID		X	X
Establish LID		X	X
Transfer City Properties			X
Transfer of Parking Fund			X
Public Debt			X



Estimated 10 Year Downtown Outcomes

	Option 1: Status Quo	Option 2: Limited Self-Sufficiency	Option 3: Self-Sufficiency
Housing Units	1,750	3,000	5,000
Commercial Square Footage	625,000	1M	2.5M
Total Investment	\$1.1B	\$1.8B	\$3.3B
Req. Public Affordable Hsg Investment	\$74M	\$126M	\$210M
Req. Public Infrastructure Investment	\$19M	\$32M	\$61M
Anticipated CoV Investment*	\$79M	\$90M	\$90M
Gap = CCRA Role/Opportunity	\$14M	\$68M	\$181M

*Anticipated City of Vancouver investment of \$6M for affordable housing and \$3M for infrastructure per year.



Pros and Cons of Alternative Business Models

Option 1: Status Quo

- Limits City role in catalyzing new development
- Limits leverage potential and relies on pay as you go public investment
- Insufficient resources and staff to meet downtown goals
- Limited project throughput

Option 2: Limited Self-Sufficiency

- Achieves better outcomes and leverage
- Creates pathway to operational self-sufficiency
- Requires City to be the primary funder with leverage from CCRA

Option 3: Self-Sufficiency

- Achieves best outcomes and leverage
- Unlocks new capital sources and leverage to reduce capital burden on City
- Achieve operational self-sufficiency
- Best time to delivery



Next Steps



Timeline Dependent on Vision for CCRA



Discussion



Thank You



OUR VANCOUVER

OUR FUTURE 2045

Possibilities for Vancouver's Growth and Development

City Center Redevelopment Authority

Rebecca Kennedy, Deputy Director, Community Development

January 16, 2025

Agenda

- **About the Comprehensive Plan**
- **Place Types:** What can be developed
- **Land Use Possibilities:** Where it can be developed
 - ➔ No Action: includes state-required updates
 - ➔ Possibility A: Lower Range
 - ➔ Possibility B: Higher Range
- **Zoning Code Framework**
- **Next Steps and Q&A**



About the Comprehensive Plan

Managing Vancouver's future growth
and development

OUR VANCOUVER Comprehensive Plan

- A guide for the city's growth and development over the next **20 years** (2025–2045).
- Provides the overall long-term vision and policy direction to manage the **built and natural environment** in Vancouver and to provide necessary public facilities to achieve our **shared vision**.
- Last updated in 2011
 - ➔ Since then, changes in demographics, market conditions, community priorities, and more

Vancouver is an equitable and prosperous community, which ensures that all residents, businesses and organizations benefit from the growth and advancement we make together.

Vancouver will be recognized for our quality of life, as evidenced by affordable housing in vibrant, safe and walkable neighborhoods, access to jobs and economic opportunity for all, and leading-edge efforts to address climate change.

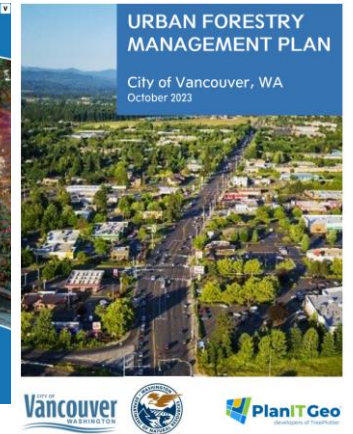
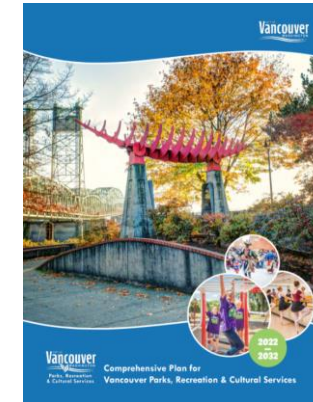
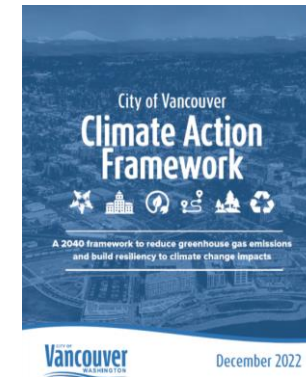
What the Plan Covers

- Chapters
 - ➔ Land use and development
 - ➔ Housing
 - ➔ Equity and inclusion
 - ➔ Climate
 - ➔ Economic opportunity
 - ➔ Parks and recreation
 - ➔ Transportation
 - ➔ Public facilities
- New state requirements
 - ➔ Allow at least four to six units per residential lot
 - ➔ Plan housing for all incomes
 - ➔ Plan for permanently supportive housing
 - ➔ Account for racially disparate impacts
 - ➔ Allow two accessory dwelling units per residential lot
 - ➔ Residential buildings 6 stories or less only need one stairwell
 - ➔ Calibrate impact fees by size of housing

	2024	Growth	2045 Targets
Population	~200,000	+ 81,000	~281,000
Housing Units	~86,000	+ 38,000	~124,000
Jobs	~100,000	+ 43,100	~143,100

Goals and Guiding Policies

- Connected and accessible neighborhoods
- Equitable access to opportunity
- Build up, not out
- More housing at all income levels
- Bold climate action and equitable adaptation
- Safe, multimodal transportation options
- More jobs in the community
- Community health and quality of life



Land Use and Code Initiatives	Status	Notes
Complete Code Plan	✓	All land use and code strategies will be implemented by CSD through the Code Plan update.
Update Code	✓	Remove barriers to density and new housing forms.
Update Zoning	✓	Bring single-family zoning requirements in line with state updates to address more affordable and affordable housing.
Expand Affordable Housing Resources	✓	Offer density bonuses and flexibility in other requirements to encourage affordable housing development.

Policy and Process Strategy	Status	Notes
Assess Development Review	✓	Complete comprehensive review of current process, looking for improvements.
Streamline Development Review	✓	Implement changes to eliminate unnecessary steps and reduce review duration.
Increase Staff Capacity	✓	Add staff and increase expertise to aid review and processing.
Expand SEPA Category Exemptions	✓	Make all housing projects with 200 units or less a Type 1 project, in alignment with changes.



The Process



Learn about our community

- History
- Existing conditions
- Visioning



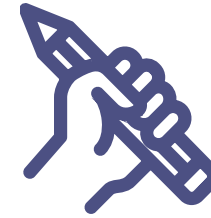
Develop land use possibilities

- Analyze data
- Place Types
- Community mapping activities



Study impacts of possibilities

- Draft EIS
- **60-day comment period**



Refine map, policies, & code

- Update based on EIS and feedback
- Support with zoning code and policies



Adopt plan and code

- Final EIS
- City Council adopts in Dec 2025

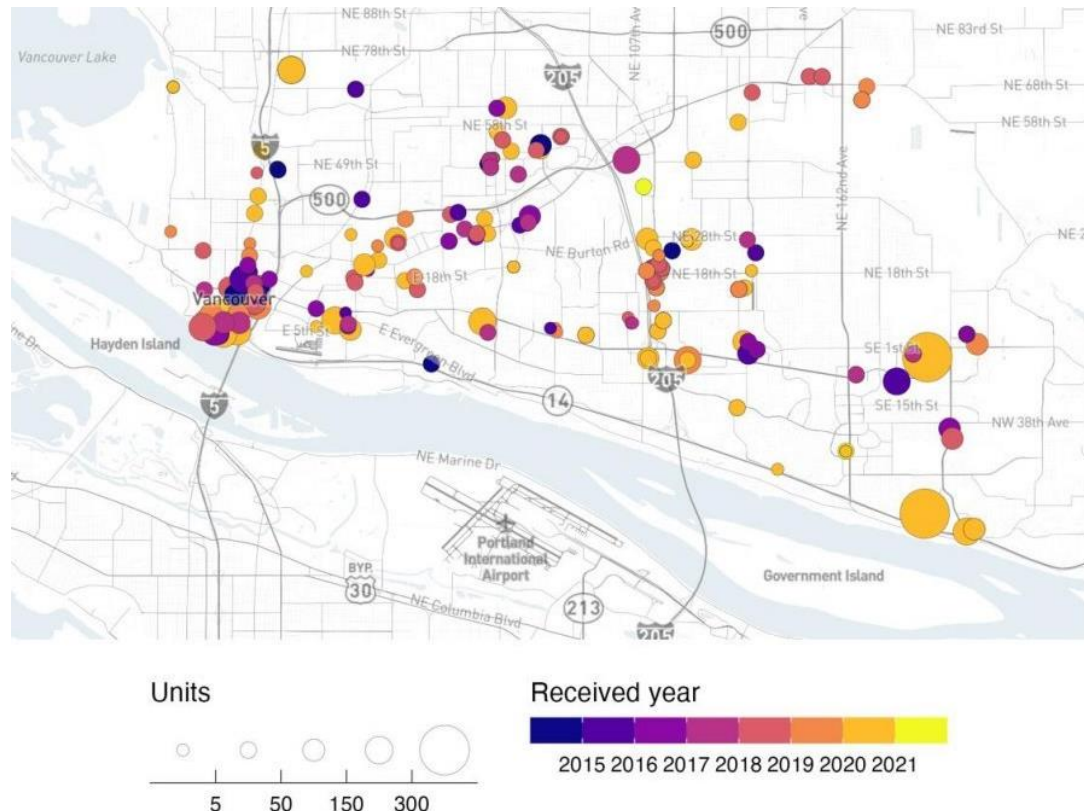


Downtown Considerations

- Since 2007, Guided by Vancouver City Center Vision
 - ➔ Public investment followed by private investment in housing, retail, and commercial
- Community Feedback
 - ➔ Included as a favorite place among community members – the library and local businesses
- Future
 - ➔ Continuing to attract jobs and add housing in downtown
 - ➔ Code: anticipated downtown overlay, design guidelines

Housing

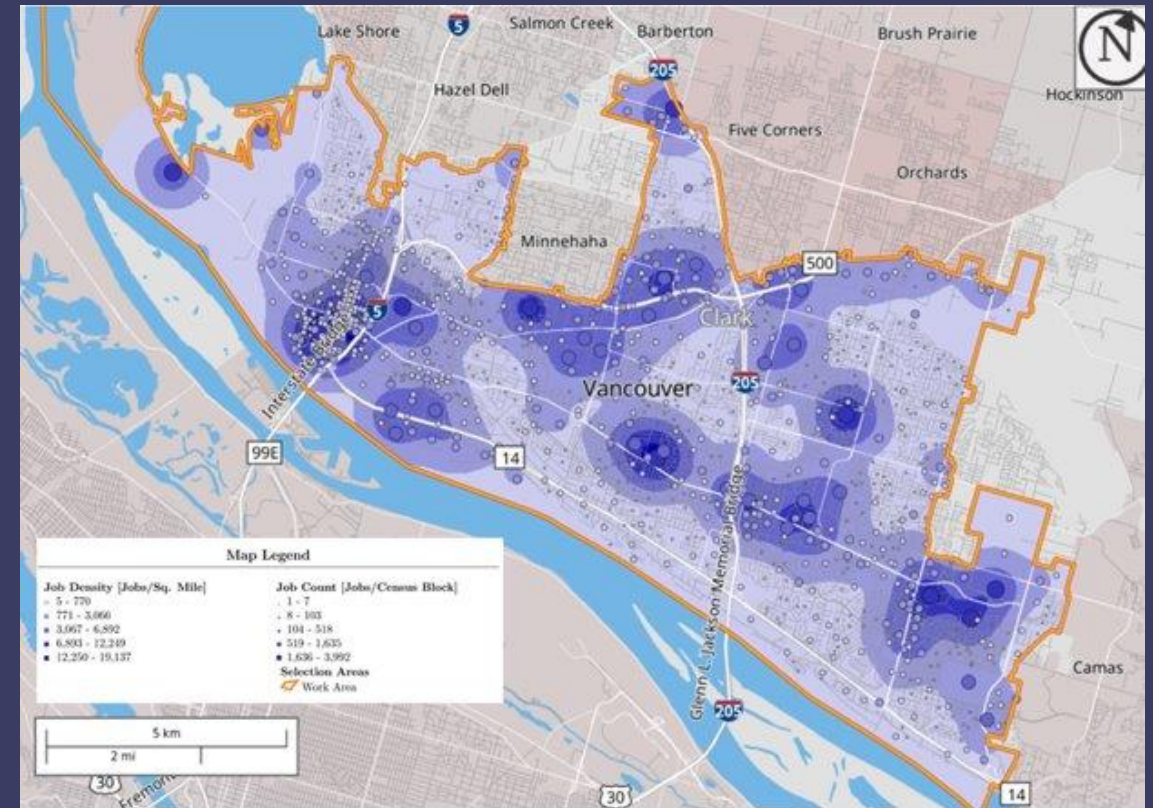
Vancouver Multifamily Permitting Activity, 2015 - 2021



Source: Our Vancouver Housing Needs Assessment, City of Vancouver, ECONorthwest

Economics

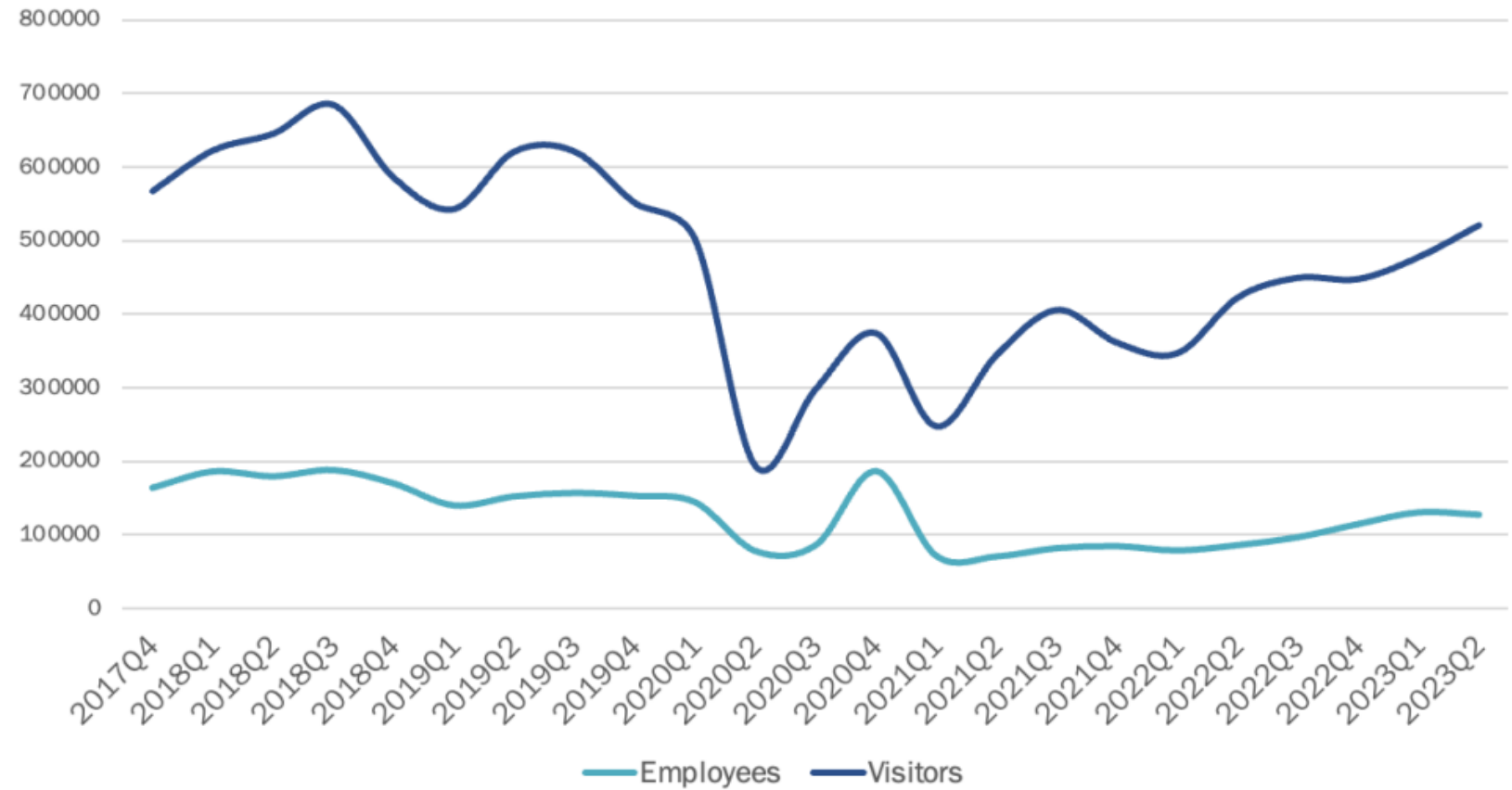
Job Counts and Densities, Vancouver, 2020



Source: Our Vancouver Economic Conditions and Opportunities Analysis, Census OnTheMap

Downtown Post-COVID

Vancouver City Center Vision Area Employment and Visitation 2017 Q4 – 2023 Q2



Source: Our Vancouver Economic
Conditions and Opportunities
Analysis, Placer.ai

Place Types

What types and scales of uses can be allowed

Place Types

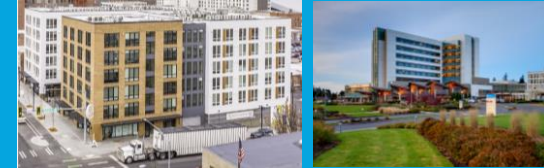
Low-Scale Neighborhood



Mixed-Use Neighborhood



Institutional/Campus



Medium-Scale Neighborhood



Regional Activity Center



Industrial/Employment

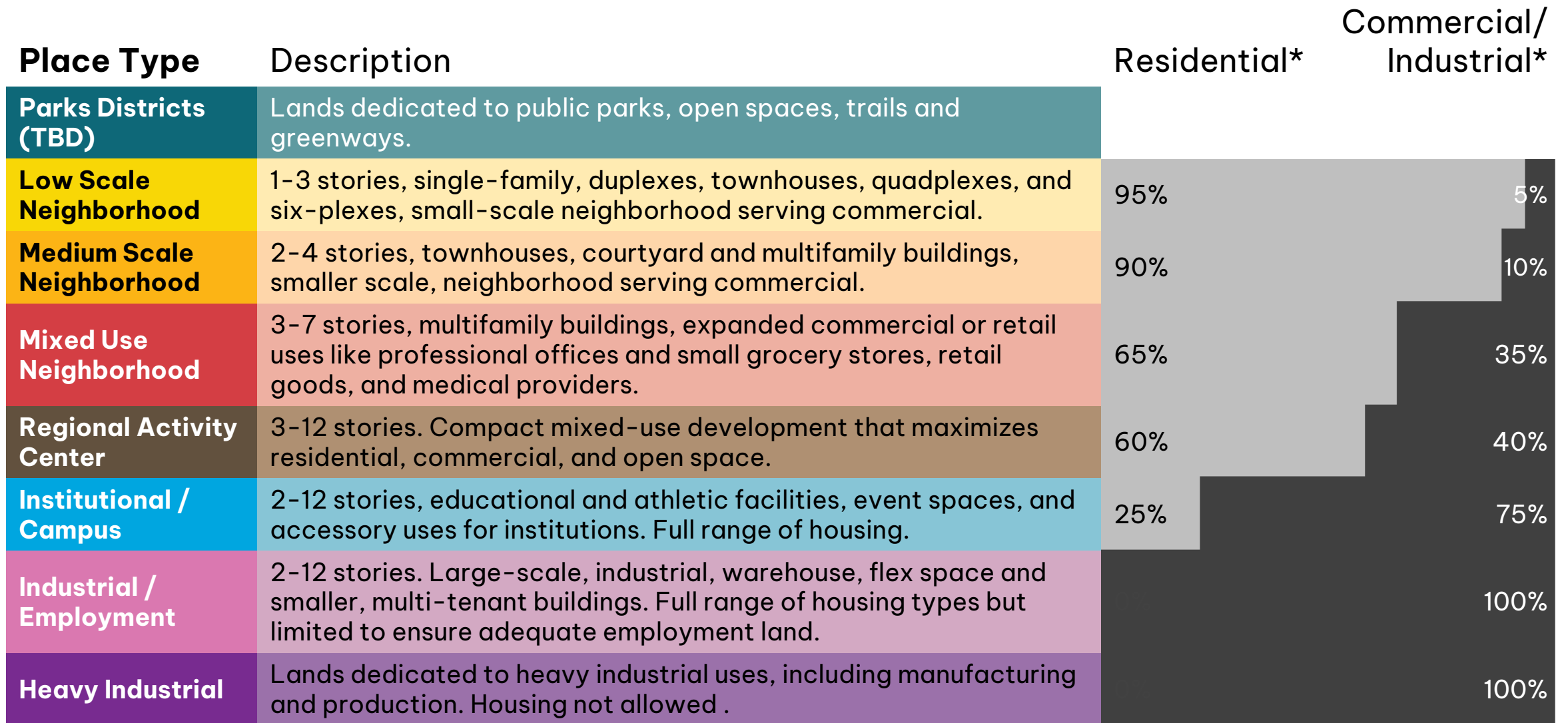


Parks and Open Space



Heavy Industrial





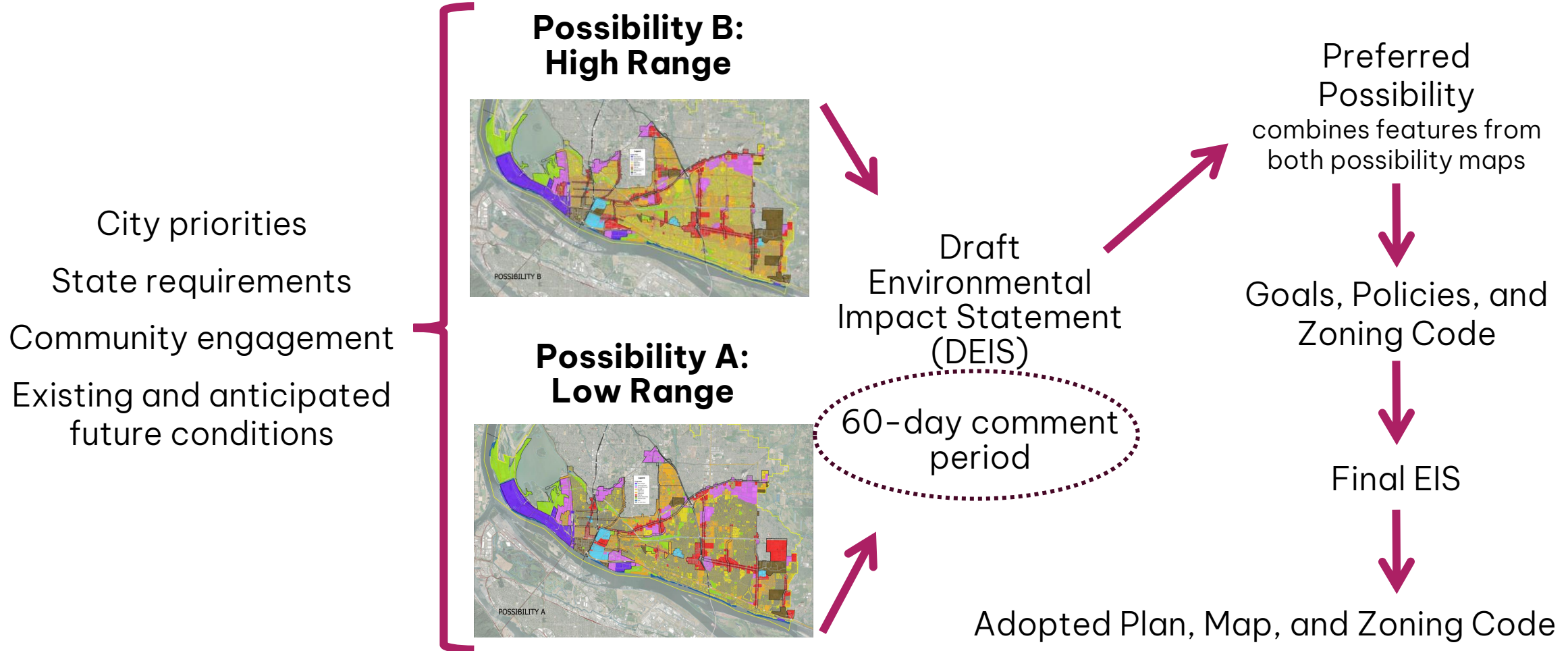
*measured in acres of land area

Land Use Possibilities

Where different things can located

About the Maps

Represent the **range** of ways that Vancouver can grow and develop to help achieve our community's vision



Percent of Land by Designation

Base District / Place Type	Existing Growth Nodes & Adjacent Areas	Existing Citywide	A Growth Nodes & Adjacent Areas	A Citywide	B Growth Nodes & Adjacent Areas	B Citywide
Low Scale Residential	11%	41%	3%	36%	1%	22%
Medium Scale Residential	10%	11%	14%	16%	11%	26%
Mixed Use	15%	8%	23%	11%	22%	12%
Regional Activity Center	14%	6%	11%	5%	22%	9%
Employment/Industrial	21%	12%	20%	12%	15%	10%
Institutional/Campus	5%	2%	6%	3%	5%	2%
Heavy Industrial	18%	7%	18%	7%	18%	7%
Parks/ Open Space	6%	12%	4%	11%	4%	11%

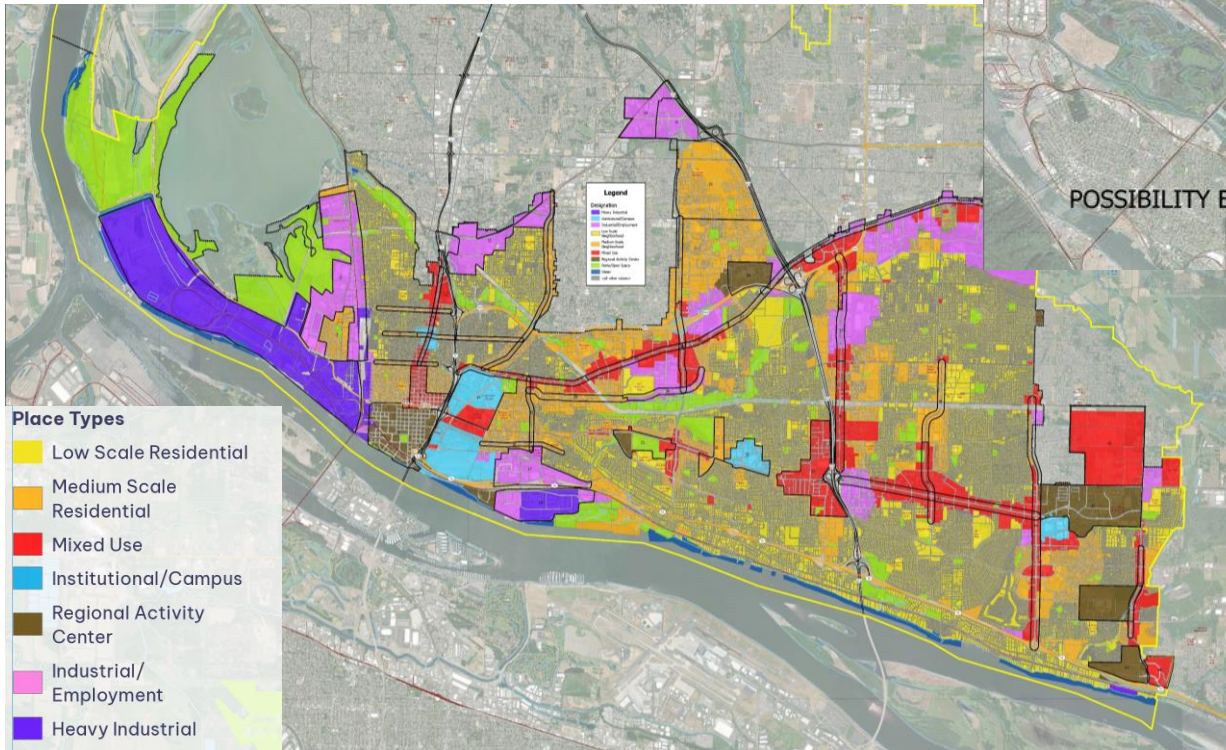
Notes:

1. Totals of all place types do not equal 100% since Water is not included in this table and percentages were rounded for simplification.
2. Difference in Parks and Open Space between the no Build and Possibilities A and B reflect the removal of P/OP designations on non-publicly accessible green spaces, like private golf courses. In the new growth options, the underlying place type is applied to non-public green spaces. No publicly-accessible P/OP has been removed in future growth options.

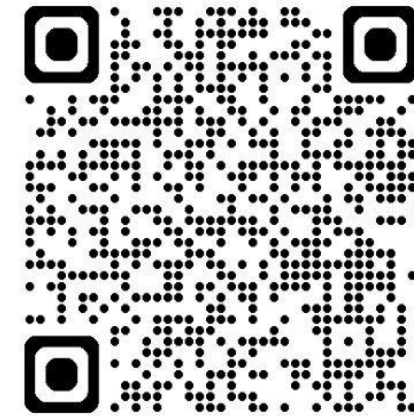
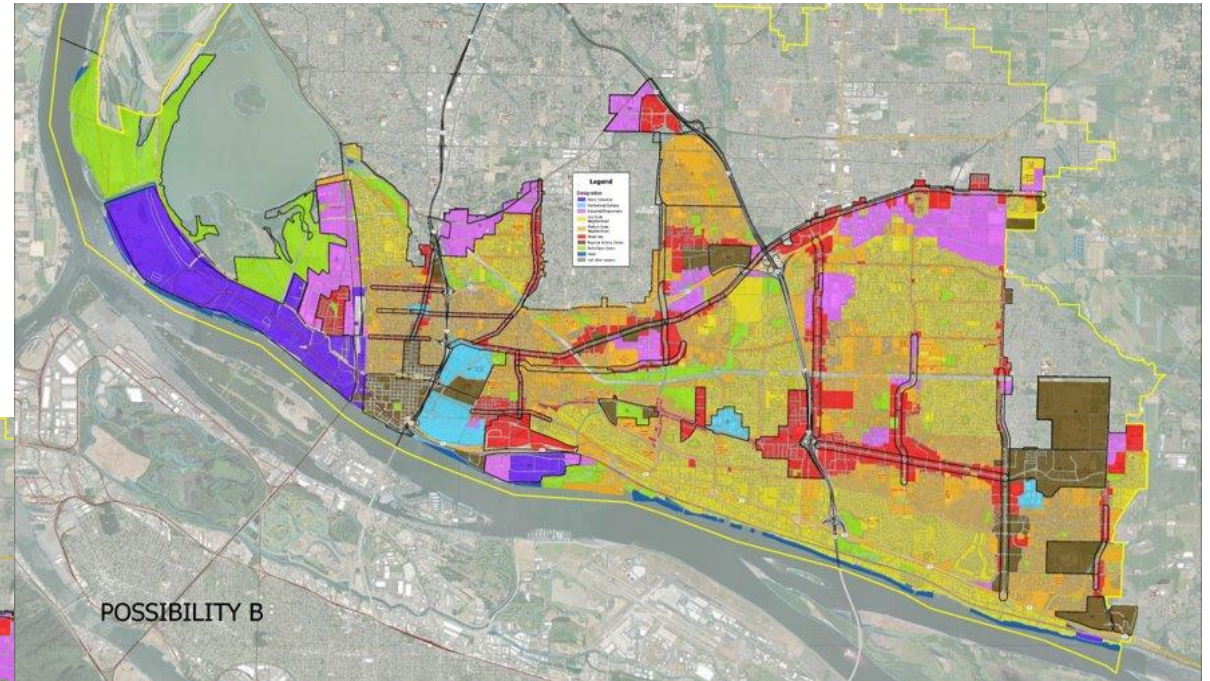
	Description	Housing	Jobs*
Possibility A- Lower Range	• Less growth overall • Most growth in nodes • Areas outside nodes similar to existing	• Less housing overall • Retains more low scale neighborhoods • Relies more on middle housing infill	• More jobs in light industrial / lower intensity development • Retail focused along corridors / transit lines
Possibility B- Higher Range	• More growth overall • Higher intensity of development • More change in areas adjacent to nodes	• More housing overall + in more places • More medium scale neighborhoods	• More jobs in higher intensity development, likely greater job density • Increased retail along corridors + in neighborhoods

Explore the Possibilities

Possibility A: Low Range



Possibility B: High Range



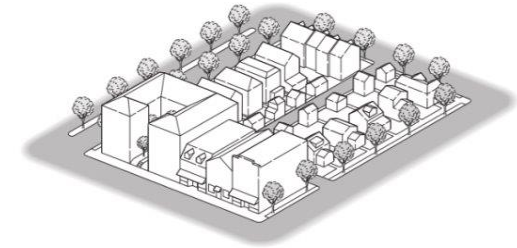
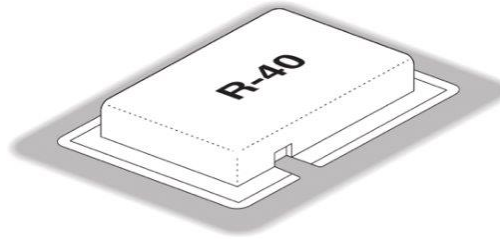
<https://tinyurl.com/bddye2bs>

Proposed New Zoning Code Framework

Simplifying Vancouver's Development
Code

Zoning Code

The City's zoning code uses zoning districts to regulate what can be built where.



	Existing Code	New Code
Uses	Allowed or prohibited	Mixing uses allowed/required
Density	Focuses on density maximums	Focuses on density minimums
Building Height	Maximums	Maximums
Parking	Emphasis on minimums	Emphasis on maximums
Building placement	Lot coverage, setbacks	Relationship to the street, build-to lines, building types

Note: Heavy Industrial zoning district will be fundamentally different from all other districts.

Goals for the New Code

- Results in high-quality buildings and public spaces by regulating physical form as the organizing principle for the code.
- Allows for the creation of mixed-use neighborhoods where people can access amenities and services close to where they live.
- Focuses on aligning impacts rather than segregating uses.
- Reduces costs and barriers to housing production.
- Uses limited land resources efficiently.
- Allows for variation in the type of new development that gets built in the City – create unique and authentic places.
- Does more with less – reduce complexity of regulations while ensuring high quality outcomes.
- Balances new growth with protection of the natural environment

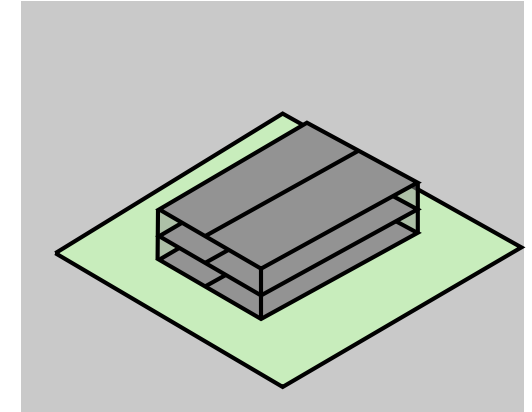
➔ Built Environment + Natural Environment = Overall Environment

Anticipated Outcomes

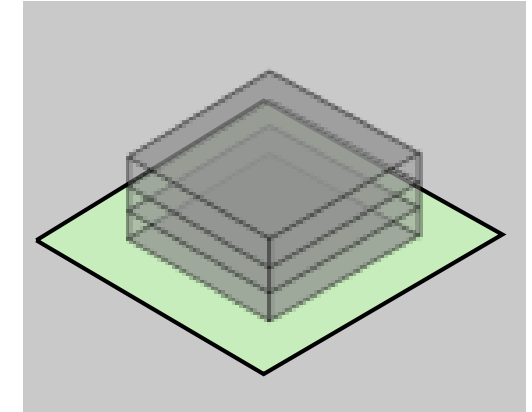
- Changes to make requirements easier and simpler to understand for residents, developers, homebuilders, and staff.
 - ➔ Reduce footnotes, incorporation of graphics to convey more complex concepts.
- Simplify zoning districts and overlays.
- Incorporation of form-based principles.
 - ➔ Focus more on *form* than *use*.
 - ➔ Greater attention paid to relationship between buildings and the street.
- More neighborhood serving commercial uses within low and medium scale neighborhoods.



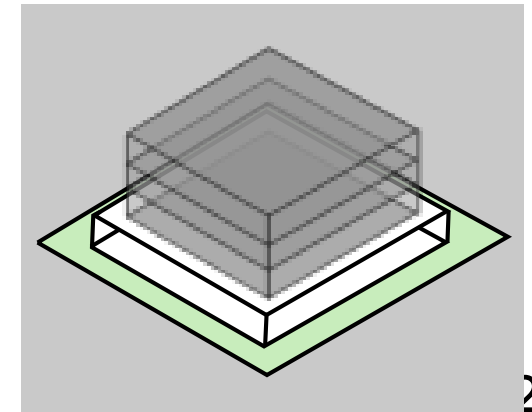
Duplex



Multi-Family



Podium



Four Main Components

All areas will have a **Base District**

- Lot standards
- Minimum density
- Maximum height
- Parking requirements (maximums)
- Allowed **building types**
 - ➔ Building and parking placement
 - ➔ Pedestrian access
 - ➔ Lot coverage
 - ➔ Frontages
 - ➔ Landscaping and public space
- Allowed **uses**
 - ➔ What can go in the various allowed building types

Some areas will also have an **Overlay**

- Will correspond to hierarchy of nodes
- Street frontage requirements
- Ground floor activation
- Mixing requirements
- Enhanced transit corridors and station areas

Example

Overlays

Mixing requirements, place specific design requirements, build-to lines, modifications to parking requirements

Use Table

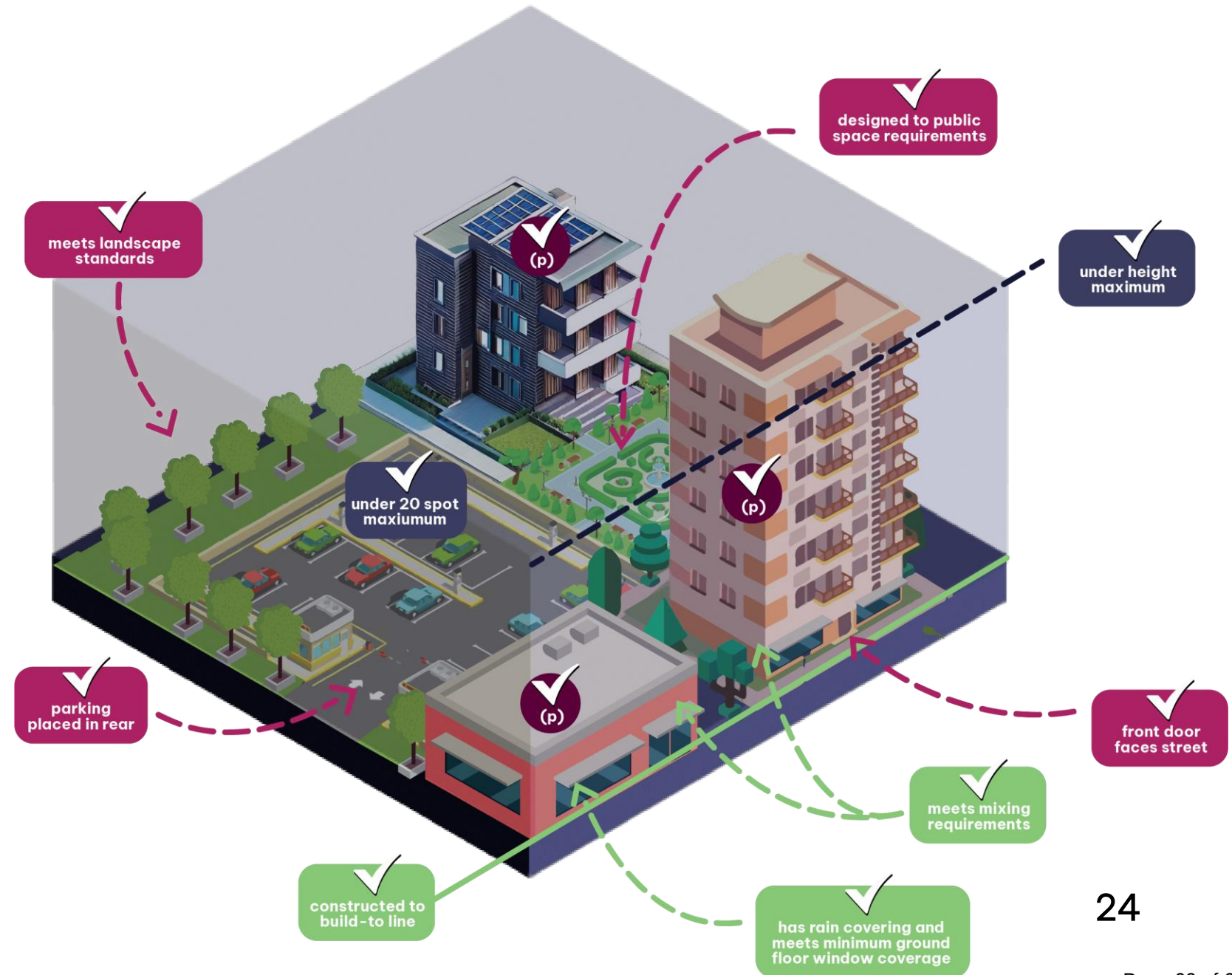
Permitted, conditional, or not allowed, associated use-specific requirements

Building Types

Building and parking placement, pedestrian access, lot coverage, frontages, landscape / public space requirements

Base Zone

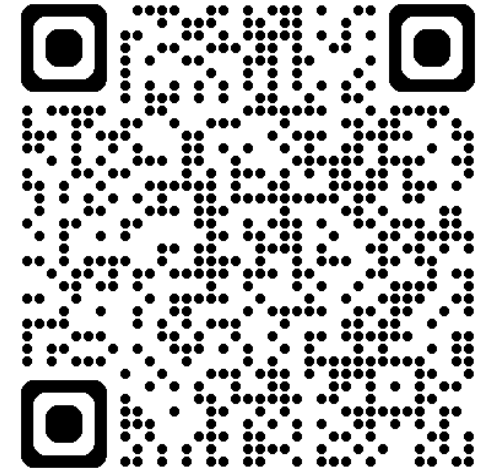
Lot standards, minimum density requirements, maximum height requirements, parking requirements



Short Term Next Steps

- Explore the [Land Use Possibilities maps](#) and look up the different kinds of development that could be possible for places that are important to you.
- [Sign up for email updates](#) to be notified of draft EIS.
 - ➔ **Late March / early April 2025 – Draft Environmental Impact Statement comment period**
- Contact us to have the project team present about the land use possibilities at your meeting or event.
 - ➔ We can work with you to create a presentation based on your community's needs.
 - ➔ OurVancouver2045@cityofvancouver.us
- Learn more by visiting www.BeHeardVancouver.org/plan2045

Get involved!

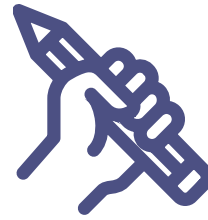


2025 Next Steps



Study impacts of possibilities

- Draft Environmental Impact Statement (DEIS)
- **60-day comment period**



Refine map, policies, & code

- Determine preferred possibility based on DEIS comments
- **Drafts of plan, code, and map for public comment**



Adopt plan and code

- Final Environmental Impact Statement (FEIS)
- City Council adopts plan, code, and map

Questions & Discussion

www.beheardvancouver.org/plan2045

OurVancouver2045@cityofvancouver.us