



CITY OF
Vancouver
WASHINGTON

Vancouver's Experience Implementing HB 1491

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Agenda

- Comp Plan Context
- Areas of Alignment
- Vancouver BRT Lines
- FAR Examples
- Mapping Challenges
- Affordability Challenges
- Next Steps



Comprehensive Plan Update

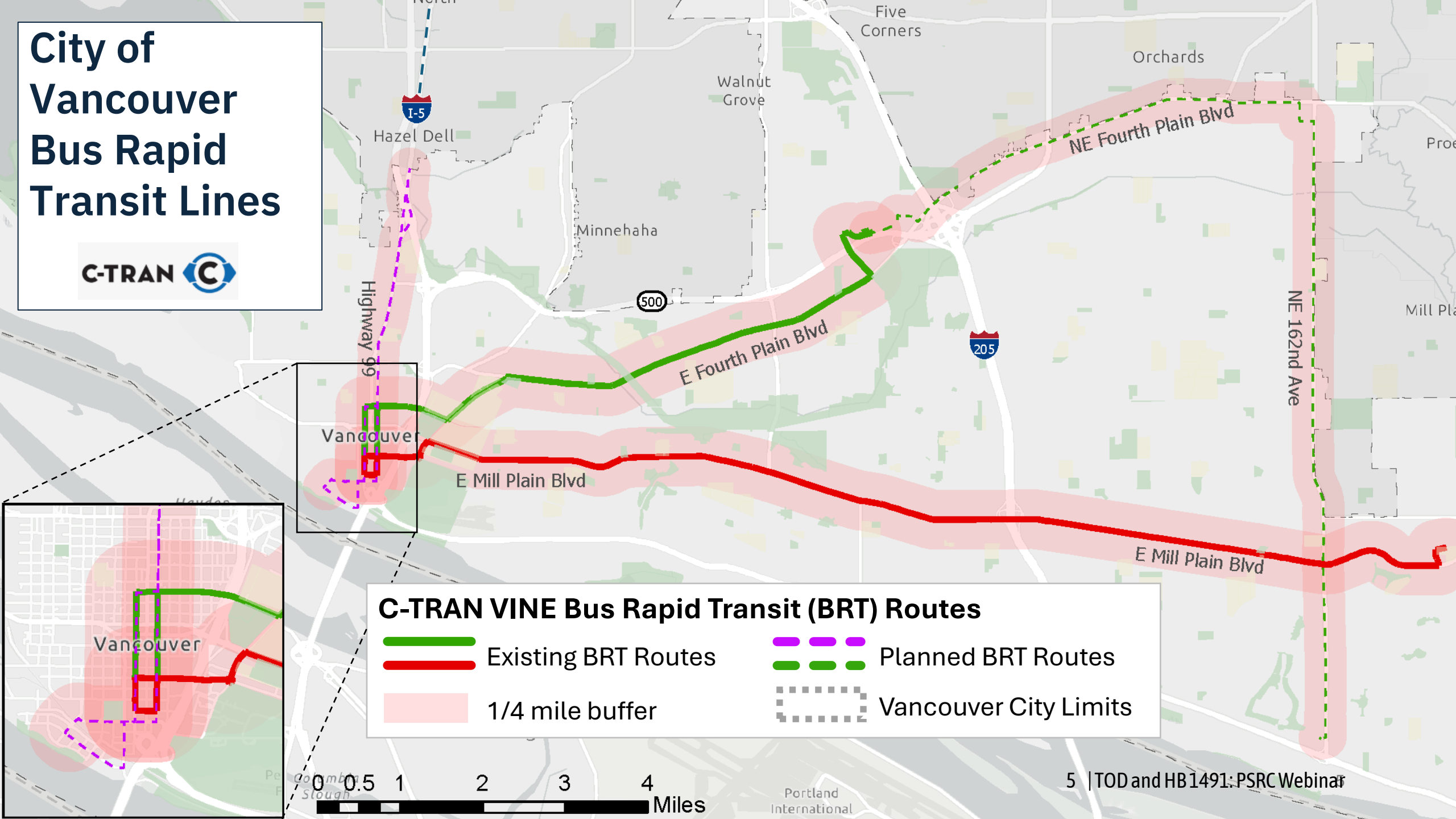
- Vancouver's Comp Plan Update and revised Development Code now in effect
- Massive overhaul of plan and zoning documents
- Will accommodate 44% increase in housing units by 2045 (38,000 new units)
- Maximizes allowed density in centers and corridors – even beyond what market will currently support; eliminates parking minimums for residential, mixed use



HB 1491 (Mostly) Aligned with Vancouver Goals

HB 1491	Vancouver's Changes
Must allow 2.5 Minimum Floor Area Ratio (FAR) in BRT Station Areas (¼ mile radius)	• No maximum residential density in Station Areas • No maximum building height within Station Areas
No Minimum Parking Requirement	No parking minimums for most uses in new code
20-year Multi Family Tax Exemption Program in Station Areas	Vancouver uses MFTE program extensively – currently revising the MFTE boundaries and expanding to allow a 20-year option
50% Reduction in Impact Fees for 20-year MFTE	Incentivizes construction near stations; long term impact on infrastructure is unknown however

City of Vancouver Bus Rapid Transit Lines

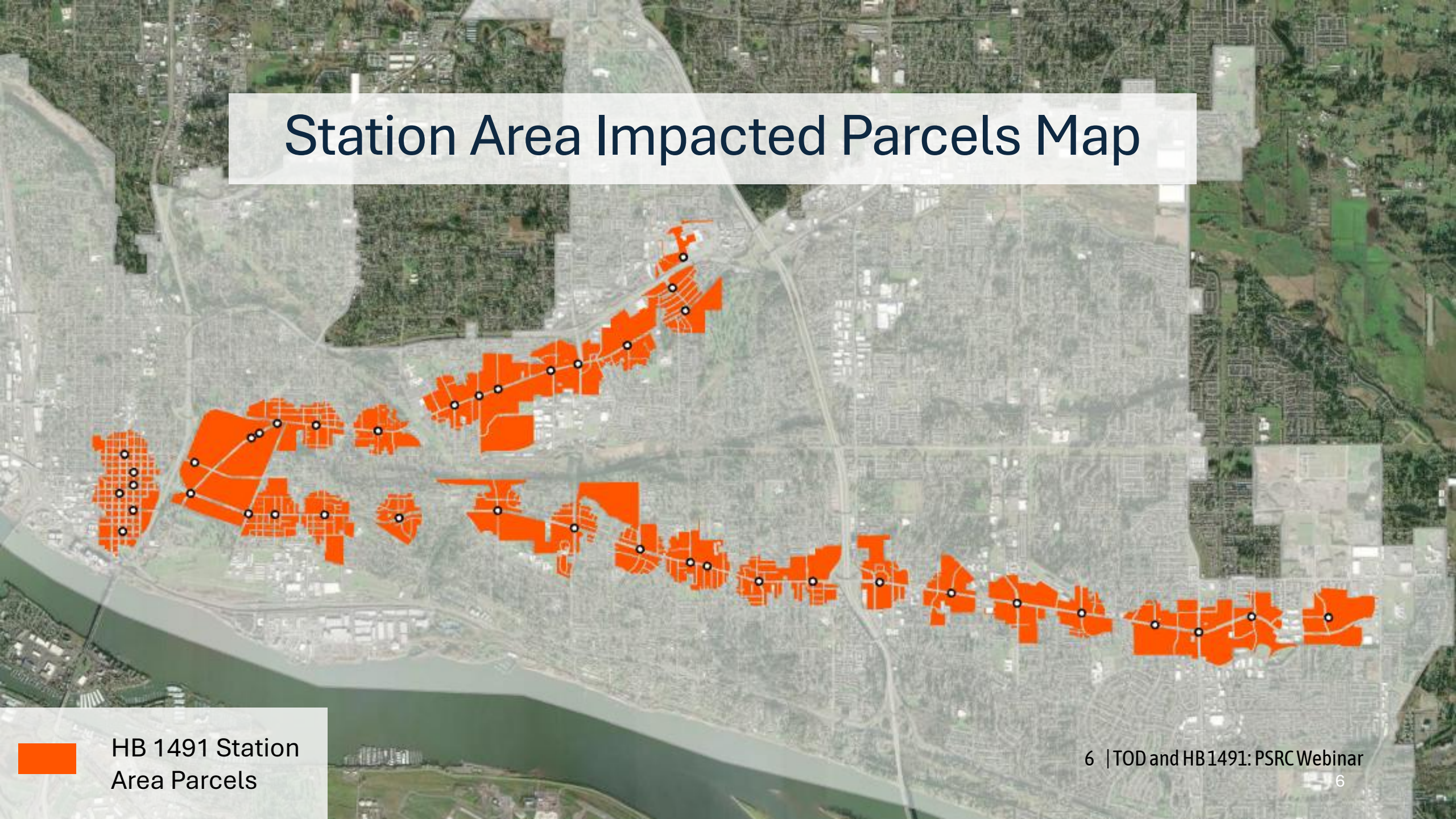


C-TRAN VINE Bus Rapid Transit (BRT) Routes

- Existing BRT Routes
- Planned BRT Routes
- 1/4 mile buffer
- Vancouver City Limits

0 0.5 1 2 3 4 Miles

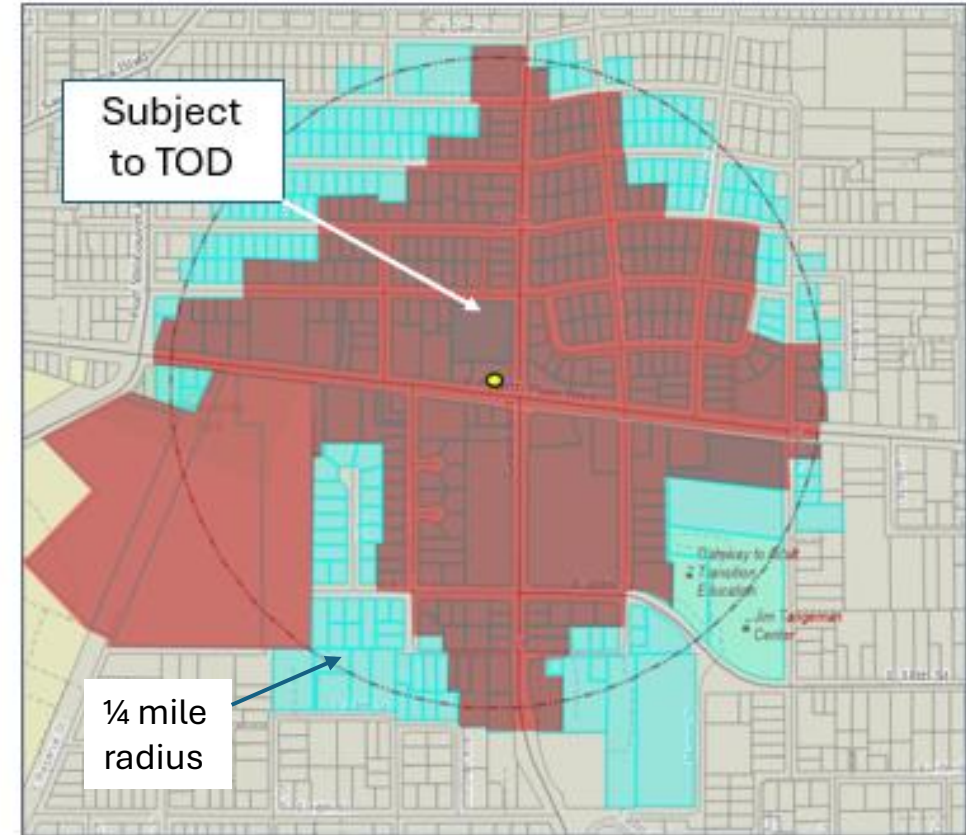
Station Area Impacted Parcels Map



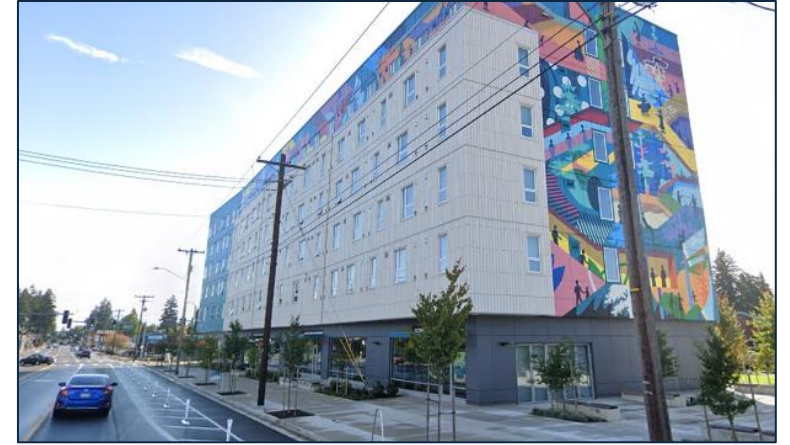
HB 1491 Station
Area Parcels

Station Area Mapping Challenges

- HB 1491: TOD boundaries include properties all or partially within $\frac{1}{4}$ mile *walking distance* from station
- If mapping this, every property must be separately analyzed for walking distance from station
- Vancouver opted to use $\frac{1}{4}$ mile radius for all TOD standards except affordability requirements which used walkshed



Meeting Minimum 2.5 FAR: Examples

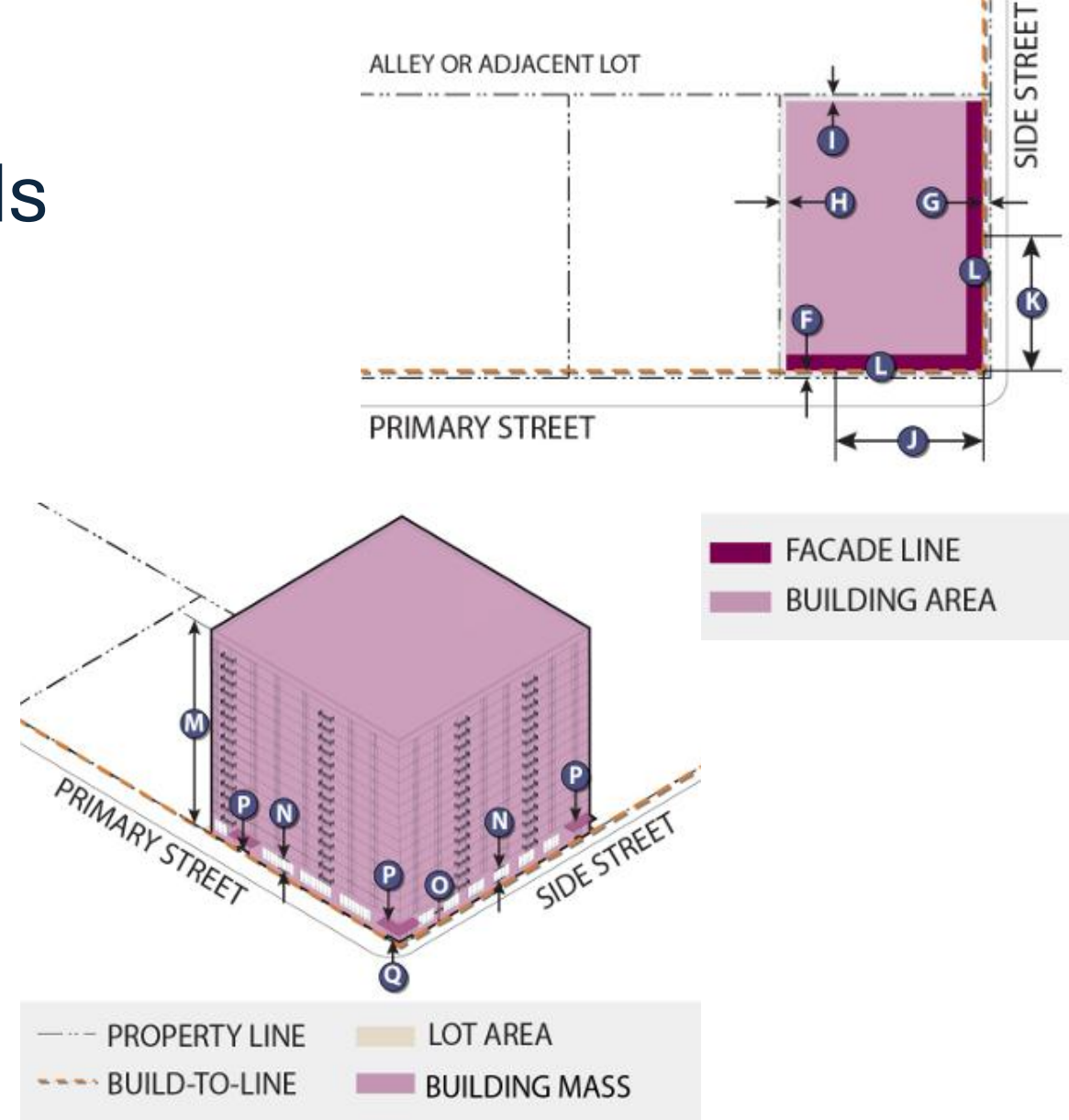


Meeting Minimum 2.5 FAR: Examples



Cross-walking FAR to Standards

- Possible floors X developable area / Lot area
- Used to identify exempt properties
 - (previously zoned > 2.5 FAR)
- Used to confirm new code compliance
- Adopted via local determination per Commerce



Incentives Do Not Run for the Term of the Required Affordability

- Incentives end when most buildings need more significant repairs or replacements
- Increased risk of deferred maintenance
- Increased risk of owner insolvency



Feasibility by Building Type and Affordability

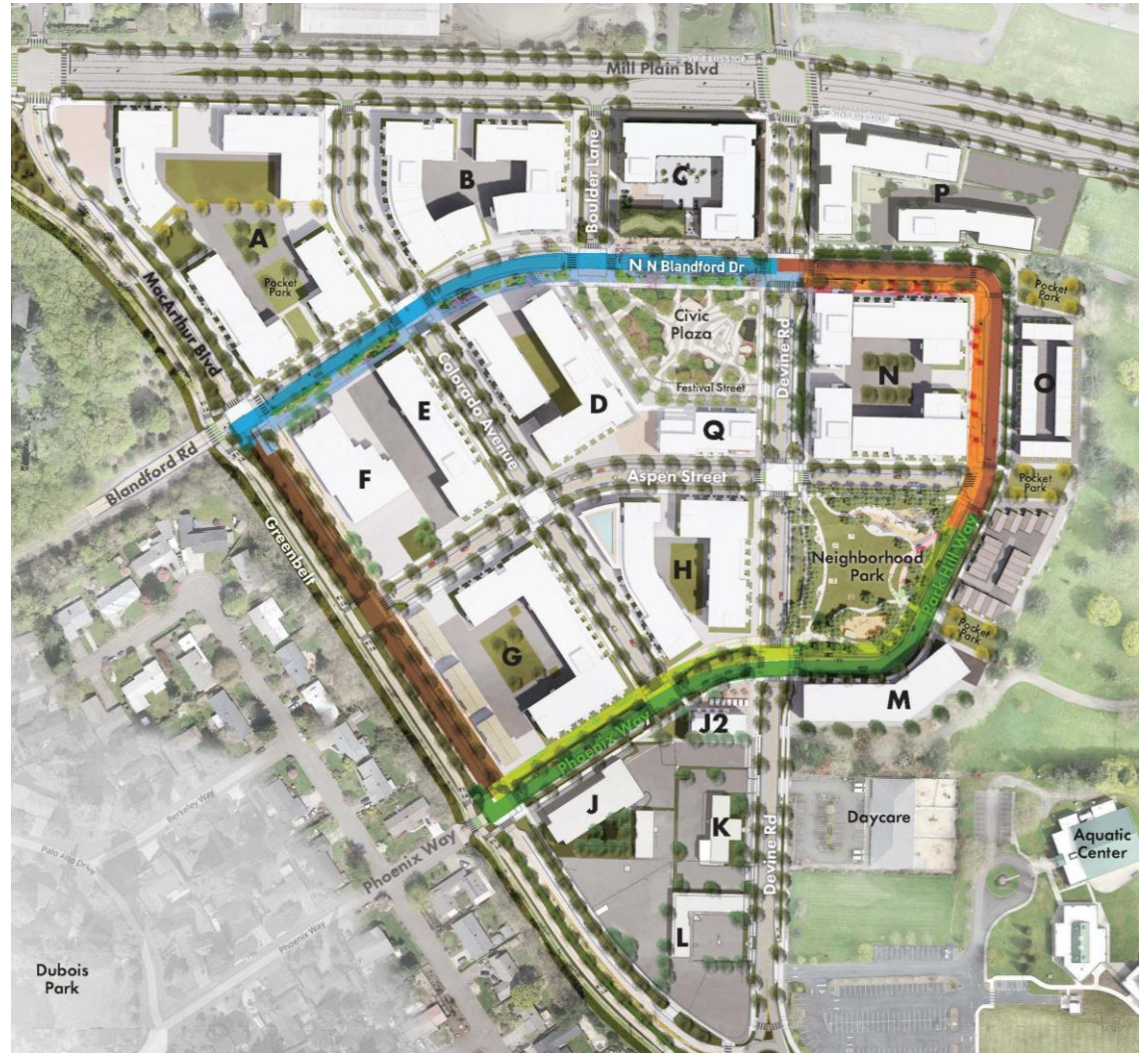
	10% @ 60% AMI	10% @ 80% AMI	20% @ 80% AMI
Podium Development	Significant Deficit	Moderately Beneficial	Significant Deficit
Garden Style Development	Moderately Beneficial	Generally Beneficial	Generally Beneficial

*MFTE does not benefit developers for home ownership product

Feasible for all projects studied, Feasible for some projects studied, Feasible for no projects studied

Lack of Flexibility for Master Plans

- Requires each lot/building to deliver minimum affordability
- Undermines mixed-income master plan strategies
- Affordable funding is challenging for mixed-income communities



Final thoughts

- Development Code implementing TOD standards is now in effect
- City was already pursuing strategies to maximize density around transit in its Comp Plan Update before HB 1491; affordability requirements are new and most problematic
- City may pursue legislative fixes to better achieve the intended goals



Thank You



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