



Planning Commission Meeting Agenda

September 23, 2025

5:00 PM

[City Hall Council Chambers](#)

415 W. 6th Street | Vancouver, WA

[Join Zoom Meeting](#)

Dial: +1 (253) 205-0468

Meeting ID: 835 9626 0673

1. Call to Order and Roll Call

2. Approval of Minutes

3. Workshop

- a. Items to be adopted in advance of the Comprehensive Plan Update: 58th Street rezone, extension of the 2024 housing interim control ordinance — Bryan Snodgrass, Principal Planner, Community Development Department

4. Workshop

- a. Comprehensive Plan Update: Introduction to Impact Fee Changes and Countywide Planning Policies — Bryan Snodgrass, Principal Planner, Community Development Department

5. Break 6:00 – 6:30 pm

6. Community Forum

To provide public testimony, please see instructions below.

7. Workshop

- a. Comprehensive Plan Update: Getting to a Preferred Land Use Alternative – Rebecca Kennedy, Deputy Director, Community Development Department

8. Staff and Chair Communications

Planning Commission

Members

Patrick Adigweme
Chair

Zach Pyle
Vice Chair

Marjorie Ledell
Nena Cavel
Sandra Beck
Jeff Prussack
Alyssa Wheeler

Community Development Department

415 W. 6th Street
P.O. Box 1995
Vancouver, WA 98668
360-487-7800
Relay: 711
cityofvancouver.us

Adjournment

Community Forum Instructions

The public is invited to speak regarding any issue. 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 PlanningCommission@cityofvancouver.us by noon on the day of the meeting.
2. Remotely: Complete the [online form](#) before noon the day of the meeting and join via phone or Zoom (details on each agenda). Staff will call on you to speak when it's your turn.
3. In Person: Complete the [online form](#) before noon the day of the meeting or a speaker request form in person prior to the start of the Community Forum 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.

To request accommodation or other formats, please contact:

Community Development Department | 360-487-7813 | Relay: 711 | PlanningCommission@cityofvancouver.us



MEMORANDUM

DATE: September 15, 2025

TO: Chair Adigweme and Planning Commission members

FROM: Bryan Snodgrass, Principal Planner, Community Development Department

RE: **Two zoning changes anticipated to be considered prior to Comprehensive Plan update – 58th Street rezone reapplication, and continuance of 2024 interim housing ordinance**

CC: Rebecca Kennedy, Deputy Director, Community Development Department

This memorandum is provided to update the Planning Commission on two zoning changes to anticipated to be considered prior to the overall Comprehensive Plan and zoning code update.

1. 58th Street Rezone re-application for R-35 designation

The prior proposal to change the 1.6-acre site in the Walnut Grove neighborhood from R-22 to R-50 zoning was recommended for denial by 4-3 vote by the Planning Commission in June 2025, and denied by the City Council by 6-1 vote in August. The applicant is in the process of re-applying for R-35 zoning, with the intent of developing a 53-unit, three story building with the same building location in the northeast portion of the site as originally proposed. See the workshop presentation accompanying this memorandum for mapping.

The applicant also indicates they will preserve all existing trees on the southern property line including at the southeast corner nearest the abutting single family subdivision, and will preserve some existing trees at the western property line. Attached are links to the original [Planning Commission](#) and [City Council](#) hearings. As noted at those hearings, future development at any density would be required to construct a crosswalk from the rezone site across 58th Street to Shaffer Park, and construct 5-foot asphalt paths on the south side of 58th Street from site through adjacent parcels to the east and to the west to connect with the nearest existing sidewalk.

At the September 23rd workshop the Planning Commission is invited to identify issues or information needed to be addressed at or before the Commission public hearing, which has not yet been scheduled but is anticipated in October or November of this year.

2. Extension of 2024 Interim Housing Ordinance

On September 9, 2024, the City Council adopted an emergency interim zoning ordinance to facilitate housing, and move in the direction of state laws required as part of the Comprehensive Plan and zoning update. The local changes expanded ADU and duplex allowances in single family zones, streamlined infill standards with smaller lots, and allowed smaller cottage cluster developments with clarification that owner-occupied developments are allowed. The staff report is available [here](#). Pursuant to state law, an ordinance was brought forward within 30 days, on October 14, 2024, which extended the changes for one year, to October 2025. The City Council is anticipated to continue the ordinance into 2026, at an upcoming hearing on October 6.

The Planning Commission review at the September 23 workshop is informational.

Staff Contact: Bryan Snodgrass, Bryan.Snodgrass@cityofvancouver.us

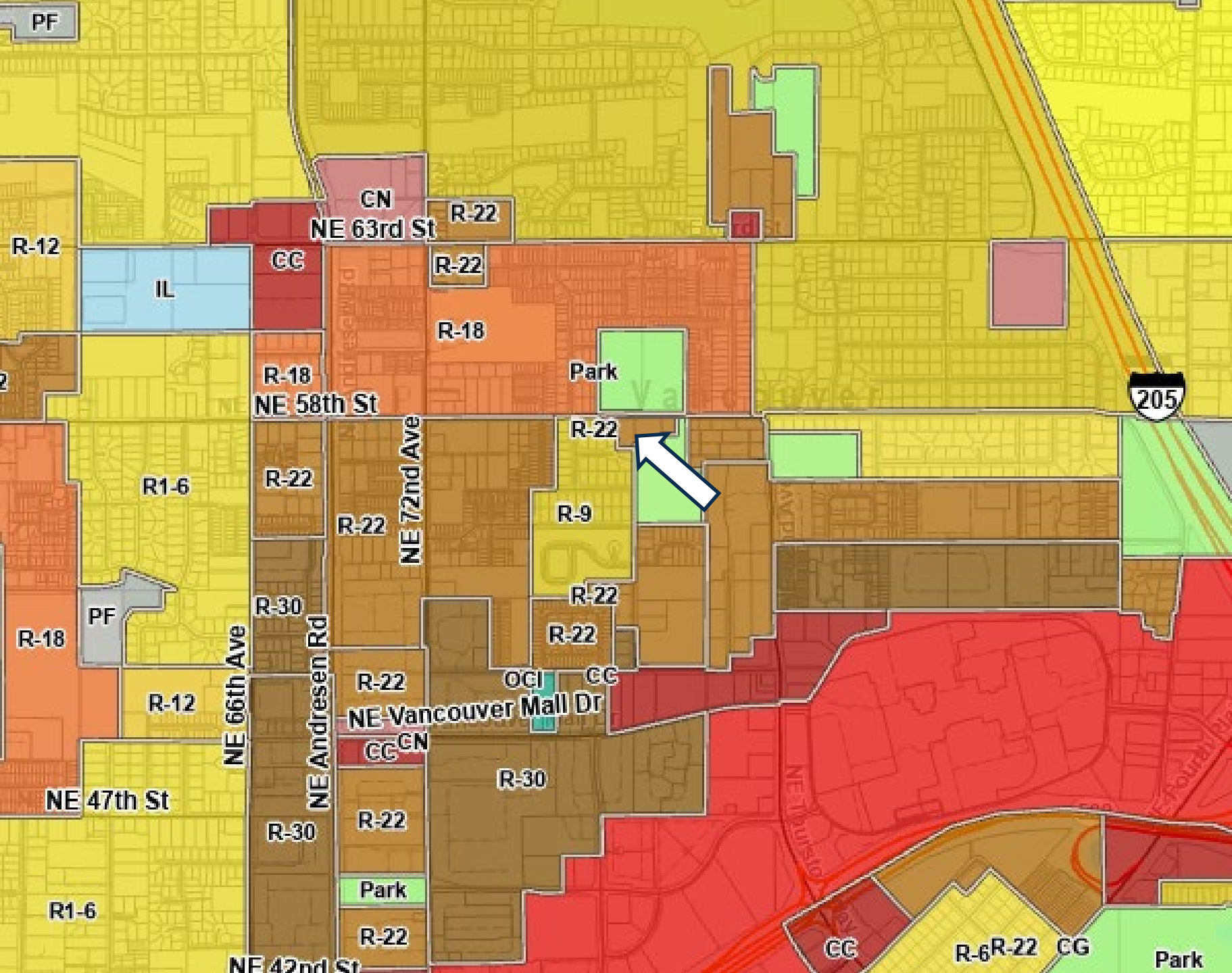


Zoning changes to be considered prior to Comprehensive Plan and zoning update

Planning Commission workshop

Bryan Snodgrass, Principal Planner, City of Vancouver Community Development
Department, Comprehensive Planning Division

September 23, 2025

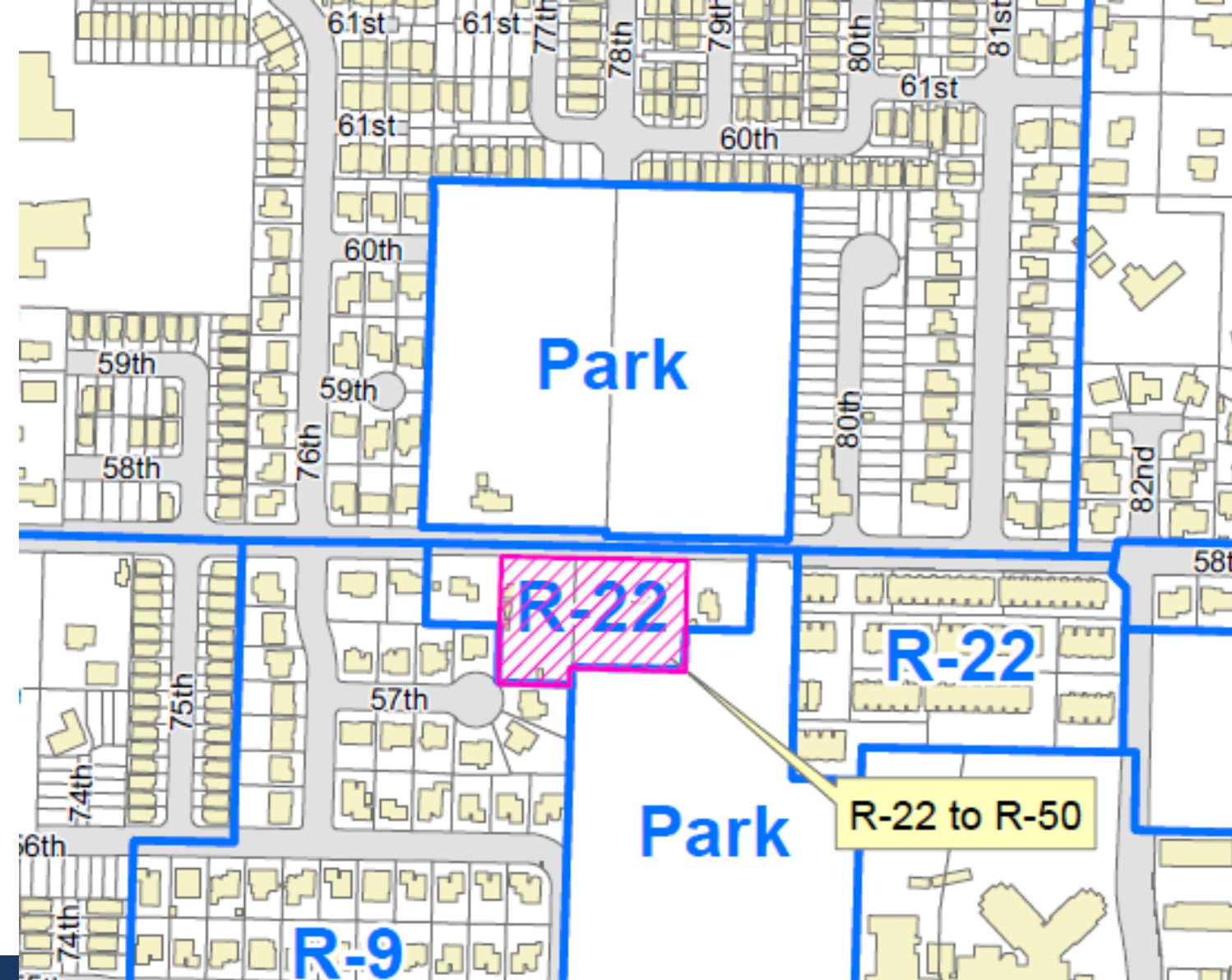


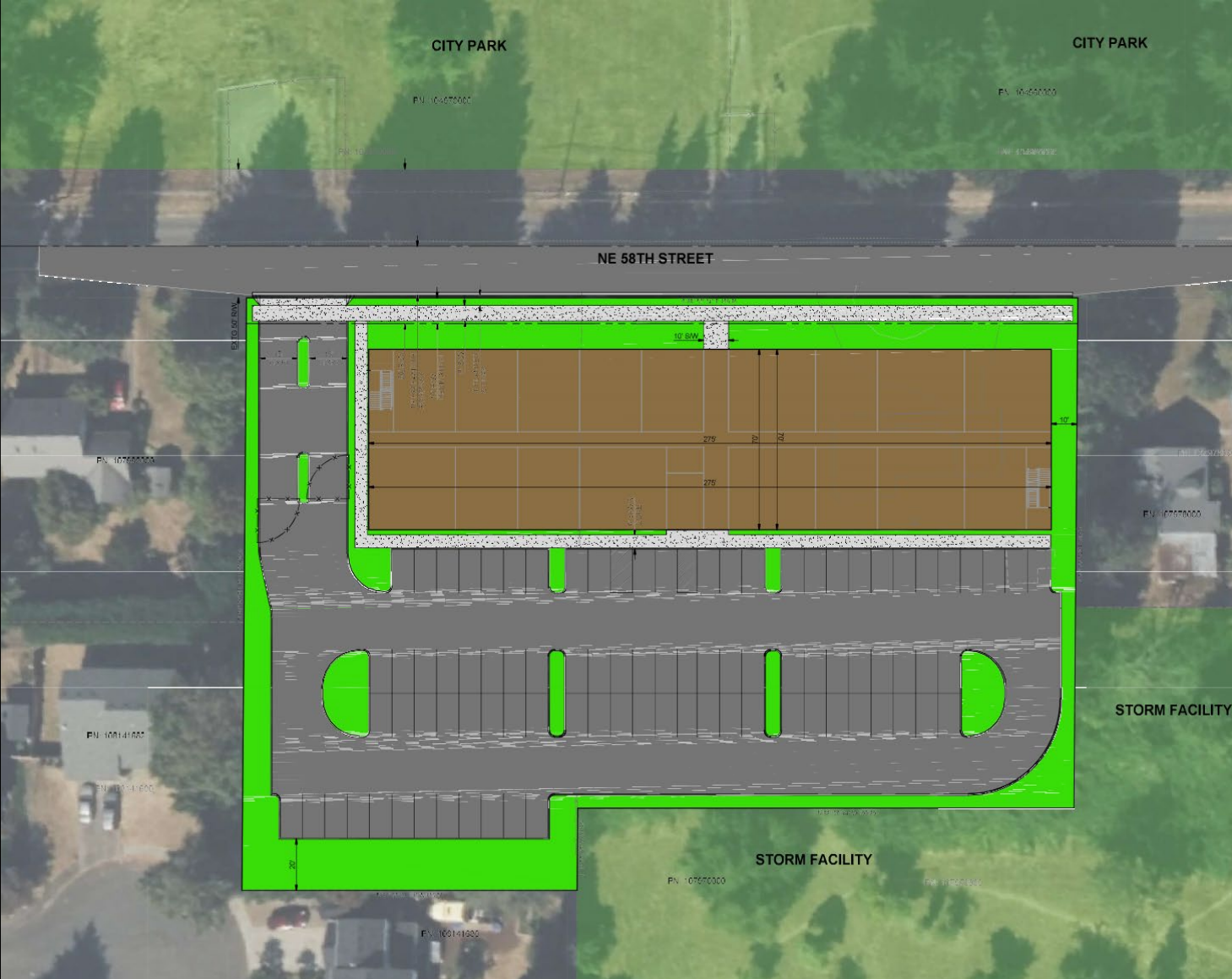
2025 Map Change - 58th Street Rezone re-application



58th Street Rezone re-application – Adjacent Zoning

- R-50 zoning recommended against 4-3 by Planning Commission, and denied 6-1 by City Council
- Applicant indicates they will re-apply for R-35
- Medium Scale Neighborhood envisioned in DEIS





58th Street Rezone– Conceptual Site Plan

- Approximately 54-unit, 3 story market rate apartment development envisioned
- Crosswalk to park, and temporary paths to east and west along south side of 58th Street to be required at time of development
- Applicant pledges to retain all existing trees on south property line, and some on west property line, including at the SW corner



2025 Text Change – Extension of 2024 Interim Housing Ordinance

- Intended facilitate housing and move in direction of new statutory requirements
- Expanded ADU and duplex allowances in single family zones, streamlined infill standards with smaller lots, and allowed smaller cottage cluster developments with clarification that owner-occupied developments allowed.





Return to Planning Commission

- Questions or concerns
- Additional information needed for anticipated fall 2025 public hearing for 58th Street Rezone re-application
- City Council anticipated to extend Interim Housing Ordinance in October

Thank You



bryan.snodgrass@cityofvancouver.us

360-487-7946





MEMORANDUM

DATE: September 15, 2025

TO: Chair Adigweme and Planning Commission members

FROM: Bryan Snodgrass, Principal Planner, Community Development Department

RE: **Two Comprehensive Plan and zoning code update components – Impact Fees and Countywide Planning Policies**

CC: Rebecca Kennedy, Deputy Director, Community Development Department

This memorandum is provided to introduce two components of the upcoming Comprehensive Plan and zoning code update for initial Planning Commission education and discussion. Both will be included in more finalized form in the Comprehensive Plan and zoning code update anticipated to be adopted in the first half of 2026.

1. Impact Fees

Since first authorized by the Growth Management Act (GMA) in the 1990's, the City of Vancouver has collected parks, schools, and traffic impact fees from new residential development. Transportation impact fees are also collected from non-residential development. Impact fees are limited to the portion of the cost of new capital projects required to serve *new* development, and cannot be used to fund non-capital costs, or capital costs triggered by *existing* development. Impact fees collected must be spent within 10 years or refunded to applicants. More information is available [here](#).

City of Vancouver impact fee provisions are contained in VMC 20.915, which is subject to relatively frequent updates. It establishes current park impact fees (PIF) of \$5,756 and \$4,206 per single and multi-family unit, respectively, across all three park districts citywide. Current school impact fees (SIF) are \$2,786 and \$2,486 per single and multi-family units, respectively, in the Vancouver School District, and \$6,432 and \$3,753 in the Evergreen School District. For Traffic impact fees (TIF), [VMC 20.915,040](#)

references the [Traffic Impact Fee Program Technical Document](#), which establishes fees ranging from \$247 to \$439 per vehicle trip across three citywide TIF districts. Note that the City is currently in the process of updating its Traffic Impact Fee program to align with new state requirements requiring jurisdictions to adopt multimodal level of service standards and update associated programs, including the TIF program.

Changes to VMC 20.915, and to the impact fees themselves, are envisioned in response to [new statutory requirements](#) that residential impact fees must be calculated based on the proportional impact of new housing units based on square footage, number of bedrooms or trips produced, in order to produce a lower impact fee for smaller housing units. Staff is currently working with Comprehensive Plan update consultants to identify options for calibrating impact fees based on unit square footage ranges. This could involve establishing a single set impact fee for housing units of 2,000 to 3,000 square feet, for example, and another for smaller units, and another for larger units. Staff will also working with internal park and transportation staff, and with the schools.

Another potential change is the establishment of a commercial park impact fee, to accompany the existing residential PIF.

At the September 23 workshop the Commission is invited to become familiar with the parameters of the existing impact fee program and potential updates, in preparation for review of more specific recommendations in the coming months.

2. Countywide Planning Policies

Countywide Planning Policies (CPPs) are also longstanding GMA requirements to adopt a set of common policies among local Cities within a County, and the County itself, to facilitate consistency and coordination in the development and implementation of local Comprehensive Plans. The CPPs are not intended to be applied to individual development applications, but rather guide local coordination efforts.

Vancouver's experience with local CPPs (the current version is adopted as Appendix A in the [existing City Comprehensive Plan](#)) has been generally positive. A reasonable set of CPPs was commonly adopted by all local jurisdictions in the first Comprehensive Plans under GMA, with modest updates since. Disputes have been limited to a few cases where CPPs did not appear to have been followed.

Some updates are warranted now, largely in response to the ongoing housing attainability crisis, climate and equity concerns, and significant new statutory requirements in these areas. Staff members of local jurisdictions have been working in recent months to develop updates where appropriate. Attached is the latest interjurisdictional staff draft, with some recent Vancouver comments.

At the upcoming workshop the Planning Commission is invited to provide fresh perspective and high-level guidance on the CPPs, in preparation for formal review when the CPPs are included in the final Vancouver Comprehensive Plan draft anticipated to be proposed for adoption in 2026.

Attachments:

- Recent interjurisdictional staff draft edits to existing Countywide Planning Policies

Staff Contact information:

- Bryan Snodgrass, Bryan.Snodgrass@cityofvancouver.us

**ATTACHMENT – RECENT INTERJURISDICTIONAL STAFF DRAFT EDITS TO EXISTING
COUNTYWIDE PLANNING POLICIES**

Countywide Planning Policies

Note: Climate-related goals and policies are designated as helping achieve greenhouse gas reduction [GHG], resilience [RES], or both [GHG, RES].

Comprehensive Plan 2015-2035 as Adopted	Proposed Amendments
Countywide Planning Policies	
Chapter 1 Land Use Element	
1.1 Countywide Planning Policies	
1.1.1 Clark County, municipalities and special districts will work together to establish urban growth areas within which urban growth shall be encouraged and outside of which growth may occur only if it is not urban in nature. Each municipality within Clark County shall be included within an urban growth area. An urban growth area may include territory located outside of a city if such territory is characterized by urban growth or is adjacent to areas characterized by urban growth.	No changes proposed.
1.1.2 in order to assure that policies developed in compliance with Chapter 36.70A accommodate the Tribe's and relevant jurisdictions' future growth needs. "Relevant jurisdictions" are defined as those adjacent to and/or affected by the Cowlitz Indian Tribe Reservation.	No changes proposed.
1.1.3 Urban growth areas shall include areas and densities sufficient to permit the urban growth that is projected to occur in Clark County for the succeeding 20-year period.	No changes proposed.
1.1.4 Urban growth shall be located primarily in areas already characterized by urban growth that have existing public facility and service capacities to adequately serve such development and second in areas already characterized by urban growth that will be served by a combination of both existing public facilities and services that are provided by either public or private sources. Urban governmental services shall be provided in urban areas. These services may also be provided in rural areas, but only at levels appropriate to serve rural development. Urban governmental services include those services historically and typically delivered by cities or special districts and include storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and	No changes proposed.

Comprehensive Plan 2015-2035 as Adopted	Proposed Amendments
police protection, public transit services and other public utilities not normally associated with non-urban areas.	
1.1.5 An urban growth area may include more than a single city.	No changes proposed.
1.1.6 Urban growth is defined as growth that makes intensive use of land for the location of buildings, structures and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, fiber, or the extraction of mineral resources.	No changes proposed.
1.1.7 Clark County and cities shall review their designated urban growth area or areas in compliance with Chapter 36.70A. The purpose of the review and evaluation program shall be to determine whether Clark County and its cities are achieving urban densities within Urban Growth Areas. This shall be accomplished by comparing the growth and development assumptions, targets and objectives contained in these policies (and in county and city comprehensive plans) with actual growth and development that has occurred.	No changes proposed.
1.1.8 Each municipality within Clark County shall annually provide to Clark County parcel specific information on land developed or permitted for building and development in three categories: residential, commercial and industrial. Clark County and municipalities shall follow the guidelines specified in the Plan Monitoring Procedures Report for the collection, monitoring and analysis of development activity and potential residential/employment capacity.	No changes proposed.
1.1.9 Clark County, in cooperation with the municipalities, shall prepare a Buildable Lands Capacity Report consistent with Chapter 36.70A. The report will detail growth, development, capacity, needs and consistency between comprehensive plan goals and actual densities for Clark County and the municipalities within it.	No changes proposed.
1.1.10 Clark County and municipalities shall use the results of the Buildable Lands Capacity Report to determine the most appropriate means to address inconsistencies between land capacity and needs. In addressing these inconsistencies, Clark County and municipalities shall identify reasonable measures,	No changes proposed.

Comprehensive Plan 2015-2035 as Adopted	Proposed Amendments
other than adjusting urban growth areas that will be taken to comply with the requirements of Chapter 36.70A.	
1.1.11 Population projections used for designating urban growth areas will be based upon information provided by the Office of Financial Management and appropriate bi-state/regional sources.	1.1.11 Population projections used for designating urban growth areas will be based upon information provided by the Office of Financial Management within forecast range provided by the Office of Financial Management, and appropriate bi-state/regional sources. <i>Rationale: The language is more consistent with RCW 43.62.035 and clarifies that OFM is the source for population projection used for the comprehensive plan updates.</i>
1.1.12 Interagency Cooperation. Clark County and each municipality will work together to: • Establish a Technical Coordinating Committee (TCC) to develop an ongoing coordination program within the urban growth area; Each jurisdiction, the Cowlitz Indian Tribe and the Southwest Regional Transportation Council may designate one staff representative and an alternate to the TCC. • Include the Cowlitz Indian Tribe as a member of the Technical Coordinating Committee in order to facilitate interagency planning efforts and intergovernmental coordination; • Provide opportunities for each jurisdiction to participate, review and comment on the proposed plans and implementing regulations of the other; • Coordinate activities as they relate to the urban growth area; • Coordinate activities with all special districts; • Seek opportunities for joint efforts, or the combining of operations, to achieve greater efficiency and effectiveness in service provision; and, • Conduct joint hearings within the urban growth areas to consider adoption of Comprehensive Plans.	No changes proposed.
1.1.13 Any local jurisdiction, including the county, may initiate an amendment to or request an interpretation of any Countywide Planning Policy, as follows: • The local jurisdiction shall submit the proposed amendment or proposed interpretation to the County Manager or their designee (County Manager), and shall include the following in the proposal:	No changes proposed.

Comprehensive Plan 2015-2035 as Adopted	Proposed Amendments
○ In the case of an interpretation request, identification of the policy and the exact language of the proposed interpretation; or ○ In the case of a proposed amendment, ○ The exact language of the proposed amendment (shown in "strike out" for deletions and "underline" for additions); and ○ An explanation of the need for the proposed amendment, including the factors, data, or analyses that have changed since the adoption of the Countywide Planning Policies and/or the experiences with the existing Countywide Planning Policies that have prompted the proposed amendment; and ○ An analysis of how the proposal meets the criteria in 40.560.010.F through K, or city code, as applicable. • The county shall initially refer a proposed amendment to or interpretation request regarding the Countywide Planning Policies to the Technical Coordinating Committee (TCC), (see also in Policy 1.1.12), which shall review the proposal and develop a consensus-based recommendation, as follows: ○ TCC Members shall endeavor to reach agreement on a mutually acceptable course of action regarding a proposed amendment or interpretation request, with decisions made by agreement rather than by majority vote where TCC members agree to support, accept, live with, or agree not to oppose the decision. The TCC can only make recommendations when a majority of members are present. The TCC can only revisit a previous decision if a majority of the TCC agrees. • If consensus regarding a proposed amendment or proposed interpretation is not reached, the group will explore whether modifications to that proposal can help achieve consensus. If the TCC still cannot reach consensus, the proposed amendment or interpretation will be forwarded through the remainder of the process along with a summary of the meeting discussion in place of a recommendation. • Once the TCC makes a recommendation, or cannot reach consensus, on a proposed amendment, the process continues as follows: ○ The county shall review the proposed amendment utilizing the Type IV docket code amendment procedures as outlined	

Comprehensive Plan 2015-2035 as Adopted	Proposed Amendments
in CCC 40.510.040, 40.560.010 and 40.560.030 for review of the proposal. ○ If approved by the County Council, staff from each jurisdiction shall bring the proposal through their respective jurisdiction's adoption or approval process. ○ Each jurisdiction shall notify the County Manager of the results of its adoption process. ○ If the amendment is considered outside of the periodic review process, each jurisdiction shall consider the amendment in its next annual comprehensive plan update. ○ If the amendment is considered as part of a periodic review process, the timing of the request must reasonably coincide with the overall schedule of the periodic review, or the request will be considered as part of the next amendments docket as outlined in 40.560.030.	
1.1.14 Coordination of land use planning and development: • Clark County and each municipality shall cooperatively prepare land use and transportation plans and consistent development guidelines for the urban area. • Comprehensive Plans must be coordinated. The comprehensive plan of each county or city shall be coordinated with and consistent with, the comprehensive plans adopted by other counties or cities with which Clark County or city has, in part, common borders or related regional issues. The city and Clark County shall play partnership roles in the production of plans which provide the opportunity for public and mutual participation, review and comment. • Conversion of industrial or employment lands to non-industrial or non-employment center districts may occur within the following parameter: ○ Protect and preserve lands zoned heavy industrial for heavy industrial uses. ○ Protect employment center lands from conversion to residential. ○ Consider rezoning of employment center lands to non-retail commercial or business park if the proponent can show that (a) the zone change would accommodate unforeseen and rapidly changing commercial development needs and (b) the proposed designation is more suitable than the current designation given the land's site-specific	1.1.14 Coordination of land use planning and development: • Clark County and each municipality shall cooperatively prepare land use and transportation plans and consistent development guidelines for the urban area. • Comprehensive Plans must be coordinated. The comprehensive plan of each county or city shall be coordinated with and consistent with, the comprehensive plans adopted by other counties or cities with which Clark County or city has, in part, common borders or related regional issues. The city and Clark County shall play partnership roles in the production of plans which provide the opportunity for public and mutual participation, review and comment. • Conversion of industrial or employment lands to non-industrial or non-employment center districts may occur within the following parameter: ○ Protect and preserve lands zoned heavy industrial for heavy industrial uses. ○ Protect employment center lands from conversion to residential. ○ Consider rezoning of employment center lands to non-retail commercial or business park if the proponent can show that (a) the zone change would accommodate unforeseen and rapidly changing commercial development needs and (b) the proposed designation is more suitable than the current designation given the land's site-specific characteristics and (c) the proposed zone change will generate jobs at a higher density than the current comprehensive plan zone allocation.

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characteristics and (c) the proposed zone change will generate jobs at a higher density than the current comprehensive plan zone allocation. Urban development shall be limited to areas designated by the urban growth boundary. Clark County and each local jurisdiction urban areas would have a higher average density than currently exists, approximately 4, 6 to 8, units per net residential acre depending on the specific urban area. No more than 75 percent of the new housing stock would be of a single product type (e.g., single-family detached residential or attached multi-family). This would not apply to the Yacolt urban growth area due to wastewater management issues.	- Urban development shall be limited to areas designated by the urban growth boundary. Clark County and each local jurisdiction urban areas would have a higher average density than currently exists, approximately 4, 6 to 8, units per net residential acre depending on the specific urban area. No more than 75 percent of the new housing stock would be of a single product type (e.g., single-family detached residential or attached multi-family). This would not apply to the Yacolt urban growth area due to wastewater management issues. will plan for and provide housing based on the allocation and at the income levels in the Housing for All Planning Tool (HAPT) in Appendix J. - The zoning density targets, by each jurisdiction, will be used for estimating capacity in the Vacant Buildable Lands Model (VBLM) in Appendix K. <i>Rationale: Propose to add two appendices that contain the housing allocation and income bands for each jurisdiction based on the HAPT and the zoning density assumptions, proposed by the jurisdictions, used in the Vacant Buildable Lands Model (VBLM).</i>
1.1.15 Urban Growth Area Centers (UGA) have a full range of urban levels of services and can be divided into three main categories in the following density tiers: Vancouver Urban Growth Area is now or will be a major urban area activity centers with a full range of residential, commercial and industrial uses, high-capacity transit corridors, schools, major cultural and public facilities. Major urban areas centers, have or will have, urban densities of development of at least 8 or more units per net residential acre as overall averages. Areas along high capacity transit corridors and priority public transit corridors may have higher than average densities while other areas would have lower densities (e.g. established neighborhoods and neighborhoods on the fringes of the urban area). Regional institutions and services (government, museums, etc.) should be located in the urban core. Urban Growth Areas of Battle Ground, Camas, Ridgefield and Washougal, will have a full range of residential, commercial and industrial uses, schools, neighborhood, community and	1.1.15 Urban Growth Area Centers (UGA) have a full range of urban levels of services and can be divided into three main categories in the following density tiers: Vancouver Urban Growth Area is now or will be a major urban area activity centers with a full range of residential, commercial and industrial uses, high-capacity transit corridors, schools, major cultural and public facilities. Major urban areas centers, have or will have, urban densities of development of at least 8 or more units per net residential acre as overall averages. Areas along high capacity transit corridors and priority public transit corridors may have higher than average densities while other areas would have lower densities (e.g. established neighborhoods and neighborhoods on the fringes of the urban area). Regional institutions and services (government, museums, etc.) should be located in the urban core. Urban Growth Areas of Battle Ground, Camas, Ridgefield and Washougal, will have a full range of residential, commercial and industrial uses, schools, neighborhood, community and regional parks and are within walking distance to HCT corridors or public transit. These areas will have employment opportunities and lower densities

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regional parks and are within walking distance to HCT corridors or public transit. These areas will have employment opportunities and lower densities than a major urban area centers, averaging at least 6 units per net residential acre (4.5 gross units per acre). Higher densities occur along transit corridors and in the community center, with lower densities in established neighborhoods and on the outskirts of the community. These urban growth areas centers should have a center focus that combines commercial, civic, cultural and recreational uses. • Urban Growth Areas of La Center and Woodland will have predominantly residential uses with at least 4 housing units per net residential acre (3 gross units per acre) and includes pedestrian-oriented commercial uses, schools and small parks. • There are no standards for the Yacolt Urban Growth Area due to lack of public sewer. A mix of residential uses and densities are or will be permitted. Neighborhoods are to have a focus around parks, schools, or common areas.	than a major urban area centers, averaging at least 6 units per net residential acre (4.5 gross units per acre), as shown in Appendix K. Higher densities occur along transit corridors and in the community center, with lower densities in established neighborhoods and on the outskirts of the community. These urban growth areas centers should have a center focus that combines commercial, civic, cultural and recreational uses. • and Woodland will have predominantly residential uses with at least 4 housing units per net residential acre (3 gross units per acre) as shown in Appendix K and includes pedestrian-oriented commercial uses, schools and small parks. • There are no standards for the Yacolt Urban Growth Area due to lack of public sewer. A mix of residential uses and densities are or will be permitted. Neighborhoods are to have a focus around parks, schools, or common areas. <i>Rationale: Propose removing specific UGA density targets and adding an appendix that contains the zoning density assumptions proposed by the jurisdictions and used in the Vacant Buildable Lands Model (VBLM).</i>
1.1.16 Rural Centers are outside of urban growth areas centers and urban reserve areas and provide public facilities (e.g., fire stations, post offices, schools) and commercial facilities to support rural lifestyles. Rural centers have residential densities consistent with the surrounding rural minimum lot sizes and do not have a full range of urban levels of services	No changes proposed.
1.1.17 Establish consistent regional criteria to determine the size of urban growth areas for the 20-year comprehensive plans that: • Assume the need for residential market factor lands added to the amount called for in the population forecast to build in flexibility. • include a household size of 2.66 people per household • conserve designated agriculture, forest or mineral resource lands; • ensure an adequate supply of buildable land; • have the anticipated financial capability to provide infrastructure/services needed for the 20-year growth management population projections; and, • balance industrial, commercial and residential lands.	1.1.17 Establish consistent regional criteria to determine the size of urban growth areas for the 20-year comprehensive plans that: • Assume the need for residential market factor lands added to the amount called for in the population forecast to build in flexibility. • include a household size of 2.66 people per household consistent with the Department of Commerce's Housing for All Planning Tool () • conserve designated agriculture, forest or mineral resource lands; • ensure an adequate supply of buildable land; • have the anticipated financial capability to provide infrastructure/services needed for the 20-year growth management population projections; and, • balance industrial, commercial and residential lands.

Comprehensive Plan 2015-2035 as Adopted	Proposed Amendments
	<i>Rationale: Commerce’s HAPT includes a 2045 persons per household size for each county, by removing reference to the number it would not have to be amended with every update.</i>
1.1.18 Establish consistent regional criteria for urban growth area boundaries for the 20-year comprehensive plans that consider the following: • geographic, topographic, man-made and natural features (such as drainages, steep slopes, riparian corridors, wetland areas, etc.); • public facility and service availability, limits and extensions; • jurisdictional and special district boundaries; • location of designated natural resource lands and critical areas; and, • minimize split designations of parcels.	No changes proposed.
1.1.19 There shall be no net material increase in cardroom capacity within the La Center Urban Growth Area.	
	<u>1.1.20 Clark County and each municipality shall give special consideration to achieving environmental justice in comprehensive plan goals and policies, including targeted efforts to avoid creating or worsening environmental health disparities and improve health outcomes in all communities. The jurisdictions shall collaborate on environment and health issues that cross jurisdictional boundaries, such as air and water quality.</u> <i>Rationale: New CWPP being considered by jurisdictions to address amendments to RCW36.70A.070(1) environmental justice and health disparities.</i>
	<u>1.1.21 Clark County and each municipality shall plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to parks and open space, safe pedestrian and bicycle routes, clean air, soil and water, fresh and healthy foods, high-quality education from early learning through K-12, affordable and high-quality transit options and living wage jobs and by avoiding or mitigating exposure to environmental hazards and pollutants.</u> <i>Rationale: New CWPP being considered by jurisdictions to address amendments to RCW36.70A.070(1) environmental justice and health disparities.</i>

Comprehensive Plan 2015-2035 as Adopted	Proposed Amendments
	1.1.22 Clark County and each municipality shall evaluate comprehensive plans for potential physical, economic, and cultural displacement of marginalized residents and businesses. Each jurisdiction shall use a range of strategies to mitigate displacement impacts. <i>Rationale: New CWPP being considered to address amendments to RCW 36.70A.070(1) environmental justice and health disparities requirements.</i>
	1.1.23 Engage and partner with communities disproportionately impacted by planning decisions and practices to inform strategies, actions, regulations and resource allocation decisions that reduce and repair harm to these communities. <i>Rationale: New CWPP being considered to address amendments to RCW 36.70A.070(1) environmental justice and health disparities requirements.</i>
	1.1.24 Clark County, each municipality, and Clark County Public Health shall collaborate to develop an agreed upon methodology for metrics and tracking outcomes related to improving environmental justice, reducing health disparities, and minimizing displacement. The methodology should acknowledge the complexity of measuring these challenges and the cumulative impacts on populations and places from compounding and intersecting impacts. <i>Rationale: New CWPP being considered to address amendments to RCW 36.70A.070(1) environmental justice and health disparities requirements.</i>
Cowlitz Indian Tribe	
1.1.20 Meaningful and substantial opportunities for early and continuous tribal government participation in planning.	1.1.205 Meaningful and substantial opportunities for early and continuous tribal government participation in planning.
1.1.21 Local jurisdictions will work with the tribe to develop agreements that provide for discussion on comprehensive planning issues among governments. The parties will jointly determine the appropriate contents of agreements and a schedule for completing them.	1.1.246 Local jurisdictions will work with the tribe to develop agreements that provide for discussion on comprehensive planning issues among governments. The parties will jointly determine the appropriate contents of agreements and a schedule for completing them.

Comprehensive Plan 2015-2035 as Adopted	Proposed Amendments
1.1.22 The tribe, county, municipalities and special districts are encouraged to coordinate plans among and between governments and agencies to address substantive areas of mutual interest and promote complementary and cooperative efforts.	1.1.227 The tribe, county, municipalities and special districts are encouraged to coordinate plans among and between governments and agencies to address substantive areas of mutual interest and promote complementary and cooperative efforts.
1.1.23 The county, municipalities, special districts, and tribe are encouraged to keep one another informed about matters of local and regional interest by mutually agreeable means and schedule.	1.1.238 The county, municipalities, special districts, and tribe are encouraged to keep one another informed about matters of local and regional interest by mutually agreeable means and schedule.
Chapter 2 Housing Element	
2.1 Countywide Planning Policies	
2.1.0 The county and each municipality shall prepare an inventory and analysis of existing and projected housing.	No changes proposed. [RES]
2.1.1 The Comprehensive Plan of the county and each municipality shall identify sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing and group homes and foster care facilities. All jurisdictions will cooperate to plan for a "fair share" of the region's affordable housing needs and housing for special needs population.	2.1.1 The Comprehensive Plan of the county and each municipality shall identify sufficient land for housing, including, but not limited to, government-assisted housing, housing for moderate, low, very low, and extremely low-income families households, manufactured housing, multifamily housing and group homes, and foster care facilities, emergency housing, emergency shelters, and permanent supportive housing. All jurisdictions will cooperate to plan for a "fair share" of the region's affordable housing needs and housing for special needs population, [RES] <i>Rationale: Better aligns with Commerce Guidance and new legislation amending RCW36.70A.070</i>
2.1.2 Link economic development and housing strategies to achieve parity between job development and housing affordability.	2.1.2 Link economic development and housing strategies to achieve parity between job development and housing affordability. [RES]
2.1.3 Link transportation and housing strategies to assure reasonable access to multi-model transportation systems and to encourage housing opportunities in locations that will support the development of public transportation.	2.1.3 Link transportation and housing strategies to assure reasonable access to multi-model-modal transportation systems and to encourage housing opportunities in locations that will support the development of public transportation. [RES] <i>Rationale: Correct scrivener's error.</i>

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2.1.4 Link housing strategies with the locations of work sites and jobs.	2.1.4 Link housing strategies with the locations of work sites and jobs. [RES]
2.1.5 Link housing strategies with the availability of public facilities and public services.	2.1.5 Link housing strategies with the availability of public facilities and public services. [RES]
2.1.6 Encourage infill housing within cities and towns and urban growth areas.	2.1.6 Encourage infill housing within cities and towns and urban growth areas. [RES]
2.1.7 Encourage flexible and cost efficient land use regulations that allow for the creation of alternative housing types which will meet the needs of an economically diverse population.	2.1.7 Encourage flexible and cost efficient land use regulations that allow for the creation of alternative housing types which will meet the needs of an economically diverse population. plan for and accommodate housing for all economic segments of the population. [RES] <i>Rationale: Better aligns with Commerce Guidance and new legislation amending RCW36.70A.070</i>
	2.1.8 Clark County and each municipality shall adopt incentives, strategies, actions, regulations, and consider funding tools that increase the supply of housing for households with extremely low-, very low- and low-incomes and with special needs by private or public developers. [RES] <i>Rationale: New CWPP being considered by jurisdictions to address amendments to RCW36.70A.070(2)(d-h) relating to racially disparate impacts, displacement and exclusion in housing.</i>
	2.1.9 Clark County and each municipality shall implement strategies that address cost barriers to housing affordability, including, but not limited to: • updating development standards and regulations; • shortening permit timelines; • implementing online permitting; • • reducing parking requirements; • developing programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing [RES]

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	<i>Rationale: New CWPP being considered by jurisdictions to address amendments to RCW36.70A.070(2)(d-h) relating to racially disparate impacts, displacement and exclusion in housing.</i>
	2.1.10 Identify and begin to undo local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing including zoning that may have a discriminatory effect and areas of disinvestment and infrastructure availability. [RES] <i>Rationale: New CWPP being considered by jurisdictions to address amendments to RCW36.70A.070(2)(d-h) relating to racially disparate impacts, displacement and exclusion in housing.</i>
	2.1.11 Promote homeownership opportunities for low-income and moderate-income families and individuals while recognizing historic inequities in access to homeownership opportunities for communities of color. [RES] <i>Rationale: New CWPP being considered by jurisdictions to address amendments to RCW36.70A.070(2)(d-h) relating to racially disparate impacts, displacement and exclusion in housing.</i>
	2.1.12 Plan for and provide housing based on the allocation and at the income levels in the Housing for All Planning Tool (HAPT) in Appendix J. <i>Rationale: Propose to add an appendix that contains the housing allocation and income bands for each jurisdiction based on the HAPT.</i>
Chapter 3 Rural and Natural Resource Element	
3.0 Countywide Planning Policies	
3.0.1 The county shall recognize existing development and provide lands, which allow rural development in areas, which are developed or committed to development of a rural character.	No changes proposed.
3.0.2 The county and each municipality shall cooperate to ensure the preservation and protection of natural resources, critical	No changes proposed

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areas, open space and recreational lands within and near the urban area through adequate and compatible policies and regulations.	
Chapter 4 Environmental Element	
Countywide Planning Policies	
4.1 Policies	
4.1.1 Urban growth areas shall be established consistent with the protection of the environment and the enhancement of the county's high quality of life, including air and water quality and the availability of water. The establishment of urban growth areas shall also be done in a manner consistent with the preservation of land, sites and structures that have historical or archeological significance.	4.1.1 Urban growth areas shall be established consistent with the protection of the environment and the enhancement of the county's high quality of life, including air and water quality and the availability of water. The establishment of urban growth areas shall also be done in a manner consistent with the preservation of land, sites and structures that have historical or archeological significance. [GHG, RES] <i>Rationale: Edit to support integration with climate element. Policy identified to support greenhouse gas reduction and climate resilience.</i>
4.1.2 The county and each municipality shall cooperate to ensure the preservation and protection of natural resources, critical areas, open space and recreational lands within and near the urban area through adequate and compatible policies and regulations. These policies and regulations shall provide for the long-term viability of terrestrial habitat functions and natural watershed processes identified by scientifically-based assessment.	4.1.2 The county and each municipality shall cooperate to ensure the preservation and protection of natural resources, critical areas, open space and recreational lands within and near the urban area through adequate and compatible policies and regulations. These policies and regulations shall provide for the long-term viability of terrestrial habitat functions and natural watershed processes identified by scientifically-based assessment. [RES] <i>Rationale: Edit to support integration with climate element. Policy identified to support climate resilience.</i>
Chapter 5 Transportation	
5.0 Countywide Planning Policies	
5.0.1 Clark County, Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Organization (RTPO), state, bi-state, municipalities and C-TRAN shall work together to establish a truly regional transportation system which: reduces reliance on single occupancy vehicle transportation through development of a balanced transportation system	No changes proposed.

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which emphasizes transit, high capacity transit, bicycle and pedestrian improvements and transportation demand management; • encourages energy efficiency; • recognizes financial constraints; and, • minimizes environmental impacts of the transportation systems development, operation and maintenance.	
5.0.2 Regional and bi-state transportation facilities shall be planned for within the context of countywide and bi-state air, land and water resources.	No changes proposed.
5.0.3 The state, MPO/RTPO, county and the municipalities shall adequately assess the impacts of regional transportation facilities to maximize the benefits to the region and local communities.	No changes proposed.
5.0.4 The state, MPO/RTPO, county and the municipalities shall strive, through transportation system management strategies, to optimize the use of and maintain existing roads to minimize the construction costs and impact associated with roadway facility expansion.	No changes proposed.
5.0.5 The county, local municipalities and MPO/RTPO shall, to the greatest extent possible, establish consistent roadway standards, level-of-service standards and methodologies and functional classification schemes to ensure consistency throughout the region.	5.0.5 The county, local municipalities and MPO/RTPO shall, to the greatest extent possible, establish consistent roadway standards, multimodal level-of-service standards and methodologies, and functional classification schemes to ensure consistency throughout the region. <i>Rationale: RCW 36.70A.070(6)(a)(iii)(D) was amended to include the word “multimodal”, along with new requirements for performance metrics for active transportation facilities.</i>
5.0.6 The county, local municipalities, C-TRAN and MPO/RTPO shall work together with the business community to develop a transportation demand management strategy to meet the goals of state and federal legislation relating to transportation.	No changes proposed.
5.0.7 The state, MPO/RTPO, county, local municipalities and C-TRAN shall work cooperatively to consider the development of transportation corridors for high capacity transit and adjacent land uses that support such facilities.	No changes proposed.
5.0.8 The state, county, MPO/RTPO and local municipalities shall work together to establish a regional transportation system	No change proposed.

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which is planned, balanced and compatible with planned land use densities; these agencies and local municipalities will work together to ensure coordinated transportation and land use planning to achieve adequate mobility and movement of goods and people.	
5.0.9 The state, county, MPO/RTPO and local municipalities shall work together to establish a regional transportation system which is planned, balanced and compatible with planned land use densities; these agencies and local municipalities will work together to ensure coordinated transportation and land use planning to achieve adequate mobility of goods and people.	5.0.9 The state, county, MPO/RTPO and local municipalities shall work together to establish a regional transportation system which is planned, balanced and compatible with planned land use densities; these agencies and local municipalities will work together to ensure coordinated transportation and land use planning to achieve adequate mobility of goods and people. <i>Rationale: This policy is the same as 5.0.8</i>
5.0.10 State or regional facilities that generate substantial travel demand should be sited along or near major transportation and/or public transit corridors.	5.0.10 State or regional facilities that generate substantial travel demand should be sited along or near major transportation and/or public transit corridors.
	5.0.10 The state, county, MPO/RTPO and local municipalities shall work together to equitably implement the multimodal network. <i>Rationale: Aligns with new environmental justice requirements of RCW 36.70A.070(6)</i>
	5.0.11 Apply an equity lens to prioritize transportation system investments needed in overburdened communities. <i>Rationale: Aligns with new environmental justice requirements of RCW 36.70A.070(6)</i>
	5.0.12 Implement transportation programs and projects that provide access to opportunities while preventing or mitigating negative impacts to vulnerable populations. <i>Rationale: Aligns with new environmental justice requirements of RCW 36.70A.070(6)</i>
	5.0.13 Ensure mobility choices for people with special transportation needs, including persons with disabilities, older adults, youth, and people with low.

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	<i>Rationale: Aligns with new environmental justice requirements of RCW 36.70A.070(6)</i>
	5.0.14 Road projects and programs shall be implemented in ways that avoid or minimize negative impacts for vulnerable populations. Projects and programs shall seek to provide tangible, positive benefits. <i>Rationale: Aligns with new environmental justice requirements of RCW 36.70A.070(6)</i>
	5.0.15 Leverage funds to invest in bicycle and pedestrian projects that improve safety, access, equity, and health. <i>Rationale: Aligns with new environmental justice requirements of RCW 36.70A.070(6)</i>
Chapter 6 Capital Facilities and Utilities Element	
6.0 Countywide Planning Policies	
6.0.1 The county, state, municipalities and special districts shall work together to develop realistic levels of service for urban governmental services.	No changes proposed.
6.0.2 Plans for providing public facilities and services shall be coordinated with plans for designation of urban growth areas, rural uses and for the transition of undeveloped land to urban uses.	No changes proposed.
6.0.3 Public facilities and utility services shall be planned so that service provision maximizes efficiency and cost effectiveness and ensures concurrency.	No changes proposed.
6.0.4 The county, municipalities and special districts shall, to the greatest extent possible, agree upon present and future service provision within the urban area.	No changes proposed.
6.0.5 The county, municipalities and special districts shall agree on a full range of services to meet the needs of the urban area, including sewer, water, storm drainage, transportation, police, fire, parks, etc.	6.0.5 The county, municipalities and special districts shall agree on a full range of services to meet the needs of the urban area, including sewer, water, storm water management drainage, transportation, police, fire, parks, etc. <i>Rationale: The sentence was changed for clarification.</i>

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6.0.6 The county, its municipalities and special districts shall work together to ensure that the provision of public facilities and services are consistent and designed to implement adopted comprehensive plans.	No changes proposed.
6.0.7 Local jurisdictions shall establish a process to re-evaluate the land use element of their comprehensive plans upon its determination that the jurisdiction lacks the financing resources to provide necessary public facilities and services to implement their plan.	No changes proposed.
6.0.8 General and special purpose districts should consider the establishment of impact fees as a method of financing public facilities required to support new development.	No changes proposed.
6.0.9 The county, its municipalities and special districts will work together to develop financial tools and techniques that will enable them to secure funds to achieve concurrency.	No changes proposed.
6.0.10 The Comprehensive Plan of the county and each municipality shall include a process for identifying and siting essential public facilities such as airports, state education facilities and state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities and regional parks.	No changes proposed.
6.0.11 When siting state and regional public facilities, the county and each municipality shall consider land use compatibility, economic and environmental impacts and public need.	No changes proposed.
6.0.12 The county shall work with the state, each municipality and special districts to identify future needs of regional and state wide public facilities. This will ensure countywide consistency and avoid duplications or deficiencies in proposed facilities.	No changes proposed.
6.0.13 The county, municipalities, special districts and Public Health will work cooperatively to develop fair and consistent policies and incentives to: eliminate private water and sewer/septic systems in the urban areas; and to encourage connection to public water and sewer systems.	No changes proposed.
6.0.14 Within Urban Growth Areas, cities and towns should be the providers of urban services. Cities and towns should not extend utilities without annexation or commitments for annexation. Exceptions may be made in cases where human health is threatened. In areas where utilities presently extend beyond city or town limits, but are within Urban Growth Areas,	No changes proposed.

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the city or town and the county should jointly plan for the development, with the county adopting development regulations which are consistent with the city or town standards.	
6.0.15 Plans for providing public utility services shall be coordinated with plans for designation of urban growth areas, rural uses and for the transition of undeveloped land to urban uses.	No changes proposed.
6.0.16 The county, municipalities and special districts shall, to the greatest extent possible, agree upon present and future service provision within the urban area.	No changes proposed.
6.0.17 Establish a stormwater treatment plan for existing and future developments that complies with salmon recovery objectives.	6.0.17 Establish a stormwater treatment management plan for existing and future developments that supports complies with salmon recovery objectives. <i>Rationale: Minor correction. Scriveners error.</i>
	6.0.18 The county or cities shall identify all public entities that own capital facilities and endeavor in good faith to work with other public entities, such as special purpose districts, to gather and include within its capital facilities element the information required by RCW 36.70A.070(3). <i>Rationale: To comply with new language in HB 1181 codified in RCW 36.70A.070(3).</i>
	6.0.19 The county, municipalities, school districts, library districts, other partner agencies, and online communication service providers should work together to provide equitable access to online communication tools and infrastructure throughout the county. <i>Rationale: To address digital access disparities in the county.</i>
Chapter 7 Parks, Recreation & Open Space Element	
7.0 Countywide Planning Policies	
7.0.1 The county and each municipality shall identify open space corridors, riparian areas, important isolated open space and recreational areas within and between urban growth areas	No changes proposed.

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and should prepare a funding and acquisition program for this open space. Open space shall include lands useful for parks and recreation, fish and wildlife habitat, trails, public access to natural resource lands and water and protection of critical areas.	
Chapter 8 Historic, Archaeological and Cultural Preservation Element	
8.0 Countywide Planning Policy	
GOAL: The county, cities, special districts will work with tribes, and state and federal agencies to identify and protect tribal, federal, state, and local historic, archaeological and cultural lands, sites and structures, of significance within Clark County.	No changes proposed.
8.0.1 Participate in the identification of archaeological and historic sites in Clark County to guide decision-making in resource planning, environmental review and resource management to protect historic sites for future generations– while affirming and acting in accord with tribal, state, and federal law declaring records, maps and other information relating to places such as tribal and other archaeological sites, historic archaeological resources, or traditional cultural places, are exempt from public disclosure.	No changes proposed.
Chapter 9 Economic Development Element	
9.1 Countywide Planning Policies	
9.1.1 The county and cities will demonstrate their commitment to long-term economic growth by promoting a diverse economic base, providing opportunity for all residents, including unemployed and disadvantaged persons. Growth which helps to measurably raise the average annual wage rate of community residents and preserves the environmental quality and livability of our community, is viable growth and will improve the lifestyle of Clark County residents.	No changes proposed.
9.1.2 The county and cities will demonstrate their commitment to the retention of those enterprises, which have created the economic base of the county and promote their continued growth in a predictable environment, which encourages investment and job growth.	No changes proposed.
9.1.3 The county and cities will encourage long-term growth of businesses of all sizes, because economic diversification and	No changes proposed.

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stratification are important factors in overall job growth for the county and cities.	
9.1.4 The county and cities will promote productivity and quality among its businesses to meet world and market standards for their products and services.	No changes proposed.
9.1.5 The county and cities will encourage higher educational levels for residents and improvements in the measurable performance of high school graduates compared with other counties in the state.	No changes proposed.
9.1.6 The county and cities may give priority assistance to employers who will increase the standard of living in the community.	No changes proposed.
9.1.7 The county and cities will plan for long-term economic growth, which enhances the capacity of existing air shed for job-generating activities.	No changes proposed.
9.1.8 The county and cities will provide for orderly long-term commercial and industrial growth and an adequate supply of land suitable for compatible commercial and industrial development.	No changes proposed.
9.1.9 The county and cities will encourage the recruitment of new business employers to absorb the increasing labor force and to supply long-term employment opportunities for county's residents who are currently employed outside of the State.	No changes proposed.
9.1.10 The county and cities will work together to establish specific common benchmarks that will measure the region's overall economic viability. These benchmarks will be included in the county's Comprehensive Plan and are encouraged to be included in each jurisdictions comprehensive plan.	No changes proposed.
9.1.11 Conversion of industrial or employment center lands to non-industrial or non-employment center districts may occur within the following parameters: • Protect and preserve lands zoned heavy industrial for heavy industrial uses. • Protect employment center lands from conversion to residential. • Consider rezoning of employment center lands to non-retail commercial or business park if the proponent can show that (a) the zone change would accommodate unforeseen and rapidly changing commercial development needs and (b) the	9.1.11 Conversion of industrial or employment center lands to non-industrial or non-employment center districts may occur within the following parameters: • Protect and preserve lands zoned heavy industrial for heavy industrial uses. • Protect employment center lands from conversion to residential. • Consider rezoning of employment center lands to non-retail commercial or business park if the proponent can show that (a) the zone change would accommodate unforeseen and rapidly changing commercial development needs and (b) the proposed designation is more suitable than the current designation given the land's site-specific

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proposed designation is more suitable than the current designation given the land's site-specific characteristics and (c) the proposed zone change will generate jobs at a higher density than the current comprehensive plan zone allocation.	characteristics and (c) the proposed zone change will generate jobs at a higher density than the current comprehensive plan zone allocation. <i>Rationale: Employment center implies a district that may not be common to all jurisdictions, removing "center" allows for a broader interpretation regardless of the specific zone or district.</i>
9.1.12 .	No changes proposed.
9.1.13 Following consultation with interested cities, the county may, consistent with state requirements, designate Major industrial developments RCW 36.70A.365 and /or Master planned developments – Master planned locations RCW 36.70A.367 outside urban growth areas. Appropriate or required Intergovernmental Agreements consistent with the provisions of the state law shall accompany such designation	9.1.13 Following consultation with interested cities, the county may, consistent with state requirements, designate Major industrial developments RCW 36.70A.365 and /or Master planned developments Master planned locations RCW 36.70A.367 outside urban growth areas. Appropriate or required Intergovernmental Agreements consistent with the provisions of the state law shall accompany such designation. <i>Rationale: The provision in RCW 36.70A.367 has sunset.</i>
10.1 Countywide Planning Policies	
10.1.1 The county and each city shall give full consideration to the importance of school facilities and encourage development of sustainable learning environments through the adoption and implementation of county and city comprehensive land use plan policies and development regulations.	No changes proposed.
10.1.2 The county and the cities shall jointly establish a school advisory body that is comprised of representatives from the county, cities, school districts and special purpose districts and other interest groups. The advisory body may undertake the following, but shall in no way compromise or complicate an individual district's authority to take actions on its own in its best interest: Uniform data collection. Identify, monitor and report to the community, at least annually, on the key performance indicators related to quality schools, capital facilities plans and community development (Note: one of the points is to be able to relate schools data to other annual planning data provided by the cities and the county);	No changes proposed.

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• State and federal law issues. Develop issue papers and consensus recommendations regarding provisions of state and federal law which impact the adequacy and/or timely provision of school capital facilities. • Policy development and implementation. Actively participate in the development or amendment of city and county comprehensive plans and development regulation regulations relating to or impacting schools including: ○ Location of Urban Growth Areas; ○ Location and mix of residential land use designations; ○ Commercial/industrial tax base within each school district; ○ Potential location of future school sites; ○ Potential co-location of school facilities with other public facilities (i.e. parks); ○ Phasing of residential development; ○ Private/public partnerships; ○ School facility permitting processes; ○ School impact fees; and ○ Last resort safety net considerations.	
10.1.3 The county and each city shall include sufficient vacant land at adequate sizes in the future land use categories to meet projected demand for new schools.	10.1.3 The county and each city shall include sufficient vacant land at adequate sizes in the future land use categories to meet projected demand for new schools and appropriately designate and zone school properties for school-related uses. <i>Rationale: Request from school district representative to emphasize land already zoned to allow schools.</i>
10.1.4 Large residential development should confer with school districts on school impacts.	No changes proposed.
10.1.5 Work cooperatively with school districts to facilitate permitting of new facilities and modernization of older facilities through clear regulations, effective on-site and off-site improvements, team approaches and shared information regarding county processes.	No changes proposed.
10.1.6 Encourage jurisdictions to cooperate in planning and permitting school facilities through land use policies and regulations that minimize the financial burden associated with developing school facilities.	No changes proposed.
Chapter 11 Community Design Element	

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11.0 Countywide Planning Policies	
11.0.1 The community design element shall help conserve resources and minimize waste.	No changes proposed.
11.0.2 The county's community design standards shall be appropriate to the region, exhibiting continuity of history and culture and compatibility with the climate and encourage the development of local character and community identity.	No changes proposed.
11.0.3 The goals and policies of this element are intended to: • clarify and define design objectives for zoning ordinances; • reduce review time during the design phase of proposed projects; • improve the visual attractiveness of the community; • encourage quality architecture and landscape design; • minimize land use conflicts; and, • develop clear and consistent analysis of new projects.	No changes proposed.
Chapter 12 Annexation Element	
12.0 Countywide Planning Policies	
12.0.1 Community Comprehensive Plans shall contain an annexation element. In collaboration with adjacent cities, towns and Clark County, each city and town shall designate areas to be annexed. Each city and town shall adopt criteria for annexation and a plan for providing urban services and facilities within the annexation area. Policies for the transition of services shall be included in each annexation element. All cities and towns shall phase annexations to coincide with their ability to provide a full range of urban services to areas to be annexed.	No changes proposed.
12.0.2 Developing areas within urban growth and identified annexation areas should annex or commit to annex to adjacent cities in order to receive a full range of city-provided urban services. Unincorporated areas that are already urbanized are encouraged to annex to the appropriate city or town that provides the urban services. Incorporation of new cities and towns is a legal option allowed for under Washington law. Incorporation may be appropriate if an adequate financial base is identified or annexation is impractical.	No changes proposed.

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12.0.3 The county shall encourage, and support annexations to cities and town within Urban Growth Areas if consistent with the policies contained within the annexation element.	No changes proposed.
12.0.4 No city or town may annex territory beyond an urban growth area.	No changes proposed.
12.0.5 An inter-jurisdictional analysis and process which assesses the fiscal and other impacts related to annexation on the county, the city or town and special purpose districts shall be developed consistent with RCW 35.13 and RCW 35A.14 and the policies contained in the annexation proposal.	No changes proposed.
Chapter 14 Climate Element <i>Rationale for addition of climate element and all the goals and policies within it: passage of HB1181 in 2023 (codified in RCW 36.70A) mandates a climate element be added into Clark County and city comprehensive plans in alignment with specific resilience, greenhouse gas reduction, environmental justice and best available science requirements and Climate Element guidance provided by the Department of Commerce.</i>	
	14.1 Countywide Planning Policies Note about countywide planning policies: the following countywide planning policies were recommended by the Technical Coordinating Committee, a work group of staff from the cities, county, and Cowlitz Indian Tribe. Countywide planning policies ultimately need approval of all the city councils in Clark County and county council. The following countywide planning policies align with HB1181 requirements and support coordination between jurisdictions.
	14.1.1 The county and the cities of Battle Ground, Camas, Ridgefield, Vancouver, and Washougal shall cooperate to reduce greenhouse gas emissions, reduce vehicle miles traveled per capita, and improve environmental justice through development of a greenhouse gas emissions reduction subelement in each local government's respective comprehensive plan, and its related development regulations that identify the actions the jurisdiction will take during the planning cycle that will: Result in reductions in overall greenhouse gas emissions generated by transportation and land use within the jurisdiction but without increasing greenhouse gas emissions elsewhere in the state or region;

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	• Result in reductions in per capita vehicle miles traveled within the jurisdiction but without increasing greenhouse gas emissions elsewhere in the state or region; and • Prioritize reductions that benefit overburdened communities in order to maximize the cobenefits of reduced air pollution and environmental justice. Greenhouse gas reduction subelements shall be consistent with Chapter 36.70A, Department of Commerce guidelines, and supported by scientifically credible projections and scenarios. [GHG]
	14.1.2 Greenhouse gas reduction subelements shall be developed with an overall target of reaching net-zero greenhouse gas emissions by 2050 in alignment with the statewide greenhouse gas emissions reductions set forth in RCW 70A.45.020(1) and in accordance with all applicable laws. Individual jurisdictions may choose to set greenhouse gas reduction targets more ambitious than the statewide goals. Jurisdictions shall use a consistent methodology for measuring greenhouse gas emissions reduction progress over time using each jurisdiction's individual 2022 (or 2023 inventory for the City of Vancouver) greenhouse gas emissions inventory for baseline greenhouse gas emissions values and establishment of the scientifically credible inventory protocol to use moving forward to track progress. [GHG]
	14.1.3 Each jurisdiction with a greenhouse gas reduction subelement shall collaborate with the Regional Transportation Council to develop regional scale vehicle miles traveled per capita reduction targets and methodology for monitoring vehicle miles traveled per capita over time. Each jurisdiction's greenhouse gas reduction subelement shall include vehicle miles traveled per capita reduction goal(s) and policies in alignment with regional vehicle miles traveled per capita reduction planning initiatives. [GHG]

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	14.1.4 Each jurisdiction with a greenhouse gas reduction subelement should set 5-year incremental greenhouse gas reduction and vehicle miles traveled per capita reduction objectives or targets. [GHG]
	14.1.5 Each jurisdiction with a greenhouse gas reduction subelement will provide progress reports to the Department of Commerce every five years according to the Department of Commerce progress report guidelines adopted under RCW 36.70A.130. [GHG]
	14.1.6 Each jurisdiction with a greenhouse gas reduction subelement should coordinate with the Southwest Clean Air Agency (SWCAA) on reducing air pollution. [GHG]
	14.1.7 The county and each municipality shall cooperate to equitably enhance resiliency to, and avoid or substantially reduce the adverse impacts of, climate change in human communities and ecological systems through goals, policies, and programs consistent with the best available science and scientifically credible climate projections and impact scenarios that moderate or avoid harm, enhance the resiliency of natural and human systems, and enhance beneficial opportunities through development of a resiliency subelement in each local government's respective comprehensive plan, consistent with Chapter 36.70A. Specific goals, policies, and programs of the resiliency subelement must include, but are not limited to, those designed to: • Identify, protect, and enhance natural areas and green infrastructure to foster resiliency to climate impacts, as well as areas of vital habitat for safe passage and species migration; • Identify, protect, and enhance community resiliency to climate change impacts, including social, economic, and built environment factors, that support adaptation to climate impacts consistent with environmental justice; and

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	• Address natural hazards created or aggravated by climate change, including landslides, flooding, drought, heat, smoke, wildfire, and other effects of changes to temperature and precipitation patterns. Each jurisdiction's resiliency subelement must prioritize actions that benefit overburdened communities that will disproportionately suffer from compounding environmental impacts and will be most impacted by natural hazards due to climate change. [RES]
	14.1.8 The county and municipalities shall improve environmental justice in each jurisdiction's climate element consistent with the environmental justice definition and policy requirements in Chapter 36.70A, including meaningful involvement with overburdened communities to identify policies that will benefit them. [GHG, RES]
	14.1.9 The county and municipalities shall work together in the development of each jurisdiction's climate element and implementation of climate elements. [GHG, RES]
	14.1.10 The county and municipalities shall consult with the Cowlitz Indian Tribe in the development of each jurisdiction's climate element and implementation of climate elements. [GHG, RES]



Two Comprehensive Plan and zoning text changes to be considered as part of Comprehensive Plan and zoning update

Bryan Snodgrass, Principal Planner, City of Vancouver Community Development Department, Comprehensive Planning Division

September 23, 2025



Impact Fees

- Park, School and Traffic impact fees collected since 1990s to fund new development's share of capital facilities costs
- New state laws require fees on housing to be calculated based on unit size, bedrooms or trips to result in lower fees for smaller units

Countywide Planning Policies

- Required by GMA to facilitate consistent Comprehensive Plans among local jurisdictions
- Local CPPs adopted in 1990s with modest change since
- Updates needed to address housing crisis, climate and equity concerns, and associated new state law



Return to Planning Commission

- Questions or concerns to be address prior to including impact fee and Countywide Planning Policy recommendations in final Comprehensive Plan and zoning code proposals.

Thank You



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360-487-7946



MEMORANDUM

DATE: September 18, 2025

TO: Chair Adigweme and Planning Commissioners

FROM: Rebecca Kennedy, Deputy Director; Community Development Department

RE: **OUR VANCOUVER – Considerations for Developing a Preferred Land Use Alternative**

Intent

This workshop provides an update following the conclusion of the Draft Environmental Impact Statement (DEIS) comment period for the Comprehensive Plan update on September 8. The purpose of this discussion is to:

- Refresh the Planning Commission on how the land use alternatives were developed.
- Share a summary of public comments received and general themes.
- Discuss considerations for shaping a Preferred Alternative.
- Illustrate strategies for lowering potential impacts within the draft policy framework.
- Discuss how comments will inform refinement of the Preferred Alternative.

Background

The City of Vancouver's Comprehensive Plan provides the overall long-term vision and policy direction to manage the built and natural environment in Vancouver for the next 20 years and provide necessary public facilities to achieve that vision. The City adopted its first comprehensive plan under Washington's Growth Management Act in 1994 (Chapter 36.70A RCW), with a major re-write occurring in 2004, and a less substantive update occurring most recently in 2011.

As demographic changes, market conditions, council priorities and other factors have shifted since 2011, it's necessary to re-imagine the existing growth strategy as part of the current Comprehensive Plan Periodic Review cycle. The project team developed two alternatives, previously called land use possibilities, that respond to current needs and reflect the overall plan vision that was established for **OUR VANCOUVER** during the first phase of the project. The Council-endorsed community vision statement reads as follows:

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 resilience to the impacts of climate change.

In July 2025, The City initiated a 60-day public (July 8 – September 8) comment period for a Draft Environmental Impact Statement that analyzes the potential environmental effects of three alternatives: a “No Action” Alternative and two “Action” Alternatives.

- **No Action Alternative**
 - Assumes growth and development will occur based on the City’s current Comprehensive Plan and zoning code, plus automatic state laws that allow at least 4 to 6 housing units on all single-family residential lots.
- **Alternative 1 and Alternative 2**
 - Assume the Comprehensive Plan Update and zoning code changes would be implemented, and greater intensity of development and land use mixes would be allowed to differing degrees throughout the city.
 - Previously called Land Use Possibility A and Land Use Possibility B, respectively.

Key Drivers and Priorities

The development of a Preferred Alternative for the Comprehensive Plan is guided by several interrelated factors. These drivers establish the rationale for moving from the existing growth strategy toward a more compact, equitable, and resilient pattern of development.

- **A Changing Landscape**

Vancouver is facing a convergence of pressures that require a new approach to growth. Rising housing costs, increased demand for multimodal transportation, climate change, and evolving community safety and economic conditions all point toward the need for a new land use strategy.
- **Economic and Employment Trends**

Shifts in work and commerce are reshaping how residents want to live and work. Remote work remains a strong factor, while residents also express a clear desire for jobs closer to home, more support for small businesses and local entrepreneurship, and more family wage job opportunities. These changes require planning for mixed-use centers and neighborhood business districts that can provide daily needs without long commutes, and thoughtful management of employment land that reflects the evolving local, national and global economy.
- **A Growing Community**

Vancouver is transitioning from a primarily suburban model toward a more urban pattern of development as land resources become scarce. The City’s population is projected to increase by 81,000 residents by 2045, and accommodating this growth means moving away from low-intensity greenfield development toward compact, connected neighborhoods. The goal is that daily needs—groceries, schools, parks, childcare, healthcare—can be met within a 15-minute walk from where people live.

- **Opportunity for All**
Addressing disparities in opportunity is central to the community vision. Equal access to housing, jobs, parks, schools, healthcare and services is necessary for all community members to thrive. Increasing the number of connected, accessible neighborhoods with safe and convenient access to essential services is a primary goal of the Plan and reflects Council policy priorities.
- **Climate Action**
The City has committed to net-zero emissions by 2040. Meeting this target requires strategies that both reduce vehicle miles traveled and prepare neighborhoods to adapt to localized climate impacts such as extreme heat, wildfire smoke, and flooding. Compact growth along corridors and in centers, combined with expanded tree canopy and resilient infrastructure, will help Vancouver adapt to these risks.
- **Legal and Policy Requirements**
State law requires the City to accommodate more than 38,000 additional housing units by 2045, expand housing choices across income levels, and integrate climate and equity into the Comprehensive Plan. These mandates reinforce the community vision and create clear policy direction for the Plan update.

Comment Themes

The below key themes reflect comments received during the DEIS public comment period. A full summary of comments is being developed now that the comment period has closed, and all substantive comments will be published and responded to in the Final Environmental Impact Statement (FEIS).

- **Overall** – Alternative 2 received the most support for addressing housing, climate, and transportation needs. Alternative 1 was preferred by those concerned about traffic, rapid change, and neighborhood character. Very few supported the No Action.
- **Land & Shoreline** – Support for density along corridors and walkable centers; strong desire to protect farmland and open space outside urban growth areas; concern about industrial uses near neighborhoods; concern about change in large lot, single family neighborhoods.
- **Housing** – Support for diverse housing choices, missing middle options, and ownership opportunities. Concerns about overreliance on large apartments, transient communities, and loss of family-friendly neighborhoods.
- **Aesthetics & Noise** – Desire for design standards to ensure greenery and human scale, high quality development; concerns about traffic noise and tall, unattractive buildings.
- **Historic / Cultural Preservation** – Protect Fort Vancouver, Pearson Airfield, and neighborhoods with distinctive design identities. Recognition of Indigenous and local histories.
- **Transportation** – Strong support for transit, sidewalks, and pedestrian/bike safety; concern about parking supply and distrust of light rail expansion.
- **Environment** – Concerns about air pollution near freeways and industrial zones; worries about runoff, water quality, tree loss, and habitat impacts.
- **Public Services & Utilities** – Fears that schools, fire, police, and parks cannot keep pace with growth; requests for service capacity to be addressed before rezoning.

- **Engagement** – Calls for clearer maps, simpler zoning language, and more outreach to renters, non-English speakers, and lower-income households.

Getting to a Preferred Land Use Alternative

Developing the Preferred Alternative requires balancing community concerns, environmental constraints, and state mandates with the City’s long-term vision and established Council policy priorities. Feedback from the Draft EIS comment period highlighted both broad support for more compact, connected growth and concerns about neighborhood impacts, service capacity, and livability.

On September 15, staff presented the below recommended framework for developing a draft preferred land use map to Council for their consideration and feedback:

- **Centers and Corridors**
Move from broad, citywide rules to more location-specific analysis along major corridors and in key centers. This includes evaluating infrastructure limitations, access constraints, and available service capacity to ensure growth is feasible and sustainable.
- **Schools and Educational Facilities**
Advance coordination efforts with Vancouver and Evergreen public schools to understand location specific capacity issues, with the goal of not exacerbating strain on facilities already operating above capacity.
- **Tree Canopy and Green Assets**
Identify areas with significant clusters of mature trees and areas facing heat islands to ensure our growth strategy supports climate resilience and quality of life across the City.
- **Parks and Community Services**
Prioritize additional housing capacity near parks, schools, and service hubs. Locating housing in these areas supports the development of more connected and accessible neighborhoods and ensures that new growth contributes positively to quality of life.
- **Industrial and Employment Lands**
Carefully manage employment lands in alignment with the City’s economic development strategy. Prioritize strategies that maintain industrial lands in areas with appropriate infrastructure, and craft development regulations that respond to changing trends in where different types of businesses and jobs want to locate.
- **Service Deserts and Equity**
Utilize the Connected & Accessible Neighborhoods map tool to identify areas with limited access to groceries, childcare, healthcare, and other services, and deploy new zoning districts to support more essential services in neighborhoods that lack them.
- **Climate and Health Vulnerabilities**
Utilize the Climate Vulnerability Analysis to identify areas with elevated exposure to

heat, poor air quality, and flooding, and target zoning districts that are best able to respond to these issues.

- **Public Facilities and Services:**

Utilize data on infrastructure availability and service delivery, planned upgrades and investments, and areas with service challenges to locate different development types.

- **Transportation Infrastructure:**

Utilize information on infrastructure condition, planned capital and maintenance investments, and future investments identified in Transportation System Plan (TSP) modal networks to locate more intense development in areas with more robust travel options.

- **DEIS Comments**

Staff believe that many comments can be addressed through applying the above considerations but also will work to address individual comments and issues identified through the public comment process.

Council generally agreed with this framework and directed staff to proceed with developing a first draft of the preferred map, while also recognizing that it will be challenging to balance state mandates, City policies and community feedback. Council provided the below additional comments for consideration during the preferred map development process as well as ongoing work to update the Comprehensive Plan and development code overall.

- When rolling out drafts of the preferred map, incorporate more narrative and storytelling that illustrates the other things the City and its partners will do beyond regulation to get to the desired outcomes identified during this process.
- Develop thoughtful and creative solutions for addressing food deserts.
- Evolve regulations to facilitate emerging economic sectors like clean tech and industrial makers and support small businesses.
- Protect indigenous and local heritage landscapes.
- Binding anti-displacement policies and actions.
- Desire for one dashboard that incorporates Comprehensive Plan, Strategic Plan and Climate Action Framework metrics in one place; specific request to track green infrastructure investments by census tract.
- Regular review of land use maps.
- Develop a map that allows us to move beyond capacity considerations and allows us to focus on market factors that impact or limit housing development.
- Facilitate development of mixed-income neighborhoods.

Planning Commission is invited to discuss and provide feedback on the framework outlined above and suggest refinements or additional considerations that should be included.

Next Steps:

- **October 14, 2025** – Update to Planning Commission on process for development first draft of preferred map; unlikely actual draft will be ready for this meeting.
- **October 20, 2025** – Tentative initial review of first draft of preferred map.
- **November 2025** – Continue refining preferred map, plan elements, and updated development regulations with Council, Planning Commission, other Boards and Commissions, partner agencies, Comprehensive Plan working groups, and the community at large.
- **Late 2025 / Early 2026** – Release public comment draft of Plan, Map and Code.
- **Early 2026**: Update and finalize Plan, Map and Code and initiate adoption process, supported by a Final Environmental Impact Statement.

Staff Contact

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Comprehensive Plan Update Planning Commission Workshop

Rebecca Kennedy, Deputy Director, Community Development

September 23, 2025

Purpose

- Refresh
 - Key Policy Drivers and assumptions
 - How the alternatives were developed
- Share:
 - Summary of Comments received during Draft EIS Comment Period (closed 9/8)
 - General themes across the comments
 - Council Feedback
- Preview
 - Considerations for developing the preferred alternative
 - Ways to lower impacts
- Discussion



Key Drivers / Priorities

- **A Changing Landscape** – Rising housing costs, uncertain economy, climate change, evolving transportation, community safety and economic shifts require a new approach.
- **Economic & Employment Trends** – Continued remote work, desire for jobs closer to home, access to family wage jobs, shifts in commerce and support for small businesses.
- **Growing Community**– Transition from suburban to urban; moving from sprawl to compact, connected neighborhoods where daily needs can be met within a 15-minute walk.
- **Opportunity for All**– Address disparities in outcomes; equal access to housing, jobs, parks, schools, healthcare and services for all communities.
- **Climate Action** – Net-zero emissions by 2040; adapt to heat, wildfire smoke, and flooding through compact, connected growth and resilient infrastructure.
- **Legal & Policy Requirements** – Room for 38,000+ new units by 2045 in range of income bands, allow new housing types in all neighborhoods, integrate climate and equity into Comprehensive Planning.



Key Assumptions for Land Use Alternatives

Housing, Jobs and Land Use

- Meet housing and jobs targets.
- More residences in the City should be accessible to a minimum number of amenities/services within a 15-minute walk by 2045.

Climate and Environment

- Land use pattern that supports climate goals.
- Reduce and mitigate future exposure to extreme heat, flooding and smoke.
- Protect and preserve Critical Areas.

Parks

- Goal for all community members to have access to a park within a 10-minute walking/biking/rolling distance by 2045 (per Parks Comprehensive Plan).

Public Facilities and Services

- Existing infrastructure capacity informs location and intensity of development
- Plan for new capital investments and public service needs

Transportation

- TSP modal networks and potential for active walking/biking/rolling trips inform intensity and location of development.

Equitable Development

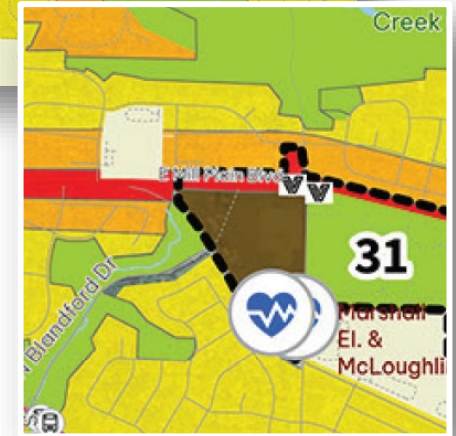
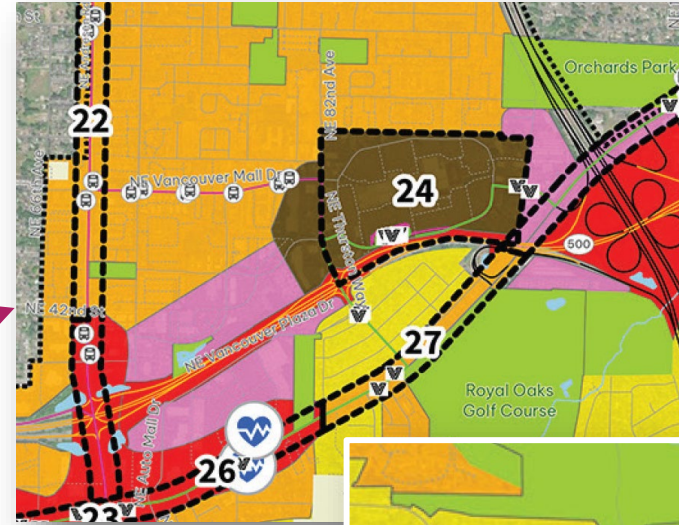
- Equitable access to opportunities
- Anti-displacement policies and programmatic investments



How Alternatives Were Developed

Direction from Council prior to development of land use alternatives, intended to preserve range of choices for preferred map

- Focus increased density along **Enhanced Transit Corridors** to leverage public investment.
- Higher-intensity zoning (Regional Activity Center and Mixed Use) as default around **key centers and corridors**.
- **Step down in intensity**- apply mixed use around Regional Activity Centers; Medium scale neighborhood around Mixed Use, etc.
- Medium Scale Neighborhood around **Parks and Schools**



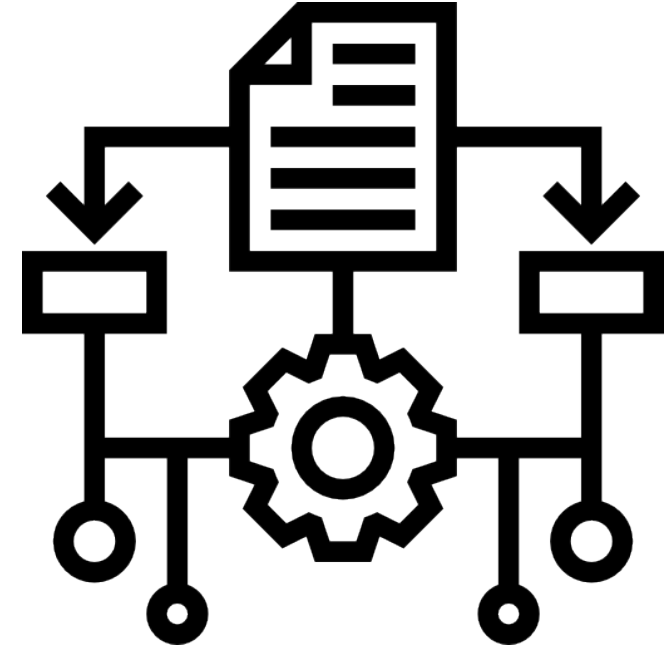
How Alternatives Were Developed

- Use **buffering**: Medium Scale Neighborhoods transition between centers and Low-Scale Neighborhoods.
- Maintain consistency: **double-loaded streets** zoned the same on both sides.
- Higher intensity land uses in areas of current or planned City investment (Downtown, Heights, Section 30)
- Zoning details:
 - ➔ Schools match surrounding zoning.
 - ➔ City-owned parks zoned as Parks/Open Space; private green space (golf courses) follow adjacent zoning.



Modeling Guidelines

- Capacity analysis based on **Clark County Vacant Buildable Lands Model (VBLM)** (vacant, underutilized, built) with adjustments.
- Estimated housing / employment splits by district:
 - Low Scale Neighborhood: 95% res. / 5% jobs
 - Medium Scale: 90% res. / 10% jobs
 - Mixed Use: 65% res. / 35% jobs
 - Regional Activity Center: 60% res. / 40% jobs
 - Institutional: 25% res. / 75% jobs
 - Industrial/Heavy Industrial: 0% res. / 100% jobs
- Constraints:
 - ➔ **Critical areas:** 50% of constrained residential lands assumed undevelopable; 20–50% reduction for employment lands
 - ➔ **Infrastructure deduction:** 31.5% of redevelopable parcels allocated to infrastructure, includes Parks.
 - ➔ **Exclusions:** parcels <1,000 sq ft, easements, tax-exempt lands.



Comment Themes – Draft EIS

- **Overall Support**

- Alternative 2 received the most support: higher density, mixed-use, climate and transportation benefits.
- Alternative 1 preferred by some concerned about rapid change, traffic, and neighborhood character.
- Few supported No Action.

- **Neighborhood-Specific Concerns**

- Some neighborhood opposition to mixed-use rezoning.
- Some opposition to medium density/mixed-use; desire to retain single-family character.
- Concerns about conflicts between existing Covenants, Conditions and Restrictions (CC&Rs) and HB 1110 / Middle Housing

- **General Comments**

- Concern for natural areas, insufficient infrastructure to support higher density, and negative impacts on aesthetics/vegetation.
- Concern that schools, fire/police/emergency services, and parks are strained in some areas of the city already.
- Individual owners asked for clarification or adjustments on their own parcels (e.g., zoning consistency, number of units allowed).



Takeaway by Topic Areas

Land & Shoreline

- Support for density along corridors, near jobs, and in walkable, mixed-use centers.
- Desire to protect farmland and open space from development.
- Support for creating more urban centers instead of strip malls.
- Desire for locating jobs and services closer to neighborhoods.

Housing

- Desire for a variety of housing options, including “missing middle” housing and ownership opportunities (not just rentals).

- Concerns about overreliance on high-density apartments, transient communities, and loss of family-friendly neighborhoods.
- Concerns about changes to existing, large lot single family neighborhoods

Noise

- Concerns about added noise from traffic, commercial uses, and mixed-use rezoning near neighborhoods

Aesthetics

- Calls for design standards to ensure beauty, greenery, and neighborhood character, concerns about tall, unattractive buildings.



Takeaway by Topic Areas

Historic / Cultural Preservation

- Preserve and maintain older brick construction downtown as new growth is accommodated
- Preserve Fort Vancouver, Pearson Airfield

Transportation

- Support for concentrating growth along transit to reduce vehicle miles traveled and emissions.
- Concerns about parking and traffic.

Environment

- Concerns about air pollution near freeways and industrial zones
- Worried about paved surfaces replacing green areas and worsening water quality.
- Concerns about runoff, flooding, and water pollution (Burnt Bridge Creek, Vancouver Lake).



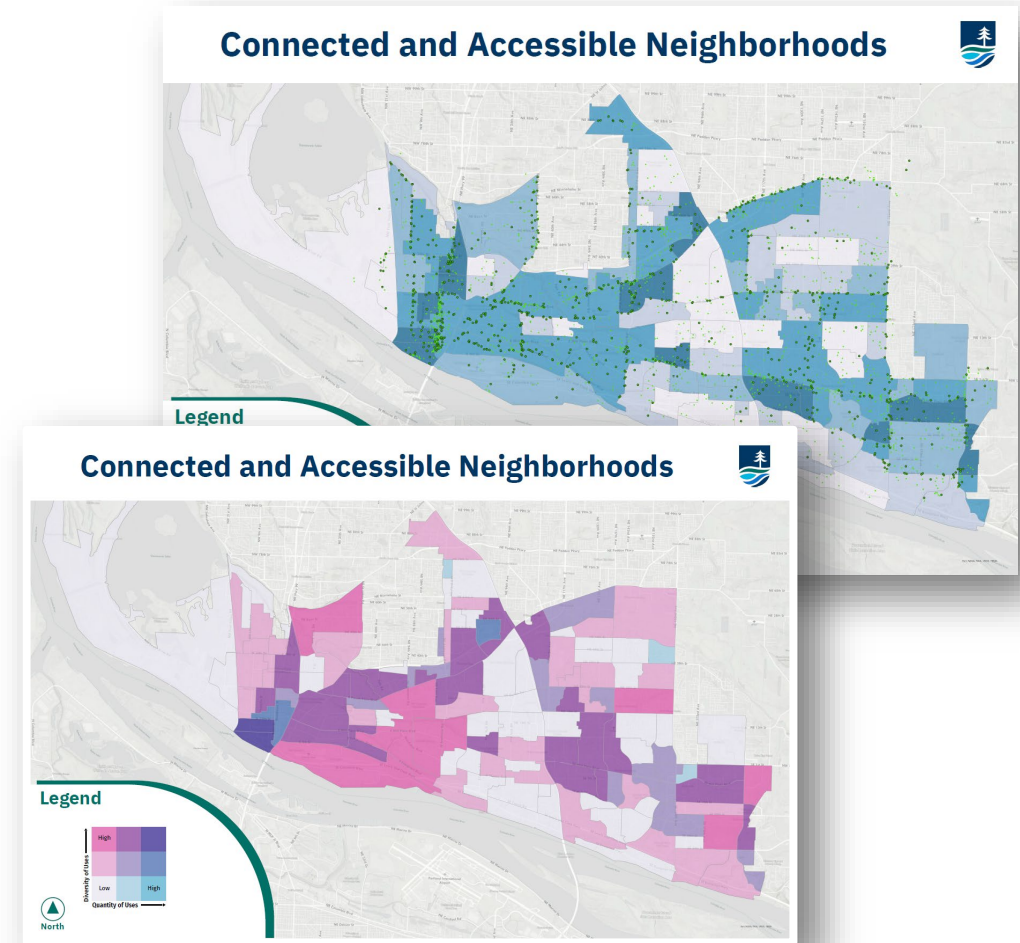
Getting to a Preferred Alternative

- **Centers & Corridors:** Move from broad rules to location-specific analysis; evaluate constraints such as infrastructure, access restrictions, and service capacity.
- **Schools:** Coordinate with Vancouver Public Schools to ensure growth does not worsen school-specific capacity issues.
- **Tree Canopy:** Identify areas with significant mature tree canopy to protect and integrate green assets into the growth strategy.
- **Parks & Community Services:** Prioritize additional housing capacity near parks and schools, where daily needs and quality of life are supported.
- **Public Facilities and Services:** leverage existing infrastructure and areas where capital and maintenance upgrades are planned.
- **Health and Climate Vulnerability:** target more intense development in areas with low health and climate vulnerability.



Getting to a Preferred Alternative

- **Industrial Employment Lands:** Carefully manage employment land, maintain industrial lands in areas with appropriate infrastructure / existing jobs concentrations
- **Service Deserts:** Use the Connected & Accessible Neighborhoods map to locate areas without grocery, childcare, or healthcare access.
- **Reducing VMT & Emissions:** Prioritize land use strategies and mixes that reduce per capita vehicle miles traveled (VMT) and support the City's climate goals.
- **DEIS Comments:** incorporate where possible, consistent with Council policy direction.
- **Transportation:** leverage existing and planned transportation investments to locate growth near upgraded, multimodal facilities.



Feedback from September 15 Council WS

- Incorporate more narrative and storytelling.
- Creative solutions for addressing food deserts.
- Facilitate emerging economic sectors.
- Protect indigenous and local heritage landscapes.
- Binding anti-displacement policies and actions.
- Move beyond capacity considerations / focus on addressing market factors.
- Facilitate development of mixed-income neighborhoods.
- Implementation:
 - ➔ One integrated dashboard
 - ➔ Regular review of land use maps



Refine Policies and Investments to Mitigate Impacts

Housing & Affordability

- Increase housing production, add diverse housing types, and expand affordable housing options.
- Prevent displacement and implement anti-displacement strategies before major public investment.
- Expand homeownership opportunities through assistance, grants, and alternative ownership models.

Aesthetics

- Require pedestrian-oriented, human-scale design in mixed-use and higher-intensity districts.

Historic & Cultural Preservation

- Protect and preserve Fort Vancouver, Pearson Airfield, Southcliff homes, and other culturally significant resources.

Transportation & Noise

- Expand reliable transit and active transportation networks.
- Implement land use patterns that reduce VMT and GHG per capita.
- Mitigate noise pollution near residential and sensitive areas.



Refine Policies and Investments to Mitigate Impacts

Environment

- Reduce climate hazard exposure through resilient development standards.
- Strengthen stormwater management to reduce flooding and improve water quality (Burnt Bridge Creek, Vancouver Lake).

Parks

- Acquire land for new parks and expand access to open space.
- Reduce environmental health disparities by targeting pollution mitigation in impacted areas.



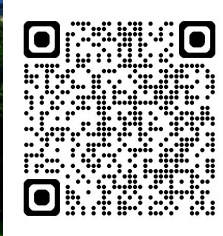
Next Steps

- **Oct./ Nov. 2025:**
 - ➔ Following Council discussion and feedback tonight, develop an initial draft of a preferred alternative and come back to Council for further review
 - ➔ Continue refining preferred map, plan policies and actions, capital facilities plans, and updated development code
- **Late 2025 / early 2026**
 - ➔ Release public comment draft of Preferred Alternative/Map, Plan, and Code
 - ➔ Update and refine based on public comment draft feedback
 - ➔ Initiate adoption process, supported by Final Environmental Impact Statement (FEIS)



Thank You & Discussion

Scan the QR code to
access the beheard
page and alternatives
maps!



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