



City Center Redevelopment Authority Board Meeting Agenda

November 20, 2025

12:30 PM

Location

City Hall, Council Chambers, FI 2

415 W 6th Street

Vancouver, WA 98660

Virtual Viewing:

[City Center Redevelopment Authority > Clark/Vancouver](#)

[Television](#) (cvtv.org)

1. Call to Order and Roll Call

Marc Fazio, President

2. Approval of Minutes

Marc Fazio, President

a. 9/18/25 Minutes

3. Executive Director Report

Patrick Quinton, Executive Director

a. Subcommittee Meeting Report

b. Project Updates

c. Development Pipeline Report

4. Community Forum

To provide public testimony, please see instructions below.

5. Green Building Program Update

a. Presentation — Chim Chune Ko, Real Estate Project Manager and Rebecca Small, Senior Policy Analyst

6. Downtown Parking Update

a. Presentation — Gabriel Montez, Parking District Manager

City Center Redevelopment Authority Board

Members

Marc Fazio
Board President

Michi Slick
Alisa Pyszka
Richard Krippaehne
Ken Anderton
David Copenhaver
Vacant

Economic, Housing and Prosperity

415 W. 6th Street
Vancouver, WA 98660
TTY: 711
www.cityofvancouver.us

7. Executive Session (as needed)

8. Adjournment

Community Forum Instructions

The public is invited to speak regarding any issue on the agenda. Members of the public testifying are asked to limit testimony to three minutes. There are three ways to provide comments:

1. 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.
2. Remotely: Remotely: Pre-register by phone at 360-487-7846 or email kimberly.kerlee@cityofvancouver.us by 5pm the day before the meeting.
3. 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.

City Hall is served by C-TRAN. Route information and schedules are available online at www.c-tran.com. You also may reach C-TRAN at (360) 695-0123 for more information on times, fares, and routes.

Anyone needing language interpretation services or accommodations with a disability at a Vancouver City Council meeting may contact the City Manager's staff at (360) 487-8600 (RELAY: 711). Assistive listening devices and live Closed Captioning are available for the deaf, hard of hearing and general public use. Please notify a staff person if you wish to use one of the devices. Every attempt at reasonable accommodation will be made. To request this agenda in another format, please also contact the phone numbers listed above.

Date: September 18 2025

Time: 12:30-2:30 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: [25 09 18 CCRA Meeting Video](#).

Item 1: Call to Order and Roll Call

The September 18, 2025, meeting of the City Center Redevelopment Authority was called to order at 12:31 pm by Marc Fazio.

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

Board Members Absent: None

Staff Present: Patrick Quinton, Kimberly Kerlee, Taylor Hallvik

Guests: None

Item 2: Approval of Minutes

Motion by Krippaehne, seconded by Anderton, and carried unanimously to approve the July 17, 2025, minutes.

Item 3: Executive Director Report

Patrick Quinton mentioned the Subcommittee did not meet this month and provided an update on the Development Pipeline report activity in July and August.

Item 4: Public Comment

None

Item 5: Executive Session

President Fazio called for the 1-hour executive session at 12:50 p.m. with no action taken following the executive session. Taylor Hallvik added the executive session is for real estate negotiations identified on the agenda with the appropriate open public meetings (OPMA) act references.

Members

Marc Fazio
President

Richard Krippaehne
David Copenhaver
Michi Slick
Alisa Pyszka
Ken Anderton
Vacant



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

Adjournment

1:43 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

September & October 2025 Activity										
Map	Project	Location	Area	Use	Total Res Units	Total Sq Ft	Parking Spaces	Notes	Contact or Contractor	Applicant, Developer or Owner
Pre-Application										
1	Vancouver Heights Civic Plaza	5411 E Mill Plain Blvd	Mill Plain	Commercial	0			Proposed civic plaza park with splash pad, stage, pump house, seating, concrete sidewalks, street trees, landscaping and lighting.		First Forty Feet
2	Camelot Crest	608 SE 157th Ave	East Mill Plain	Commercial				Proposed retail commercial development on 10,000 square foot Community Commercial (CC) zoned vacant lot.		Singh Hindpreet Etal
3	Grant Street Apartments	689 Grant St	Esther Short	Multi-family Residential	103		83	Proposed construction of two 4-story apartment buildings.	Prestige Development	MWA Architects
Land Use Review										
4	Date Park	3701 E 18th St	Maplewood	Multi-family Residential	70			Proposed 70 unit affordable housing apartment building with separate building for leasing office, caretaker unit, and one additional	Asha Prasad	Date Park Condominium Inc
5	Cascade Athletic Club Pickleball Facility	16096 SE 15th St 104	Cascade Highlands	Commercial	0	11,946		Proposed new covered 11,946 sf structure to host 5 to 7 indoor pickleball courts.		Carpenter Engineering
6	Eldorado Apartments (AKA Wooly's Landing)	5311 NE 72nd Ave	Walnut Grove	Multi-Family Residential	77		116	Proposed 77 Unit apartment project consisting of 18 Studio, 18 (1) bedroom, and 41 (2) bedroom apartments.	Ryan Wilson	Wilson Architects
7	136th & 9th Mixed-Use	800 NE 136th Ave	Fircrest	Mixed Use	36	62,291	60	Proposed mixed use project with two total buildings: one 3-story multi-family building with 36 units and a 1-story office building.	Brandi Ho	MAJ Development
8	Section 30	18502 SE 1st St		Commercial	0	171,800	277	Proposed construction of 4 warehouse buildings and applicable parking lot, docks, utilities, landscaping and stormwater	Michael Chen	CTC Section 30, LLC
Building Plan Review										
9	Vancouver Clinic Columbia Palisades Ph II	4500 SE Columbia Palisades DR 98607	East Side	Commercial	0	45,000	144	Proposed construction of a 3 story medical clinic building with associated parking, landscaping, and general site improvements within the Columbia Palisades.	MacKay Sposito	Vancouver Clinic Building LLC
10	Maple Valley	520 NE 117th Ave	Fircrest	Multi-family Residential	32	82,203	34	Proposed 32 unit townhome style apartment development	Travis Johnson	Serghei Comarnitchi, Sunlight Electric In
Building Inspection										
11	117th Ave Apartments	404 NE 117th Ave	Fircrest	Multi-Family Residential	18	11968	27	Proposal to construct 2 multi-family residential apartment buildings. Building A: 3-story, 8 unit building with associated parking. Building B: 3-story, 10 unit building.	Ryan Wilson	David and Rosena Snyder
12	Vancouver Bridge Shelter	5313 NE 94th Ave	Fourth Plain	Commercial	150	14184	44	Proposal to construct a new Bridge Shelter, comprising of two buildings and associated site development containing 120 to 150 beds.	Brad Kilby	City of Vancouver
13	Stapleton Townhomes	3411 NE Stapleton Rd	Bagley Downs	Multi-Family Residential	8	16533	19	Proposed Apartment Development. Either a single 4,745 square foot apartment building, or two separate 2,185 square foot apartment buildings within existing 16,533 square foot parcel.	Barri Halbert	Windsor Engineers

Completed										
14	Lincoln Place II	1110 W 13TH St	Esther Short	Multi-Family Residential	40	29,112		Completed 29,112 sf supportive housing multi-family residence development which includes 40 units, accessory office, laundry, staff offices	Vancouver Housing Authority	Access Architecture
15	Hudson Bay HS Skilled Trades Center	1601 E Mcloughlin Blvd 800	Central Park	Commercial	0	7,487	0	Completed 7,478 SF structure with two classrooms, two restrooms, and workshop area.	Quail Homes LLC	Vancouver School District



Green Building Program

Rebecca Small, Senior Policy Analyst

Chad Eiken, Community Development Director

Chim Chune Ko, Real Estate Project Manager

November 20, 2025

Context

Overall Goal of Program

- To support the construction of new buildings that contribute to Vancouver's climate action and resilience objectives.

The program aims to balance ambitious building standards with cost and feasibility considerations, enabling sustainable development citywide while maintaining housing affordability and supporting ongoing economic growth.



Engagement

Staff worked with numerous stakeholders, implementing a targeted engagement strategy designed to collect meaningful input and strengthen program development. Engagement activities focused on the following stakeholder groups:

- Technical Advisory Group
- Affordable Housing Developers and Operators
- Market Rate Developers and Operators
- General Public
- Building Institute of America
- Local Utilities
- City Staff (general services, permitting, housing, solid waste, etc...)



Green Building Measures

Sorted by Program Goal

GHG Reduction/Energy Efficiency	Protection from Climate Hazards	Protection for Local Ecology
Improved Energy Efficiency	Indoor temperature control (AC)	Dark Sky Lighting
All-Electric Ready	Air Filtration Standard	Bird Friendly Design
Lower Carbon Building Materials	Cool Roofing	Climate Adapted Vegetation
Renewable Energy Generation	Cool Site Surfaces	
Sustainable Building Materials		
EV Chargers on Commercial Meter		



Policies removed from plan

- **Bike Parking:** Under development by the Transportation team as part of Comp Plan Update requirements.
- **Energy Benchmarking:** Objectives could be better addressed by local utility partners.
- **Demolition Waste:** Existing State requirements/incentives already cover this area; adding more policy would create extra administrative burden with minimal GHG impact.





Refined proposed measures for cost efficiency

- **Bird-friendly Design:** Use “Threshold Values” instead of specific product requirement
- **Air Filtration:** “MERV-13-Capable or Equivalent” to allow for use of lower-grade filters during non-hazard conditions
- **EV Commercial Meter:** Change from requiring a commercial meter to require tracking electrical usage for EV chargers independently of other building uses
- **Cool Roofing:** Exemption for pitched roofs, in consideration of their lesser impact on heat island effects compared to flat roofs
- **Cool Site Surfaces and Resilient/climate adapted vegetation:** Alternate standards for industrially zoned sites, recognizing their need for active use of surface lot space.

Required vs. Incentivized Measures

Proposed split based on relative cost vs. impact toward City climate goals

Required	Incentivized
Dark Sky Lighting	Bird Friendly Design
EV Chargers on Commercial Meter ¹	Renewable Energy Generation/Solar Ready
Cool Site Surfaces ²	Sustainable Building Materials
Electrification (All-Electric Ready) ^{1,2,3}	Cool Roofing
Climate Adapted Vegetation	Low Carbon Building Materials
12%+ Improved Energy Efficiency over State Standard ¹	
Air Filtration – MERV 13 or Equivalent ^{1,2}	
Indoor Temperature Control ^{1,2}	

¹ Special exemptions for affordable housing

² Special exemptions for light/heavy manufacturing uses

³ Exempt for commercial food preparation uses



Affordable Housing Exemptions

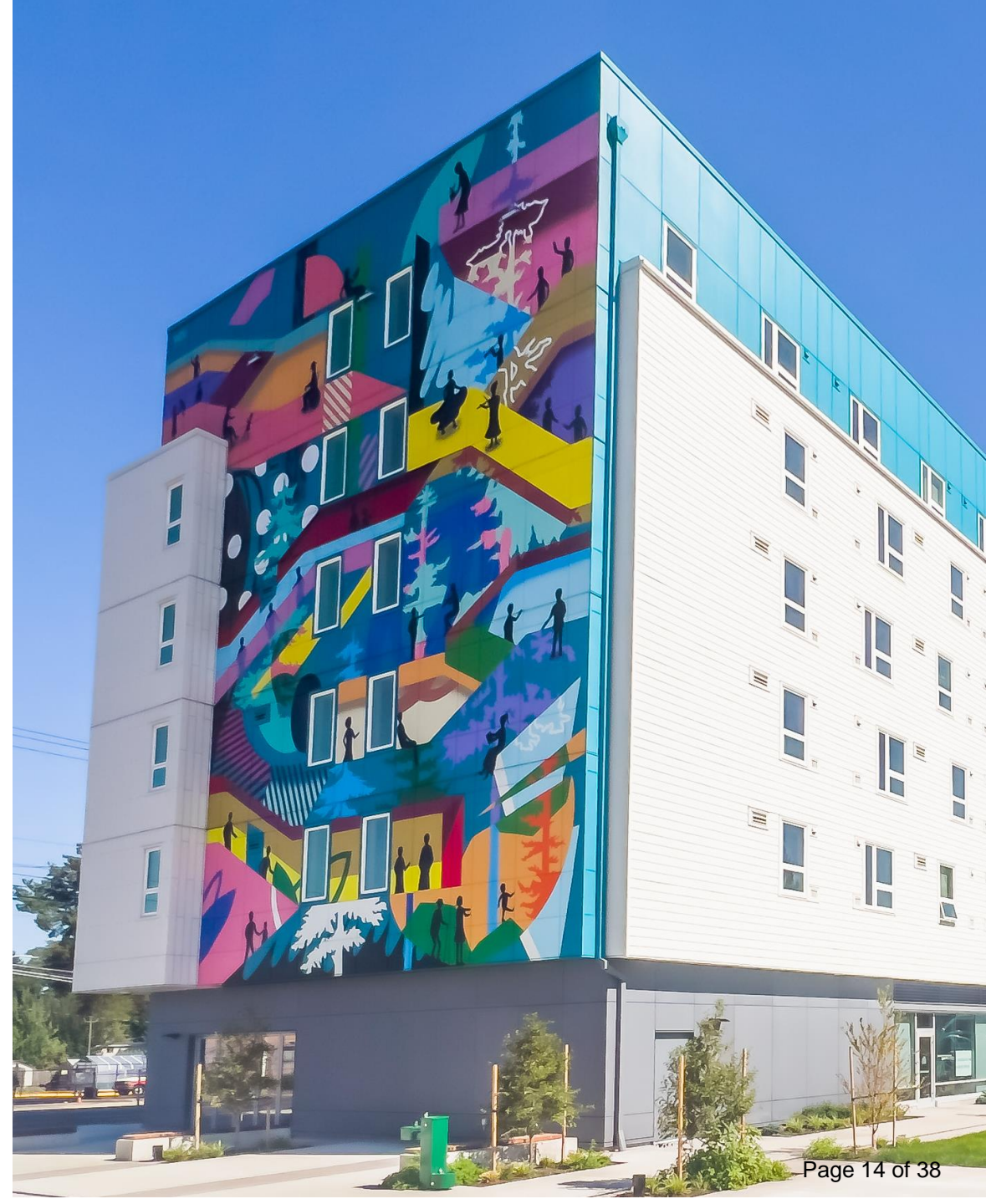
Rental housing at 80% AMI and below

- Indoor Temperature Control and Enhanced Air Filtration can be provided in a central refuge area instead of in each individual unit
- Exempt from other required Title 17 policies

For sale housing at 120% AMI and below

- Exempt from Title 17 required policies **except** Indoor Temperature control and Enhanced Air Filtration

Affordable housing may still qualify for incentives





Development Agreements

For Development Agreements that involve new development, City policy will be that all 'required' GBP measures as shown on Slide 5 shall be provided at minimum.



Current Proposed Incentives

Incentives shall be reviewed every 3 years with state building code updates		Estimated Project Value
1.	Expedited Land Use, Engineering, Building Permit Review	0.07% - 0.11%
2.	20% Building Permit Fee Rebate (up to \$20,000)	0.00% - 0.02%
3.	Transportation Impact Fee Deferral to Temp Occupancy	0.01% - 0.03%
4.	Park Impact Fee Deferral to Temp Occupancy	0.04% - 0.05%
5.	SDC Deferral to Temp Occupancy	0.03% - 0.09%
6.	12-Foot Height Bonus if Allowed by FAA	0.56% - 1.59%
7.	Eligibility for New Green Building Design Award Program	0.00%



Incentives

Current incentives unlikely to drive voluntary adoption

Other possible incentives that the City could explore:

- Full waiver of impact fees, SDC's
- Construction sales tax rebate
- Tax Increment Financing to fund sustainable infrastructure or district energy
- Downtown Design Guidelines Exemption

Future/long term efforts:

- Develop a new green building funding source
- City could fund/develop resources that could be shared by new developments:
 - District EV and bike parking facilities
 - Community solar installations





Next Steps

- **12/15 2025:** Council to vote on adoption of Green Building Program
- **Q1-2 2026:** Targeted adoption of required GBP measures in Title 20 VMC
- **Q1 2027:** Targeted adoption of required GBP measures in Title 17 VMC





MEMORANDUM

DATE: November 17, 2025

TO: City Center Redevelopment Authority (CCRA) Board

FROM: Patrick Quinton, Executive Director

RE: **Update on Downtown Parking Enforcement & Waterfront Rate Increase**

CC: Gabriel Montez

Introduction

This memorandum provides an update on the implementation of seven-day pay to park (i.e., weekend enforcement) and impacts to downtown parking activity since the change. Seven-day enforcement was included as the first recommended action in the Downtown Access, Mobility and Parking Plan (“Plan”), and Phase I of weekend enforcement was implemented on June 1, 2025, after extensive analysis and community outreach, as summarized below. In addition, the memo describes the plan for an increase of on-street parking rates in the Waterfront starting in January 2026.

Context

The Plan was adopted in March 2025 and consists of three primary pillars:

1. Adopt New Pricing Practices to Improve Utilization of On-Street Parking Supply
2. Expand Public Parking Supply through Shared Parking Agreements.
3. Enhance Downtown Mobility Options

The first action described in Pillar 1 is the adoption of 7-day enforcement due to the unregulated nature of weekend parking downtown and its impact on the usage of off-street public and private parking and resulting constraints on downtown’s capacity to host large events. Implementation of this change prior to the start of summer was

particularly critical given the expected demand for weekend parking from summer events and the Farmers Market. Weekend enforcement, along with proactive planning for managing the parking needs of large events, was intended to help ease the parking constraints experienced in previous years.

In addition to addressing an immediate need for more active parking management, implementation of seven-day enforcement in time for the summer event season would produce quality data on the immediate impacts of weekend enforcement during downtown's peak parking season.

Implementation

City staff employed various methods of community outreach prior to the start of 7-day day enforcement. Six weeks prior to start of weekend enforcement, 300 notification boards were placed on individual blocks and near parking pay stations. In addition, digital notifications were added to the Parking Kitty App so that each time a user logged into the app, a pop-up notification reminded the user of the start of weekend enforcement in June. Lastly, two electric board readers were placed in high traffic intersections near the Waterfront and Ester Short Park. The reader boards were placed four weeks prior to the start of 7-day enforcement and digitally displayed the upcoming change to weekend parking.

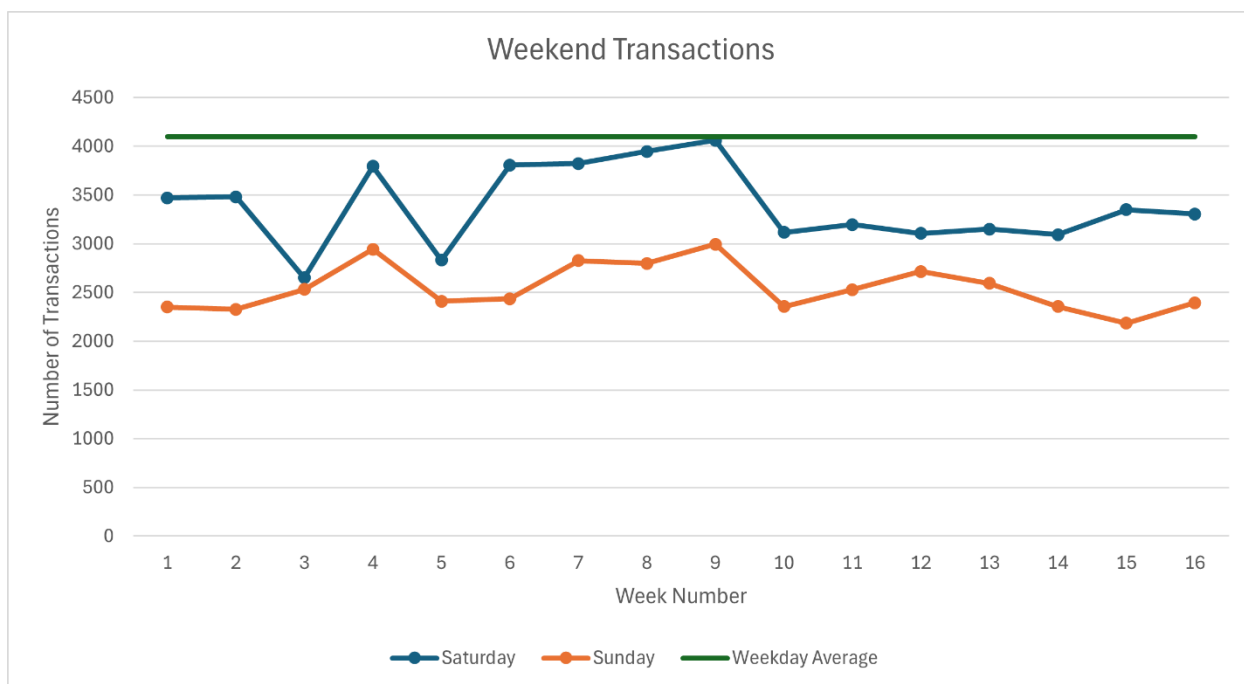
The initial focus of Saturday and Sunday enforcement was community education and change management. During the first six weeks of 7-day enforcement, nonpayment infractions were issued as warnings with no monetary penalty. Along with each warning, vehicles were also provided with an educational advisory about 7-day pay to park. During this period, parking officers only issued citations to vehicles that were in violation of prohibited parking rules (e.g., fire lanes, crosswalks, bike lanes, ADA spaces without a placard). During the first eight weeks of weekend enforcement, 1,489 warnings and 347 citations were issued on Saturdays and Sundays. With the transition and education period over, Parking Officers are now issuing citations for non-payment.

Transaction Data

The graph below shows the total number of transactions¹ for each Saturday and Sunday over the first 16 weekends (June through September) of 7-day enforcement. Since the start of weekend enforcement, Saturday transactions represented roughly 80% of the weekday average of 4100 transactions per day, with Sunday transactions settling in around 60% of the weekday average. This transaction data highlights the continued demand for on-street parking and need for weekend enforcement as well as the minimal negative impact on downtown parking activity as a result of weekend

¹ Transactions include payments to park in a public space either through the Parking Kitty app or a physical paystation using either cash or a credit card.

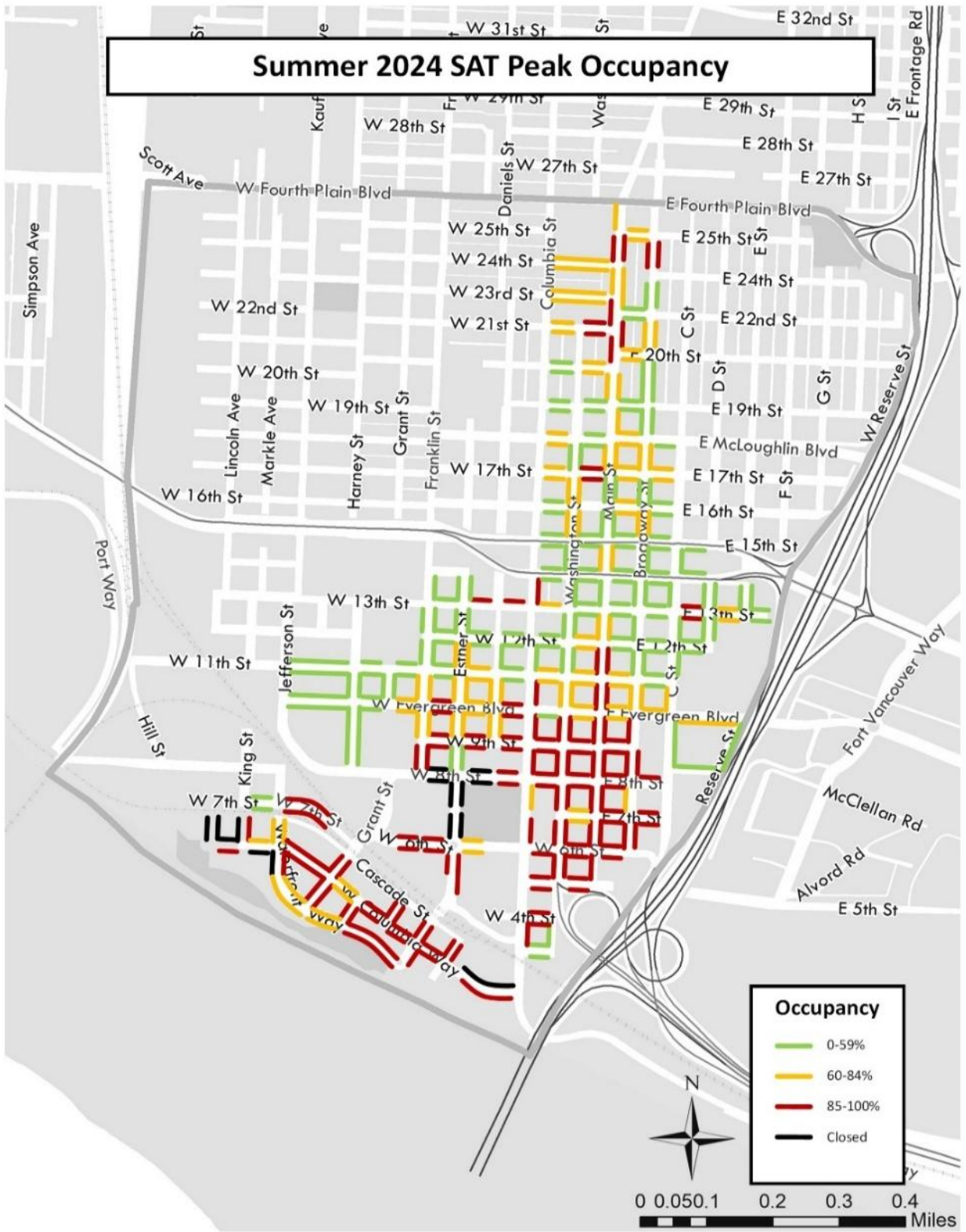
enforcement. Because weekend pay to park is only south of Evergreen Blvd. and weekday transaction data is for all of downtown, the activity on Saturdays is likely on par with weekdays in the core of downtown.

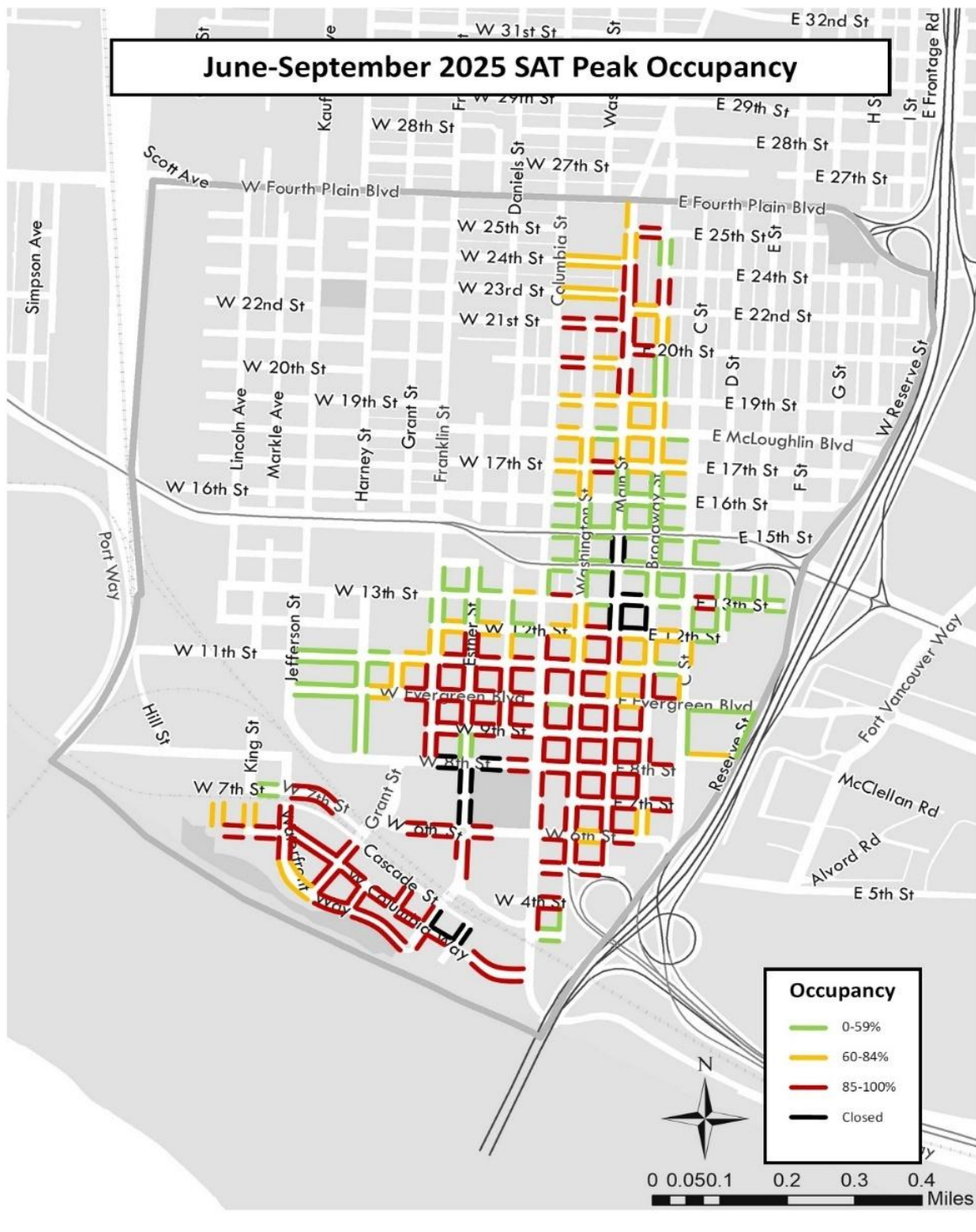


Due to the lack of weekend enforcement prior to June 2025, the City does not have access to reliable turnover data from 2024 as a baseline for evaluating changes in turnover on weekends. However, transaction data from 2025 indicates that length of stay in on-street parking spaces on weekends is comparable to weekdays, with an **average of 90 minutes length of stay**. Given the prevalence of two-hour parking spaces downtown, this length of stay data suggests that paid weekend parking is having the intended effect of promoting healthy turnover of on-street spaces.

Changes in Occupancy

Comparisons of occupancy between 2024 and 2025 show an immediate improvement in distribution of parking on weekends. Maps on the following pages summarize occupancy data on Saturdays in both 2024 and 2025, during the months of June to September.





While occupancy rates in the Waterfront and around Esther Short Park remain high in 2025, the maps show a significant increase in occupancy north and west of the park compared to 2024. The addition of weekend enforcement south of Evergreen seems to have provided enough incentive for downtown visitors to seek on-street parking farther away from the park. Given the growth in visitors to downtown events and the Farmers Market, and the partial loss of City Hall and Main Street parking, the increased use of on-street parking north of Evergreen likely absorbed some of this additional demand rather than decrease occupancy in the Waterfront or closer to the park.

The additional demand was also likely absorbed by increased use of private parking garages. Throughout the summer, Parking Services staff coordinated with the operators of private parking garages, including the Waterfront Garage owned by Gramor and the new Terminal One garage which opened in June. The Waterfront Garage achieved nearly 100% occupancy on the busy weekends of the summer, and usage of the new Terminal One garage increased throughout the summer as awareness of the garage grew.

Planned Waterfront Rate Increase

Due to persistently high occupancy rates in the Waterfront and the implementation of a new tax on parking transactions starting January 1, 2026, the Parking Services team plans to increase on-street parking rates in the Waterfront to \$3.25 per hour in January. This rate change will help recover the cost associated with the new parking tax and align on-street pricing with rates for the two structured parking garages in the Waterfront. Increasing rates in the Waterfront will also help encourage alternative transportation options and behaviors in the downtown core and is consistent with the parking management actions proposed in the Plan.

This planned rate change only impacts on-street spaces on the Waterfront. Due to construction and other disruptions, **the current rate of \$1.75 per hour for the rest of downtown will remain in place until the end of Main Street Promise construction.** Parking Services will evaluate the need for a downtown rate increase to be implemented after the end of construction if warranted.

The proposed adjustments to Waterfront parking rates are based on the following factors:

- On-street parking rates were last increased in the Waterfront in 2024 to the current price of \$2.50 per hour.
- The two private parking garages in the Waterfront will have rates of \$2.50 per hour in 2026. On-street rates should be equal to or exceed off-street rates to encourage long-term parking in the off-street structures.

- Parking counts indicate that Waterfront on-street spaces are largely full during peak hours and above 85% a majority of the time. Parking rate standards call for increases in rates when occupancy is regularly above 85%.
- Regular increases in public parking rates to match market is consistent with the City's goals for climate action and active transportation.

The Parking Advisory Committee (PAC) met on October 8, 2025, and confirmed their support for the rate increase. Assuming the proposed updates to VMC are adopted by City Council on November 17, the rate change can be implemented as a staff action because the City Manager, or the Economic Development Director as their representative, has the authority to increase rates within limits set in VMC.

Parking staff will begin communicating the planned rate change to Waterfront property owners, garage operators and businesses immediately. Waterfront users should expect to see new parking rates on all 250 spaces fully implemented by January 1, 2026.

Next Steps

Parking Services staff will continue to collect and analyze occupancy and transaction data to measure the impact of seven day pay to park and rate changes and inform the implementation of additional changes to parking enforcement and rates downtown. Staff will provide regular updates to CCRA, PAC and City Council as new data is obtained and analyzed.

Included in the series of potential future changes is the implementation of Phase II of weekend enforcement to include areas north of Evergreen Blvd. The timing of Phase II has not been determined and will only begin after extensive community and stakeholder outreach and consultation with CCRA, PAC and City Council.

Please contact Gabriel Montez at gabriel.montez@cityofvancouver.us with any questions or feedback.



CITY OF
Vancouver
WASHINGTON



Downtown Parking Update

Gabe Montez

Parking District Manager
Economic Prosperity & Housing
November 20, 2025



Agenda

- 7-day Enforcement Implementation
- Weekend Occupancy and Transaction Data
- Waterfront Occupancy and Rate Increase
- Next Steps



Pillar 1: Adopt New Pricing Practices to Improve Utilization of On-Street Parking Supply

- 7-Day enforcement: 8 am – 6 pm
- Simplify on-Street parking with High-Demand & Low-Demand Areas
- Evaluate tier-based pricing
- Enhance technology options for payments and enforcement
- Provide options for low-wage hourly employee
- Improve ADA access and parking options
- Extend Buffer Zones between residential & commercial areas
- Evaluate existing on-street permits



Weekend Enforcement Implementation

Community Outreach

- Posted 300 notification boards
- Set up electronic reader boards at high traffic intersections
- Implemented notifications on all Parking Kitty zones and pay stations on Evergreen and south

CITY OF Vancouver WASHINGTON

7 DAY A WEEK PAY TO PARK

STARTING JUNE 1, 2025
PAYMENT WILL BE REQUIRED TO PARK DOWNTOWN ON SATURDAY AND SUNDAY



WHERE

- Street parking on and south of Evergreen Blvd. will transition to 7 day paid parking
- Downtown areas north of Evergreen Blvd. including Uptown Village will begin 7 day paid parking in 2026

HOURS/DAYS

- 8am to 6pm, 7 days a week, excluding holidays
- The Parking Kitty phone app and all parking kiosks will operate the same as weekdays

ON-STREET PERMITS

- On-street permits will now be valid 7 days a week on signed permit blocks on and south of Evergreen Blvd.

WHY THE CHANGE

- Data gathered over the past 2 years shows high demand for parking on Saturdays and Sundays. Requiring payment on Saturdays and Sundays will increase turnover and allow more people to park downtown.
- This change was approved by City Council on February 23, 2025, in the Downtown Access, Mobility and Parking Plan, and is one of several planned improvements to improve access to downtown.

• For more information about the full "Parking Plan" and other initiatives, please visit the Parking Services web page at <https://www.cityofvancouver.us/parking> or scan the QR code below!

cityparkingservices@cityofvancouver.us
360-487-8650



902056

Continue

Recent zones

***NOTICE* 7 Day a Week Pay to Park**

Effective June 1, 2025, payment will be required to park downtown, south of Evergreen Blvd on Saturday and Sunday.

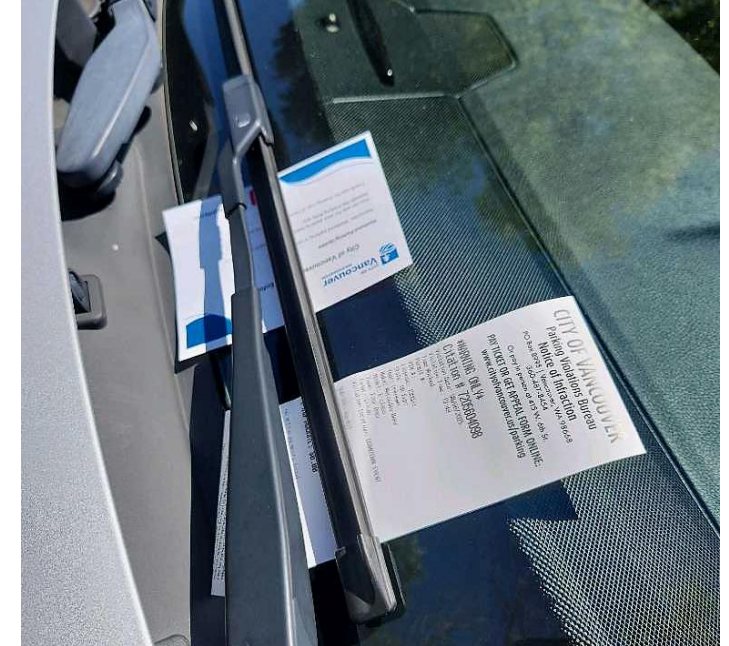
Continue Cancel



Weekend Enforcement Implementation

Community Education & Citations

- Initial focus on change management
- Issued “warnings” for nonpayment
- Provided an educational advisory with each warning
- Recently transitioned to regular (i.e., fines) citation approach



 CITY OF Vancouver WASHINGTON

City of Vancouver Parking Enforcement

Weekend Parking Update

Reminder: Weekend parking is now pay-to-park.

You can pay for your parking session at the nearest pay station or through the Parking Kitty app.

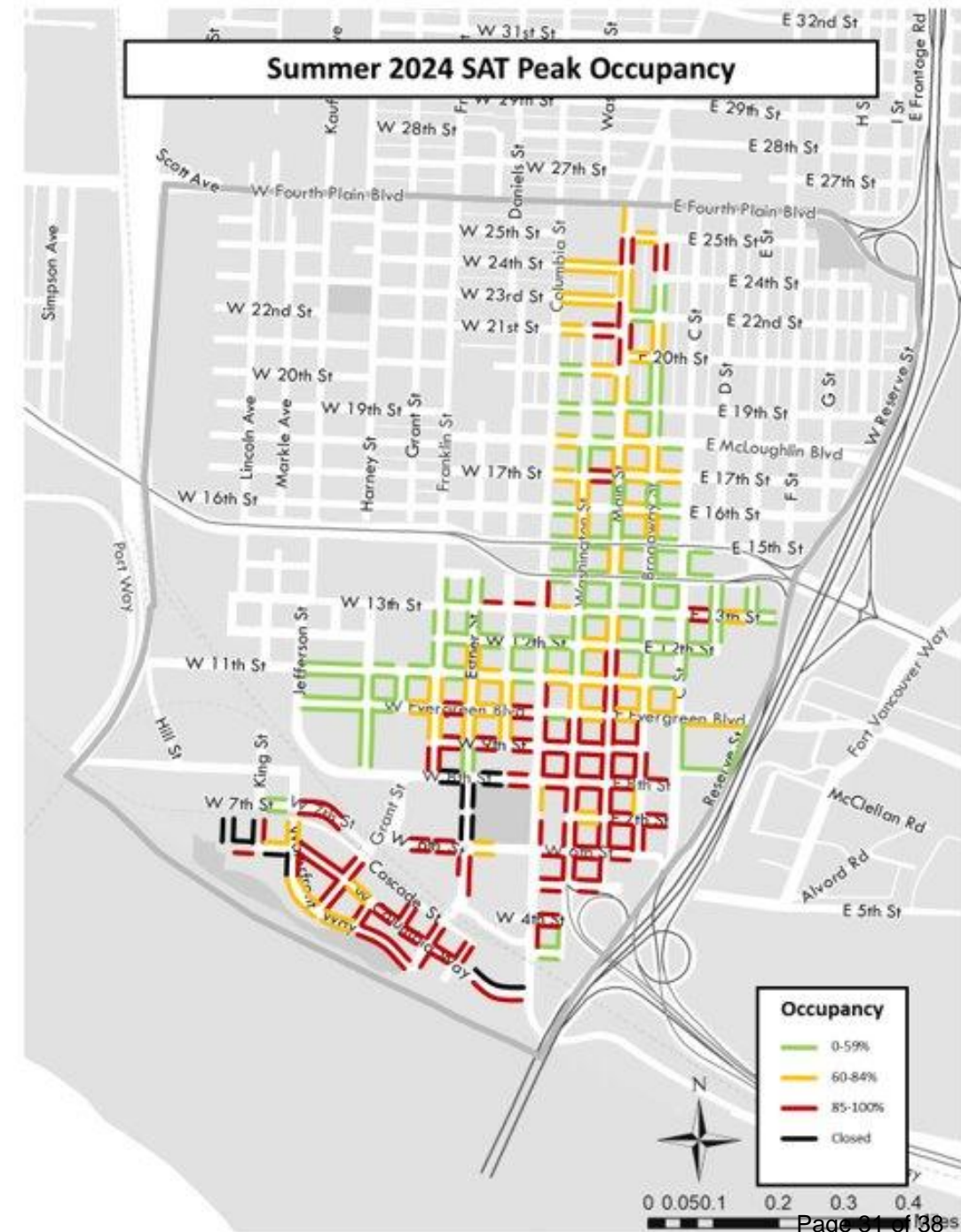
Thank you for visiting City of Vancouver and enjoy your day!

 www.parkingkitty.com

Saturday Occupancy

Peak Summer 2024

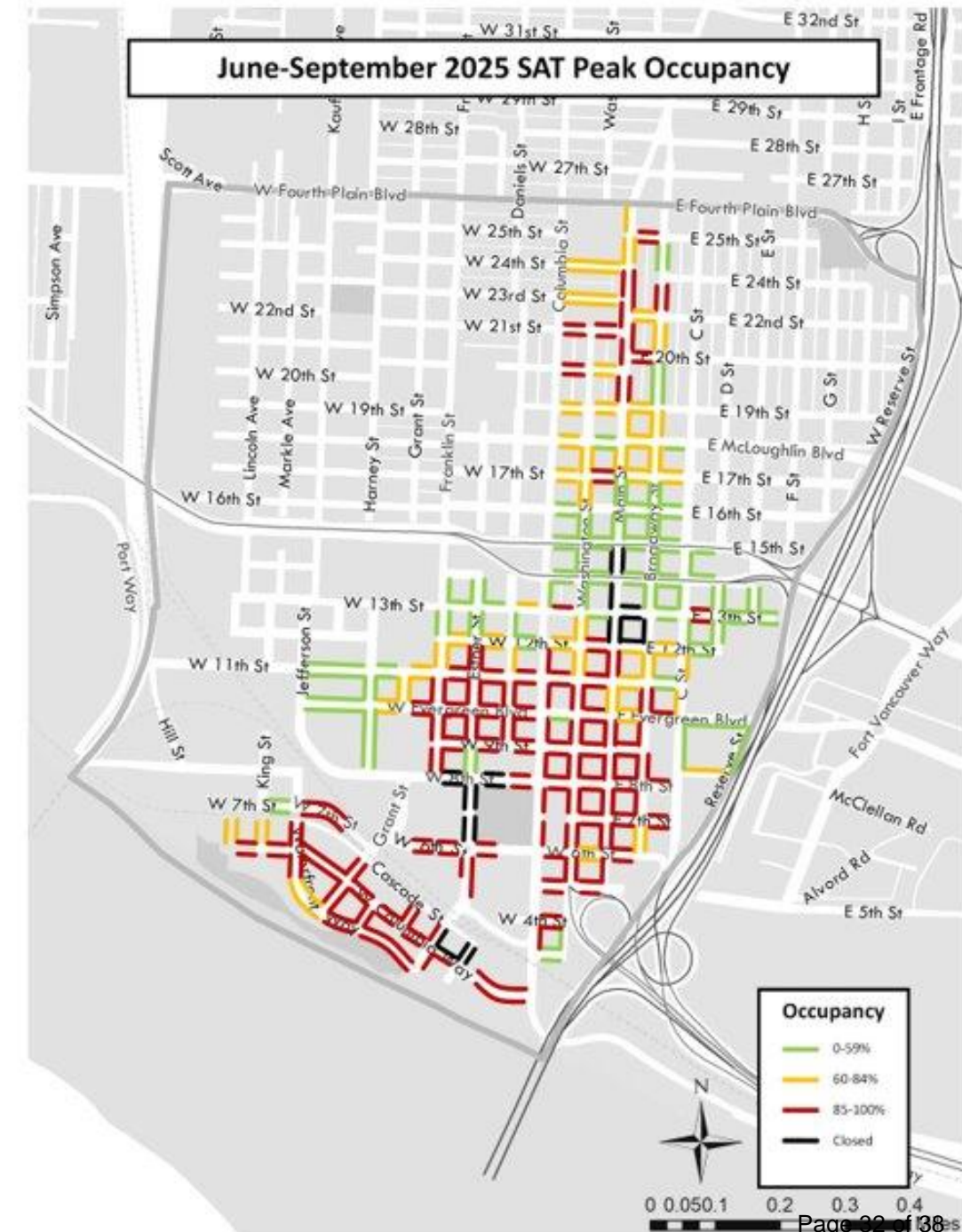
- High occupancy around Esther Short Park and Waterfront
- Significant underutilized on-street parking north and west of Esther Short Park



Saturday Occupancy

Peak Summer 2025

- Increased attendance at downtown events
- Continued high occupancy around Esther Short Park and Waterfront
- Reduction in available parking on Main Street and City Hall lot
- Additional demand absorbed on streets north and west of Esther Short Park and in private garages and lots



Transactions

Weekend & Weekday Comparison – June – September 2025

- Weekday daily average = 4100 transactions (all downtown)
- Saturday average = 3386 transactions (south of Evergreen only)
- Sunday average = 2547 transactions (south of Evergreen only)

Transactions																	
Week	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Average
Saturday	3470	3480	2652	3794	2831	3807	3823	3948	4060	3117	3197	3107	3150	3092	3350	3305	3386
Sunday	2351	2326	2532	2943	2411	2437	2826	2799	2996	2355	2530	2715	2594	2356	2186	2395	2547

Weekend Transactions as a Percent of Weekday Averages																	
Week	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Average
Saturday	85%	85%	65%	93%	69%	92%	93%	96%	97%	74%	76%	74%	75%	74%	80%	79%	84%
Sunday	58%	57%	62%	72%	58%	59%	68%	68%	71%	56%	60%	65%	62%	56%	52%	57%	63%



Waterfront Occupancy and Rates

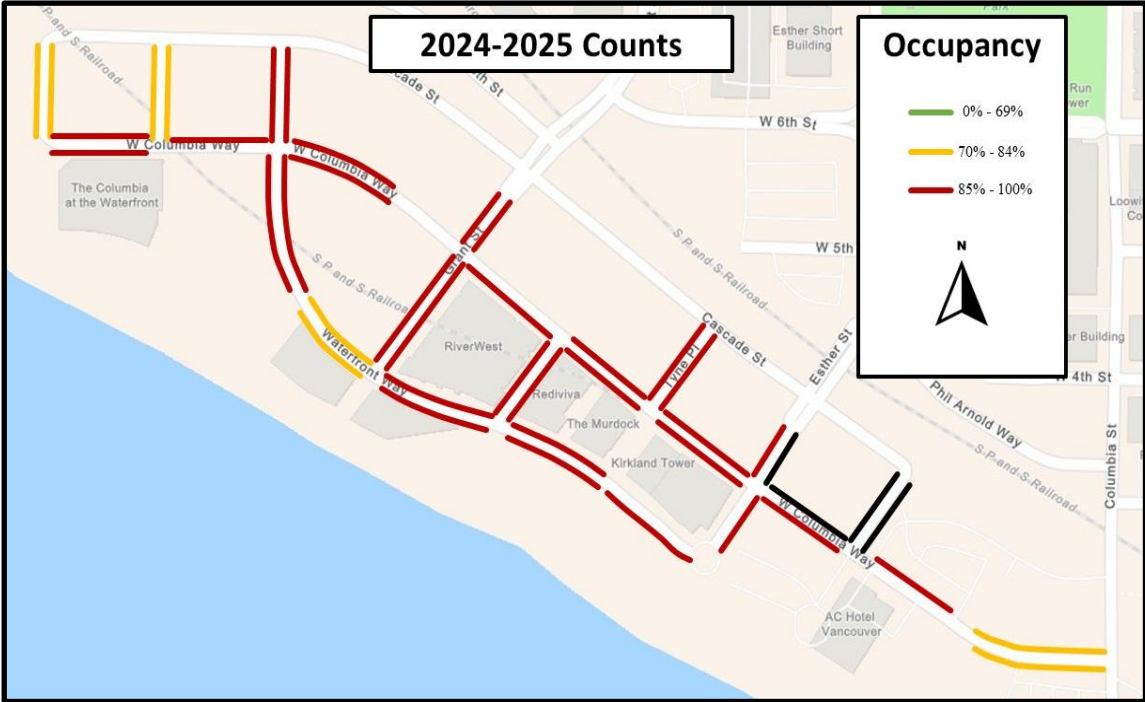
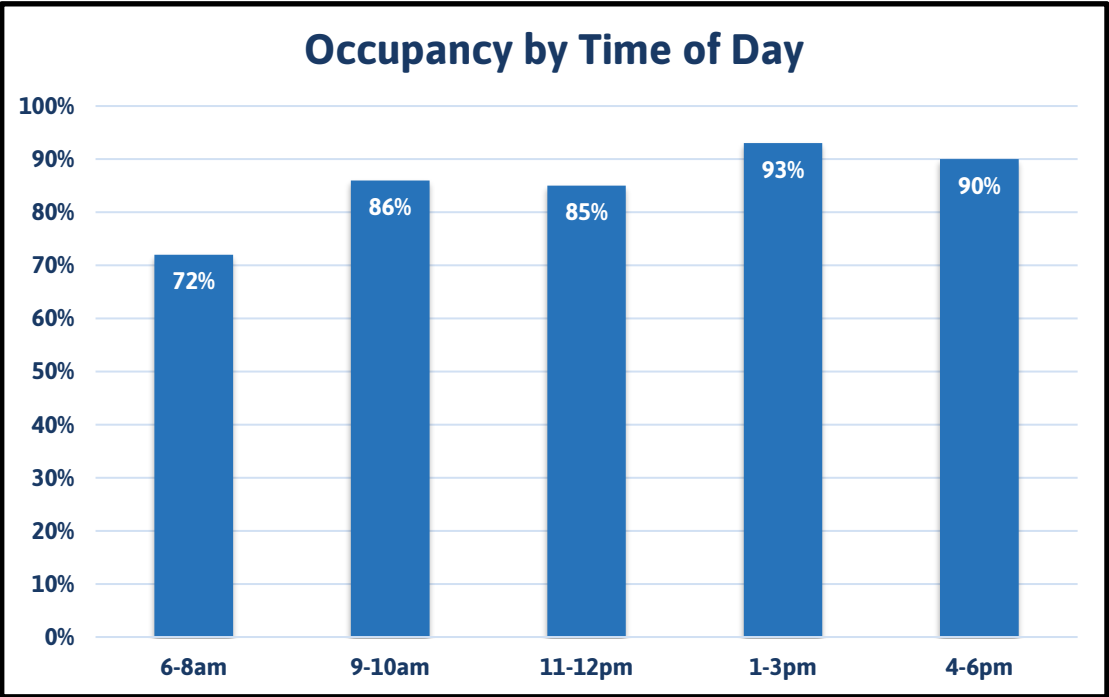
Persistent demand for on-street parking

- Occupancy consistently above 85%
- Current on street rate \$2.50 per hour
- Off street lots hourly rates: \$2.50 (Gramor) and \$2.00 (Terminal 1)
- Off street rates likely to increase in 2026 with parking tax



Waterfront Occupancy

January 2024 – September 2025



Consistently high occupancy over 21 months



Waterfront Rate Increase

Hourly rate of \$3.25 starting Jan. 2026

- Waterfront occupancy supports immediate increase
- Higher on-street rates encourage long term parking in off-street garages
- Parking Tax begins 1/1/2026; estimated \$270k in tax obligation
- Delayed rate increase downtown due to construction





Next Steps

- Ongoing collection and reporting of occupancy and transaction data
- Study capacity for rate increase throughout downtown in 2026
- Plan for weekend enforcement throughout downtown



Questions?

