Vancouver City Council

Anne McEnerny-Ogle, Mayor
Bart Hansen - Ty Stober - Erik Paulsen
Sarah J. Fox - Diana H. Perez - Kim D. Harless

City Council Meeting Agenda
February 2, 2026

In accordance with the Open Public Meetings Act (OPMA), the Vancouver City Council meeting will be open to in-person attendance. Options for viewing and/or participating in the meeting remotely will also be accommodated. The City Council will be attending this meeting in person.

All City Council workshops and meetings are broadcast (live closed captioning available), CVTV cable channels 23 / HD 323, and on the City's Facebook page.

Public testimony will be accepted regarding any matter on the agenda below. Advance registration will be required.

Unless otherwise announced by the Presiding Officer, each speaker may testify once for up to three minutes under each public testimony opportunity below and will be asked to provide their name and city of residence for the record.

Testimony will be accepted in the following manner:

- **Written comments submitted in advance**: Email comments to the City Council until 12:00 p.m. February 2, 2026. Comments will be compiled and sent to the City Council and entered into the record.
- **In-person or remote testimony during the meeting**: Register in-person at City Hall. In-person registration is open until 6:30 p.m. on February 2, 2026. Instructions will be provided on-site. Register to testify online. Online registration is open until 12:00 p.m. on February 2, 2026.

Visit the city's website for more information and to register under Community Testimony or call the City Manager's Office at (360) 487-8600.

Further instructions for accessing the virtual meeting (for remote testimony) will be provided upon registration.

Upon request, printouts of agenda materials will be provided, including large print.

Workshops: 4:00-6:00 p.m.

Vancouver City Hall - Aspen Room - 415 W 6th Street, Vancouver WA

Climate Action Framework Update
(Approximately 1 hour)

Rebecca Small, Senior Policy Analyst, Stacey Dalgaard, Policy Analyst,
rebecca.small@cityofvancouver.us, Stacey.Dalgaard@cityofvancouver.us

Comprehensive Plan Update
(Approximately 1 hour, to immediately follow the previous workshop)

Rebecca Kennedy, Deputy Community Development Director,
rebecca.kennedy@cityofvancouver.us

Council Dinner / Administrative Updates (6:00 - 6:30 PM)

Regular Council Meeting

6:30 PM
Vancouver City Hall - Aspen Room - 415 W 6th Street, Vancouver WA

Pledge of Allegiance

Call to Order and Roll Call

Approval of Minutes

Minutes - January 26, 2026

Community Communication
This is the place on the agenda where the public is invited to speak to Council regarding any matter on the Agenda not already scheduled for Public Hearing. (Separate instructions are provided for offering testimony on Public Hearing when applicable.) This includes the option to testify about Workshops. Members of the public addressing Council are requested to give their name and city of residence for the audio record. Speakers are to limit their testimony to a total of three minutes for all items combined.

Consent Agenda
The following items will be passed by a single motion to approve all listed actions and resolutions. There will be no discussion on these items unless requested by Council. If discussion is requested, the item will be moved from the Consent Agenda and considered separately – after the motion has been made and passed to approve the remaining items.

1. Construction Acceptance — 2025 Central Curb Ramps

Staff Report: 015-26

Request: On Monday, February 2, 2026, accept the 2025 Central Curb Ramps project as constructed by Grade Werks Excavating, LLC of Battle Ground, Washington, and authorize release of bond, subject to receipt of all documentation required by law.

Madeline Burke, Civil Engineer, Madeline.Burke@cityofvancouver.us

2. Construction Acceptance — 2025 Pavement Preservation Project Construction Acceptance & Release of Retainage Bond

Staff Report: 016-26

Request: On Monday, February 2, 2026, accept the 2025 Pavement Preservation Project as constructed by Doolittle Construction LLC of Snoqualmie, Washington, and authorize release of retainage bond, subject to receipt of all documentation required by law.

Nikki Roth, Civil Engineer Supervisor, Nikki.Roth@cityofvancouver.us

3. Construction Acceptance — Amendment No. 1 to the 2024 Crack Sealing & Mastic Repair Project Construction Acceptance and Release of Retainage

Staff Report: 017-26

Request: On Monday, February 2, 2026, accept the work performed under the Amendment No. 1 to the 2024 Crack Sealing and Mastic Repair Project as constructed by BCV Inc. of Wenatchee, Washington, and authorize release of the retainage amount of $21,440.52, subject to receipt of all documentation required by law.

Nikki Roth, Civil Engineer Supervisor, Nikki.Roth@cityofvancouver.us

4. Construction Acceptance and Release of Retainage — Amendment No.1 to 2024 Joint Agency Slurry Seal Project

Staff Report: 018-26

Request: On Monday, February 2, 2026, accept the work performed under Amendment No.1 to the 2024 Joint Agency Slurry Seal Project as constructed by Blackline Inc., of Vancouver, Washington, and authorize release of retainage in the amount of $18,530.03, subject to receipt of all documentation required by law.

Nikki Roth, Civil Engineer Supervisor, Nikki.Roth@cityofvancouver.us

5. Construction Acceptance — Fruit Valley Park Playground Replacement

Staff Report: 019-26

Request: On Monday, February 2, 2026, accept the Fruit Valley Park Playground Replacement Project, as constructed by Allcon LLC, of Brush Prairie, Washington, and authorize the release of the retainage, subject to the receipt of all documentation required by law.

Terry Snyder, Park Development Manager, David Perlick, Director of Parks, Recreation and Cultural Services, Terry.Snyder@cityofvancouver.us, david.perlick@cityofvancouver.us

6. Construction Acceptance – O. O. Howard House Roof Replacement Project

Staff Report: 020-26

Request: On Monday, February 2, 2026 accept the O. O. Howard House Roof Replacement Project as constructed by Signature Roof Service, LLC of Roy, Washington, and authorize release of retainage, subject to receipt of all documentation required by law.

David Perlick, Director of Parks, Recreation and Cultural Services, david.perlick@cityofvancouver.us

7. Bid Award – Evergreen Trail, SE Chelsea Avenue to SE Image Road Re-bid Project - C-102141

Staff Report: 021-26

Request: On Monday, February 2, 2026, award a construction contract for the Evergreen Trail project to the lowest responsive and responsible bidder, Jeffries Construction, of

Woodland, Washington, USA at their bid price of $3,839,918, which includes Washington State sales tax, and authorize the City Manager or designee to execute the same.

Leslie Degenhart, Civil Engineer 3, Hassan Abdalla, Engineering Manager, Leslie.Degenhart@cityofvancouver.us, hassan.abdalla@cityofvancouver.us

8. Bid Award — Phoenix Way & California St. Water Main — C-102134

Staff Report: 022-26

Request: On Monday, February 2, 2026, award a construction contract for the Phoenix Way & California St. Water Main project to the lowest responsive and responsible bidder, Halme Excavating of Battle Ground, Washington, at their bid price of $1,568,324.80, which includes Washington State sales tax, and authorize the City Manager to finalize and execute a contract for the same.

Mehrin Selimgir, Water Engineering Manager, Mehrin.Selimgir@cityofvancouver.us

9. Bid Award — On-Call Tree Pruning and Removal — C-102152

Staff Report: 023-26

Request: On Monday, February 2, 2026, award a contract for the On-Call Tree Pruning and Removal Contract to the lowest responsive bidder, Arborscape LTD, of Vancouver, Washington, in the amount of not to exceed $1,892,924.16, which includes Washington State Sales tax, and authorize the City Manager, or designee, to finalize and execute the contract and authorize any legal action necessary to enforce the terms of the same.

Charles Ray, Urban Forester, charles.ray@cityofvancouver.us

10. 58th Street Rezone Reapplication

Staff Report: 024-26

Request: On Monday, February 2, 2026, schedule a public hearing for February 16 to consider denial of the proposed rezone to R-35. Alternatively, schedule a First Reading to the next available date to consider approval of the rezone.

Bryan Snodgrass, Principal Planner, bryan.snodgrass@cityofvancouver.us

11. Small Business Legal Assistance Grant

A RESOLUTION of the City Council of Vancouver, Washington, establishing the Small Business Legal Assistance Grant Program to increase access to legal services for small businesses to promote economic development within the Fourth Plain for All Investment Area.

Staff Report: 025-26

Request: On Monday, February 2, 2026, finalize and approve the resolution establishing the Small Business Legal Assistance Grant to serve the Fourth Plain Investment Area

(FPIA) and authorizing the City Manager, or designee, to contract with nonprofit attorneys or qualified legal service providers pursuant to City procurement rules.

Chris Harder, Deputy Economic Development Director, Victor Saldanha, Small Business & Entrepreneurship Program Manager, chris.harder@cityofvancouver.us, Victor.Saldanha@cityofvancouver.us

12. Safeguard and Revitalization Grant

A RESOLUTION of the City Council of Vancouver, Washington, establishing the Safeguard and Revitalize Grant Program to support small businesses in the Fourth Plain Investment Area facing economic hardship, safety threats, and displacement by contracting with a Non-Profit Community Based Organization to provide administration of grant funding.

Staff Report: 026-26

Request: On Monday, February 2, 2026, finalize and approve the resolution establishing the Safeguard and Revitalization Grant to serve small business owners in the Fourth Plain Investment Area (FPIA) and authorizing issuance of an RFP and subsequent contract with a nonprofit community-based organization to administer the program.

Chris Harder, Deputy Economic Development Director, Victor Saldanha, Small Business & Entrepreneurship Program Manager, chris.harder@cityofvancouver.us, Victor.Saldanha@cityofvancouver.us

13. Exclusive Negotiation Agreement between City of Vancouver and Pahlisch Commercial Inc.

A RESOLUTION relating to the approval of an exclusive negotiation agreement between the City of Vancouver and Pahlisch Commercial Inc., an Oregon corporation (the “Developer”); establishing the terms and conditions for negotiating a development agreement for the development of the Heights District sites M and O; and authorizing the City Manager to execute the exclusive negotiation agreement.

Staff Report: 027-26

Request: On Monday, February 2, 2026, finalize and approve the resolution approving the exclusive negotiation agreement between the City of Vancouver and Pahlisch Commercial Inc. and authorizing the City Manager, or designee, to execute the exclusive negotiation agreement.

Amy Stewart, Real Estate Project Manager, amy.stewart@cityofvancouver.us

14. 2023-2029 Strategic Plan Update

A RESOLUTION adopting changes to the 2023-2029 Strategic Plan.

Staff Report: 245-25

Request: On Monday, February 2, 2026, finalize and approve the resolution adopting updates to the 2023-2029 Strategic Plan.

Tanya Gray, Performance Analyst, Aaron Lande, Assistant City Manager,
Tanya.Gray@cityofvancouver.us, aaron.lande@cityofvancouver.us

15. Approval of the Claim Vouchers

Request: Approve claim vouchers for February 2, 2026.

Communications

A. From the Council

B. From the Mayor

C. From the City Manager

Community Forum

This is the place on the agenda where the public is invited to speak to Council regarding any matter. Members of the public addressing Council are requested to give their name and city of residence for the record. Speakers are to limit their testimony to a total of three minutes. Up to 90 minutes will be allotted for the Community Forum.

Adjournment

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.

CITY OF Vancouver WASHINGTON

2026 Climate Action Framework Update

Council Workshop

Rebecca Small
Policy Analyst 3
CMO

Stacey Dalgaard
Policy Analyst 2
CMO

February 2, 2026

Purpose of CAF Updates

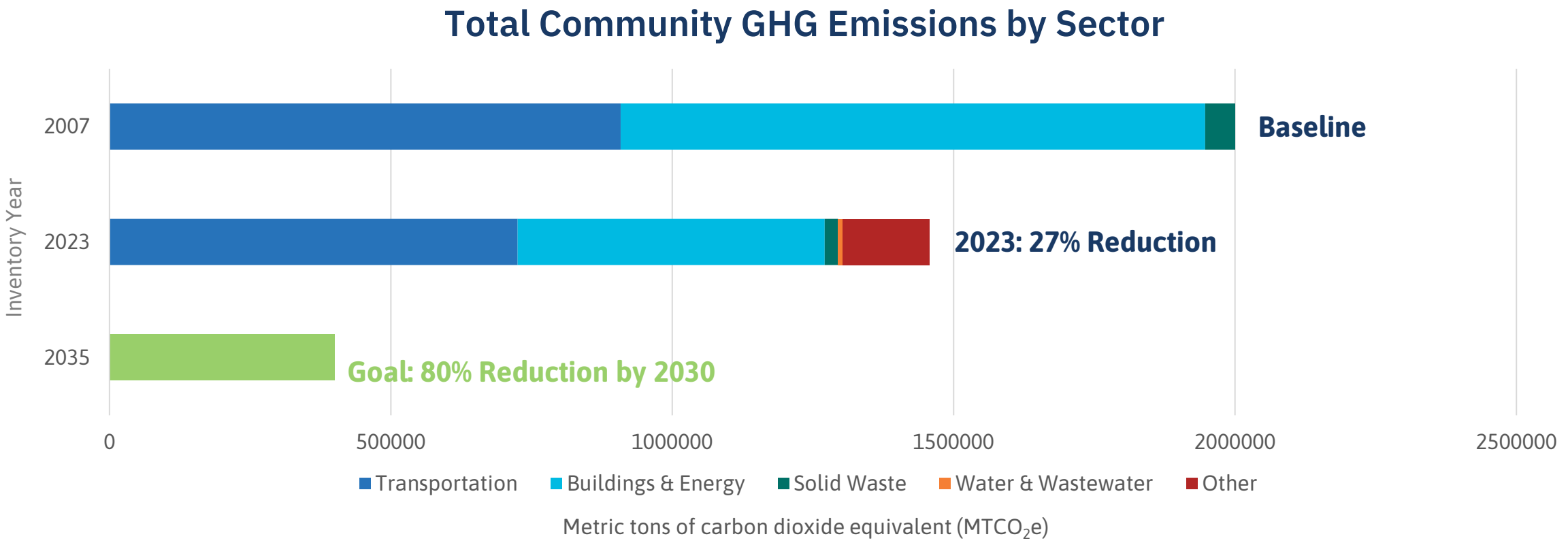
- Required every 4 years
- Evaluate progress
- Informed by Greenhouse Gas Inventory (GHG) updates
- Opportunity to revise strategies and actions
- Identify new opportunities
- Check in with community about progress

First four years of climate action

Foundational efforts that lay groundwork for future gains

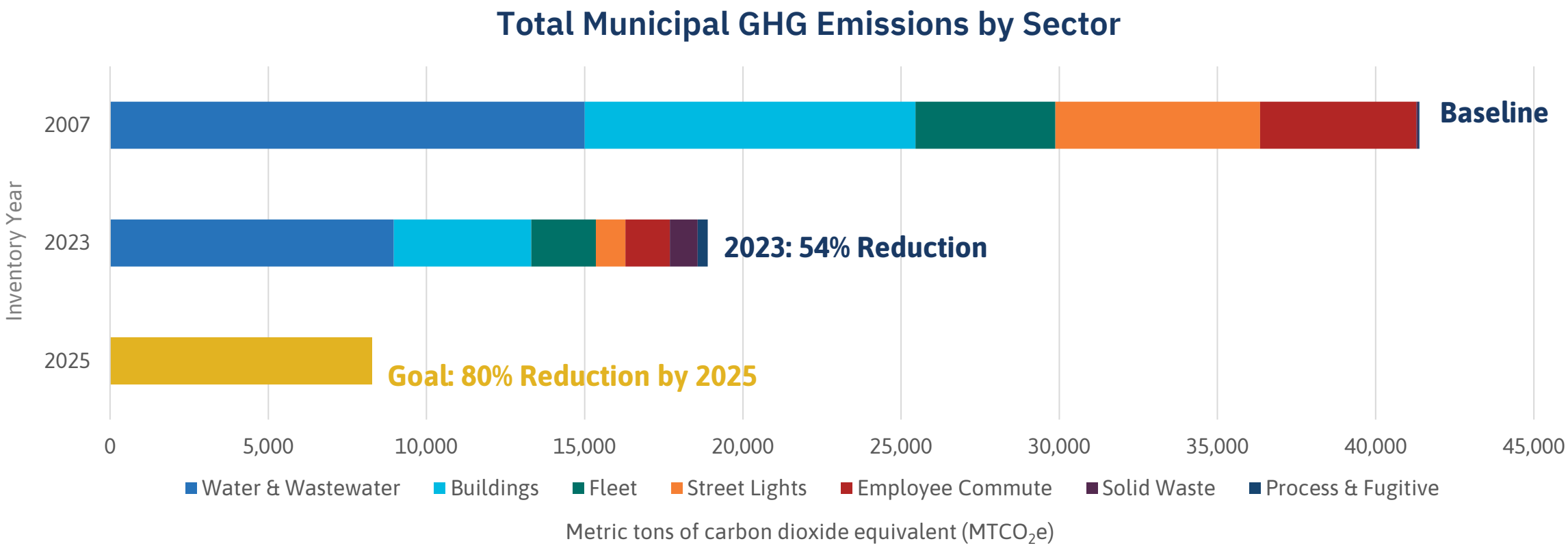
- Integrating climate goals into major City plans
- Developing new policies
- Building internal capacity
- Pilot projects
- Early phases of implementation

Opportunities to reduce Citywide Emissions



Opportunity areas: Cleaner transportation fuels, land use changes, building decarbonization

Municipal Emissions: Pathways to Reduction



Opportunity areas: Building efficiency, securing energy resources, fleet electrification, wastewater solids resource recovery

Priorities beyond GHGs

Essential but harder to quantify

- Adaptation and resilience initiatives
- Natural systems and biodiversity
- Tree canopy and urban heat
- Ensuring equitable distribution of climate resources
- Community capacity and leadership
- Green economy and equitable workforce development

Feedback from Department Directors

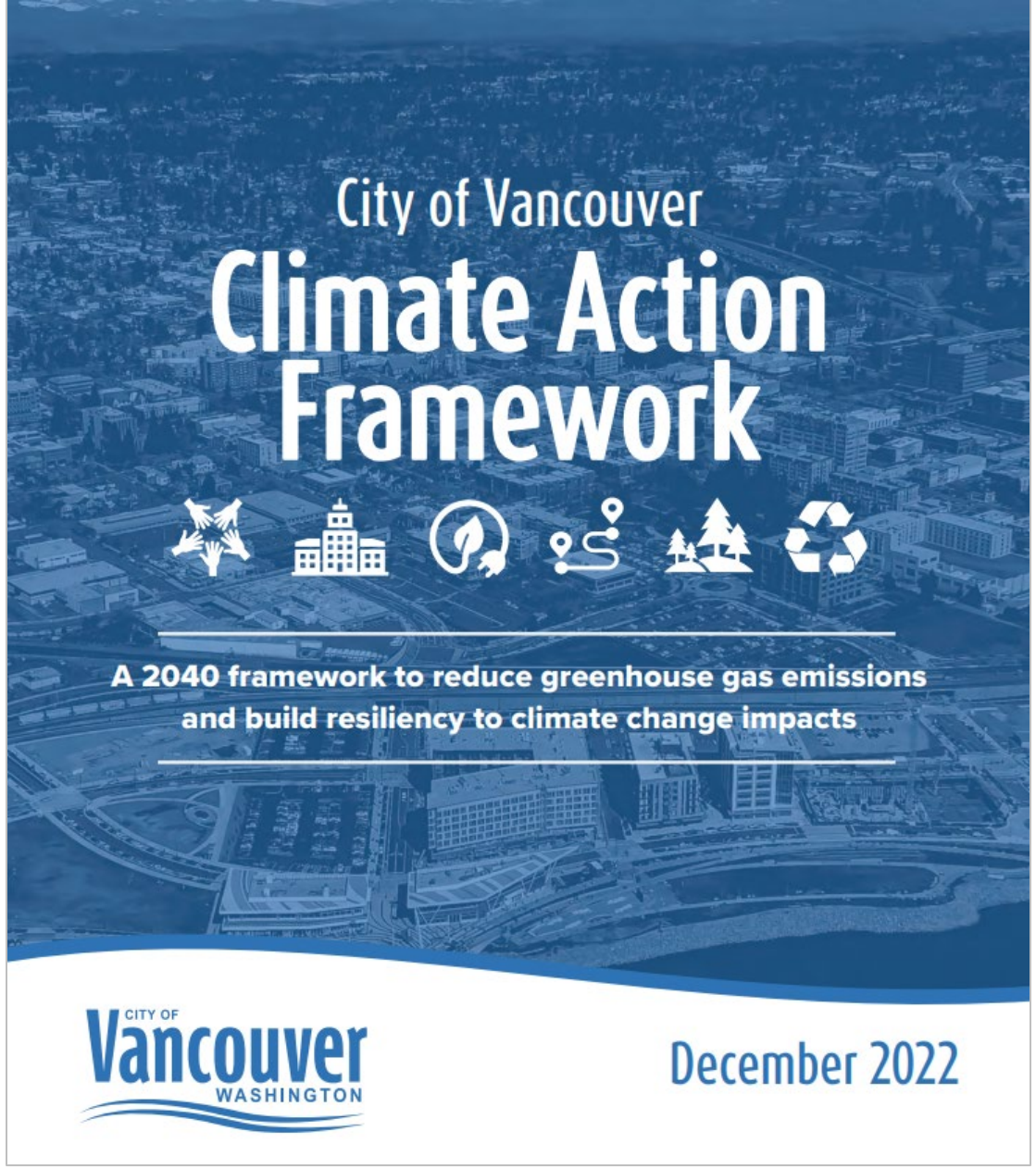
- Strongest progress when actions aligned with existing department responsibilities
- Desire for clear prioritization and assignment of actions, measurable targets
- Staff capacity, funding, and authority are barriers
- Coordinate CAF implementation with departmental workplans and budgets.

Evolution of the CAF for the next six years

Embedding climate action in City culture and decision-making

Objectives for CAF Update

- Align action with existing Department operations as much as possible for smoothest integration
- Set new targets to strengthen accountability for each major strategy
- Clarify which actions must be prioritized to achieve targets and integrate them into Department workplans
- Integrate climate considerations into standard decisions and budget process
- Incorporating climate principles into the City's identity and values



WHAT TO EXPECT:

Revisions to current CAF action list

- Strategies to remain consistent
- Supporting actions for those strategies to be updated:
  - Remove completed actions
  - Clarify the City's role in actions led by other agencies or organizations
  - Edit or consider removal of actions no longer relevant
  - Add new actions to reflect changing technologies and conditions

WHAT TO EXPECT:

New targets and focused workplan

- Short-term list of priority climate actions for next 4-year CAF cycle
- Measurable targets to guide department workplans, investments, and progress tracking
- Clear assignment of responsibilities within department workplans

WHAT TO EXPECT:

Integration into budget process

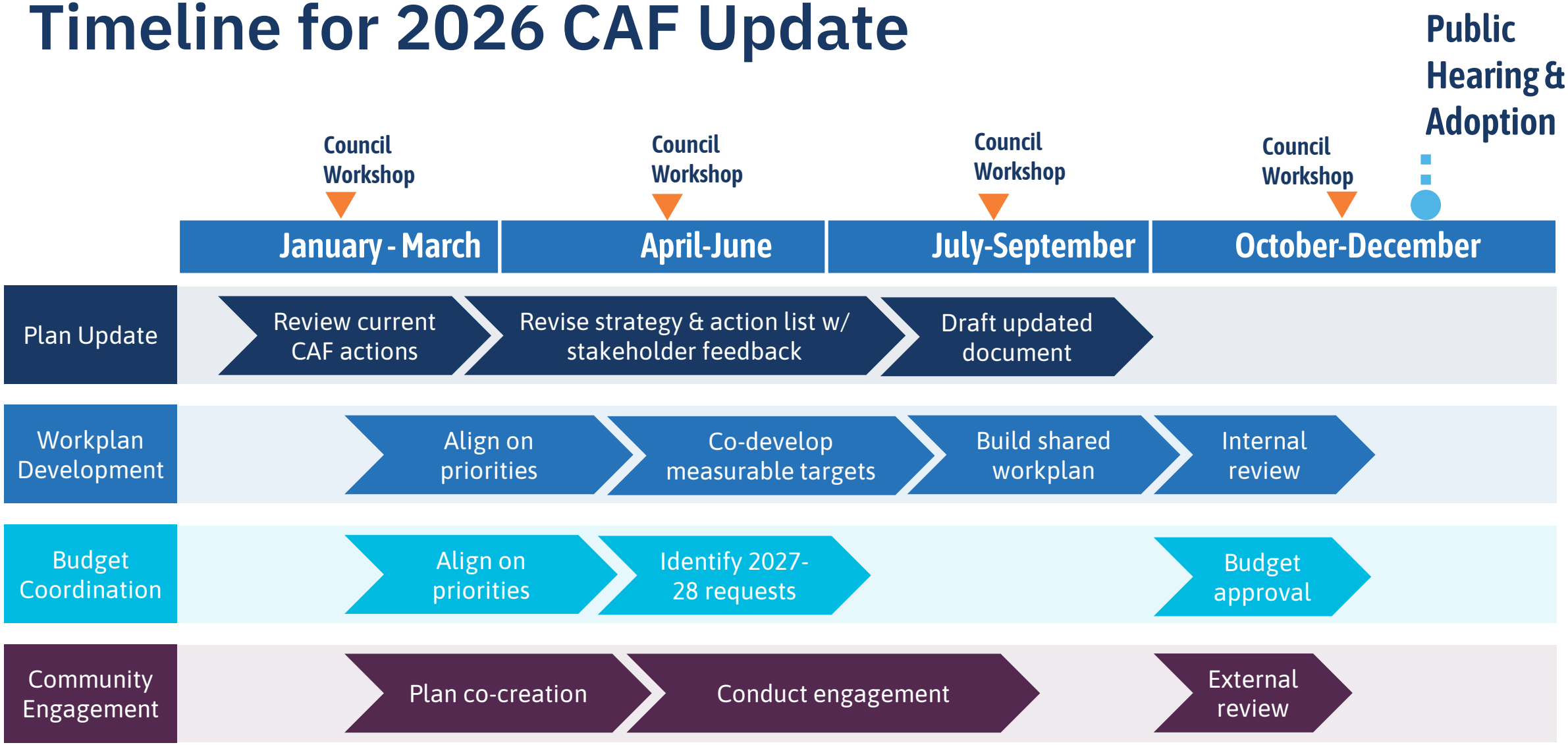
- Working with Finance and the Budget Committee to integrate climate action in decision-making processes
- Coordination with Departments to identify budget packages with significant climate benefits
- Align future CAF updates with Biennium Budget cycle

Community Engagement

An opportunity to expand the conversation

- Check in with the community on its climate priorities
- Share the progress made since the plan was adopted
- Invite input that can shape the next phase of work
- Broaden outreach beyond the original CAF engagement

Timeline for 2026 CAF Update



Questions for Council

Direction to guide the CAF Update

1. Four years from now, what would you like to be able to tell the community that the City has achieved through our climate work?
2. Many actions prioritized in the CAF don't have a direct impact on our greenhouse gas inventory targets but do help achieve our broader climate goals. Given that we can't do everything, how would you like to balance actions that help achieve our GHG targets against adaptation and resilience initiatives?

Thank You

CITY OF Vancouver WASHINGTON

MEMORANDUM

DATE: February 2, 2026

TO: Mayor and City Council
CC: Rebecca Small, CMO
Stacey Dalgaard, CMO

FROM: Lon Pluckhahn, City Manager

RE: **2026 Climate Action Framework Update**

Purpose
To brief City Council about the goals, process, and timeline for the 2026 Climate Action Framework (CAF) update and request Council's direction on priorities and processes.

Context
Per the Climate Priority Resolution adopted by Council in June 2022 (**Attachment A**), the City must update the CAF every four years using the updated Greenhouse Gas (GHG) Inventory to "re-assess the CAF for opportunities to maximize emission reductions, improve equitable outcomes, evaluate new technologies, leverage new funding opportunities, or achieve other community benefits."

With the original CAF adopted in December 2022 and an updated GHG Inventory completed for 2023, staff have begun work on the next update, with a goal of bringing a revised version to Council for adoption in December 2026.

Questions for Council
At this early stage in the update process, staff are seeking Council's guidance on several key questions that will shape the focus, scope, and timing of our work over the coming year:

1. Four years from now, what would you like to be able to tell the community that the City has achieved through our climate work?
2. Many actions prioritized in the CAF don't have a direct impact on our greenhouse gas inventory targets but do help achieve our broader climate goals. Given that we can't do everything, how would you like to balance actions that help achieve our GHG targets against adaptation and resilience initiatives?

Evolution to CAF 2.0
The first several years of climate action focused on building a strong foundation—integrating climate goals into major City plans, developing new policies, building internal capacity, piloting projects, and beginning early phases of implementation. With the next iteration of the CAF, the City will shift more fully into implementation by:

- Aligning climate actions with existing departmental operations for smoother integration
- Setting new targets to strengthen accountability for each major strategy
- Clarifying priority actions and incorporating them into departmental workplans
- Integrating climate into standard decision-making and budget processes
- Continuing to embed climate action as a shared organizational value across the City

Overview of the Update Process
The Climate Action team is planning for a CAF update process consisting of four main components:

1. Refine the current list of CAF strategies and actions.
The original 2022 CAF consists of 14 high-level strategies and 86 supporting actions, distributed across 6 sectors (**Attachment B**). While a preliminary review suggests the sectors and strategies may stay largely consistent, the action list requires refinement to reflect knowledge gained after four years of implementation experience, to respond to emerging technologies and funding opportunities, and to ensure the Framework remains current, relevant, and effective. Climate Team staff will review the current list with subject matter experts from City staff, implementation partners, and community stakeholders to ensure the actions reflect current knowledge, conditions, and community priorities.

2. Develop new targets and focused workplan to provide clear guidance for departments.
To prepare for this update, staff interviewed City department directors to gather feedback on what has worked well, where challenges have arisen, and where there are opportunities to make progress on climate action over the next six years. Several themes emerged from those conversations and reviews, including the need for:

- A focused list of near-term priorities co-developed with departments
- Additional targets to strengthen accountability for each major strategy
- Clearer assignments to embed in department workplans
- Advanced coordination between CAF and department budgets

In response to these needs, the Climate Team proposes a six-year workplan to guide the next phase of CAF implementation. Over the coming months, staff will work with departments to co-create a focused set of priority actions, establish measurable targets to guide departmental workplans and investments, and clarify responsibility for actions that must be embedded in day-to-day operations. This workplan will help close the current gap between the CAF and departmental planning and budgeting, ensuring climate priorities are aligned with operational planning and resource allocation.

3. Embed climate action into the City budgeting process.
A consistent theme that emerged during the Director conversations was that, in budget environments with limited resources, climate action can often be treated as an add-on. Climate Staff is working with members of the City's Budget Committee to identify strategies to better integrate climate considerations into the City's standard budgeting and decision-making processes, helping ensure that climate action becomes a consistent, organization wide practice.

In addition, the Climate Team will work with departments to ensure that budget requests support identified priority climate actions and are included in department funding requests as part of the biennial budget process, over the next two budget cycles.

4. Re-engage the community and demonstrate progress.
Updating the CAF provides an opportunity to check in with the Vancouver community on its climate priorities, share the progress made since the plan was adopted, and invite input that can shape the next phase of work.

It is also an opportunity to significantly expand on the public outreach that was conducted in support of the original CAF, which was largely conducted towards the end of the COVID pandemic when social distancing was still limiting in-person activities and many community-based organizations – particularly those representing historically underserved populations that are most impacted by the effects of climate change – were constrained in their capacity to participate in a City planning process, as they were focused on addressing critical community needs.

Staff are in the early stages of coordinating with the Communications and Engagement and Access Departments to develop strategies for connecting with the Vancouver community to shape the update and outcomes of the City's climate efforts.

Timeline and Next Steps
A table outlining the expected timeline for these activities is provided in **Attachment C**.

The Climate Team will return to Council on May 18, 2026, for the second of four quarterly workshops to provide an update on progress and confirm continued alignment with Council direction.

Staff Contacts
Rebecca Small, City Manager's Office, rebecca.small@cityofvancouver.us
Stacey Dalgaard, City Manager's Office, stacey.dalgaard@cityofvancouver.us

Attachments:
Attachment A: Climate Priority Resolution (June 2022)
Attachment B: Climate Action Framework Sectors and Strategies
Attachment C: 2026 CAF Update Process Timeline

Attachment A

RESOLUTION NO. M-4171 - Climate Priority Resolution (June 2022)

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6/6/2022

RESOLUTION NO. M-4171

A RESOLUTION declaring climate action as a City priority and adopting municipal and community-wide greenhouse gas reduction goals; directing the City Manager to formulate a Climate Action Plan to achieve those goals; and providing agency-wide guidance on the incorporation of climate action into plans, programs, policies, and budgets.

WHEREAS, the City of Vancouver is committed to combating climate change through evolving municipal operations, strategic infrastructure investments that transform our economy, addressing the inequitable impacts of climate change on historically marginalized communities, and supporting community-based climate leadership to achieve carbon neutrality by 2040; and

WHEREAS, impacts of climate change are already being experienced by Vancouver residents and business owners in the form of extreme weather events, such as increased wildfires and the 2021 heat dome event, and scientists project those impacts to only grow more severe and far-reaching in the coming years; and

WHEREAS, low-income residents, community members of color, indigenous people, senior citizens, houseless individuals, persons with health concerns, young people, and other traditionally marginalized communities disproportionately suffer detriment to their health and quality of life from climate-related impacts and risk; and

WHEREAS, changing climate threatens the special ecosystems, habitats, natural systems, and native species of our local environment; and

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WHEREAS, the Intergovernmental Panel on Climate Change has stated[1] that human-caused emissions are the greatest driver of the climate change we are experiencing today, that we need to limit the average global temperature increase to 1.5 degrees Celsius from pre-industrial levels[2] to prevent the most catastrophic impacts of climate change, and that we as a species need to pursue all strategies to achieve a rapid drop in carbon emissions; and

WHEREAS, local governments have a core responsibility for upholding public health, safety, and welfare, mitigating and preparing for disasters, protecting and preserving natural systems, and supporting economic development; and

WHEREAS, Council acknowledges that making strategic and needed investments in local infrastructure—before regulations or the market force us to adapt—will allow the City to develop and support new green industries and job opportunities locally to serve the needs of the community, the region, and beyond; and

WHEREAS, Council recognizes that young people will inherit the legacy of the climate actions that we take today and deserve a voice in shaping those actions;

NOW, THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF VANCOUVER:

Section 1. The City acknowledges that human-caused climate impacts threaten the future of our community and natural ecosystems, as well as those of our region, state, nation, and

[1] IPCC, 2018: Global Warming of 1.5°C. An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty [Masson-Delmotte, V., P. Zhai, H.-O. Pörtner, D. Roberts, J. Skea, P.R. Shukla, A. Pirani, W. Moufouma-Okia, C. Péan, R. Pidcock, S. Connors, J.B.R. Matthews, Y. Chen, X. Zhou, M.I. Gomis, E. Lonnoy, T. Maycock, M. Tignor, and T. Waterfield (eds.)]. In Press.

[2] The IPCC Special Report on Global Warming of 1.5°C uses the reference period 1850–1900 to represent pre-industrial temperature.

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the world, and the City Council hereby declares that efforts to mitigate local contributions to climate change and develop adaptation and resilience strategies in preparation for intensifying climate impacts are a citywide priority.

Section 2. The City Council hereby sets forth the following goals: an overall Climate Action goal of an 80% reduction in 2007 greenhouse gas (GHG) emissions by municipal operations by 2025; an 80% reduction in 2007 GHG emissions by the Vancouver community by 2030; and the achievement of carbon neutrality by both municipal operations and the Vancouver community by 2040.

Section 3. The Council directs the City Manager to complete a Climate Action Plan (CAP) in 2022 to develop a list of the highest impact, systemic strategies in the areas of buildings and energy use, land use, transportation, natural systems, solid waste, water, and wastewater, and government operations, to shift Vancouver toward carbon neutrality and increased community resilience.

Section 4. To demonstrate the City's commitment to addressing the goals of this climate priority resolution, to jumpstart GHG emissions reductions from municipal sources, and to lay the groundwork for the implementation of the full CAP, the City Council adopts the Early Action Package (EAP) consisting of 13 climate actions which have broad support across the community and are within the City's purview to implement; a copy of the EAP is attached hereto as Attachment "A" and incorporated herein by reference.

Section 5. The City shall monitor progress towards its climate goals by conducting regular updates of its GHG inventory every four years and using the updated GHG inventory to re-assess the CAP for opportunities to maximize emission reductions, improve equitable outcomes, evaluate new technologies, leverage new funding opportunities, or achieve other community

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benefits; this proscribed timeline of regular updates to both its GHG inventory and CAP does not prevent the City, in the interim period between updates of the GHG inventory and CAP, to explore and pursue actions that advance climate goals but which are not currently and explicitly defined in the CAP; and the City will work with community partners to evaluate shared progress, refining strategies through a transparent, collaborative process.

Section 6. The City, in the context of the overall biennial budget and financial policies, will identify sustainable funding mechanisms for climate actions, including but not limited to building energy efficiency investments, developing low-carbon transportation systems, building green infrastructure, and providing community education and workforce development programs.

Section 7. The City commits to equity and social justice playing an integral role in the initial CAP development and will work collaboratively with the community to ensure that the CAP is equitably implemented and responsive to environmental justice concerns. The City further commits to providing meaningful opportunities for involvement in the implementation of the CAP, particularly involving communities that are disproportionately affected by climate change and young people who will inherit the legacy of our climate action.

Section 8. The City will support the development of climate leaders within the community by fostering opportunities for young people and those from the most vulnerable communities to guide the equitable implementation of the CAP, and to propose, shape, and implement new climate change solutions of their own.

Section 9. The City, in the context of an overall economic development strategy, will seek to develop a green economy and create a local base of living-wage jobs by proactively adopting new technology, fostering a regulatory environment conducive to renewable energy generation and distribution facilities, attracting and maintaining low-carbon and carbon-neutral

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industries, and supporting job training and apprenticeship programs to provide a just transition for the workforce into the next generation of jobs in sustainable manufacturing, construction, operations maintenance, research, and engineering.

Section 10. The City shall integrate climate action into foundational, long-range planning efforts, such as the Comprehensive Plan and all of its elements and the Strategic Plan, to ensure that all conversations about the future of Vancouver reflect, and support these climate goals; and shall consider alignment with and support of these climate goals in selecting preferred alternatives for large-scale infrastructure projects and developments, and in the context of overall community objectives shall use City investments to advance approaches that achieve significant, long-term GHG reductions.

Section 11. The City Council directs the City Manager to consider this climate priority resolution in managing across all departments within the context of overall community priorities with shared seriousness, responsibility, and urgency for action; to develop and adopt policies and budgetary actions that support the City's stated climate goals; to address climate action in the development of all plans, programs, projects, and initiatives; to identify and prioritize strategies that advance the City's stated climate goals; to specify how new or updated programs, services, projects, and plans will be grounded in climate change mitigation and resilience; and to demonstrate departmental contributions to advancing the City's stated climate goals.

Section 12. Findings. The findings set forth above, as well as the Early Action Package, which is incorporated herein by reference, are adopted as findings supporting the action of the City Council in adopting this resolution.

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INTRODUCED, PASSED, AND ADOPTED at a Regular Meeting of the Vancouver City Council this 6th day of June, 2022.

DocuSigned by:
Anne McEnerny-Ogle
6C89D9089EC5424...
Anne McEnerny-Ogle, Mayor

Attest:
DocuSigned by:
Natasha Ramras
BCF0734E40E94AE...
Natasha Ramras, City Clerk

Approved as to form:
DocuSigned by:
9A7DC2E31E694A2...
Jonathan Young, City Attorney

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Attachment A

City of Vancouver Climate Action Plan

Early Action Package

The City of Vancouver is developing a Climate Action Plan, with plans to begin implementation in 2022-2023. To date, public, stakeholder, and staff input and best practices and current research in climate planning have been used to develop a menu of the most impactful, systemic strategies to shift Vancouver toward carbon neutrality and increased community resilience.

The engagement to date, along with a review of current City plans and programs, Washington state policy, and best practices of peer cities, suggested early actions that the City could implement now to jumpstart progress toward a more sustainable future. These actions were previewed at the July 26, 2021 City Council meeting.

Early actions were determined using the following criteria:

- Necessary changes to come into alignment with Washington State building, energy, and other sustainability-related standards.
- Lays a foundation for future implementation.
- Balances necessary changes and foundational action with actions that result in near-term (i.e., next 1-2 years) emissions reductions.
- No engagement is needed *or* we have already heard strong community and stakeholder support.
- A focus on municipal actions to demonstrate City leadership.
- Fits local context.
- Key opportunities presented by the most recent state legislative session.

The following sources to develop early actions:

- City of Vancouver staff feedback.
- Stakeholder feedback from community roundtables (e.g., Clark PUD, Alliance for Community Engagement (ACE), Northwest Natural (NWN), League of United Latin American Citizens (LULAC)).
- Washington policies related to climate change and sustainability.
- Climate action plans from peer cities (e.g., Redmond (WA), Everett (WA), and Providence (RI).

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Summary of Early Actions

The table below summarizes the 13 actions recommended for early adoption and implementation by the City of Vancouver. The following pages provide additional detail on the actions.

Early Implementation Actions	Department Lead
Buildings & Energy	
1. Develop a comprehensive green building policy for City-owned and occupied buildings and the private sector that is consistent with or exceeds state standards.	Community Development
2. Expand energy and water conservation retrofits and operational improvements to all municipal buildings and operations, beginning with retrofits that staff have already identified as feasible and promising investments.	General Facilities
3. Work with Clark PUD and other renewable energy providers to transition to 100% renewable energy for electricity use in municipal buildings, starting in 2022.	General Facilities
4. Work with affordable housing partners, Clark PUD, and NWN to subsidize home energy efficiency and weatherization retrofits for affordable housing units and housing that serves low-and fixed-income populations.	Economic Prosperity and Housing
Transportation & Land Use	
5. Partner with Clark PUD, C-TRAN, and Waste Connections to expand electric buses and electric contracted waste collection vehicles, prioritizing implementation in communities overburdened by local air pollution and with higher rates of asthma and other respiratory ailments.	Financial and Management Services – Procurement, Community Development
6. Develop and implement a City fleet EV charging infrastructure program.	Fleet
7. Introduce a policy to replace City fleet vehicles with electric at the time of replacement, where applicable and feasible. Where electric replacements are not available, seek opportunities to use lower carbon intensity 'step-down' fuels.	Fleet

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Early Implementation Actions (continued)	Department Lead
Solid Waste	
8. Develop and enforce a City of Vancouver environmentally preferable purchasing policy (EPP).	Financial and Management Services - Procurement
9. Require food waste composting and glass and co-mingled recycling at all City buildings and for all municipal operations.	Public Works – Solid Waste
Water & Wastewater	
10. Develop a solids management and resource recovery plan for wastewater facilities to generate renewable energy and beneficial materials.	Public Works - Wastewater
Governance	
11. Release a climate priority declaration.	City Manager's Office
12. Build critical staff capacity to support CAP development and implementation.	City Manager's Office
13. Establish a municipal energy fund to create a self-sustaining source of funds for investing in municipal projects related to energy efficiency improvements, on-site energy generation, and other municipal projects specified in the Climate Action Plan.	General Facilities

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Buildings & Energy

1. **Develop a comprehensive green building policy for City-owned and occupied buildings and the private sector that is consistent with or exceeds state standards.** This policy applies to both new and existing City-owned buildings and new private-sector buildings. It should meet or exceed the standards in the state's Clean Buildings Act and municipal high-performance building standards. The City will use the policy development process to determine specific requirements and standards of the policy; in the meantime, an Interim Green Building Policy will apply. As another first step to implement this action, the City should identify City-owned buildings to participate in the Early Adopter Incentive Program, which provides a one-time incentive payment of $0.85 per gross s.f. of floor area for certain large commercial and multi-family buildings that demonstrate early compliance with the Clean Buildings Act requirements.

2. **Expand energy and water conservation retrofits and operational improvements to all municipal buildings and operations**. Begin with retrofits that staff have already identified as feasible and/or promising investments. These investments may cover streetlights, traffic signals, pump stations, or other infrastructure such as Tier 1 and Tier 2 buildings (which the City intends to retain long-term). Energy benchmarking should be included in the implementation of these initial retrofits, then expanded to a system-wide municipal energy benchmarking system to identify priority facilities for retrofitting and efficiency investments.

3. **Work with Clark PUD and other renewable energy providers to transition to 100% renewable energy for electricity use in municipal buildings, starting in 2022.** This may include direct production of renewable energy from on-site generation and the purchase of renewable energy credits (RECs). Priority should be given to options that enable the City to either source its electricity directly from, or replaced in the power grid with, renewable, emissions-free resources.

4. **Work with affordable housing providers, Clark PUD, and NWN to subsidize home energy efficiency and weatherization retrofits for affordable housing units and housing that serves low-and fixed-income populations.** Evaluate existing energy efficiency programs and work with community organizations that represent and serve overburdened communities to share information in culturally appropriate ways.

Transportation & Land Use

5. **Partner with CLARK PUD, C-TRAN, and Waste Connections to expand electric buses and electric contracted waste collection vehicles, prioritizing implementation in communities overburdened by local air pollution and with higher rates of asthma and other respiratory ailments.** The first step in this process is for the City to meet with Clark PUD, C-TRAN, and Waste Connections to identify opportunities and barriers within City limits that the City could address to streamline and/or expand implementation. The City would provide funding or other support to further expand these existing programs in overburdened communities. After successful implementation in communities overburdened by local air pollution and with higher rates of asthma and other respiratory ailments as well as other low-income communities and communities of color, the City should expand the program to the remainder of the community until all feasible and/or applicable vehicles have been electrified.

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The expansion can be based on a prioritization study or other analysis.

6. **Develop and implement a fleet EV charging infrastructure program.** The City's Fleet Department, possibly with assistance from an expert consultant, will conduct an inventory and analysis of the City's current municipal fleet to identify priority vehicles to be electrified (e.g., passenger cars or heavy fuel consumers); select location(s) for charging infrastructure; determine necessary electrical infrastructure to support EV chargers and what type of charger(s) would be needed; and create an operations and maintenance program for the infrastructure. If possible, the City should look for opportunities to locate EV chargers in areas that are accessible to the City and general public, with a preference for areas of the community currently underserved with EV charging. Facilities staff suggested prioritizing fleet EV charging, then employee/public EV charging on City property. The City can require payment for charging to avoid issues around the gift of public funds. Clark PUD and Columbia-Willamette Clean Cities have grant programs that can assist with implementing this action.

7. **Introduce a policy to replace City fleet vehicles with electric at the time of replacement, where applicable and feasible. Where electric replacements are not available, seek opportunities to use lower carbon intensity 'step-down' fuels.** EV/hybrid replacements could be introduced once the EV charging infrastructure program is in place. Where electric or hybrid replacements are not yet feasible, which is likely the case for heavier-duty vehicles, seek opportunities to use lower carbon intensity 'step-down' fuels such as hydrogen, renewable diesel, and propane instead of traditional gas and diesel fuels. Short-term leases or other short-term arrangements may be prioritized where ZEVs are not available. This will provide time for viable alternatives to come to market and help ensure that long-term investment remains focused on vehicles with zero emissions. In Washington state, the Climate Commitment Act and Clean Fuel Standard both include programs to support expanded vehicle electrification.

Solid Waste

8. **Develop and enforce a City of Vancouver environmentally preferable purchasing policy (EPP).** At a minimum, the City's EPP should prioritize the purchasing of durable and repairable goods to reduce end-of-life emissions, prioritize green cleaners to improve indoor air quality, explore contracts and markets for recycled goods, include a preference for purchasing locally sourced materials, and support locally owned companies, especially those owned by women and people of color. The EPP may also include a requirement for conducting a life cycle analysis for goods and services to better capture the resources and emissions required to manufacture, package, and transport products. Early communication with policymakers and the community will ensure there is a collective understanding of what materials are accepted for recycling and composting in Vancouver's current system.

9. **Require food waste composting and glass and co-mingled recycling at all City buildings and for all municipal operations**, including specialized items such as e-waste, printer cartridges, scrap metal, batteries, block foam, and plastic film where handlers for these items are available. The first step is to discuss how to expand these services to all City buildings. This may include researching and expanding contracts and markets for recycled goods and end-of-life materials (e.g., Earth Friendly, Total Reclaim, EcoLights Northwest). Another option for an early step is outreach and education to City employees, such as the development of a City "green team" with representatives from each building and/or department or requiring waste and recycling education as part of new employee orientation.

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Water & Wastewater

10. **Develop a solids management and resource recovery plan for wastewater facilities to generate renewable energy and beneficial materials (i.e., biosolids or biochar for fertilizer).** Consistent with trends in wastewater treatment operations, this action combines increased energy efficiency and smart controls with renewable energy generation and the production of beneficial materials. It applies to new projects and upgrades of existing equipment for wastewater treatment. It is also recommended that the City's Public Works department coordinate the collection of applicable biosolids from other operations, such as food waste composting.

Governance

11. **Release a climate priority resolution.** Following the City Council retreat in the spring of 2021, City Council named climate action as a key theme for near-term work. They also acknowledged the ongoing question of whether climate action sits within a single initiative or applies to multiple initiatives. This resolution would provide additional clarity and specificity on these topics. In addition to providing clarity and specificity, its purpose is to further empower City staff to make climate and sustainability a priority in their work and demonstrate the City's commitment to climate action to the community. The resolution would include a clear statement that climate change should be integrated and prioritized in all existing initiatives and direct key first steps to take in mainstreaming climate change in City processes, programs, and initiatives.

12. **Build critical staff capacity to support CAP development and implementation.** High-priority needs have begun to be met with the hiring of a senior policy analyst to serve as the CAP Lead, completing development of the CAP and leading implementation. A grant writer can support the need for expanded capacity to implement CAP actions. Once onboarded, the City will need to consider whether additional support such as a sustainability coordinator may be needed. Priority initial actions for these new hires include familiarizing with potential long-term funding sources for CAP implementation and conducting discussions with City departments to ensure staff have the necessary information and capacity to address climate change in their work. Results of these early actions could be used to develop a City staff climate education plan, inform the development of governance actions, and inform CAP implementation planning.

13. **Establish a municipal energy fund to create a self-sustaining source of funds for investing in municipal projects related to energy efficiency improvements, on-site energy generation, and other municipal projects specified in the Climate Action Plan.** This may include projects such as HVAC upgrades, solar panel installations, and electric vehicle charging stations at City facilities. Energy efficiency projects and on-site energy generation projects can lead to savings for City operations, which could be returned to the municipal energy fund for reinvestment into additional mitigation and adaptation actions. To begin work on this initiative/plan/goal, other funding sources could be considered as well to establish the fund. The City should prioritize projects that continually reduce operating costs and emissions.

Attachment B

Climate Action Framework Sectors and Strategies

The table below provides the six CAF sectors and their associated strategies.

Sector	Strategies
Equity & Green Economy	EQ-1. Enhance resilience of overburdened communities EQ-2. Build a more community-driven, circular economy EQ-3. Support growth of the green technology workforce
Buildings & Energy	BE-1. Increase use and storage of renewable energy while reducing consumption BE-2. Decarbonize homes, businesses, and other buildings
Transportation & Land Use	TLU-1. Create neighborhoods that support clean modes of transportation TLU-2. Shift driving trips to clean, active modes of transportation TLU-3. Decarbonize and electrify vehicles
Natural Systems & Water Resources	NS-1. Increase carbon storage in trees, vegetation, and soil NS-2. Improve ecosystem resilience NS-3. Conserve water resources
Solid Waste & Wastewater	SW-1. Require recycling and organic material management SW-2. Zero out wastewater emissions
City Governance	GOV-1. Mainstream sustainability at the City, including staff capacity

Attachment C

2026 CAF Update Process Timeline

The table below outlines the timeframe for the key components of the CAF update process:

Step	Description	Timeline
Review current actions	Assess what's been completed, what's in progress, and if actions need to be refined or added to reflect changing conditions.	Nov. 2025-Jul 2026
Conduct expanded community outreach	Re-engage the community, with a focus on groups not reached during the pandemic.	Apr-Sept
Workplan Development	Work with directors to identify a focused list of priority actions and set measurable targets.	Jan-June
Budget Coordination	Work with Finance and the Budget Committee to integrate climate action in decision-making processes.	Mar-Nov
Engage City Council via quarterly workshops	Confirm policy direction and share findings as the framework evolves.	Quarterly
Adoption	Present updated CAF for Public Hearing and Council adoption.	Dec. 7, 2026

OUR VANCOUVER

OUR FUTURE 2045

Comprehensive Plan – Draft Chapter Review

Rebecca Kennedy (she/her), Deputy Director, Community Development
Domenique Martinelli (she/her), Senior Planner, Community Development

Feb 2, 2026

Welcome

Purpose / Agenda

- ➡ Provide a high-level overview of draft chapters currently under development
- ➡ Discuss *why* each chapter is organized the way it is
- ➡ Highlight legal requirements, policy direction, and chapter organization
- ➡ Seek Council input on overall direction, clarity, and alignment
- ➡ Review next steps / discussion

Legal Framework: GMA

- Washington's Growth Management Act (GMA) establishes:
  - ➡ What elements must be included in a Comprehensive Plan
  - ➡ How those elements must relate to one another
- Implemented through:
  - ➡ RCW 36.70A – statutory requirements
  - ➡ WAC 365-196 – detailed guidance and Commerce checklists
- The Plan must demonstrate:
  - ➡ Internal consistency
  - ➡ Data-supported assumptions
  - ➡ Capacity to accommodate growth through 2045
- All chapters must be informed by analysis and coordinated with required elements

Legal Requirements by Chapter

- **Introduction**
  - ➡ Non-mandatory element, but standard in most plans.
  - ➡ Establishes the plan's purpose, context, and internal consistency under RCW 36.70A
- **Equity**
  - ➡ Not required to be a standalone element
  - ➡ Provides the plan-wide framework to address equitable outcomes and comply with state requirements related to racially disparate impacts, environmental justice, and policy addressing historically underserved communities that overlap with multiple elements.
- **Climate**
  - ➡ Mandatory element under RCW 36.70A.070(9)
  - ➡ Must address climate mitigation, GHG emissions reduction, resilience/adaptation, and environmental justice.

Legal Requirements by Chapter

- **Parks and Recreation**
  - ➡ Not required to be standalone chapter but supports the mandatory Capital Facilities element RCW 36.70A.070(3)
  - ➡ Establishes parks LOS, identifies demand/need, and guides park investment aligned with growth.
- **Transportation and Mobility**
  - ➡ Mandatory element under RCW 36.70A.070(6)
  - ➡ Must address multimodal system planning, concurrency/LOS, financing, and regional coordination.
- **Public Facilities and Infrastructure**
  - ➡ Mandatory element under RCW 36.70A.070(3)
  - ➡ Must include facility inventory, LOS standards, capital facilities plan, and financing strategy.

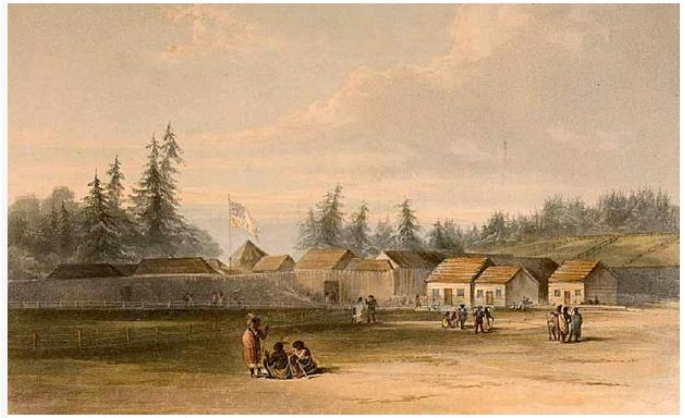
Chapter Organization

Context → strategy → implementation

- Each chapter is designed to move the reader through:
  - ➡Historical context & current conditions
  - ➡Vision Statement
  - ➡Identification of key challenges and trends the policy strategy is responding to
  - ➡Community feedback to support the claims
  - ➡Equity Lens – relevant supporting data and fact finding – how are equity priority communities impacted, and how do we address from a policy standpoint?
  - ➡Goals and policies to address those challenges and guide future decisions
- This structure ensures:
  - ➡Policies are grounded in data and lived experience
  - ➡Council and the community can clearly see how decisions today affect long-term outcomes

Introduction Section

- Brief overview of community history
- Highlights issues facing the community today, and issues and trends we expect to address over the next 20 years.
- Displays Community Vision Statement – overall vision for the plan and the community over the next 20 yrs
- Includes implementing plans, which are adopted as part of the plan by reference, along with supplemental exhibits and reports:
- Includes defined terms and key definitions found throughout the plan
- Includes a “how to use this document” section



Equity– Policy Approach

- **EI-1** Equitable Community
- **EI-2** Universal Design & Access
- **EI-3** Youth & Aging Population
- **EI-4** Transparent & Inclusive Governance

- Responds to historic and ongoing policies that have produced persistent disparities in housing stability, health outcomes, environmental exposure, and access to opportunity across Vancouver.
- Establishes equity as a plan-wide lens, guiding how growth, investment, and policy decisions are evaluated across all chapters rather than treated as a standalone topic.
- Uses the Equity Index, Displacement Risk Assessment, and other census data to identify communities most impacted by disparities.
- Coordinates equity policies across all chapters to ensure that future growth delivers tangible benefits to historically underserved communities.

Climate – Policy Approach

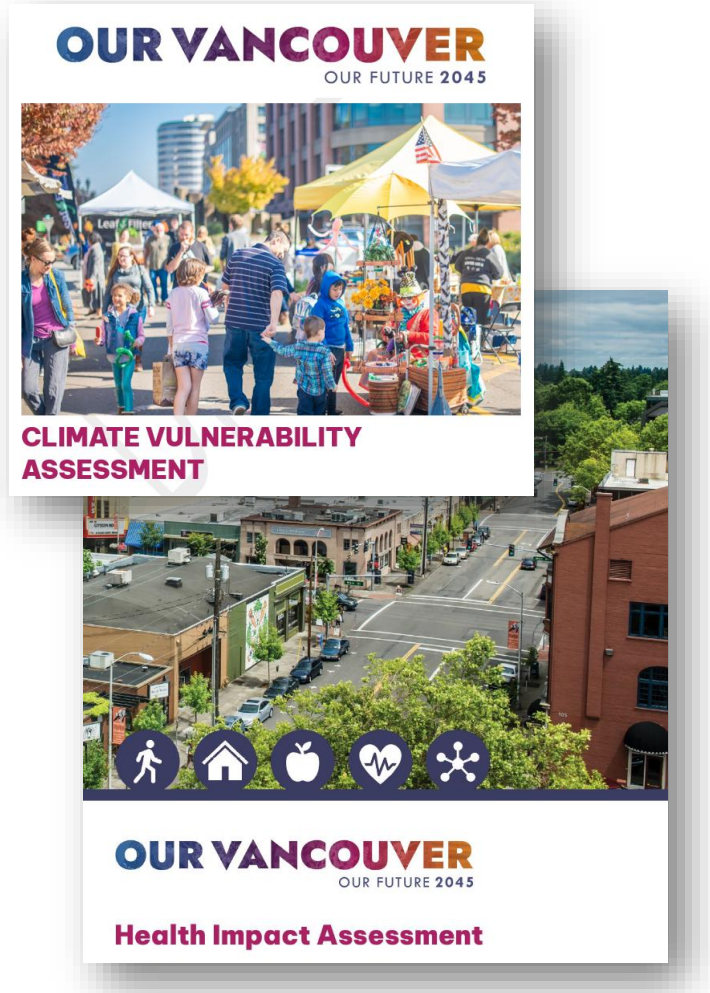
- **CL-1** Resiliency and Climate Adaptation
- **CL-2** Increase Biodiversity and Enhance Natural Systems
- **CL-3** Decrease Emissions
- **CL-4** Environmental Health

- Responds to increasing climate risks—including extreme heat, wildfire smoke, flooding, and air quality impacts—that are already affecting Vancouver and are projected to intensify over time.
- Integrates climate mitigation and adaptation into land use, transportation, housing, and infrastructure planning rather than treating climate action as a standalone effort.
- Aligns emissions reduction, resilience strategies, and environmental justice goals with the CAF to support coordinated, climate-resilient growth and long-term public health outcomes.

Supplemental Work to CL Chapter

The Climate & Environment chapter is supported by two supplemental exhibits that inform policy direction, and help to satisfy RCW requirements

- **Climate Vulnerability Assessment (CVA)**
  - ➡ Identifies where climate hazards are most severe in Vancouver
  - ➡ Analyzes who is most exposed and least able to adapt
  - ➡ Maps climate exposure and vulnerability
  - ➡ Supports compliance with RCW 36.70A.070(9)
- **Health Impact Assessment (HIA)**
  - ➡ Evaluates how land use, transportation, housing, and infrastructure decisions affect public health outcomes
  - ➡ Analyzes who experiences disproportionate health burdens
  - ➡ Supports RCW for addressing environmental justice and community health
- **Greenhouse Gas (GHG) Emissions Inventory**
  - ➡ Summarizes key sources of GHG emissions
  - ➡ Establishes mitigation framework and reduction strategies



Parks – Policy Approach

- **PR-1** Increase Community Health Through Recreation
- **PR-2** Parks, Trails and Natural Spaces
- **PR-3** Community Health and Wellness
- **PR-4** Thriving Cultural Landscape

- Responds to uneven access to parks, trails, and recreational opportunities, particularly in historically underserved neighborhoods and areas experiencing rapid growth.
- Establishes parks, natural areas, and cultural spaces as essential infrastructure that supports health, equity, climate resilience, and community connection.
- Aligns parks planning with the Growth Concept, equity priorities, and the Capital Facilities Plan to ensure park investment keeps pace with growth.

Transportation – Policy Approach

TM-1 Integrated Transportation and Connectivity

TM-2 Low Carbon Mobility Choices

TM-3 Efficient Freight Access

TM-4 Eliminate Traffic Fatalities (Vision Zero)

- Responds to safety concerns, rising transportation costs, and lack of access to safe multimodal travel options and facilities.
- Helps shift from an auto-centric model to a people-focused, multimodal system that prioritizes safety, accessibility, and reliability for all users.
- Implements the adopted Transportation System Plan through multimodal level-of-service standards, low-stress networks, and Vision Zero principles.
- Coordinates transportation investments with housing, climate, and land use strategies to reduce vehicle miles traveled, improve access to jobs and services, and lower emissions.

Public Facilities – Policy Approach

PF-1 High Quality Facilities and Infrastructure

PF-2 Government Services and Financing

PFI-3 Infrastructure Enhances Public Safety

- Identifies existing infrastructure and investment needs and responds to increasing service demands.
- Emphasizes maintaining, modernizing, and equitably upgrading existing facilities.
- Prioritizes climate-resilient and cost-effective infrastructure that supports compact development and long-term fiscal sustainability.
- Aligns levels of service, capital planning, and funding decisions with land use, transportation, parks, and equity goals to support coordinated implementation.

Next Steps

- Mid February: Release of Draft Plan & Title 20
- February 23: Draft Code Review Part II
- March 16: Draft Chapter Review Part III
  ➡ Community Experience & Annexation, implementation considerations
- March 23, Draft Code Review Part III

Questions and Discussion

www.beheardvancouver.org/plan2045

CITY OF Vancouver WASHINGTON

MEMORANDUM

DATE: February 2, 2026

TO: Vancouver City Council

FROM: Lon Pluckhahn, City Manager

RE: **OUR VANCOUVER – Draft Comprehensive Plan Chapters – Introduction, Climate (CL), Parks (PR), Transportation and Mobility (TM), Equity and Inclusion (EI), Public Facilities and Services (PFS)**

CC: Rebecca Kennedy, Deputy Director, Community Development Department
Domenique Martinelli, Senior Planner, Community Development Department

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Intent

This is the second in a series of three workshops focused on draft chapters of the Our Vancouver -Comprehensive Plan 2045 update. The intent of these workshops is to provide Council with early drafts for review, consideration and comment prior to releasing a full draft for community review.

This workshop is focused on the Introduction and Climate, Parks, Transportation and Mobility, Equity and Public Facilities and Services chapters. Staff is looking for Council review and comment on the draft chapters broadly as well as the following:

- Layout and readability
- Completeness and legibility of information presented, including vision statement, community feedback, supporting analysis and data, and goals and policies.
- Gaps and areas needing further clarification or refinement

This memo summarizes the legal framework guiding each chapter, the key issues identified through technical analysis and community engagement, the overarching policy strategies, and how each chapter is organized to support implementation.

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 more 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 city began the process of updating the plan in late 2022, and has conducted a multi-phase, equity-centered community engagement process to inform the Plan's vision, the land use framework, and overall policy direction. Engagement included hundreds of in-person and virtual conversations, extensive survey and mapping activities, sustained collaboration with Community Partners representing equity-priority populations and community working groups representing specific interest groups, and multiple City Council and Planning Commission workshops at key milestones. Input gathered across visioning, alternatives development, Draft EIS review, and refinement of the Preferred Alternative directly informed the draft policies and growth framework now before Council.

Since 2023, several foundational technical analyses have been prepared to inform this update, including the Housing Needs Assessment, Economic Conditions and Opportunities Analysis, Equity Analysis, Climate Vulnerability Assessment, and Health Impact Assessment. The analysis and data that came out of this work is reflected in each chapter narrative, as well as the goals and policy sections.

Introduction Section

While the Introduction chapter is not a standalone mandatory element under the Growth Management Act, it serves a critical functional role in establishing the Comprehensive Plan's purpose, scope, and internal consistency under RCW 36.70A. State law requires that all elements of the Comprehensive Plan be internally consistent and grounded in adopted population allocations, growth assumptions, and statutory requirements. The Introduction chapter provides the framework that links required plan elements, outlining the historical context of the community into the present, and establishes the organizing logic for the plan as a whole.

The Introduction also fulfills key procedural requirements by documenting the City's planning context, summarizing community conditions and trends, articulating the community vision, and explaining the role of the Comprehensive Plan in guiding future land use decisions, capital investments, and implementation actions. In this way, the chapter provides the foundation for demonstrating compliance with the GMA and related statutes across all plan elements.

The Introduction chapter is organized to establish shared context and orient readers to the Comprehensive Plan:

- **Purpose and Planning Context** – Explains why the Comprehensive Plan update is occurring, the scale of anticipated growth, and the challenges and opportunities facing Vancouver over the next 20 years.

- **Community History and Evolution** – Provides historical context, including Indigenous history, patterns of growth and disinvestment, and past planning decisions that shaped current conditions.
- **Community Conditions and Key Issues** – Summarizes current demographic, economic, housing, and environmental conditions that inform the plan's priorities.
- **Anticipated Trends Through 2045** – Identifies major trends expected to shape Vancouver's future, including population growth, climate impacts, demographic change, and economic restructuring.
- **Role of the Comprehensive Plan** – Clarifies how the plan guides land use, infrastructure, budgeting, and coordinated decision-making across the City.
- **Community Vision Statement** – Articulates the shared long-term vision that the goals and policies in subsequent chapters are designed to achieve.
- **Plan Structure and Implementation Framework** – Explains how chapters, goals, policies, and implementation actions are organized and how the City will work toward its intended outcomes over time.

Chapter 2 – Equity and Inclusion

Legal Requirements - The Equity & Inclusion chapter is not a standalone mandatory element of the Comprehensive Plan under the Growth Management Act; however, state law requires that all required elements of the plan be internally consistent and that implementation steps address racially disparate impacts and advance equitable outcomes. Recent state legislation—including requirements related to housing, climate, transportation, and environmental justice—explicitly direct jurisdictions to consider how policies affect historically marginalized and overburdened communities.

Under RCW 36.70A and related statutes and guidance, the City is required to plan for growth in a way that does not exacerbate displacement, inequitable access to housing, environmental health disparities, or barriers to mobility and opportunity. The Equity & Inclusion chapter provides the framework for meeting these obligations by establishing equity as a guiding lens applied across all chapters of the Comprehensive Plan, ensuring compliance with state law while responding to local conditions and Council and community priorities.

The Equity & Inclusion chapter is required to be internally consistent with all elements of the Comprehensive Plan—particularly Housing, Land Use, Transportation, Climate & Environment, Parks and Recreation, and Economic Opportunity—to ensure that growth, investment, and regulations advance equitable access to resources, services, and opportunity citywide.

Policy Direction and Chapter Organization - The Equity & Inclusion chapter establishes equity as a foundational principle for Vancouver's long-term growth and decision-making. Technical analysis and engagement conducted during the plan update affirm that historic and ongoing policies related to land use, housing, transportation, and economic development have produced persistent inequities in housing stability, wealth, health outcomes, environmental exposure, and access to opportunity—disproportionately affecting

communities of color, people with low incomes, people with disabilities, LGBTQ+ residents, immigrants and refugees, and other historically underserved groups.

Rather than treating equity as a standalone program area, the chapter advances an integrated, systems-based approach that embeds equity into planning, policy development, capital investment, and implementation across the Comprehensive Plan. Policies focus on addressing root causes of inequity, repairing past harms where possible, and ensuring that future growth delivers tangible benefits to communities that have experienced disinvestment and exclusion.

A central component of the plan is the use of data-driven tools—including the City's Equity Index, Displacement Risk Assessment, Climate Vulnerability Assessment, and Health Impact Assessment—to guide decision-making and prioritize investment. The chapter also emphasizes accountability, transparency, and meaningful community partnership as essential conditions for achieving equitable outcomes over the 20-year planning horizon.

Chapter Organization
The Equity & Inclusion chapter is organized to move from historical context to implementation, establishing equity as both a value and a practical framework for action:

- **Introduction** – Establishes equity as fundamental to Vancouver's future and summarizes existing disparities in housing, health, income, environmental exposure, and access to services.
- **Past Policies and Exclusionary Practices** – Documents how historic land use, housing, transportation, and economic policies produced inequitable outcomes and shaped present-day conditions.
- **Community Conditions and Disparities** – Examines inequities related to housing stability, homeownership, income and wealth, transportation safety, health outcomes, parks access, food access, and environmental exposure.
- **Vision Statement** – Articulates a future where Vancouver acknowledges past harms, centers impacted voices, and ensures all residents have what they need to thrive.
- **Equity as a Lens** – Introduces the Equity Framework and Equity Index as tools applied across all chapters to evaluate who benefits, who is burdened, and how inequities are addressed.
- **Equity Priority Communities** – Identifies populations and neighborhoods that have experienced systemic exclusion and are prioritized for equitable investment.
- **Recent Equity-Centered Policy Advancements** – Highlights recent City actions and initiatives that demonstrate progress and set the foundation for future work.
- **Goals and Policies** – Establishes long-term goals and coordinated policy direction to advance equitable outcomes across the built environment, services, and governance.

Engagement Feedback
Highlights key engagement takeaways gathered during the planning process related to equity and inclusion. Key themes include:

- Strong concern about housing affordability, displacement, and housing stability, with support for middle housing, renter protections, multigenerational housing, and culturally specific housing options.

- Consistent calls for universal design, ADA accessibility, and inclusive public spaces that support people with disabilities and aging populations.
- Emphasis on the importance of ongoing inclusion of BIPOC, LGBTQ+, low-income, disabled, immigrant, and formerly incarcerated community members in civic decision-making.
- Community support for prioritizing investment in historically underserved areas such as Fourth Plain, Fruit Valley, and Rose Village to improve access to parks, transit, services, and economic opportunity.

Goals and Policies
The Equity & Inclusion chapter organizes policies around four primary goals:

- **EI-1: Equitable Community** – Reduce disparities in health, housing, income, environmental quality, and access to opportunity.
- **EI-2: Universal Design and Access** – Ensure public spaces, infrastructure, housing, and development are accessible, inclusive, and adaptable for people of all ages and abilities.
- **EI-3: Focus on Youth and Aging Populations** – Support residents across the lifespan through accessible housing, childcare, transportation, and community resources.
- **EI-4: Transparent and Inclusive Governance** – Build trust through inclusive engagement, language access, representation, and accountability in decision-making.

Chapter 6 – Climate and Environment
Legal Requirements - The Climate & Environment chapter is a **mandatory element** of the Comprehensive Plan under **RCW 36.70A.070(9)** and must address both climate change mitigation and climate resilience. State law requires fully planning cities to reduce greenhouse gas emissions, plan for climate impacts, and integrate climate considerations into land use, transportation, housing, infrastructure, and public facilities planning over the 20-year planning period.

Under RCW 36.70A.070(9) and associated Commerce guidance, the climate element must include policies to reduce vehicle miles traveled and greenhouse gas emissions, increase energy efficiency, and support a transition to low-carbon systems, as well as policies to improve community resilience to climate hazards such as extreme heat, flooding, wildfire smoke, and other climate-related risks. The chapter must specifically address environmental justice issues, specifically how climate impacts and climate investments intersect with equity, recognizing that climate risks and adaptive capacity are not evenly distributed across populations or geographies.

The Climate & Environment chapter is required to be internally consistent with other elements of the Comprehensive Plan—particularly the Land Use, Housing, Transportation & Mobility, Capital Facilities & Services, and Economic Opportunity chapters—to ensure that growth patterns, infrastructure investments, and public services collectively support climate mitigation, adaptation, and long-term environmental sustainability. The chapter is supported by two key analytical subcomponents—the City's Climate Vulnerability Assessment and Health Impact Assessment—which provide the technical foundation for the chapter's mitigation, adaptation, and equity-focused policies. Together, these analyses identify where climate hazards such as extreme heat, wildfire smoke, flooding, and air quality impacts are

most acute, who is most exposed, and how those risks intersect with existing health disparities and built environment conditions. Incorporating these findings directly into the chapter demonstrates compliance with RCW 36.70A.070(9) by grounding climate policies in locally specific risk, vulnerability, and health data, and by addressing environmental justice considerations as required under state law.

Policy Direction and Chapter Organization - The Climate & Environment chapter establishes climate action and environmental stewardship as foundational to Vancouver's long-term health, safety, and prosperity. Technical analysis and engagement conducted during the plan update confirm that Vancouver is already experiencing climate impacts, including increased heat exposure, wildfire smoke events, and localized flooding, with projected risks intensifying over time. These impacts disproportionately affect low-income households, communities of color, older adults, people with disabilities, and residents with limited access to cooling, clean air, or transportation options.

Rather than treating climate mitigation and adaptation as separate efforts, the chapter advances an integrated approach that links emissions reduction, resilience planning, and environmental protection. Policies emphasize reducing climate pollution through compact land use patterns, multimodal transportation, and energy-efficient buildings, while also strengthening natural systems, infrastructure resilience, and community preparedness to withstand climate hazards.

A central component of the chapter is an explicit equity lens. The chapter prioritizes directing climate investments, nature-based solutions, and resilience strategies to neighborhoods and populations facing the greatest climate exposure with the least access to resources. Climate policies are intentionally coordinated with housing stability, public health, and anti-displacement strategies to ensure that climate action supports community well-being without exacerbating inequities.

The chapter positions climate action as a shared responsibility across City departments and a core consideration in future planning, capital investment, and regulatory decisions. Climate policies are designed to guide implementation through coordinated updates to development regulations, functional plans, capital programs, and interagency partnerships over the life of the Comprehensive Plan.

Chapter Organization The Climate & Environment chapter is organized to clearly link climate science, community impacts, and policy response, moving from risk identification to coordinated mitigation and adaptation strategies:

- **Introduction** – Establishes climate change as a defining challenge for Vancouver's 2045 planning horizon and frames the chapter's integrated focus on climate mitigation and climate adaptation.
- **Vision Statement** – Articulates a future where Vancouver is a low-carbon, climate-resilient city with healthy ecosystems, safe neighborhoods, and communities prepared for climate impacts.
- **Climate Hazards and Local Risk Context** – Identifies the primary climate hazards affecting Vancouver, including extreme heat, extreme precipitation, flooding, drought,

and wildfire smoke, and describes where these risks are concentrated geographically and which populations are most exposed.

- **Greenhouse Gas Emissions** – Summarizes key sources of local greenhouse gas emissions and establishes the mitigation framework that guides emissions reduction strategies across land use, transportation, buildings, and infrastructure.
- **Health and the Built Environment** – Examines how climate hazards and emissions interact with the built environment to affect public health, including heat exposure, air quality, housing conditions, and access to safe mobility and green space.
- **Equity Lens and Environmental Justice** – Applies an environmental justice lens to climate risks and responses, identifying communities that face disproportionate climate exposure and health burdens and prioritizing equitable investment in climate policy implementation.

Engagement Feedback – Highlights key engagement takeaways gathered during the planning process related to the chapter. Below are some key takeaways:

- Community members consistently identified climate change as an immediate, lived issue, citing increased heat, wildfire smoke, flooding, and air quality impacts already affecting daily life in Vancouver.
- Residents emphasized that climate action should be embedded in land use, housing, transportation, and infrastructure decisions, rather than treated as a standalone environmental effort.
- Equity was a central theme, with participants noting disparities in tree canopy, access to cooling, flood protection, and environmental quality across neighborhoods.
- Community members stressed that climate investments should prioritize populations and areas most exposed to climate risks while avoiding unintended displacement or affordability impacts.
- Strong support emerged for nature-based solutions—such as urban forestry, green stormwater infrastructure, and habitat protection—that provide climate resilience alongside public health and livability benefits.

Goals and Policies
The Climate Chapter organizes policies around four primary goals:

- **CL-1: Resilience and Climate Adaptation**- invest in sustainable and resilient systems and prepare for and mitigate impacts from climate change.
- **CL-2: Increase Biodiversity and Enhance Natural Systems-** build green infrastructure and preserve natural spaces.
- **CL-3: Decrease Emissions**- reduce emissions and pollutants and implement sustainable practices.
- **CL-4: Environmental Health**- improve health conditions by protecting and enhancing local ecosystems.

Chapter 7 – Parks, Recreation & Cultural Services
Legal Requirements - The Parks, Recreation & Cultural Services chapter supports the Capital Facilities element, a mandatory component of the Comprehensive Plan under RCW

36.70A.070(3). The Growth Management Act requires cities to plan for adequate public facilities, including parks, recreation facilities, trails, and open space, to serve anticipated growth over the 20-year planning period. This includes establishing level-of-service standards, identifying facility needs, and demonstrating that planned development can be supported within projected funding capacities.

State law also requires coordination between parks planning, land use planning, and development regulations to ensure that park acquisition and development keep pace with population growth and changing community needs. The Parks and Recreation chapter fulfills this role by translating the adopted Vancouver Parks, Recreation and Cultural Services Comprehensive Plan into land use–relevant policy direction and aligning parks planning with the Growth Concept, zoning framework, and capital facilities planning.

The chapter is required to be internally consistent with other elements of the Comprehensive Plan—particularly the Land Use, Housing, Transportation & Mobility, Climate & Environment, Public Facilities and Services, and Equity & Inclusion chapters—to ensure that parks, trails, and cultural spaces are equitably distributed, accessible, and integrated into the city's overall growth strategy.

Policy Direction and Chapter Organization - The Parks, Recreation and Cultural Services chapter establishes parks, trails, natural areas, and cultural spaces as **essential infrastructure** that supports community health, climate resilience, equity, and quality of life as Vancouver grows. Technical analysis confirms that while Vancouver has a diverse and valued park system, existing access and level-of-service gaps persist—particularly in historically underserved neighborhoods and areas experiencing rapid growth. Rather than focusing solely on park acreage, the chapter advances a more holistic approach to parks planning that integrates **access, quality, equity, connectivity, and climate resilience**. Policies emphasize expanding park access within a 10-minute walk, improving the condition and functionality of existing parks, and diversifying park types to meet the needs of a denser, more urban city.

Equity is a central organizing principle. The chapter applies an equity lens to identify where park access, tree canopy, recreational opportunities, and cultural amenities are unevenly distributed, and prioritizes investment in neighborhoods with the greatest need. Parks and recreation are also positioned as key tools for climate adaptation, improved public health, support for youth and aging populations, and building community connection. The chapter aligns long-range parks planning with the Capital Improvement Program (CIP), park impact fees, and future parks plan updates, ensuring that land use decisions and infrastructure

investments are coordinated and fiscally sustainable over the life of the Comprehensive Plan.

Chapter Organization
The Parks and Recreation chapter is organized to link community values, system evaluation, and implementation strategy:

- **Introduction and Vision Statement** – Establishes the role of parks, recreation, and cultural services in supporting community health, equity, climate resilience, and quality of life.
- **Vancouver Parks, Recreation & Cultural Services (VPRCS) Comprehensive Plan Overview** – Summarizes the adopted parks plan and explains how its goals and strategies are carried forward through the Comprehensive Plan.
- **Essential Spaces Framework** – Introduces parks, trails, natural areas, and cultural spaces as essential community infrastructure.
- **Existing Parks and Recreation System** – Provides an inventory of parklands, facilities, classifications, and services.
- **Level of Service, Parks Demand, and Parks Need** – Evaluates existing access, identifies gaps, and establishes acquisition and development needs based on adopted standards.
- **Equity and Access Analysis** – Applies demographic, geographic, and service-area analysis to guide equitable investment.
- **Preferred Growth Alternative and Future Parks Planning** – Explains how parks planning aligns with the Growth Concept and anticipated development patterns.
- **Capital Facilities Planning and Funding** – Identifies capital needs, funding tools, and implementation mechanisms.
- **Goals and Policies** – Establishes policy direction for parks, recreation, trails, natural spaces, and cultural services.

Engagement Feedback
Highlights key engagement takeaways gathered during the Our Vancouver planning process and the VPRCS Comprehensive Plan (adopted in 2021) related to parks and recreation. Key themes include:

- Strong community support for increasing **equitable and safe access** to parks and open spaces, particularly in East Vancouver, in the Fourth Plain corridor, and other underserved areas.
- Desire to **maintain, upgrade, and expand existing parks**, including shade, tree canopy, restrooms, playgrounds, and safety improvements.
- Calls for **culturally responsive spaces and programming**, with low-cost and/or free recreation opportunities for youth and families.
- Interest in parks as places for **community connection**, including trails, community centers, markets, libraries, and waterfront spaces.
- Support for incorporating **climate-resilient design**, native landscaping, and natural area preservation into park planning and development.

Goals and Policies
The Parks and Recreation chapter organizes policies around four primary goals:

- **PR-1: Increase Community Health Through Recreation** – Support physical, mental, and social well-being through inclusive recreation opportunities.
- **PR-2: Parks, Trails, and Natural Spaces** – Expand and connect parks, trails, and natural areas to support recreation, biodiversity, and climate resilience.
- **PR-3: Community Health and Wellness** – Use parks and public spaces as part of the City's broader health and wellness infrastructure.
- **PR-4: Thriving Cultural Landscape** – Support arts, culture, heritage, and creative expression through parks and public spaces.

Chapter 8 –Transportation and Mobility

Legal Requirements - The Transportation & Mobility chapter is a **mandatory element** of the Comprehensive Plan under **RCW 36.70A.070(6)**. State law requires cities to plan for a transportation system that supports anticipated growth over the 20-year planning period, is coordinated with land use patterns, and includes provisions for concurrency, level of service, and regional coordination. Under the Growth Management Act, the transportation element must include an inventory of existing and planned transportation facilities, level-of-service standards- including integration of a new Multimodal Level of Service standard (MMLOS)- and a financing plan to fund system improvements. The chapter must also demonstrate consistency with adopted land use assumptions and ensure that transportation investments are adequate to serve planned development.

The Transportation & Mobility chapter is required to be internally consistent with other elements of the Comprehensive Plan—particularly the Land Use, Housing, Climate & Environment, Public Facilities & Services, Parks, Recreation & Cultural Services, and Equity & Inclusion chapters—to ensure that growth patterns, infrastructure investments, and mobility options collectively support safety, access, climate and equity goals.

Policy Direction and Chapter Organization - The Transportation & Mobility chapter establishes a shift from an auto-centric system toward a people-focused, multimodal transportation network that prioritizes safety, accessibility, equity, and climate outcomes. The chapter relies heavily on the City's 2024–2044 Transportation System Plan (TSP), which was adopted by City Council in January 2024 following extensive technical analysis and community engagement, and is incorporated by reference into the Comprehensive Plan. Rather than measuring success primarily through vehicle throughput or roadway capacity, the chapter advances a multimodal level-of-service (MMLOS) framework that evaluates how well the system serves people walking, biking, rolling, using small mobility devices, taking transit, driving, and moving freight. Policies emphasize building low-stress networks, completing sidewalks, adding and improving bike and small mobility facilities, improving transit reliability and frequency, and designing streets to safely accommodate all users.

Equity and safety are central themes. The chapter recognizes that a significant share of Vancouver households do not have access to a vehicle and rely on transit and active transportation to move around the community, and that historically underserved neighborhoods experience higher safety risks and infrastructure gaps than other areas of the City. Transportation investments are intentionally coordinated with housing, climate, and

economic strategies to reduce vehicle miles traveled, lower greenhouse gas emissions, and improve access to jobs, essential services, and community amenities.

The chapter positions transportation planning as a coordinated, ongoing process that aligns the Comprehensive Plan with the TSP, six-year Transportation Improvement Program (TIP), Capital Facilities Plan (CFP), ADA Transition Plan, and regional transportation planning efforts.

Chapter Organization - The Transportation & Mobility chapter is organized to connect vision, system performance, and implementation:

- **Introduction and Vision Statement** – Establishes transportation as a system that must be safe, accessible, and reliable for all users, regardless of age, ability, income, or location.
- **TSP Context** – Explains the relationship between the Comprehensive Plan and the adopted Transportation System Plan, which provides detailed implementation guidance.
- **Existing Transportation System and Networks** – Describes Vancouver's multimodal street network, including pedestrian, bicycle and small mobility, enhanced transit, freight, vehicle, and aviation systems.
- **Equity Lens and Multimodal Level of Service** – Introduces the City's shift to multimodal concurrency and low-stress network standards to better serve all travel modes.
- **Active Transportation and Transit Support** – Focuses on completing pedestrian and bicycle and small mobility networks, improving transit access and reliability, and supporting mode shift.
- **Transportation Demand Management and Parking** – Addresses strategies to manage growth, right-size parking, and reduce reliance on single-occupancy vehicles.
- **Transportation Forecast and Climate Outcomes** – Evaluates future travel demand, vehicle miles traveled, and opportunities to reduce emissions through coordinated land use and transportation strategies.
- **Transportation Improvements and Financing** – Summarizes capital needs, funding sources, and implementation tools, including the City's Street Funding Strategy, grants, impact fees, and regional partnerships.
- **Goals and Policies** – Establishes policy direction for integrated transportation, behavior change, freight movement, and traffic safety.

Engagement Feedback
Key engagement takeaways gathered during the planning process related to transportation and mobility include:

- Strong community concern about traffic safety, particularly for people walking, biking, rolling, and using transit.
- Broad support for completing sidewalks, improving crossings, and building low-stress bicycle and small mobility networks.
- Desire for more frequent, reliable, and accessible transit service, especially for people without access to a vehicle.
- Emphasis on reducing transportation costs and improving access to jobs, schools, parks, and services.

- Support for transportation investments that reduce emissions, improve air quality, and enhance neighborhood livability.

Goals and Policies
The Transportation & Mobility chapter organizes policies around four primary goals:

- **TM-1: Integrated Transportation and Connectivity** – Provide a reliable, frequent, and accessible multimodal transportation system that connects residents to key destinations.
- **TM-2: Change Travel Behavior** – Expand low-carbon travel options and reduce reliance on single-occupancy vehicles.
- **TM-3: Efficient Freight Access** – Support safe and efficient movement of goods while minimizing conflicts and environmental impacts.
- **TM-4: Eliminate Traffic Fatalities (Vision Zero)** – Eliminate traffic-related fatalities and serious injuries for all users, regardless of mode or ability.

Chapter 9 –Public Facilities and Services
Legal Requirements - The Public Facilities and Services chapter is a **mandatory element** of the Comprehensive Plan under **RCW 36.70A.070(3)**. State law requires the City to plan for adequate public facilities and services—including water, sewer, stormwater, transportation, parks, fire, police, schools, libraries, and general government facilities—to serve anticipated growth over the 20-year planning period. The chapter must demonstrate that planned development is supported by sufficient infrastructure, consistent with adopted levels of service, concurrency requirements, and funding capacities.

Under the Growth Management Act, the chapter must include an inventory of existing public facilities, a forecast of future needs based on population and employment growth, adopted level-of-service standards, and a capital facilities plan identifying how necessary improvements will be financed. The chapter must also ensure that land use decisions remain consistent with available infrastructure funding and service capacity. The Public Facilities and Services chapter is required to be internally consistent with other elements of the Comprehensive Plan—particularly the Land Use, Housing, Transportation & Mobility, Climate & Environment, Parks, Recreation & Cultural Services, and Economic Opportunity chapters—to ensure that growth patterns, capital investments, and service delivery are coordinated, equitable, and fiscally sustainable.

Policy Direction and Chapter Organization - The Public Facilities and Services chapter establishes public infrastructure and services as essential systems that support health, safety, equity, climate resilience, and quality of life as Vancouver grows. Technical analysis confirms that continued population and employment growth will place increasing demands on utilities, transportation systems, emergency services, schools, and community facilities, requiring sustained and strategic investment over the planning horizon. Rather than focusing solely on expansion, the chapter emphasizes maintaining, modernizing, and equitably upgrading existing infrastructure while directing new investment to areas experiencing growth and the impacts of historic underinvestment. Policies prioritize cost-effective, climate-resilient infrastructure that supports compact development patterns, reduces long-term maintenance burdens, and improves system reliability.

Equity is a central theme of the chapter. The chapter recognizes that access to high-quality public facilities and services has not been evenly distributed across the city and commits to prioritizing investments in underserved neighborhoods. The chapter also reinforces the need to upgrade aging City facilities to meet ADA standards, improve seismic resilience, and ensure that public spaces and services are accessible to people of all ages and abilities. The chapter positions infrastructure planning as a coordinated, ongoing process that links the Comprehensive Plan to functional plans, the Capital Improvement Program (CIP), the Capital Facilities Plan (CFP) and annual budgeting. Policies are designed to guide long-term investment decisions, interagency coordination, and transparent prioritization over the life of the plan.

Chapter Organization - The Public Facilities and Infrastructure chapter is organized to connect service needs, infrastructure capacity, and long-term investment planning:

- **Introduction and Vision Statement** – Establishes the role of public facilities and services in supporting equitable, efficient, and climate-resilient growth.
- **Public Facilities and Services Inventory** – Summarizes existing infrastructure and service providers, including utilities, transportation, parks, emergency services, schools, libraries, and general government facilities.
- **Future Demand and Capacity Analysis** – Evaluates how anticipated growth will affect infrastructure demand and identifies where system upgrades or expansion may be needed.
- **Equity Lens** – Applies the City's Equity Index and related tools to guide prioritization of infrastructure investments in underserved communities.
- **Levels of Service and Concurrency** – Establishes service standards and identifies Tier I and Tier II facilities subject to concurrency and planning assumptions.
- **Capital Facilities Forecast and Financing Plan** – Identifies 20-year capital needs and a six-year financing plan aligned with projected funding capacity.
- **Goals and Policies** – Provides policy direction for infrastructure investment, service delivery, public safety, and transparent governance.

Engagement Feedback
Highlights key engagement takeaways gathered during the planning process related to public facilities and infrastructure. Key themes include:

- Strong support for ensuring that infrastructure and services keep pace with growth without increasing costs for existing residents.
- Emphasis on equitable access to emergency services, utilities, and community facilities across all neighborhoods.
- Calls for infrastructure that is resilient to climate change and environmental hazards.
- Interest in culturally responsive public facilities and services that reflect community needs.
- Desire for safer streets, improved traffic enforcement, and better access for emergency vehicles.

Goals and Policies
The Public Facilities and Infrastructure chapter organizes policies around three primary goals:

- **PFS-1: High Quality Facilities and Infrastructure** – Provide high-quality, efficient, and well-maintained facilities and utilities that support a growing population.
- **PFS-2: Government Services and Financing** – Ensure transparent, equitable, and coordinated funding and prioritization of public infrastructure and services.
- **PFS-3: Infrastructure Enhances Public Safety** – Investments advance community safety, contribute to emergency preparedness and support disaster response.

Next Steps

- The Draft Comprehensive Plan and Title 20 Land Use and Development Code will be released for public review in mid-February, to ensure alignment with State Department of Commerce review timelines and meeting the June 2026 adoption deadline.
- City Council will conduct its third workshop reviewing the Draft Comprehensive Plan on March 2 focused on the Community Experience and Annexation Chapters and key implementation activities.

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Attachments

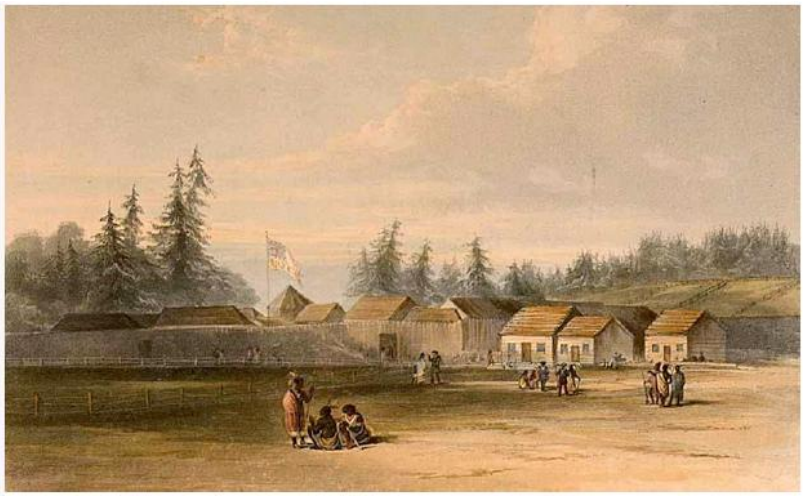
- Draft Introduction Section
- Draft Equity & Inclusion Chapter
- Draft Climate & Environment Chapter
  - Climate Vulnerability Assessment
  - Health Impact Assessment
- Draft Parks, Recreation & Cultural Services Chapter
- Draft Transportation & Mobility Chapter
- Draft Public Facilities and Services Chapter

Introduction

Vancouver is a city defined by change. Once a modest trading outpost, it has grown into Washington's fourth largest city and the primary urban center of Clark County, with more than 200,000 residents today. By 2045, that number is projected to exceed 281,000, a scale that underscores the importance of intentional planning to accommodate new growth and ensure livability and opportunity for all community members.

Throughout its history, Vancouver's identity has been shaped by rapid, transformational shifts. The city is currently in the middle of a major transformation, shifting from a traditionally suburban development pattern to a more urban character as land resources decrease, and where access to amenities and services, a range of transportation options, and a variety of housing types and price ranges are increasingly important. Economic and cultural changes are also reshaping how people live and work. Remote and hybrid employment is more common, housing is increasingly unattainable for many low- and middle-income residents, smaller household sizes are driving different housing needs, and younger generations place a premium on inclusive public spaces and vibrant cultural life. These shifts frame a central challenge of the Comprehensive Plan: managing growth in ways that enhance our daily experiences, strengthen the social fabric, and create neighborhoods where all residents can thrive and prosper.

OUR Evolution as a Community



Vancouver's history begins with the Indigenous peoples who historically have inhabited and stewarded this land for more than 10,000 years, and whose descendants continue to be a part of the Vancouver community today. The Chinook people lived in large rectangular houses made of cedar planks, located in towns along the north bank of the "Wimahl" River, or "Big River," near its confluence with Oregon's Willamette River. Rich in salmon, plants, and berries, the Chinook lived in relative abundance and became prolific traders. Included in this extensive trade network were the nearby Cowlitz and Klickitat tribes. The Cowlitz likely lived along the Cowlitz River a short distance upstream from its confluence with the Columbia River. They traveled by canoe on the Columbia River near present day Vancouver and passed through the area by land regularly as well. The arrival of Europeans to this area beginning in the mid-1700s brought waves of smallpox and other diseases that devastated Native communities. By the early 1800s, when Lewis and Clark passed through the area, the Native population had suffered significant losses. Today, the Chinook Indian Nation—comprising

five constituent tribes—continues to advocate for federal recognition, which was briefly granted in 2001 and rescinded in 2002.

The Hudson's Bay Company established Fort Vancouver in 1825 as a fur trading post and administrative center. Chinookan and Cowlitz peoples were hired by the Company in their traditional roles as middlemen, which facilitated the Company's access to the established trade network in the area. Within two decades, the Fort became the hub of commerce for the region, housing the first school, library, and theater on land that is now known as the state of Washington. By the 1840s, it was the largest concentration of people on the West Coast. While company officers lived within the stockade, the broader workforce and their families lived in Kanaka Village, a multicultural settlement including Hawaiian Islanders, French Métis, Iroquois, and local Native people.

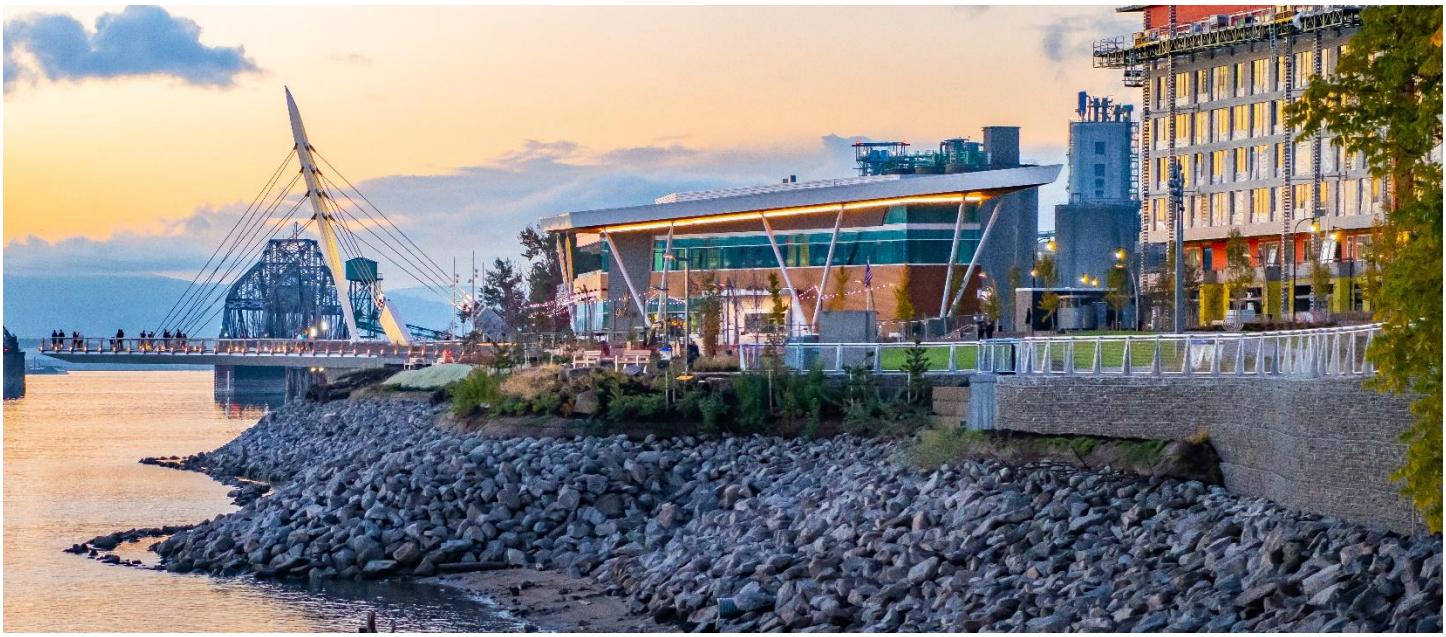
American settlers began arriving in the 1840s, and after the U.S.–Canada border was fixed at the 49th parallel in 1846, Fort Vancouver's role declined. The U.S. Army established barracks nearby in 1849, drawing additional settlers and cementing Vancouver's military importance. The city was incorporated in 1857 with roughly 1,700 residents, becoming one of the first incorporated cities in Washington Territory. By 1880, Vancouver had become the third-largest town in the territory. Records from the late 19th century show the presence of Chinese laborers and Buffalo Soldiers—segregated army regiments of Black American men—stationed at Vancouver Barracks, though the broader white community discriminated against these groups.

The early 20th century saw Vancouver expand through annexation (1909) and infrastructure investment. The opening of the Vancouver–Hayden Island Railroad Bridge in 1906 and the Interstate Bridge in 1917 connected the city more directly to the region and fueled industrial growth. Immigrant families, including Japanese farmers, shaped the agricultural economy but faced discriminatory laws. In 1940, Alcoa opened a major aluminum plant, followed by the Kaiser Shipyards in 1942, which tripled the city's population almost overnight. To meet the need for housing, the Vancouver Housing Authority constructed more than 12,000 family units and 10,000 dormitories, reshaping neighborhoods across the city. After the war, most temporary wartime housing was demolished or converted into subdivisions.

Postwar decades also brought new infrastructure and urban renewal. Construction of Interstate 5 in the 1950s cut through neighborhoods and severed connections to downtown, accelerating suburban development and retail flight. The City adopted its first comprehensive plan in 1957, establishing segregated land uses and suburban street patterns. Urban renewal programs in the 1960s and 1970s demolished portions of downtown housing stock, displacing lower-income residents and impacting historic buildings. In 1973, Oregon passed Senate Bill 100, which established an urban growth boundary and limited outward expansion into farmland surrounding Portland. New restrictions on growth south of the river, along with construction of the I-205 bridge to Vancouver, catalyzed a significant amount of growth occurred in Clark County, particularly in what is now East Vancouver.

The late 20th century and early 21st century marked another transformation. Annexations in the late 1990's and mid 2000's dramatically expanded city boundaries, nearly doubling the city's overall population, while the growth of high-tech industries and large-scale redevelopment efforts reshaped the urban core. Long term investments and strategic planning such as the Esther Short Park Redevelopment Plan, the 2007 Vancouver City Center Vision (VCCV), and the development of the Waterfront reconnected Vancouver to its riverfront and created a renewed sense of civic identity.

Today, Vancouver is home to just over 200,000 residents and is one of the most diverse communities in the region. Since 2010, communities of color have grown by over 60%, and BIPOC populations countywide have nearly doubled. The City continues to confront challenges of housing affordability, displacement, climate change, and infrastructure needs while building on a long legacy of resilience. With the 2022 Climate Action Framework, 2023 Strategic Plan, 2024 Transportation System Plan and the 2025 Comprehensive Plan update, Vancouver is setting the stage for its next chapter: a future that honors its Indigenous roots, addresses past inequities, and creates a more equitable, sustainable, and prosperous community for generations to come.



What Issues Face the Community in 2026?

Housing Affordability and Displacement. Housing costs have risen dramatically in the past decade, with median rents increasing by more than 60 percent since 2011 and home prices nearly tripling. Nearly half of all renters are cost-burdened, with more than a quarter paying over half their income on housing. Displacement risk is highest for Black, Hispanic/Latine, and lower-income households, many of whom are concentrated in neighborhoods along the Fourth Plain corridor, Fruit Valley, and Walnut Grove, and in the northeast corner of the City. Meeting the state-mandated target of more than 38,000 new housing units by 2045 will require both increasing production, streamlining regulations and reducing review timelines, and finding new sources of funding to both preserve and build new rent-restricted affordable housing.

Climate Change and Environmental Stress. Vancouver is already experiencing the effects of climate change, from extreme heat and wildfire smoke to flooding and degraded air quality, with these impacts expected to increase over the next 20 years. Vulnerable populations—including older adults, children, and households with low incomes or limited English proficiency—face disproportionate exposure to these hazards. Neighborhoods with less tree canopy and higher concentrations of pavement, such as parts of the Fourth Plain corridor and East Vancouver, are more susceptible to urban heat. Addressing climate resilience is critical not only for physical infrastructure but also for the daily comfort, health, and safety of residents.

Evolving Demographics and Community Needs. The city is transitioning from a suburban to a more urban environment, with demand growing for smaller, more affordable homes near transit, parks, and

Community Overview

- Population: **202,600**
- Median Age: **36.8 years**
- Youth: **21% under 18 years**
- Seniors: **21% are 65 yrs +**
- Size: **51.84 square miles**
- Housing Units: **71,649**
- Tenure: **49% rent, 51% own**
- Median Home Sales Price: **$477,000**
- Median Household Income: **$76,799**
- Disability Status: **14.7%**
- Has a Bachelors Degree or Higher: **31.2%**
- Speaks a language other than English: **14.7%**
- Veteran Status: **7.7 %**

neighborhood services. The share of residents over 65 is increasing, households are getting smaller, and more residents live alone. This creates new needs for accessible housing, social infrastructure, and community spaces that foster connection and reduce isolation.

Economic Shifts and Inequities. Vancouver has attracted new employers in healthcare, technology, and education, strengthening its job base. Yet median household income remains below the county average, and many jobs in retail and service sectors do not pay a living wage. Economic disparities persist along racial lines, with Black and Hispanic households earning significantly less than the citywide median. Supporting small businesses, expanding workforce development, adding family wage jobs, and ensuring proximity between jobs and housing are critical to building a resilient and inclusive economy.

Safety and Social Cohesion. Public safety remains a concern, particularly with rising traffic fatalities and injuries involving pedestrians and bicyclists. Residents consistently express a desire for safer streets, more inviting public spaces, and stronger social connections. Building trust in civic institutions, fostering participation in cultural and community life, and ensuring that residents feel represented in the built environment are essential to a positive community experience.

What Key Trends Do We Anticipate Addressing Over the Next 20 Years?

Vancouver's next two decades will be shaped by rapid growth, demographic transition, climate impacts, and economic restructuring. The community issues we face today—housing affordability, environmental stress, inequity, and safety—are projected to intensify without decisive, coordinated planning. Looking ahead to 2045, several major trends will frame the choices before us.

- **Continued Population, Housing and Employment Growth -** By 2045, Vancouver is projected to grow by over 81,000 new residents and will need at least 38,000 new housing units to address our existing housing deficit and meet new demand. The employment base will also need to grow by an additional 44,600 jobs to provide local employment opportunities and reduce commutes between other major employment centers in the region.

  Table 3-1. 2024 population, housing units, and jobs and projected future capacity

	2024	Projected Growth	2045
Population	200,000	+81,000	281,000
Housing Units	86,000	+38,000	124,000
Jobs	100,000	+44,600	144,600

- **Intensifying Housing Need, Affordability Pressures, and Displacement Risk -** Even as production increases, the need for affordable housing and supportive housing will outpace market delivery. Cost burdens are expected to grow for renters, seniors, single-person households, and Black, Hispanic/Latine, Pacific Islander, and immigrant communities. Market pressures will continue to concentrate displacement risk in areas like Fruit Valley, the Fourth

Plain corridor, requiring intentional anti-displacement strategies and more robust equitable development tools.

- **Increasing Climate Hazards and Community Vulnerability -** By 2045, Vancouver is projected to experience significantly more days of extreme heat, more intense atmospheric river events, longer wildfire smoke seasons, and reduced summer stream flows. These impacts will disproportionately affect residents with lower incomes, limited English proficiency, disabilities, older adults, and households living in heat-vulnerable areas with low tree canopy. Infrastructure—particularly stormwater, water supply, the energy grid, transportation corridors, and older housing stock—will require major adaptation and resilience upgrades. Vancouver will need to integrate nature-based solutions, extreme heat response systems, and community-scale resilience hubs into its long-range planning.
- **Shifting Demographics, Aging, and Changing Household Types -** The city will continue to diversify racially and culturally, with growing immigrant communities and multigenerational households. The share of seniors will rise significantly, increasing demand for accessible housing, aging-in-place options, and supportive community services. More residents will live alone, amplifying the need for social infrastructure—public spaces, libraries, neighborhood centers, cultural hubs, and inclusive civic life—to reduce isolation and strengthen community belonging.
- **Transforming Economy and Labor Market -** Vancouver's economy is increasingly bifurcated, with large numbers of higher-wage jobs in healthcare, technology, engineering, creative industries, and professional services, as well as lower wage service sector jobs. Traditional manufacturing, logistics, and construction- industries where Vancouver doesn't not perform well relative to the overall region- will remain essential to providing living-wage jobs for residents without postsecondary education. Remote and hybrid work will continue influencing where people live and how they travel, increasing demand for flexible workspaces, neighborhood-serving services, and multimodal infrastructure. As commercial redevelopment accelerates, the City will need to strategically manage finite employment land, support small businesses, foster entrepreneurship, and expand opportunities for workforce development.
- **Greater Emphasis on Safe, Connected, Low-Carbon Mobility -** Traffic fatalities and serious injuries—especially those impacting pedestrians—are likely to rise without significant safety investments. Over the next two decades, Vancouver must find ways to shift travel behavior to more climate friendly options, walking, rolling, cycling and transit Electrification of transportation, expansion of active transportation networks, and redesign of high-injury corridors throughout the City will be critical to both safety and climate goals.
- **Growing Expectations for Equity, Representation, and Community Voice -** Community expectations for repair of past harms, culturally responsive government, and equitable investment will continue to grow. Residents increasingly expect transparent data, meaningful power-sharing, and policies that correct historical inequities in housing, environmental conditions, transportation access, and economic opportunity. Over the next 20 years, Vancouver will need to strengthen partnerships with neighborhood organizations, cultural communities, Tribes, and community-based groups to co-create solutions and ensure a sense of community ownership and buy-in.

Role of the Comprehensive Plan

Comprehensive plans are the centerpiece of local planning efforts and are a foundational tool for shaping outcomes in the built and natural environment and addressing the key issues a community faces. These 20-year plans articulate a community vision through a series of goals, policies, and actions that guide the day-to-day decisions of elected officials and local government staff. While growth and change have and will always be a part of our lives, comprehensive plans are created by local governments with the community to help coordinate and plan for that growth, establish common goals, support the environment, and support our collective health, safety, and high quality of life.

The City of Vancouver is required to develop a Comprehensive Plan under Washington's Growth Management Act (GMA), with specific requirements outlined in the Revised Code of Washington (RCW) Section 36.70A. First adopted in 1994 and updated in 2004, Vancouver's Comprehensive Plan has evolved alongside the city's growth, setting the policy framework for urban centers, housing diversity, and service provision. This updated plan extends the community vision to 2045 and establishes goals, policies, and actions that better address the issues and trends outlined above.

Community Vision Statement

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

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

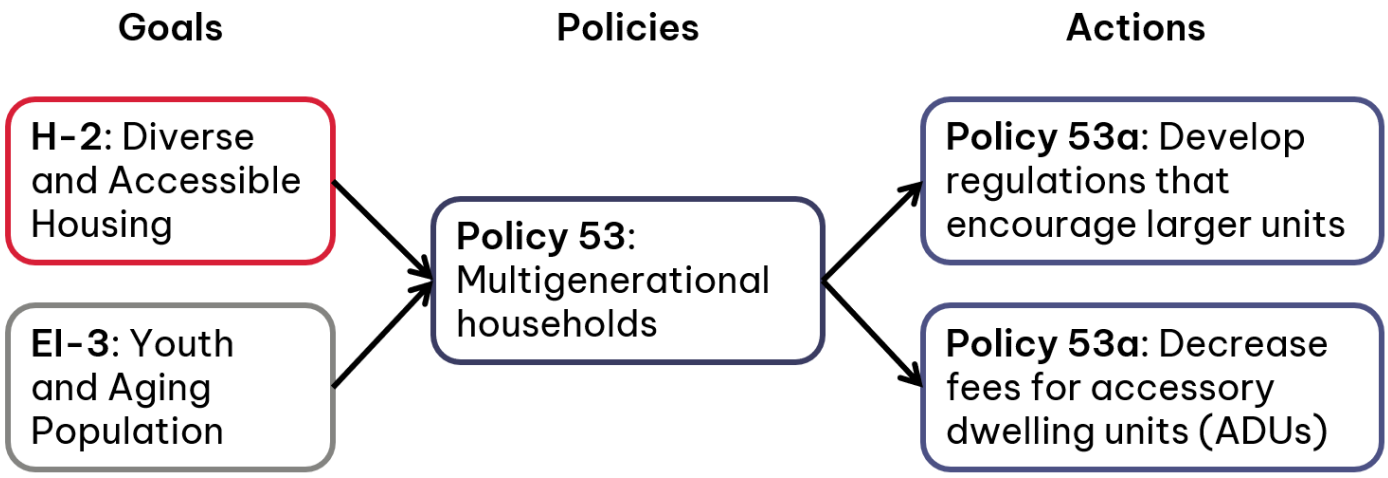
How the Plan is Structured

This Comprehensive Plan is centered around the plan's **community vision statement**. The vision statement is the result of a detailed visioning process, which engaged more than 1,000 community members between June 2022 and February 2023. The plan vision statement serves as the basis from which all other goals and policies in the plan are developed.

The Comprehensive Plan is organized into the following chapters. Each chapter also has its own vision statement as well as a set of goals associated with that chapter.

- **CE - Community Experience**
- **EI - Equity and Inclusion**
- **LU - Land Use and Development**
- **H - Housing**
- **EO - Economic Opportunity**
- **CL - Climate and Environment**
- **PR - Parks and Recreation**
- **TM - Transportation and Mobility**
- **PFI - Public Facilities and Infrastructure**
- **AN - Annexation**
- **Implementation**

Each goal is described in the relevant chapter and includes a list referencing the policies that support the goal. Because community priorities are interconnected, most policies end up supporting multiple goals and are repeated under multiple goals throughout the plan. Applying policies to multiple goals helps strengthen the connections between what we want to achieve (i.e., the vision and goals) and what we need to do to get there (i.e., the policies and actions). A complete list of all policies and the goals they support is available in the Policies and Implementation Chapter.



Graphic for illustrative purposes only.

Related Plans and Policies

This updated Comprehensive Plan builds on existing plans and policy guidance established by City Council. Key plans and policies include:

- 2023-2029 Strategic Plan
- Climate
  - Climate Action Framework (CAF), 2022
  - Climate Adaptation Strategy, 2022
- Housing
  - Housing Action Plan (updated regularly)
  - Reside Vancouver Anti-Displacement Plan, 2019
- Parks and Recreation
  - 2022-2031 Vancouver Parks, Recreation and Cultural Services (PRCS) Comprehensive Plan
  - Culture Arts and Heritage Plan, adopted 2018
- Five-Year Economic Development Strategy, 2025
- Transportation
  - 2024-2044 Transportation System Plan (TSP), 2024
  - 2026-2031 Transportation Improvement Program (TIP)
  - Pearson Airport Master Plan (update underway)
- Utilities
  - Stormwater Management Program Plan (SWMP Plan), 2025
  - 2011 General Sewer Plan, update in process, adoption anticipated 2026-2027
  - 2026-2031 Water, Sewer and Surface Water Capital Improvement Program (CIP)
  - 2016 Comprehensive Water System Plan, amended 2022, update in process, adoption anticipated 2026-2027
- Long Range Facilities Plan, 2025
- Urban Forestry Management Plan (UFMP), 2023
- Shoreline Master Program, adopted 2011, last amended 2021
- Critical Areas Ordinance, 2024
- Other Jurisdictions and Agencies
  - 2025-2030 CTRAN Transit Development Plan
  - Regional Transportation Council (RTC) Regional Transportation Plan, 2024
  - 2025-2030 Comprehensive Countywide Solid Waste Management Plan
  - Vancouver School District Capital Facilities Plan, 2022
  - Evergreen Public Schools Capital Facilities Plan, 2026
  - Fort Vancouver Regional Libraries Comprehensive Facilities Plan (2025)

Supporting Comprehensive Plan Documents

In addition to the Comprehensive Plan, number of documents were prepared during the update process in order to inform the overall policy approach, and fulfil the requirements under RCW 36.70A. These items are identified below:

A. Equity Framework
B. Equity Analysis
C. Community Partnership Framework
D. Public Involvement Plan
E. Vision and Goals Framework
F. Community Atlas
G. Overall Engagement Summary
H. Housing Needs Assessment
I. Economic Conditions and Opportunities Analysis
J. Health Impact Assessment
K. Climate Vulnerability Assessment
L. Greenhouse Gas Emissions Inventory
M. Racially Disparate Impact Analysis
N. Land Capacity Analysis
O. Transportation Finance Plan
P. Capital Facilities Plan 6-and 20-year project lists

Glossary

[Coming Soon]

Equity and Inclusion

2

Introduction

An equity approach is fundamental to shaping a future where every Vancouver community member can thrive. For too long, systemic barriers—including exclusionary housing policies, disinvestment, and unequal access to education, employment opportunities, and wealth-building opportunities—have actively harmed communities of color, people with low incomes, people with disabilities, LGBTQ+ residents, and other historically underserved groups. These barriers are not accidental, but the product of societal structures and systems that shaped Vancouver's growth over time. These barriers are visible in disparities in housing stability, wealth, health outcomes, educational attainment, access to safe transportation, and exposure to environmental risk. Vancouver is experiencing rapid demographic change: communities of color grew by 64% between 2010 and 2020, and 14.7% of residents speak a language other than English at home. In 2021, 51% of households were cost burdened[1], and neighborhoods like Bagley Downs and Meadow Homes face childhood poverty rates above 50%. Access to amenities is also uneven: areas in west and central Vancouver host the majority of essential services, while neighborhoods east of I-205, along Fourth Plain, and in parts of Fruit Valley have less access to parks, transit, sidewalks, safe roadway crossings and grocery stores. It's important for the City to take a targeted and local approach to addressing inequitable outcomes in the built environment and use the tools it has available to address them. This chapter provides a lens through which to understand all the other chapters within the Comprehensive Plan, helping the City focus on equity in both the process and outcomes when implementing the plan.

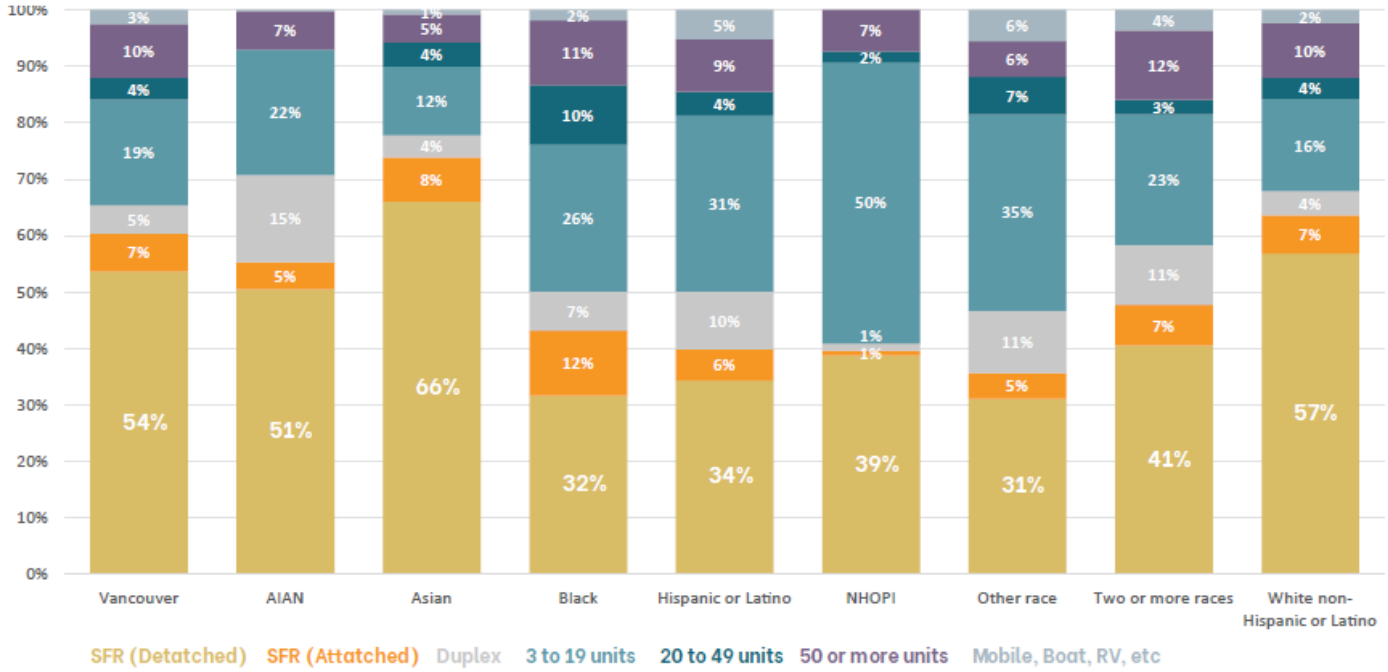
Past Policies and Exclusionary Practices

Historic policy direction around growth and development in the City emphasized low-density, single-family neighborhoods and imposed minimum lot sizes and parking requirements that limited access to affordable housing choices, particularly for lower-income and non-white households. In 2023, 46% of land area in the City was zoned to exclusively allow the construction of a single home on one lot. The City historically has effectively limited the development of naturally occurring, small-scale density in many neighborhoods by applying land use standards that only allow single-family homes.. This effectively has excluded "middle housing" forms—duplexes, triplexes, courtyard apartments—which can provide affordable pathways to ownership and rental housing, and has contributed to the overall undersupply of housing in Vancouver and the Clark County region.People of color face a variety of structural barriers, which have impacted wealth accumulation over generations, and on average, resulted in less available wealth and purchasing power to contribute to

[1] Our Vancouver – Housing Needs Assessment, April 2024, pg 48

housing. Black, Hispanic, and Native Hawaiian and Pacific Islander households are less likely to live in a single-family home, and are less likely to own their homes.

Figure 1 – Housing Units by Race, Decennial Census 2020



Additionally, housing options attainable by renters, immigrants, and people of color are often in areas near major transportaion corridors, rail lines, and industrial areas, which leave these residents vulnerable to pollution, disinvestment, or redevelopment pressures without tools to ensure stability. Similarly, transportation design standards prioritized vehicle throughput over safety for people walking or biking. This contributed to inequitable safety outcomes, with higher crash rates in lower-income and BIPOC neighborhoods where residents are more likely to walk or rely on transit.[2] Economic development policies historically emphasized recruitment of large employers and external sources of investment. While these strategies created jobs, they often overlooked the needs of small, locally owned businesses, particularly those owned by entrepreneurs of color. Business ownership remains disproportionately concentrated among White residents, while Black, Latino, and immigrant entrepreneurs have been underrepresented and clustered in lower-cost, aging corridors.

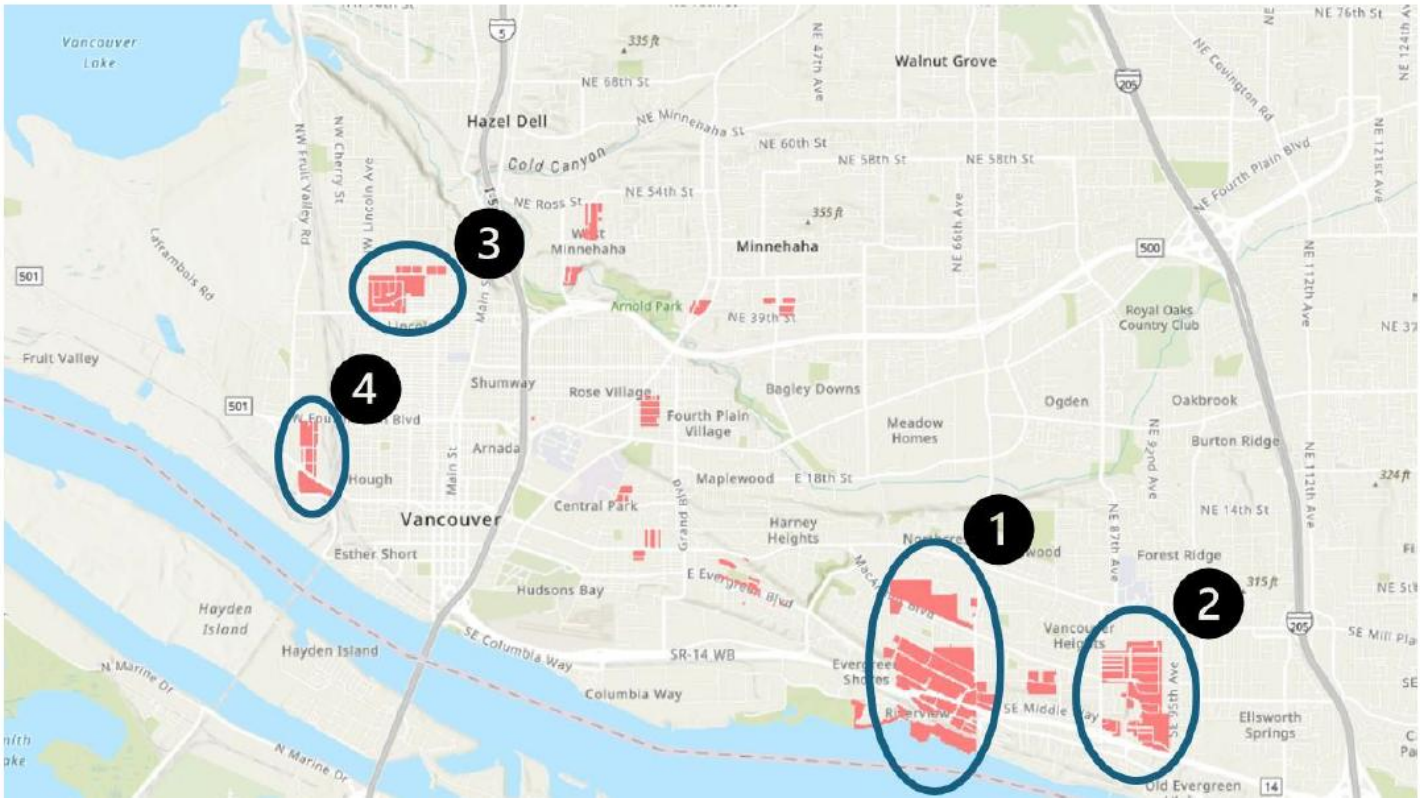
Housing, Homeownership, and Houselessness

Housing policy in Vancouver has long reflected national patterns of exclusion. Racial covenants, conditions, and restrictions (CC&Rs) once prohibited households of color from purchasing property in a select number of neighborhoods in the city. These restrictions were most prevalent in the Heights and Evergreen Highlands, and Riverview neighborhoods, as well as parts of central Vancouver such as the Lincoln Neighborhood and Sampson Avenue in east Fruit Valley. While the 1968 Fair Housing

[2] Local Road Safety Plan, 2022

Act made these racial restrictions illegal and unenforcable, the barriers they created to homeownership limited the ability of families of color to build intergenerational wealth. This contributes to the housing and economic disparities we see today.

Figure 2 – Neighborhoods with Racially Restrictive Covenants (University of Washington Racial Restrictive Covenants Project)



In 2021, more than half of Black households (52%) and nearly half of Hispanic households (45%) had housing costs that were 30% or more of their income[3]. In Vancouver, people of color, renters, and low-income households are at a greater risk of experiencing homelessness. Rising rents and redevelopment pressures in areas along Fourth Plain and in Fruit Valley compound these inequities, driving displacement risk in some of Vancouver's most vulnerable communities.

Income and Wealth Gaps

Vancouver's median household income was $76,733 in 2023, compared to $84,000 in Clark County and $84,000 statewide. Black households make $24,000 less, and Hispanic or Latino/a populations make $11,000 less than the median household income for Vancouver on average.[4]. These inequities are

[3] Housing Needs Assessment
[4] American Community Survey 5 Year Estimates – 2019-2023

reflected in broader income inequality.In Vancouver in 2024, the top 10% of households held twice as much income than that of the bottom 45% of households.

Vision: Equity and Inclusion

We strive to build an equitable and inclusive community that recognizes and respects intersecting identities. We do this through intentional action that seeks to acknowledge and repair injustices of the past while charting a new course, centering voices that were excluded and, in many instances, continue to be excluded from decision-making processes. We follow the guidance and expertise of those who have been directly impacted by exclusionary practices and racist and oppressive systems, to design a more equitable future for our community. We examine the intended and unintended consequences of past, current and proposed policies with an equity lens, and work towards increasing pathways to access and participation. Reparative actions, universal access, and physical and mental health are critical priorities in creating inclusive environments.

Transportation

Transportation access and safety remain inequitable across the city. Nearly 75% of fatal and severe crashes occur on arterial and collector streets, disproportionately located in lower-income neighborhoods. Crashes are most common at non-intersection locations without traffic control, where pedestrians and cyclists face higher risks. These patterns mirror inequities in access to safe, reliable, and affordable transportation options, which in turn affect access to employment and services. Low-income residents and people of color are more likely to rely on walking, biking, and transit, yet also face the greatest exposure to traffic collisions and unsafe street conditions (Local Road Safety Plan, 2022). Employment access is particularly limited for residents without cars, with many jobs clustered along highway corridors or in areas underserved by transit.

Health, Education, and Life Outcomes

Disparities in social determinants of health—housing, education, and income—translate directly into health inequities. Life expectancy can vary by more than a decade between neighborhoods. While 92% of adults hold a high school diploma, only 32% hold a bachelor's degree, with stark differences by race: fewer than 20% of Black and Hispanic adults have a four-year degree compared to more than 40% of white and Asian adults. Childhood poverty exceeds 50% in neighborhoods such as Bagley Downs and Meadow Homes, shaping lifelong disparities in health, earnings, and opportunity.

Parks, Food Access, and Tree Canopy

Access to public amenities also differs across the city. Census block groups with higher proportions of people of color have less tree canopy than the city on average, reducing shade and increasing vulnerability to extreme heat. Several areas identified as equity-priority communities, including Fourth Plain, Fruit Valley and the Mountain View neighborhood face limited access to fresh and affordable food options, further compounding health disparities. Vancouver's Climate Vulnerability Assessment shows that higher percentages of BIPOC and low-income households are more likely to live in areas exposed to extreme heat, flooding, and air pollution. These same households often lack access to resources like health care, insurance, or air conditioning, making adaptation to climate change more challenging. As climate hazards intensify, the inequities in resilience and recovery will grow unless addressed directly.

Recent Advancements in Equity-Centered Policy

Over the past decade, the City of Vancouver has begun to reorient its policies toward equity and inclusion. These changes reflect both community advocacy and recognition that past practices reinforced disparities. The City has taken meaningful steps, and the current Comprehensive Plan update represents the most significant opportunity yet to embed equity into every aspect of growth and development.

Citywide Focus on Equity and Inclusion. In 2020, the City Council has adopted equity as one of their key priorities, demonstrating a commitment to institutionalizing equity across planning, budgeting, and service delivery.

- **Reside Vancouver.** Adopted in 2020, Reside Vancouver is an anti-displacement strategy that outlines how the City can help stabilize vulnerable communities, such as renters, people with lower incomes, and people of color, and support them as they move towards financial self-sufficiency over time. Based on the strategy's vulnerability assessment, the recommendations are tailored to the Maplewood and Meadow Homes neighborhoods. It emphasizes tenant protections, affordable housing production, and neighborhood reinvestment and formed the foundation for policy work around equity and land use that the City is implementing through the Comprehensive Plan.

- **Fourth Plain for All and ARPA Investments.** Federal relief funds during the COVID-19 pandemic were leveraged to advance equity. 75% of funding the City received during the American Rescue Plan Act (ARPA) went to funding improvements along the Fourth Plain Corridor, in housing, parks, public spaces, economic development and community building. The City has also created the Fourth Plain Commons, which has become a model for future public private partnerships in constructing affordable housing and support for community services. The City has also invested in the Fruit Valley Action Plan, which directed resources to one of Vancouver's most underserved neighborhoods.
- **Embedding equity in all plans.** In 2023, equity was included as a core value of the 2023-2029 Strategic Plan and a foundational piece of the Transportation System Plan update and Climate Action Framework. These policy documents guided the goals and policies in the transportation, climate, and other chapters of the updated Comprehensive Plan.

These efforts highlight the investments and efforts the City has conducted recently, and outline the continued work the City needs to conduct over the lifespan of this 20--year plan.

Equity As A Lens

This Comprehensive Plan is the first in Vancouver's history to have a direct, intentional focus on equity within its policy work. The Equity Framework for this plan provides the principles and process that guide this work and was developed with a core advisory group, called the Community Partners. The Community Partners group was composed of members from and/or organizations that serve equity priority communities. In addition to helping create the Equity Framework, this group worked in partnership with staff to design policies, draft recommendations, and ensure that the lived experiences of historically underserved communities directly informed the plan update.

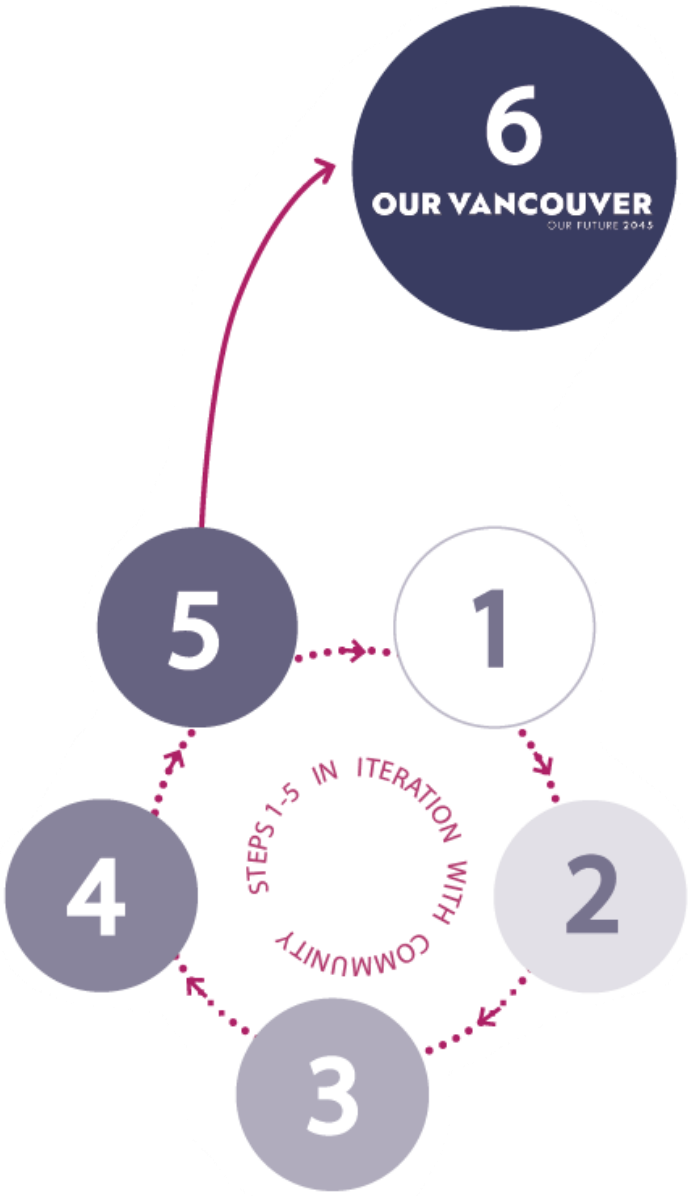
This co-creative method was central to the process. Instead of engaging communities at the end of decision-making, implementing the plan's Equity Framework allowed more integrated policy making at the beginning—to shape questions, surface root causes, and generate solutions together.

Equity Priority Communities

- BIPOC communities
- People with low incomes
- People with disabilities,
- including neurodivergence
- Youth and children
- LGBTQ+ individuals
- Renters
- Homeless Population
- Small business owners
- Refugees
- Undocumented population
- Formerly incarcerated populations

To put these principles into practice, the Equity Framework lays out a six-step process that was applied in each chapter of the plan:

1. **Identify outcomes** that reflect equity goals.
2. **Develop metrics** to measure progress toward those outcomes.
3. **Assess baseline** gaps and root causes using data disaggregated by race, income, language, and geography.
4. **Apply an equity lens**, asking who benefits, who is burdened, who has been excluded, what unintended impacts might arise, and who is accountable.
5. **Propose** goals, policies, and strategies that address the root causes of inequity.
6. **Implement** with transparency, engaging communities in accountability and monitoring.



Guiding Community Investment and Decision Making with Data.

A central component in addressing structural inequities is ensuring that resources are directed where they are needed most. Vancouver's **Equity Index** provides a clear, data-driven foundation for this work. By combining eight demographic indicators—including race, income, renter status, education, language access, disability, youth, and older adults—the index identifies neighborhoods with the highest levels of vulnerability and social need. This index helps decision makers understand who could benefit or be burdened by policy decisions and prioritize investments in neighborhoods where the need is greatest. The Equity Index was used in the Comprehensive Plan Update to help understand baseline gaps and root causes (step 3 of the Equity Framework) and apply an equity lens to the goals and policies in this Plan.

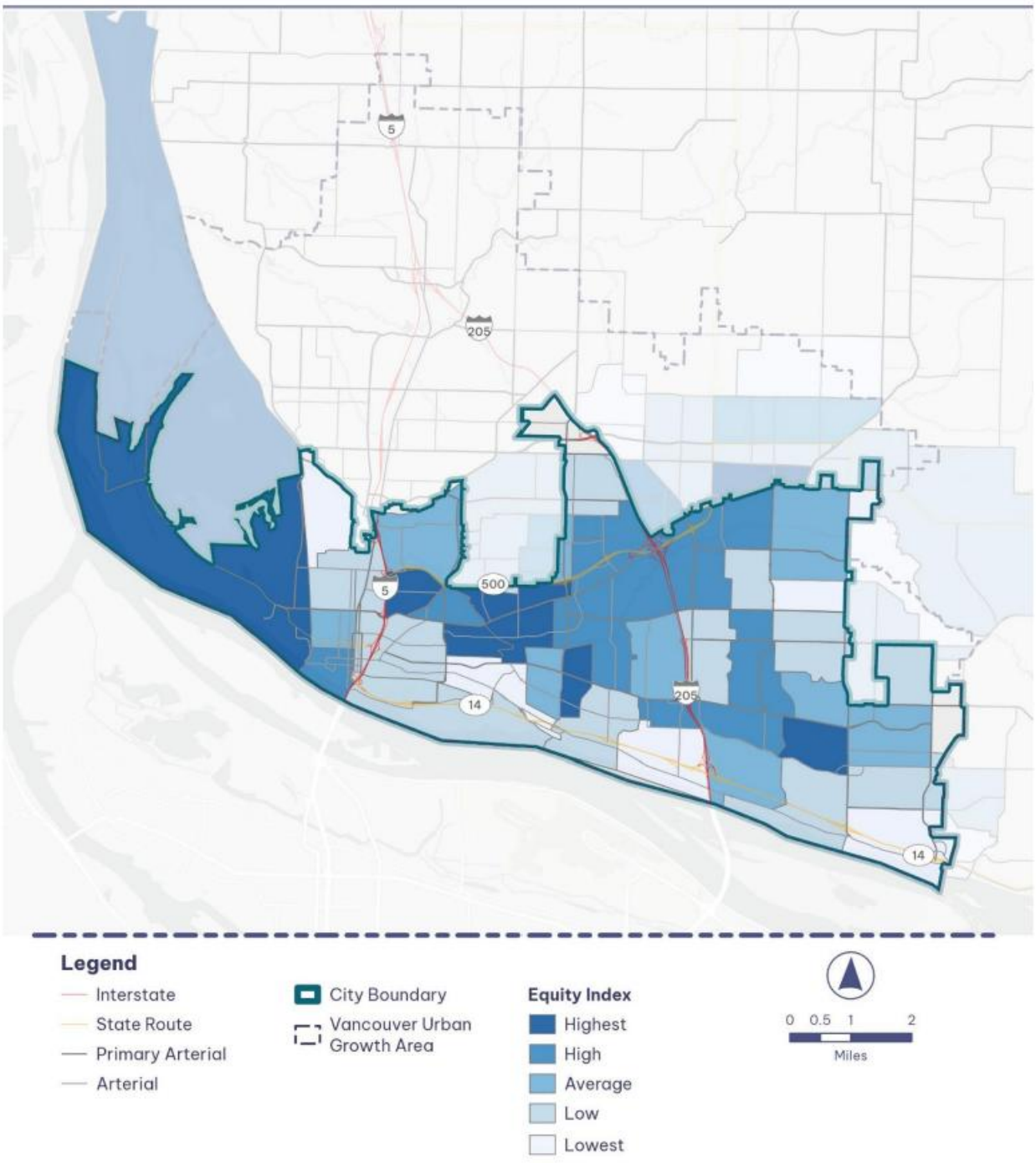
The highest concentrations of need are along **Fourth Plain Boulevard and surrounding neighborhoods**—including Bagley Downs, Meadow Homes, Maplewood, Kevanna Park, Image, Rose Village, and Fruit Valley—where poverty, cost burden, and environmental health disparities overlap.

Community Feedback

- Desire for the City to acknowledge historical injustice and systemic racism, take reparative action, and be bold and transparent in its equity commitments.
- Want accessibility and disability inclusion to be centered in planning, design, and community engagement.
- Desire for culturally specific resources, inclusive events, and community spaces that reflect diverse identities and support youth, seniors, and people with disabilities.
- Concerns about displacement and a desire to balance new development with protections for existing residents.
- People experience inequities in access to parks, healthcare, jobs, housing, transportation, and public spaces, and want tailored, culturally aware approaches rather than one-size-fits-all solutions.
- Want the City to demonstrate visible progress on equity goals and to implement them in partnership with impacted communities.

The index also reveals growing displacement vulnerability in neighborhoods east of I-205, such as Cascade Highlands and Mountain View, where rapid demographic change and rising housing costs signal emerging displacement risks. By embedding the Equity Index and Equity Framework into planning and budgeting decisions, Vancouver can ensure that investments over the next 20 years are both equitable and accountable, focusing on the communities most impacted by systemic barriers and past disinvestment.

Figure 3 – The City's Equity Index, which shows populations that have been historically underserved or disproportionately impacted by systemic inequities are geographically concentrated.



Vancouver's future depends on confronting deeply rooted inequities. The census tracts that meet the threshold for high vulnerability are the neighborhoods where cost burdens, environmental health disparities, and limited access to essential services overlap, underscoring the compounding effects of historic disinvestment. This Comprehensive Plan responds by embedding equity into all chapters—using data, community partnership, and accountability to guide decisions. In doing so, Vancouver can chart a path toward a city where opportunity and belonging are not the privilege of a few, but the shared foundation for all.

Goal: EI-1 Equitable Community

All community members have equitable and inclusive access to opportunities and resources, including communities most impacted by past and present exclusionary practices.

Key Actions

placeholder for top 5 actions identified through staff technical working groups

Vancouver's ability to create a thriving and resilient future depends on whether all community members—especially those who have been most impacted by inequities—can share in its opportunities. Today, gaps in health, housing, income, and environmental quality remain stark: households of color face higher rates of cost burden and lower homeownership, life expectancy and health outcomes differ dramatically by neighborhood, and communities in central and eastern Vancouver experience greater exposure to noise, air, and heat pollution. Goal EI-1 recognizes that closing these gaps is not only about short-term programs, but also about redesigning structural systems of belonging, support, and fairness across every aspect of city life.

The policies under this goal chart a long-term approach to correcting these deficiencies. By broadening access to health care, addressing environmental health disparities, and expanding income-based and culturally specific housing in connected and accessible neighborhoods, the City aims to stabilize at-risk households and reduce displacement by 2045. Emergency rental assistance and anti-displacement strategies are designed to help families remain in their homes so they can benefit from new public and private investments. Parallel efforts to expand educational opportunities, workforce training, and career pathways will help close persistent income and employment gaps, enabling more residents to access living-wage jobs and wealth-building opportunities.

Cultural and civic inclusion are also integral to the solution. Investments in arts, heritage, and cultural programs, coupled with community-driven design of public spaces, ensure that residents see themselves reflected in Vancouver's identity and have meaningful opportunities to shape its future. Finally, this goal focuses on using data to inform decision making, utilizing the City's Equity Index, Equity Framework, Displacement Risk Assessment, and Climate Vulnerability Assessment to guide community investment, prioritizing neighborhoods with the greatest need, ensuring that progress

toward equity is measurable and sustained. Taken together, these strategies set Vancouver on a path to repair past harm and create equitable outcomes over the 20-year life of the Comprehensive Plan.

Supporting Policies			Related Goals
2	**Welcoming and Supportive Community**	Build a community that welcomes new residents, supports at-risk individuals, and includes historically excluded community members in all aspects of civic life, shifting from transactional to relational approaches to government and community relationships.	CE-2, EI-1
21	**Mitigate Noise Pollution**	Reduce and mitigate noise pollution from major stationary and mobile sources (air travel, vehicles, freight, and railroads, high intensity industrial uses), prioritizing vulnerable populations and reducing the impact in residential, commercial, and natural areas.	EI-1, CL-4
22	**Reduce Environmental Health Disparities from Pollution**	Focus on areas with high environmental health disparities when mitigating the impacts of air, water, heat, noise, and light pollution.	EI-1, CL-4
29	**Access to Education and Employment**	Reduce barriers to accessing education and employment opportunities, so all community members can reach their full potential.	EI-1, EO-1
31	**Support Small Businesses**	Foster inclusive economic growth through education and resources that support small business owners, entrepreneurs and members of historically excluded and underserved communities.	EO-4, EO-1, EI-1
34	**Leverage City Owned Assets for Affordable Commercial Space**	Utilize City-controlled real estate to provide affordable commercial leasing opportunities for small and emerging businesses.	EO-4, EI-1, EO-2

35	**Expand Workforce Development and Career Pathways**	Ensure all residents have access to career pathways, workforce training, and entrepreneurship opportunities that lead to living-wage jobs and wealth creation, with a focus on underrepresented communities.	EO-1, EI-1, CE-4
40	**Access to Services and Amenities**	Expand access to municipal and community-based services and amenities by prioritizing investment in underserved areas.	PFS-1, EI-1, LU-1
49	**Health Access**	Broaden access to essential healthcare and services in underserved populations and address built environment causes of health disparities.	EI-1, PR-3
50	**Utilize Data to Guide Investment**	Utilize the City's Equity Index, Displacement Risk Assessment tool, and climate vulnerability assessment to guide public investments and infrastructure improvements.	EI-1, PFS-1, CL-1
53	**Invest in Underserved Areas**	Prioritize infrastructure, housing, and public service investments in underserved neighborhoods and areas of the City that have not benefitted from past investments.	PFS-1, EI-1
54	**Support Mental Health Access**	Partner with nonprofits to help expand access to culturally inclusive mental health, behavioral health, and physical health resources.	PR-3, EI-1
73	**Center Impacted Voices in the Development of Community Spaces**	Engage community organizations and individuals representing diverse lived and cultural experiences in the planning, design and programming of community spaces.	CE-1, CE-5 EI-1, EI-4, PR-4
84	**Income Based Housing in Connected and Accessible Neighborhoods**	Facilitate development of income-based housing in connected and accessible neighborhoods, and in areas with access to resources and services.	H-2, EI-1, LU-1
94	**Emergency Rental Assistance**	Provide financial support to help at-risk households remain in their homes, preventing eviction and displacement.	H-4

96	**Reduce Displacement in the Face of New Growth**	Implement anti-displacement strategies and actions that protect residents and businesses in advance of public investment so communities can remain in place and benefit from improvements.	H-4, EI-1
100	**Culturally Specific and Identity-Based Housing**	Work with partners to facilitate and fund housing that reflects the cultures, identities and needs of Vancouver's unique population groups.	H-4, EI-1
117	**Access to Arts and Cultural Programs**	Improve access to arts, cultural, and heritage programs by reducing barriers to participation, prioritizing underserved and historically underserved communities, and investing in related programs.	H-2, CE-2, EI-1, H-4

Goal: EI-2 Universal Design & Access

Public spaces, public infrastructure, and public and private buildings are universally designed and meet best practices for accessibility and inclusion.

Key Actions

placeholder for top 5 actions identified through staff technical working groups

Designing for a wide range of ages, abilities, and circumstances is essential to ensuring that all Vancouver residents can navigate, participate, and thrive with safety and dignity. Today, nearly 14% of residents live with one or more disabilities, while neighborhoods along the Fourth Plain Corridor, east of I-205 and in Fruit Valley have higher concentrations of older adults and households without vehicles. These patterns point to inequities in mobility, access, and independence, and highlight the urgent need for housing, transit, parks, and community spaces designed with accessibility at the core. These conditions also underscore the need to systematically upgrade City facilities and public infrastructure to meet ADA standards, consistent with the City's adopted ADA Transition Plan, to ensure compliance with federal law and remove long-standing barriers to access across municipal buildings, parks, rights-of-way, and services. Goal EI-2 responds by making accessibility a foundational value across public spaces, infrastructure, housing, and private development, directly supporting **LU-1: Connected and Accessible Neighborhoods**, which envisions communities where everyone can reach services, jobs, parks, and cultural spaces within their daily lives.

Over the next 20 years, the policies under this goal aim to reduce these disparities by embedding universal design principles in all new public facilities, incentivizing their adoption in private development, and expanding retrofits for existing homes. These measures ensure that housing options are accessible, inclusive, and adaptable—supporting multigenerational households and enabling residents to age in place.

This goal also calls for stronger connections between housing and natural spaces. By siting new homes near existing and future parks, and by improving the accessibility of parks and greenways in historically underserved neighborhoods, the City will close long-standing gaps in access to the physical and mental health benefits of nature. Taken together, these strategies directly address

existing deficiencies in equitable outcomes—ensuring that, by 2045, Vancouver has created inclusive environments where residents of all ages and abilities are connected, supported, and able to thrive in their neighborhoods.

Supporting Policies			Related Goals
27	**Resilient, Transit-Supportive Infrastructure**	Invest in infrastructure that supports reliable, frequent, and accessible transit service, while adapting to localized climate impacts. Prioritize improvements in underserved communities and areas with high climate vulnerability. These investments should expand mobility options, improve neighborhood access, and deliver health, economic, and social benefits.	TM-2, PFS-3, EI-2
51	**Universal Design**	Incentivize universal design principles in private development, and implement within all public development and public spaces. Support accessibility retrofits for existing homes and prioritize affordable housing options tailored to multi-generational living, aging in place, and a wide range of abilities.	EI-2, PR-1, H-2
55	**Aging Populations**	Ensure that residents have support for aging within community, and downsizing through diverse housing options, accessible services, and reliable transit to ensure long-term livability and independence	H-2, EI-3
68	**Accessible Mobility for All**	Ensure transportation systems meet universal design standards, prioritizing mobility solutions for disabled, senior, youth, and low-income residents across all modes.	EI-2, EI-3, TM-1,
69	**Increase Access to Community Spaces (Third Spaces)**	Facilitate and provide accessible and inclusive community gathering spaces, with a focus on populations vulnerable to social isolation.	CE-1, EI-2, LU-1
76	**Broaden Equitable Access to Natural Spaces and Parks**	Site new accessible and attainable housing close to existing and future parks, ensuring equitable access to existing facilities, and investing in new and improved facilities in underserved neighborhoods.	CL-4, PR-3, H-1, EI-2

Goal: EI-3

Focus on Youth and Aging Population

The built environment supports community members from childhood through later life, with families and caretakers benefitting from robust youth programs and accessible childcare, enabling children to excel and parents to actively participate in the workforce. Aging populations benefit from accessible infrastructure, inclusive urban design, accessible housing, and opportunities for social connection.

Key Actions

placeholder for top 5 actions identified through staff technical working groups

Vancouver's future depends on how well the city supports residents across the entire lifespan—from young children and families to older adults seeking to age in place. Today, more than 22% of Vancouver's population is under the age of 18, while nearly 16% are over the age of 65. The City will see significant growth in both youth and senior populations by 2045, with increasing demand for childcare, accessible housing, and transportation options that allow residents to live independently and remain connected to their communities. Without intentional planning, these demographic shifts risk deepening existing inequities in access to housing, mobility, and essential services.

Policies under EI-3 aim to create a built environment that supports community members through every stage of life. Expanding access to affordable and accessible childcare facilities is critical for enabling parents and caretakers to participate in the workforce while ensuring children can thrive. At the same time, Vancouver must prepare for an aging population by supporting accessible housing options near services and reliable transit, and by encouraging downsizing opportunities that allow seniors to stay rooted in their communities with dignity and independence.

Housing policy also plays a central role. By incentivizing multigenerational housing, the City will expand living options that allow families to pool resources, provide care within households, and create culturally inclusive homes that meet the needs of Vancouver's diverse communities.

Finally, this goal emphasizes the importance of **community resources that foster multigenerational connection**. This includes safe play areas for children, accessible public facilities, and programming that brings youth and older adults together—strengthening social ties and reducing isolation.

Supporting Policies			Related Goals
30	**Support Access to Childcare**	Support the development of new childcare facilities in the City and eliminate regulatory barriers preventing their creation.	EI-3, EO-1
55	**Aging Populations**	Ensure that residents have support for aging within community, and downsizing through diverse housing options near accessible services and reliable transit to ensure long-term livability and independence	EI-3
56	**Multigenerational Households**	Incentivize development of housing types suitable for multigenerational living.	EI-3, H-2
68	**Accessible Mobility for All**	Ensure transportation systems meet universal design standards, prioritizing mobility solutions for disabled, senior, youth, and low-income residents across all modes.	EI-2, EI-3, TM-1,
76	**Resources for Youth and Aging Populations**	Prioritize programs and infrastructure that support youth and aging populations, including safe play areas, accessible housing, robust childcare, public facilities and community programs that foster multigenerational interaction.	EI-3, PFS-1

Goal: EI-4

Transparent and Inclusive Governance

Community members have trust in City government, built and sustained through equitable and inclusive community engagement, language access, equitable access to programs, technology and resources, an emphasis on building trust-based relationships with partners and community members, regular reporting of progress and outcomes, and co-creative and transparent decision-making processes.

Key Actions

placeholder for top 5 actions identified through staff technical working groups

Equity cannot be achieved without trust, accountability, and inclusion in the decisions that shape Vancouver's future. For too long, many communities—particularly immigrants and refugees, BIPOC residents, renters, people with disabilities, and low-income households—have been excluded from decision-making or faced barriers to participating fully in civic life. Nearly 20% of Vancouver residents speak a language other than English at home, with Spanish and Russian/Slavic among the most common, yet access to multilingual services has lagged behind this need. These inequities reflect systems that have not only produced uneven outcomes but have also left impacted communities without a meaningful seat at the table.

Clear access to information and services is essential so everyone can take part in civic life. Some community members — including people with limited English proficiency (LEP) and those who use American Sign Language (ASL) — experience language-related barriers when trying to find information, use programs, or participate in decisions that affect them.

Language access supports each of the City's core values: livability; sustainability and resiliency; innovation; equity and inclusion; and community trust and relationships. It also helps us meet our strategic priorities: community safety, climate action, economic opportunity, and high-performing government. Together, these values and priorities guide employees to support the diversity of our residents and actively remove barriers to effective communication.

Goal EI-4 addresses these gaps by embedding transparency, accountability, and representation into City governance. Policies under this goal call for inclusive engagement processes that move beyond one time relationship approaches toward long-term, reciprocal trust-based relationships. This means centering the voices of communities most directly impacted by policy decisions, from the design of community spaces to the implementation of smart technology. By utilizing an equity lens in technology and data systems, the City commits to reducing embedded bias, preventing harm, and ensuring that digital practices and smart city tools expand rather than limit opportunity.

Building a fair and accountable government also requires that decision-making bodies reflect the diversity of the community. This goal directs the City to strengthen representation on boards and commissions, ensuring that voices of historically excluded groups play a meaningful role in shaping land use, housing, transportation, and economic policies. This goal also emphasizes multilingual and culturally competent services, acknowledging that language access and cultural context are essential for true participation. Partnerships are also a key element of inclusive governance, through building deeper, sustained relationships with tribal communities and land stewards, integrating their knowledge, perspectives, and priorities into planning and decision-making. This goal calls for embedding community benefits into private development and redevelopment projects, ensuring that growth directly delivers value to impacted neighborhoods through affordable housing, small business space, or public amenities.

Finally, EI-4 establishes a strong framework for accountability. The City will track implementation of Comprehensive Plan policies using clear metrics, report back to the community in accessible formats, and maintain open data platforms that allow residents to monitor investments and progress. By connecting this transparency with consistent feedback loops, the City creates an ongoing process of co-governance that keeps equity commitments front and center.

Supporting Policies		Related Goals
23 **Inclusive Use of Technology**	Utilize an equity lens to evaluate, assess, develop, and implement any use of smart technology to reduce embedded biases, and ensure that residents are not discriminated against or systemically or interpersonally harmed.	**CE-4** Innovation

52	**Incorporate Community Outcomes into Development**	Develop mechanisms to integrate community benefits into private development that requires discretionary land use review and City-led redevelopment projects.	**H-4** Prevent Displacement
73	**Center Impacted Voices in the Development of Community Spaces**	Engage community organizations and individuals representing diverse lived and cultural experiences in the planning, design and programming of community spaces.	**CE-1** Social Infrastructure **EI-4** Transparent and Inclusive Governance **PR-4** Thriving Cultural Landscape
74	**Multilingual and Culturally Competent Services**	Ensure all city services are accessible in multiple languages and delivered with cultural competency.	**CE-2** Inclusive and Affirming Environments **H-3** Reduce Homelessness **PR-4** Thriving Cultural Landscape
101	**Engage with Tribal Community Members**	Foster meaningful partnerships with tribal communities and land stewards, integrating their knowledge, priorities, and cultural perspectives into local decision-making processes.	**CL-2** Increase Biodiversity and Enhance Natural Systems
102	**Tracking Progress and Reporting Back**	Build transparency and accountability with the community through regular tracking of plan implementation and consistently reporting out on progress in an accessible manner.	**None**
103	**Boards and Commissions**	Ensure boards and commissions reflect community demographics and provide diverse voices a meaningful role in decision-making and policy development.	**None**
104	**Ethical and Fair City Processes**	Promote ethical and fair governance by embedding accountability in City processes, ensuring access for historically excluded communities, mitigating bias, and fostering ethical use of technology and digital practices.	**CE-4 Innovation**

109	**Inclusive Engagement**	Foster inclusive, community-led engagement rooted in inclusion, trust, and long-term relationship-building, and centering the voices of those who are most directly impacted by outcomes of City processes.	**CE-1 Social Infrastructure**
110	**Future Updates**	Continue to update the Comprehensive Plan and implementing regulations in response to the annual review process, state mandated 5-year Implementation Progress Report, and 10-Year periodic review requirement that includes updates to long-term growth forecasts and regional land capacity analysis.	None
111	**Monitoring Progress**	Regularly review progress towards implementation of the Vancouver Comprehensive Plan goals and policies using the metrics identified for each policy.	None
129	**Open Government**	Ensure transparent and equitable access to government data by maintaining open, user-friendly platforms that allow community members to understand, engage with, and influence public decisions and investments.	PFS-2 Government Services and Financing CE-4 Innovation
148	**Support Neighborhood Organizations**	Support the growth and stability of neighborhood associations as key partners in establishing local pride, connection, and representation within Vancouver's distinct neighborhoods.	CE-1, CE-5, EI-4

Climate and Environment

6

OUR VANCOUVER

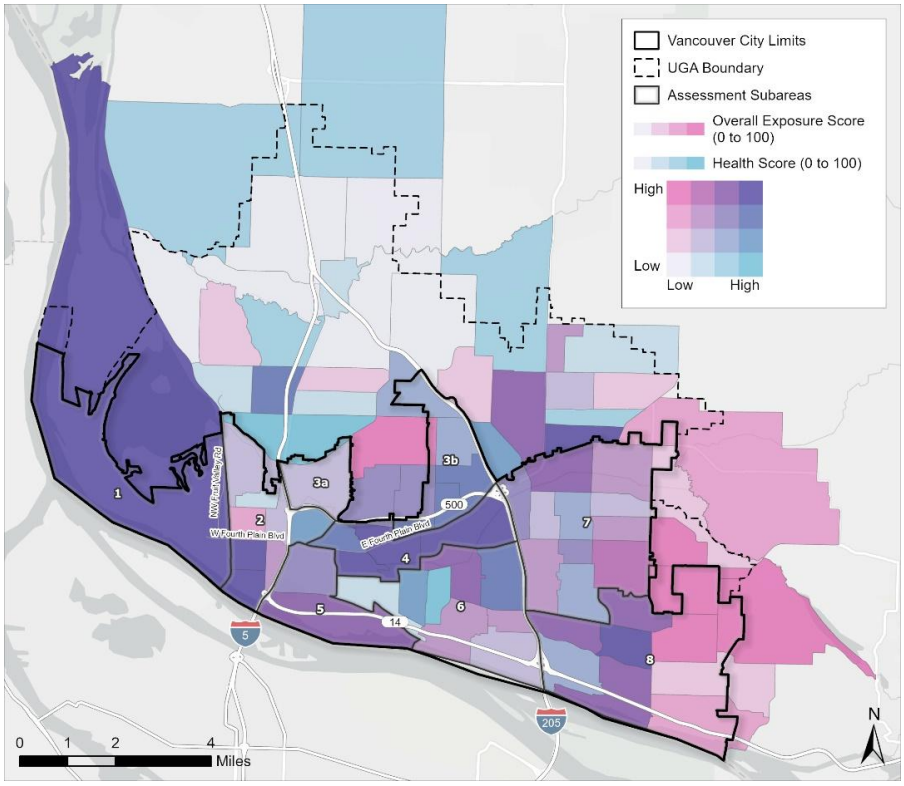
Introduction

Climate change is no longer a distant threat in Vancouver. Rising temperatures, wildfire smoke, and more frequent flooding events are impacting the health of our residents, the resilience of our infrastructure, and the vitality of our natural systems. These impacts are expected to worsen over the next twenty years without significant interventions on a national or global scale to reduce carbon emissions. In the face of an environment that is rapidly changing due to these impacts – which includes increased wildfire risk, extreme heat, smoke and poor air quality exposure and increased flooding, the City can play a key role in mitigating some of these impacts and increasing overall community resilience.

Downtown Vancouver, WA during the 2020 Wildfire Season.

For decades, Vancouver's land use patterns have added to local greenhouse gas emissions. Much of Vancouver's post-war growth occurred through low-density residential development separated from jobs, services, and daily needs, resulting in an urban form where most households rely on driving for nearly every trip. This pattern has contributed to transportation becoming the city's largest source of emissions, consistent with regional and statewide trends. At the same time, older housing stock and commercial buildings—many built long before modern energy codes—continue to generate substantial emissions through inefficient heating, cooling, and ventilation systems. Historic industrial activity, the concentration of commercial corridors along auto-oriented arterials, and development patterns that

expanded outward rather than upward have further locked in a built environment that consumes more energy and produces more air pollution than compact, mixed-use neighborhoods. These patterns have also produced uneven climate burdens: neighborhoods with lower tree canopy, more impervious surface, and older buildings—often the same communities facing socioeconomic and health disparities—experience both higher emissions exposure and greater climate vulnerability, reinforcing many of the inequities identified in the Climate Vulnerability Assessment and Health Impact Assessment. The Climate Vulnerability Assessment identifies where climate hazards such as extreme heat, flooding, wildfire smoke, and air quality impacts are most concentrated in Vancouver and which populations are most exposed based on age, health, housing conditions, and access to resources. The Health Impact Assessment examines how these climate risks interact with land use, transportation, housing, and infrastructure decisions to shape health outcomes, helping translate climate exposure

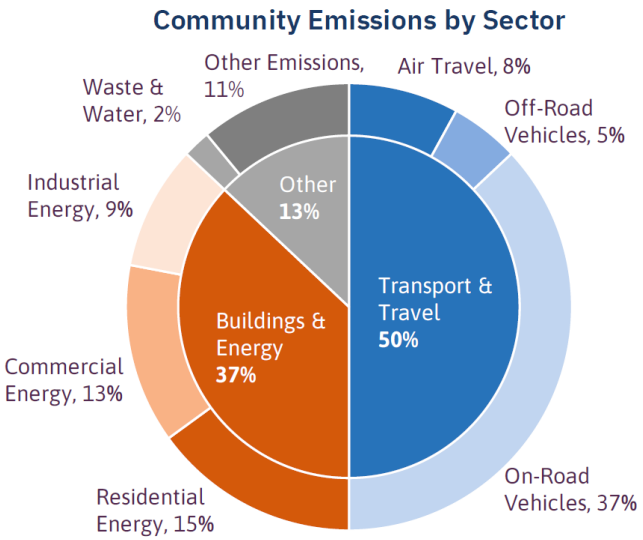


into actionable policy direction that advances equity and public health. Both of these documents are supplemental reports to this Comprehensive Plan.

Exhibit 1: Climate Exposure Versus Health Impact Score

Over the past five years, the City of Vancouver has taken an increasingly coordinated approach to climate action through development and implementation of its **Climate Action Framework (CAF)**, which establishes targets and strategies to reduce greenhouse gas emissions while advancing equity, public health, and resilience. The CAF guides City action across municipal operations and the broader community, informing investments in energy efficiency, fleet electrification, renewable energy, transportation demand management, and land use and development practices that support compact, low-carbon growth. The Climate Action Framework sets a goal of achieving net zero community wide emissions by the year 2040.

Exhibit 1: Community Emissions by Sector, 2023



The City's most recent Greenhouse Gas Inventory in 2023 shows measurable progress alongside significant remaining challenges. Municipal operations emissions have declined approximately 54 percent since the 2007 baseline, driven by cleaner electricity, fleet fuel switching, energy efficiency improvements, and operational changes, though additional action is needed to meet the City's interim and long-term reduction targets. Community-wide emissions have declined by approximately 27 percent since 2007, with reductions largely attributable to grid decarbonization and efficiency gains; however, emissions are projected to increase without substantial policy intervention. The inventory confirms that transportation remains the single largest source of community emissions, followed by buildings and energy use, underscoring the importance of land use patterns, transportation choices, and building performance as primary levers for achieving emissions reductions. These findings directly inform the Climate & Environment chapter's emphasis on compact development, multimodal transportation, and energy-efficient buildings as core climate strategies.

Due to a variety of socioeconomic factors and structural inequities, not all population groups in our community experience the impacts of climate change equally, and are less able to adapt and respond to those impacts when faced with them. Areas with the highest combined climate exposure, health sensitivity, and equity disparities are concentrated along the Fourth Plain corridor (Maplewood, Meadow Homes, Bagley Downs), Fruit Valley, central Vancouver south of SR-500, and southeast Vancouver. These neighborhoods include higher proportions of people of color, low-income households, renter households, adults without a four-year degree, households with limited English

proficiency, and persons with disabilities. These characteristics are identified as indicators of reduced adaptive capacity in the City's Equity Index, a composite, data-driven tool used to identify communities that experience disproportionate barriers to opportunity. Additionally, these populations tend to overlap with areas of the City where residents experience greater health risks such as asthma, chronic obstructive pulmonary disease, diabetes, heart disease, poor physical health, and

Vision: Climate and Environment

We envision a future where there is balance between the built and natural environment, with resilient and thriving communities that are well prepared to adapt to the impacts of climate change. We commit to expanding green spaces and the ecosystems they host, building sustainable infrastructure, combating heat islands and providing every community member with multimodal transportation options that reduce greenhouse gas emissions. We will invest in projects and initiatives that support those most impacted by climate change and engage all community members in finding solutions. We will prioritize the development of infrastructure and community spaces that are ready to function during times of disaster and create places where people continue to be able to live, work and play as climate changes.

poor mental health.

As Vancouver grows, there are also opportunities to develop a built environment that supports increased health outcomes. Policy efforts to encourage physical activity, support food access, bolster community connections, mitigate health hazards, and support housing access and financial security that are outlined in this chapter can improve wellbeing for current and future residents, particularly those with the greatest health disparities. Vancouver must also grow in ways that make it easier for residents to walk, bike, roll, or take public transit to their daily destinations, instead of relying primarily

on single-occupancy vehicles. Where driving is needed, trips should be shorter. Achieving this will require advancing many of the strategies outlined in this plan, including creating more compact land use patterns, expanding diverse housing options, improving walking and cycling infrastructure, and encouraging a thoughtful mix of land uses to lower community-wide greenhouse gas emissions. This chapter establishes a coordinated approach to reducing greenhouse gas emissions, decreasing per-capita vehicle miles traveled, and preparing for the local impacts of climate change. It is grounded in the findings of the **Climate Vulnerability Assessment (Exhibit x)** and the **Health Impact Assessment Exhibit x)**, which together provide the technical basis for understanding current and future climate hazards, who is most affected, and which assets and systems face the greatest risks.

Climate Hazards

Vancouver's approach to climate resilience recognizes that climate change impacts are not experienced evenly across the city. The effects of extreme heat, heavy rainfall, drought, and wildfire smoke intersect with existing inequities in health, housing, and infrastructure. Climate modeling suggests that hazards will become more intense and more frequent by 2050.

Warming and Extreme Heat: The annual number of extremely hot days and warm nights in the Northwest has been above the long-term average over the past decade, and the annual number of extremely cold nights over the same period has been below the long-term average. Future warming in the region is expected to exacerbate regional heatwave intensities. It is particularly magnified on impervious areas in urban areas like Vancouver.

- **6 °F hotter** average summer maximum temperature by 2050
- **+39 hot days** (over 90°F humidex / heat + humidity) by 2050

Extreme Precipitation Events: The frequency and intensity of extreme precipitation events are projected to increase across the region. A greater number of strong atmospheric events and fewer moderate and weak events are projected to occur and are projected to reach farther inland. In Vancouver, major flooding along rivers and streams is less likely due to flood control structures and greenways but there is a risk along the Port and other areas that are low lying, and there is a risk of urban flooding elsewhere.

- **13% more total precipitation** in a 2-year storm by 2050.
- **14% more total precipitation** in a 25-year storm by 2050.

Flooding and Infrastructure: Riverine flooding as well as localized urban flooding is a growing concern in Vancouver due to aging stormwater infrastructure, particularly in older neighborhoods with combined sewer systems. These systems are increasingly overwhelmed by intense rainfall events, leading to surface flooding and sewer overflows.

- **More frequent high streamflows** (every 9 years for Burnt Bridge Creek and every 21 years for Columbia River, instead of every 25 years) by 2050.

Decreasing Summer Precipitation and Increasing Drought: Summer precipitation is projected to decline. Observed lower stream flows in summer are expected to decrease. This could affect fish and other aquatic life in Vancouvers streams.

- **34% chance of lower than normal precipitation** (at or below 75% of normal) by 2050
- **Lower summer streamflows** (-5% for Burnt Bridge Creek and -21% on Columbia River) by 2050

Increasing Wildfire Likelihood and Smoke: An increase in wildfires in the Pacific Northwest could expose people in Vancouver and the broader region to more wildfire smoke. Increased wildfire smoke events are straining indoor air quality in public facilities. Many community centers and senior centers lack adequate HVAC systems or filtration, limiting their ability to serve as clean air shelters during smoke events.

- **37% greater** chance of climate and fuel conditions being conducive to wildfire =
- **9 more** high fire danger days in Vancouver annually by 205

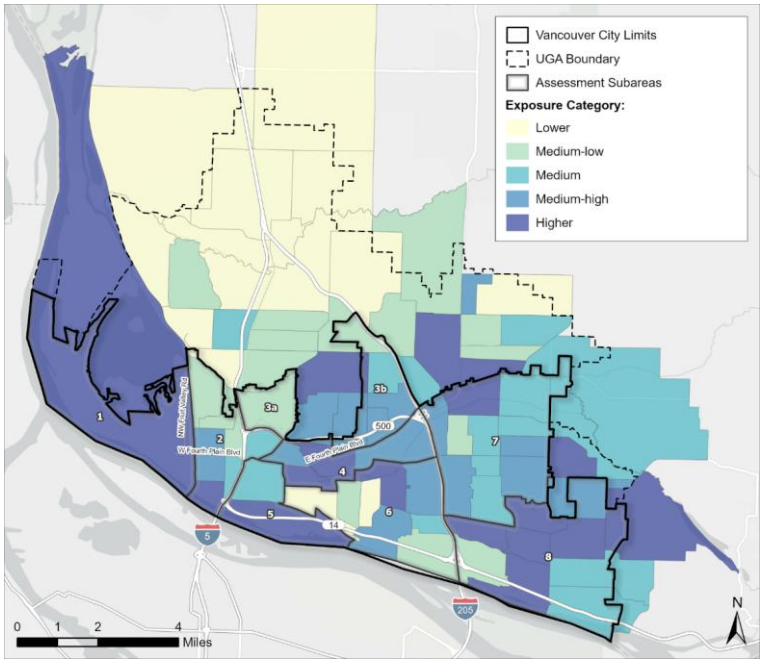


Exhibit 2: Climate Exposure Index
Source: BERK, 2025

These hazards and their associated impacts vary substantially across Vancouver's neighborhoods. Some populations are at higher risk of climate impacts than others, based on location, health sensitivities, and access to resources. Areas at higher risk include those with more pavement and fewer trees, parts of the City prone to flooding and the 100 year floodplain, and areas adjacent to industrial land uses and transportation emissions, and higher exposure to air quality impacts.

Conditions like asthma, chronic obstructive pulmonary disorder (COPD), diabetes, heart disease, hypertension, poor physical health, poor mental health, and lack of health insurance are linked to higher sensitivity.

- Bagley Downs, Maplewood, and Meadow Homes—along with the Fruit Valley and Mountain View neighborhoods—face the highest combined exposure to climate hazards and the lowest equity scores, reflecting greater social and economic vulnerability and fewer resources to adapt.
- East Vancouver, including areas near the Vancouver Mall and along SE Mill Plain Boulevard, experiences the city's greatest heat exposure, driven by low tree canopy (below 20 percent) and high impervious surface coverage.
- West Vancouver, especially around Vancouver Lake and the Port, faces the highest flood and precipitation exposure due to low-lying topography and aging stormwater infrastructure. Central corridors around Burnt Bridge Creek also experience repeated surface flooding during intense rainfall events.
- Air quality and smoke exposure are more pronounced east of NW Fruit Valley Road, along SR 14, and in southeast Vancouver, where prevailing winds concentrate wildfire smoke during regional fire events

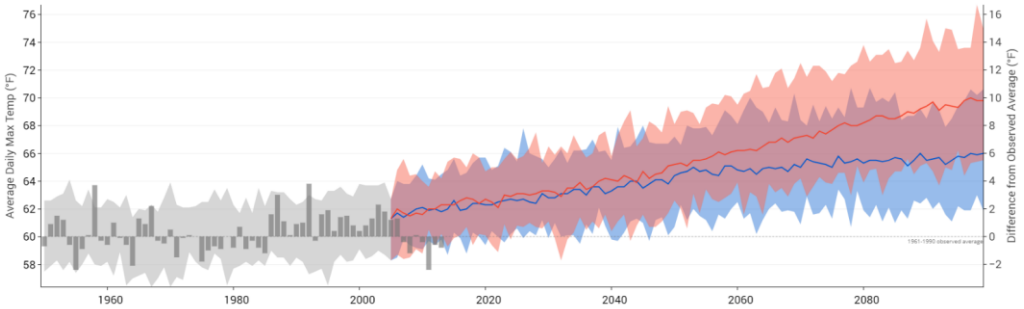


Exhibit 3: Average Daily Max. Temp. (°F) – Historic and Projected Trends – Clark County, WA

Vancouver's climate risk is the product of both natural systems and long-standing development patterns that have concentrated people, infrastructure, and industry in areas more exposed to hazards. Historically, industrial land uses and transportation corridors were sited along Vancouver's western shoreline, adjacent to the Columbia River and Vancouver Lake. This legacy has left these neighborhoods with higher exposure to flooding, stormwater overflow, and poor air quality, while also limiting green space and tree canopy. The *Climate Vulnerability Assessment* identifies these same areas as having some of the city's lowest adaptive capacity, due to older housing, lower incomes, and aging infrastructure.

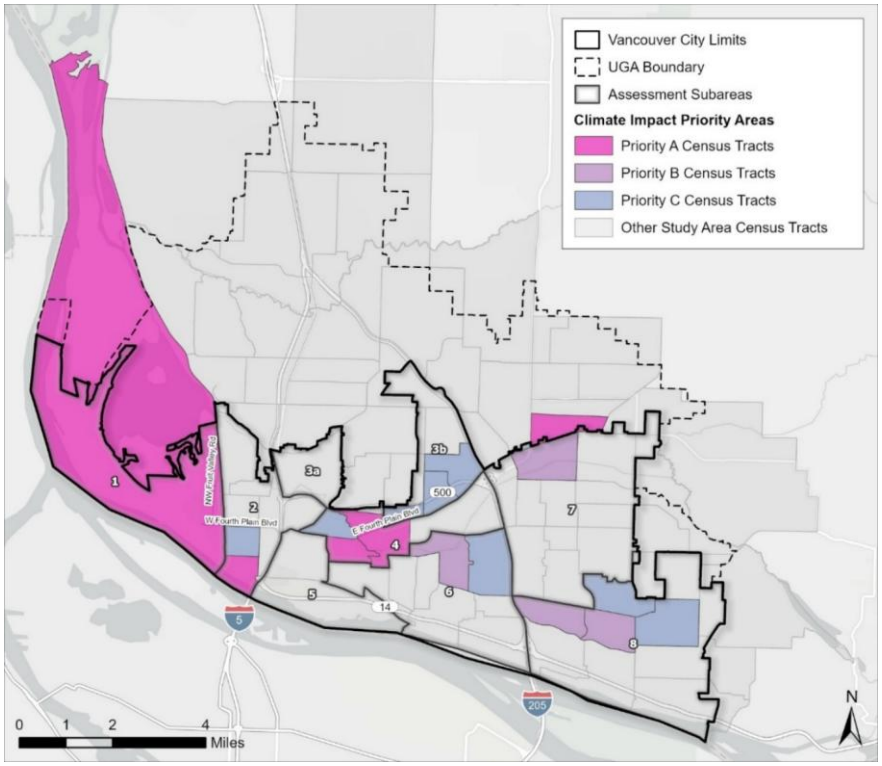


Exhibit 4: Census Tracts with Higher Vulnerabilities to Climate Impacts

Greenhouse Gas Emissions

As climate impacts become more intense and frequent, it is increasingly urgent that Vancouver takes action to reduce greenhouse gas emissions which are the driving force of climate change. Emissions in Vancouver mostly come from how we get around and how we heat, cool, and power buildings. Air travel, vehicles and equipment (like cars, delivery trucks, boats, and lawn mowers), electricity use, and natural gas use are major sources. Over time, residents on average have used less natural gas, driven fewer miles, and sent less waste to the landfill, even as our local economy has progressed.

The City's Climate Action Framework sets forth a goal that the City be carbon neutral by 2040. The Framework anticipates that with current technologies and existing policies, Vancouver could reach approximately 80% of its goal towards carbon neutrality. With policy changes and technological innovations Vancouver will strive to close the remaining gap. This Element reflects the City's policy changes and actions to reach its goal through reducing emissions from City owned buildings,

Commented [SH1]: Lisa: On GHG we will want to say more on GHG and VMT reduction goals. I think we need the Preferred Analysis on GHG and VMT. That is to meet GHG sub-element requirements.

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operations, infrastructure, and municipal fleet; supporting transportation options; regulating land use; advancing technology and infrastructure; and partnering on regional economic development.

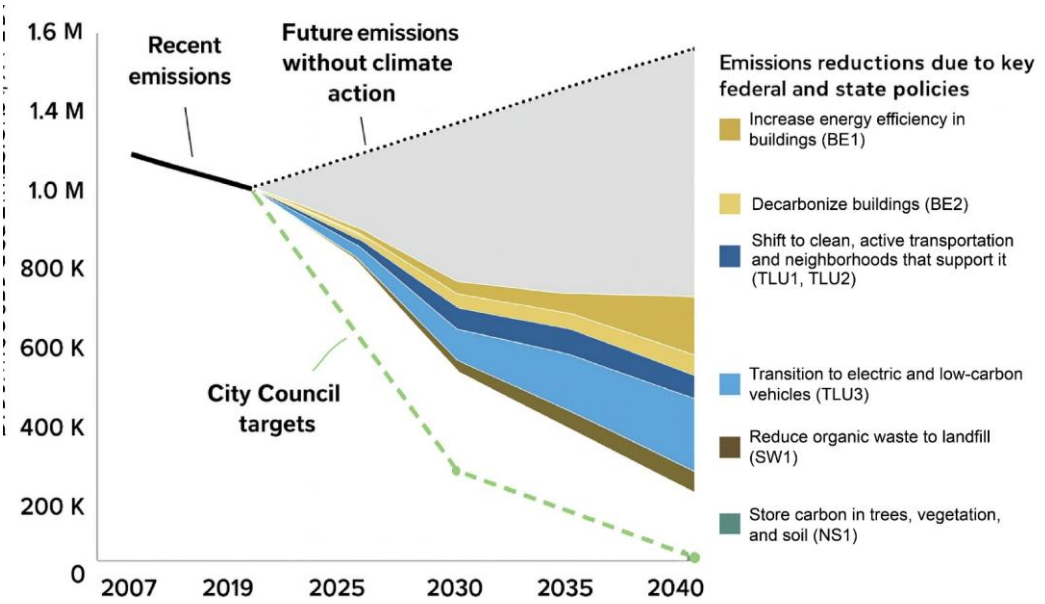

Exhibit 5: Wedge Analysis – Climate Action Framework

Health and the Built Environment

Land use and urban design shape the health of our communities. Safe and accessible walking and biking routes, access to parks, proximity to grocery stores and other services, housing access, and financial security all affect people's wellbeing on a day-to-day basis. Exposure to poor air and water quality, noise, heat, and climate impacts can have negative effects. City policies that emphasize health benefits and minimize hazards can lead to better health outcomes for Vancouver residents. The City can support physical activity through parks and active transportation. Access to parks varies citywide: Fruit Valley, Rose Village,

Health Facts

5.5% Workers who get some physical activity on their commute (walk, bike, or take transit)

16% of households receive SNAP benefits

48% Students who receive free and reduced school lunch

30 Estimated deaths per year from poor air quality exposure (PM2.5)

1 in 8 Households living below the federal poverty level

Fourth Plain Village, and some areas on the east side of Vancouver have less than 20% of the park acreage needed to meet the City's established level of service[1]. As of 2024, only 2% of Vancouver workers walk to work, 0.5% bike to work, and 3% take public transit (and are likely to walk some amount in their commute), while the overwhelming majority (75%) drive alone to their jobs[2]. Many existing car trips are under 5 miles long. Improved pedestrian and bicycle safety and connectivity could make active transportation an option for more people. Land use planning that encourages mixed uses and more services near homes can also make it easier to walk and bike on a regular basis.

Much of the Vancouver population has food access challenges. 16% receive Supplemental Nutrition Assistance Program (SNAP) support and 48% of public school students receive free and reduced school lunch[3]. Access to supermarkets varies citywide: some areas don't have any within a mile. Other food resources include food banks, community gardens, and local farmers markets. City efforts can help support access to food by facilitating the density and commercial space needed to support new stores, and by promoting community gardens and other food-related uses.

Access to other amenities also varies. There is generally lower access to services, in terms of quantity and variety, in Fruit Valley, Rose Village, and some areas west of I-205 and the east side of the city. A range of health hazards also affect Vancouver residents. Vancouver is especially impacted by air pollution, with an estimated 30 deaths per year associated with PM 2.5 concentration[4]. Other threats like climate hazards and noise vary by location. City policies can help

Equity Lens

Some communities experience greater climate hazard and health disparities than others:

- Persons that are elderly may have more limited mobility or preexisting health conditions, and children under 5 years old may have a harder time regulating temperature and may have underdeveloped immune systems.
- Low-income households may be more susceptible to illnesses and have limited resources to adapt or respond to climate change.
- Persons that speak English less than very well may have more difficulties during evacuation and difficulties accessing post-disaster funding.
- Households with lower incomes are more likely to lose more work hours due to weather.
- BIPOC populations are more likely to have new asthma diagnoses due to particulate air pollution.
- Areas with less tree canopy are exposed to more heat, and communities of color have less coverage in Vancouver.

[1] City of Vancouver. (2022). *Vancouver Parks, Recreation, and Cultural Services Plan.*
[2] Design Workshop. (2024). *Our Vancouver Community Atlas.*
[3] U.S. Census Bureau. (2022). *American Community Survey (5-year Estimates)*. Retrieved from data.census.gov ; Design Workshop. (2024). *Our Vancouver Community Atlas.*
[4] *Improving Air Quality in Overburdened Communities Highly Impacted by Air Pollution: 2023 Report.*

mitigate these hazards by influencing things like tree canopy cover, placement of growth, stormwater management, and other factors.

Housing and economic issues are also tied to health and wellbeing. Affordability and displacement are pressing issues in Vancouver, and many older units may have exposure to hazards like lead and asbestos. About 1 in 8 households is living below the federal poverty level and average wages are especially insufficient for single parent households[5]. City policies to encourage housing affordability, safe and healthy housing, and a strong local economy can create opportunities for all Vancouver residents to thrive.

Community Feedback

- Through Resilience Rising in May and June 2025, participants with Fourth Plain Forward, the Southwest Washington Equity Coalition, and Washington Conservation Action repeatedly raised issues of inequitable access to resources like air conditioning, clean air shelters, and public cooling infrastructure.
- Through engagement for the Climate Adaptation Strategy in 2023, physical elements that community members would like to see include water features such as splash pads, urban gardens and fruit trees, more tree coverage, and community centers or public spaces for neighbors to connect with one another.
- Air, water, and noise pollution are major concerns, viewed as top issues affecting neighborhood health and tied to worries about traffic, industrial uses, and incompatible land uses.
- Strong desire to protect and expand natural assets, including preserving open space, preventing habitat loss, increasing tree canopy and shade, planting native species, and creating more community gardens and green spaces.
- Broad support for climate-friendly and sustainable development practices, such as concentrating growth near transit, improving energy efficiency, expanding solar, enhancing stormwater management, and balancing development with forest and agricultural land conservation.
- Community resilience is a priority, with interest in cooling features, resilient infrastructure, emergency preparedness, and using public buildings, transit centers, and natural systems (like trees) as resilience assets.
- Access to essential health, food, and social services is critical, including medical facilities, fresh food, culturally and physically accessible services, and resources for vulnerable populations.
- People value clean, quiet, nature-connected neighborhoods, emphasizing the importance of mitigating noise, reducing pollution, improving compatibility between land uses, and ensuring development does not degrade environmental quality.

[5] U.S. Census Bureau (2023), MIT (2025)

Goal: CL-1

Resilience and Climate Adaptation

Vancouver is a resilient and sustainable city that is prepared to mitigate and adapt to the localized impacts of climate change including sea level rise, landslides, flooding, more intense winter storm conditions, drought, heat, smoke, and wildfire.

Key Actions

Hold for top 5 actions identified through TWG process

Vancouver's climate response depends on preparing for and adapting to the localized impacts of climate change that are already unfolding across the region. Rising temperatures, more frequent wildfire smoke events, intense rainfall, flooding, and prolonged drought conditions are affecting residents in every neighborhood—and disproportionately harming frontline communities with fewer resources to cope. Goal CL-1 establishes a coordinated, community-centered approach to safeguarding public health, strengthening infrastructure, and ensuring that all residents have equitable access to the protections they need as climate conditions intensify. This goal embraces the reality that resilience is built through both physical investments and strong social networks, and it positions Vancouver to adapt proactively rather than reactively.

At the core of this approach is robust disaster recovery and emergency response, which ensures that residents—particularly older adults, people with disabilities, unhoused residents, low-income households, and linguistically isolated communities—can access emergency information, cooling or clean-air shelters, medical care, and recovery assistance during climate-related events. Supportive policies include building trust with community-based organizations, cultural groups, and neighborhood networks, acknowledging that these relationships are essential for effective emergency communication and resource distribution.

Vancouver's Climate Vulnerability Assessment shows that heat exposure is most severe in neighborhoods with limited tree canopy, high impervious surfaces, and existing social and health inequities. Policies under this goal commit the City to cooling these neighborhoods through strategic

shade structures, expanded green space, and climate-appropriate tree canopy—especially in Equity Priority Neighborhoods. These nature-based solutions not only cool streets and homes but also improve air quality, reduce stormwater runoff, and create healthier public environments.

The approach also proposed integrating climate-resilient infrastructure and buildings into both public projects and private development, including green stormwater systems, drought-tolerant landscaping, cool roofs, and building upgrades that increase energy efficiency, improve indoor air quality, and reduce emissions. Expanding solar access for low-income renters and homeowners supports both equity and long-term energy resilience. Policies that advance solid waste reduction, composting, and resource recovery further reduce emissions and environmental impacts.

Supporting Policies			Related Goals
3	**Disaster Recovery and Emergency Response**	Develop plans and resources to ensure effective emergency response and equal access to emergency services and recovery resources, mitigating risks from natural disasters, climate-related hazards, and social disruptions.	CE-3, CL-1, PFS-3
4	**Reduce Heat Island Effect**	Minimize impacts of the urban heat island effect, reduce temperature disparities for equity priority neighborhoods, and safeguard vulnerable populations from the adverse effects of extreme heat through proactive measures.	CL-1, CL-2, CL-4
5	**Incorporate Climate Resilient Infrastructure into Development**	Integrate climate resilience best practices into development and infrastructure projects and investments in public spaces.	CL-1, CL-2, PFS-1
6	**Energy Efficient and Climate Resilient Buildings**	Ensure that buildings contribute to the City's greenhouse gas reduction goals, protect occupants from climate hazards and extreme weather, and minimize harm to wildlife and natural ecosystems.	CL-1, CL-3
7	**Solar Access**	Expand solar access for low-income homeowners and renters.	CL-1, CL-3

8	**Reduce Solid Waste**	Increase waste diversion rates through a system that minimizes landfill reliance, reduces greenhouse gas emissions, prioritizes composting and encourages resource recovery. Properly ensure waste that cannot be recycled is diverted to landfills.	CL-1, CL-3, CL-4, EO-3, PFS-1
9	**Conserve Water Resources**	Encourage water-efficient technologies and practices to reduce consumption and ensure sustainable water availability amid climate change and growing demand.	CL-1, CL-4, PFS-1
10	**Stormwater Management**	Improve water quality and reduce flood risks by managing stormwater flows, promoting natural groundwater infiltration, reducing runoff, and advancing effective stormwater management systems that protect watersheds.	CL-1, PFS-1
11	**Adapt Infrastructure to Climate Change**	Retrofit existing infrastructure, parks and natural spaces, and construct new facilities to adapt to the localized impacts of climate change impacts.	CL-1, PFS-1, PFS-3
50	**Equity and Climate Data**	Incorporate the City's Equity Index, Displacement Risk Assessment tool, and climate vulnerability assessment in public investment and infrastructure improvement decisions.	EI-1, PFS-1, CL-1
75	**Climate Resilient Spaces**	Incorporate elements of climate resiliency into new public spaces.	CL-1, CE-1, PR-1, PFS-3, LU-3
107	**Historic and Culturally Significant Resources**	Protect and preserve significant cultural, historic, archeologic, and ecologic community resources. Promote preservation, restoration, and rehabilitation of historic and architecturally significant structures.	CE-5, CL-1, CL-2, PR-4

113	**Build a resilient economy**	Encourage business growth, retention, and expansion, with an emphasis on family-wage jobs and foster resilience within Vancouver's economy.	LU-2 CL-1, EO-3
114	**Reduce climate impact exposure to Vancouver's neighborhoods.**	Establish development regulations that incorporate best practices for reducing the risk of wildfire, extreme heat, flooding, and other climate-exacerbated hazards.	CL-1
131	**Pilot Projects**	Encourage the use of short-term pilot projects for park, transportation, and general infrastructure improvements before making long-term investments to foster innovation, test feasibility, and increase community buy-in.	CE-4, PR-2, TM-2, CL-1
137	**Redundancy in Infrastructure**	Design, construct, and maintain capital infrastructure systems with resiliency and redundancy to minimize the risk of system failure during natural hazards, climate-related events, or other disruptions. Prioritize investments that diversify supply sources, strengthen backup systems, and enhance adaptive capacity so essential services can be maintained or restored quickly in the event of a failure.	PFS-3, CL-1

Goal: CL-2 Increase Biodiversity and Enhance Natural Systems

Vancouver has thriving ecosystems, build green infrastructure and preserve natural spaces that enhance air quality, provide natural cooling, sequester carbon, and beautify neighborhoods, enriching residents' quality of life, and fostering rich and diverse plant and animal life.

Key Actions

Hold for top 5 actions identified through TWG process

Vancouver's natural systems—its forests, waterways, wetlands, riparian corridors, and open spaces—are essential to the city's long-term resilience, ecological health, and quality of life. This goal strengthens these systems by proposing solutions to restore habitat, expand green infrastructure, improve tree canopy, and protect the ecological functions that cool neighborhoods, filter air and water, sequester carbon, and sustain a diversity of plant and animal life. As climate impacts intensify, these natural assets also serve as vital buffers against heat, flooding, drought, and poor air quality.

CL-2 emphasizes protecting and restoring the city's Critical Areas and Shorelines, ensuring no net loss of ecological function and advancing conservation design principles that support salmon-bearing streams, wetlands, and riparian habitats. The goal further commits to restoring degraded natural areas, improving habitat quality, and identifying climate refugia—places with naturally cooler conditions, stable hydrology, or intact vegetation that can sustain species under climate stress. These strategies help maintain biodiversity while preserving the ecological processes that safeguard water quality, reduce erosion, and support community wellbeing.

Expanding and equitably distributing tree canopy is a cornerstone of this goal. Increasing canopy to 28%—and prioritizing low-canopy, equity priority neighborhoods—provides natural cooling, reduces heat island effects, improves air quality, and enhances stormwater infiltration. Integrated climate-resilient infrastructure, such as green streets, bioswales, and permeable surfaces, complements this

work by managing runoff, reducing localized flooding, and bringing greenery into urban areas where it is most needed.

CL-2 also strengthens habitat connectivity, linking parks, natural areas, and open spaces through linear greenways and active transportation corridors. These networks support wildlife movement, expand pollinator habitat, and create shaded, walkable routes for residents. Complementary policies promote native landscapes, food forests, and agroforestry, which enhance soil health, support food security, and foster cultural knowledge-sharing. Conservation of environmentally sensitive lands ensures long-term protection for ecologically significant areas.

Another key component of CL-2 is building meaningful partnerships with Tribal nations and Indigenous land stewards, whose knowledge and cultural priorities deepen ecological understanding and inform stewardship practices. The goal also aligns closely with efforts to protect historic, cultural, and archeological resources, recognizing the intertwined nature of cultural heritage and ecological resilience.

Supporting Policies			Related Goals
4	**Reduce Heat Island Effect**	Minimize impacts of the urban heat island effect, reduce temperature disparities for equity priority neighborhoods, and safeguard vulnerable populations from the adverse effects of extreme heat through proactive measures.	CL-1, CL-2, CL-4
5	**Incorporate Climate Resilient Infrastructure into Development**	Integrate climate resilience best practices into development and infrastructure projects and investments in public spaces.	CL-1, CL-2, PFS-1
12	**Protect Critical Areas and Shorelines**	Protect existing Critical Areas within the City, and Shorelines of Statewide Significance, and ensure no net loss of ecological functions through avoidance of impacts, conservation design principles, and compensatory mitigation when loss of ecological function cannot be avoided.	CL-2
13	**Restore Critical Areas and Shorelines**	Support restoration and enhancement of Critical Areas and Shorelines of Statewide Significance by private landowners, or through City / nonprofit acquisition and other initiatives.	CL-2

14	**Equitable Distribution of Tree Canopy**	Meet tree canopy coverage goal of 28%, using the City's Equity Index to target investment in underserved neighborhoods lacking coverage.	CL-2, PR-2
15	**Habitat and Species Under Stress from Climate Change**	Take inventory of and protect climate refugia, and fish and wildlife habitat needs for species under stress from climate change.	CL-2, CL-4
26	**Conserve Land For Open Space and Preservation**	Acquire environmentally sensitive land with ecological benefits for the purpose of conservation.	PR-2, CL-2
101	**Engage with Tribal Community Members**	Foster meaningful partnerships with tribal communities and land stewards, integrating their knowledge, priorities, and cultural perspectives into local decision-making processes.	EI-4, CL-2
107	**Historic and Culturally Significant Resources**	Protect and preserve significant cultural, historic, archeologic, and ecologic community resources. Promote preservation, restoration, and rehabilitation of historic and architecturally significant structures.	CE-5, CL-1, CL-2, PR-4
132	**Pollinator Habitats**	Support a healthy urban ecosystem by embedding pollinator habitat into public and private development, prioritizing pesticide-free landscaping, enhancing biodiversity, and connecting natural spaces across the city through pollinator-friendly plantings.	CL-2, PR-2, PR-3, CL-4
133	**Native Landscapes**	Incorporate native plantings, food forests, and agroforestry into parks and public spaces to support food security, ecological health, and cultural knowledge sharing	PR-3, CL-2, EO-3

Goal: CL-3 Decrease Emissions

Vancouver is a carbon neutral community that excels in reducing carbon emissions and criteria pollutants through implementing sustainable practices and green infrastructure.

Key Actions

Hold for top 5 actions identified through TWG process

Achieving a carbon-neutral future requires transforming how Vancouver produces and uses energy, constructs buildings, manages waste, and moves people and goods throughout the community. This goal establishes a comprehensive approach to reducing greenhouse gas emissions and criteria pollutants by integrating clean energy, efficient buildings, sustainable transportation, and circular-economy practices into the city's long-term growth strategy. This goal supports both climate mitigation and public health by cutting pollution at its source and ensuring that the benefits of cleaner air, lower utility costs, and healthier environments reach all Vancouver residents.

A major focus of CL-3 is reducing emissions from buildings and infrastructure, which account for a significant share of community-wide emissions. Policies supporting this goal advance energy-efficient and climate-resilient building design, encourage adaptive reuse of existing structures, and promote the use of low-carbon and regionally sourced materials to reduce embodied carbon in new construction. Expanding solar access—especially for low-income renters and homeowners—along with supporting renewable energy storage and grid upgrades, ensures that the energy Vancouver uses becomes increasingly clean, reliable, and affordable. Complementary procurement and maintenance practices further lower emissions by prioritizing green materials, reducing plastics and harmful chemicals, and adopting sustainable alternatives across City operations.

Another major element of this approach is long term changes needed to shift Vancouver's transportation and land use patterns. The policies outlined in this plan promote low-carbon transportation alternatives—including electric vehicles, hybrid technologies, and emerging clean-

fuel options—while investing in the infrastructure needed to support them. Equally important, this goal calls for land use patterns that lower per-capita vehicle miles traveled (VMT) by concentrating new housing and employment in key centers identified in the growth concept. By coordinating with regional partners such as Clark County, RTC, and C-TRAN, Vancouver aligns local decisions with regional mobility systems to expand multimodal options, reduce congestion, and improve air quality.

Waste reduction is a key component of this goal. Policies that increase waste diversion, enhance composting and resource recovery, and reduce food waste help cut emissions from landfills and support a more circular local economy. Ensuring surplus food is redirected to underserved communities also advances food security, equity, and community health.

Supporting Policies			Related Goals
6	**Energy Efficient and Climate Resilient Buildings**	Ensure that buildings contribute to the City's greenhouse gas reduction goals, protect occupants from climate hazards and extreme weather, and minimize harm to wildlife and natural ecosystems.	CL-1, CL-3
7	**Solar Access**	Expand solar access for low-income homeowners and renters.	CL-1, CL-3
8	**Reduce Solid Waste**	Increase waste diversion rates through a system that minimizes landfill reliance, reduces greenhouse gas emissions, prioritizes composting and encourages resource recovery. Properly ensure waste that cannot be recycled is diverted to landfills.	CL-1, CL-3, CL-4, EO-3, PFS-1
16	**Reduce Built Environment Emissions**	Reduce emissions from buildings, structures, and, infrastructure in the community.	CL-3, PFS-1
17	**Low Carbon Fuels**	Support the transition to low-carbon fuels by expanding local production and distribution, supporting infrastructure growth, and adoption incentives.	CL-3, CL-4
18	**Embodied Carbon**	Source materials used in the construction and development of new housing and commercial spaces from within the region, utilize low carbon materials, or utilize materials found on site, reducing embodied carbon.	CL-3, EO-3

19	**Support the Use of Renewable Energy**	Encourage new renewable energy infrastructure and promote development of storage systems to ensure a stable, resilient, and sustainable energy grid.	CL-3, PFS-1
24	**Environmentally Conscious Procurement and Maintenance**	Include criteria related to the use of environmentally sustainable materials and practices in procurement processes and maintenance contracts.	PFS-1, CL-3
44	**Adaptive Reuse**	Support efforts to retrofit or repurpose underutilized buildings, structures and infrastructure for the development of new housing and commercial spaces.	LU-2, CL-3
57	**Low Carbon Transportation Alternatives.**	Adopt new technologies and invest in supportive infrastructure to increase the adoption of electric, hybrid, and alternative fuel vehicles to reduce community emissions.	CL-3
58	**Reduce VMT and GHG Per Capita**	Implement land use patterns that reduce vehicle miles traveled, traffic congestion, and associated greenhouse gas emissions per capita, while improving safety and air quality.	CL-3, CE-3, TM-2
89	**Regional Planning**	Coordinate closely with Clark County, other cities, and other government entities such as C-TRAN, the Regional Transportation Council (RTC), and school districts to sustainably manage urban growth areas, efficiently deliver urban services, expand regional transit and multimodal connectivity, and coordinate on shared goals and responsibilities, in accordance with adopted countywide planning policies.	LU-4, CL-3, TM-2, TM-1
147	**Reduce Food Waste**	Reduce food waste in the community, and ensure surplus food supply is directed to underserved communities without fresh food access.	CL-3, EO-3
155	**Reduce Emissions through Built Environment Characteristics**	Reduce greenhouse gas emissions through promoting urban form that allows a greater mix of uses, shortens trip distances, reduces block lengths, and increases viability of transit.	CL-3, LU-1

Goal: CL-4 Environmental Health

Community members experience better environmental health conditions through the protection and enhancement of local ecosystems, improved air and water quality, reduced exposure to environmental hazards and increased access to natural spaces.

Key Actions

Hold for top 5 actions identified through TWG process

Environmental health is essential to community wellbeing, and the policy approach proposed in this plan responds by focusing on improving the air, water, ecosystems, and neighborhood conditions that shape daily life for Vancouver residents. Climate change and historic land use patterns have created uneven exposures to pollution, extreme heat, flooding, noise, and environmental hazards—disproportionately affecting frontline communities identified in the Climate Vulnerability Assessment and Health Impact Assessment. The policies in this section aim to reduce these disparities by protecting ecosystems, improving environmental quality, and expanding access to healthy natural spaces and community resources.

A central strategy outlined in this goal is reducing the urban heat island effect and improving air quality, particularly in areas with limited tree canopy or residents who face greater health risks. Investments in shade, vegetation, and climate-resilient building design help safeguard people during extreme heat and wildfire smoke events, while targeted efforts to improve indoor air quality reduce exposure to particulates, nitrogen dioxide, carbon monoxide, and other harmful pollutants common in older or poorly ventilated homes.

Reducing environmental burdens also requires rethinking how waste, fuels, and materials flow through the city. Expanded waste diversion, composting, and resource recovery cut pollution associated with landfills, while support for low-carbon fuels and cleaner transportation technologies reduces emissions of pollutants that disproportionately impact neighborhoods along high-traffic corridors. Addressing noise pollution from freight, aviation, industrial operations, and

major roadways further improves quality of life, especially in residential areas and places where vulnerable populations live.

Healthy ecosystems play a critical role in environmental health. Policies promote identifying and protecting species and habitats under climate stress, conserving climate refugia, and expanding pollinator-friendly, pesticide-free landscapes that enhance biodiversity. Conservation and restoration efforts also support cleaner waterways, healthier soils, and stronger ecological connections across the city. Water-efficient technologies and conservation practices help maintain long-term water availability and protect the integrity of local watersheds.

Equitable access to natural spaces and community facilities is another essential focus. Expanding parks and green spaces in underserved neighborhoods, improving connections to existing natural areas, and ensuring housing is located near parks supports both physical and mental wellbeing. New and expanded community centers offer cultural, recreational, and educational programming, strengthening social networks and providing safe indoor spaces during climate-driven events. Land use strategies—including brownfield remediation, infill development on underutilized lots, and careful siting of new housing away from major stationary pollution sources—further reduce residents' exposure to environmental hazards.

Supporting Policies			Related Goals
4	**Reduce Heat Island Effect**	Minimize impacts of the urban heat island effect, reduce temperature disparities for equity priority neighborhoods, and safeguard vulnerable populations from the adverse effects of extreme heat through proactive measures.	CL-1, CL-2, CL-4
8	**Reduce Solid Waste**	Increase waste diversion rates through a system that minimizes landfill reliance, reduces greenhouse gas emissions, prioritizes composting and encourages resource recovery. Properly ensure waste that cannot be recycled is diverted to landfills.	CL-1, CL-3, CL-4, EO-3, PFS-1
9	**Conserve Water Resources**	Encourage water-efficient technologies and practices to reduce consumption and ensure sustainable water availability amid climate change and growing demand.	CL-1, CL-4, PFS-1
15	**Habitat and Species Under Stress from Climate Change**	Take inventory of and protect climate refugia, and fish and wildlife habitat needs for species under stress from climate change.	CL-2, CL-4

17	**Low Carbon Fuels**	Support the transition to low-carbon fuels by expanding local production and distribution, supporting infrastructure growth, and adoption incentives.	CL-3, CL-4
20	**Indoor Air Quality**	Improve indoor air quality for residents most susceptible to negative impacts from exposure to particulates, carbon monoxide, nitrogen dioxide, and lead.	CL-4
21	**Mitigate Noise Pollution**	Reduce and mitigate noise pollution from major stationary and mobile sources (air travel, vehicles, freight, and railroads, high intensity industrial uses), prioritizing vulnerable populations and reducing the impact in residential, commercial, and natural areas.	EI-1, CL-4
22	**Reduce Environmental Health Disparities from Pollution**	Focus on areas with high environmental health disparities when mitigating the impacts of air, water, heat noise, and light pollution.	EI-1, CL-4
28	**Reduce Impacts of Point Source Pollution on Housing**	Avoid siting new housing near known stationary sources of air, water, heat and light pollution, and facilitate site and building design that mitigates impacts from stationary pollution sources for both new and existing housing.	CL-4, LU-2
46	**Underdeveloped Lots and Brownfields**	Prioritize, facilitate, and incentivize development on infill and underutilized lots, and clean up of brownfield sites.	LU- 3, LU-4, LU-1, PFS-1, CL-4
76	**Broaden Equitable Access to Natural Spaces and Parks**	Increase access to existing parks, and site new accessible and attainable housing close to existing and future parks, ensuring equitable access to existing facilities, and investing in new and improved facilities in underserved neighborhoods.	CL-4, PR-3, H-1, EI-2
132	**Community Centers**	Establish multipurpose community centers offering social, recreational, educational, and cultural programming, especially in underserved areas.	CL-4, PR-3, PFS-1

OUR VANCOUVER

OUR FUTURE 2045

CLIMATE VULNERABILITY ASSESSMENT

Prepared by: BERK Consulting, Inc.

Date: September 2025

TABLE OF CONTENTS

1. Summary and Introduction 7
Purpose 7
Scope and Context 7
Climate Impacts in Vancouver 9
Climate Vulnerability Index 10
Vulnerable Places and Communities 10
Climate Planning Engagement 16
Vulnerability and Risk Summary by Sector 19
Policy Recommendations 23
Use of Report 23
2. Climate Change in Vancouver 24
Regional Climate Trends 24
Climate Vulnerability Evaluation 28
Climate Exposure, Equity, and Health 30
3. Residents Vulnerable to Climate Change Impacts 42
People Vulnerable to Climate Change 42
Health Sensitivities 43
Capacity to Adapt and Equity 44
4. Planning for Climate Change 45
Growth Management 45
Related Vancouver Climate Planning Efforts 46
Community Health 48
5. Vulnerability & Risk Assessment 51
Introduction 51
Agriculture & Food Systems 54
Buildings & Energy 62
Cultural Resources & Practices 74
Economic Development 80
Emergency Management 87

DRAFT

Health & Well-being 95
Ecosystems 103
Transportation 114
Waste Management 126
Water Resources 130
Zoning & Development 143
6. References 159

EXHIBITS

Exhibit 1: Vancouver Areas of Focus 11
Exhibit 2: Exposure Index 12
Exhibit 3: Exposure with Health and Equity 13
Exhibit 4: Census Tracts with Higher Vulnerabilities to Climate Impacts 14
Exhibit 5: Map of Census Tracts with Higher Vulnerabilities to Climate Impacts 15
Exhibit 6: Vancouver Climate Adaptation Strategy Engagement Findings 16
Exhibit 7: Resilience Rising Engagement Summary 18
Exhibit 8: Vulnerability and Risk Summary by Sector 20
Exhibit 9: Sectors, Priorities, and Resilience Strategies 21
Exhibit 11: Climate Change by Year 2050 (Change 2040-2069 compared to Historic 30 Years, Typically 1980-2009, RCP 8.5) 25
Exhibit 12: Average Daily Max. Temp. (°F) – Historic and Projected Trends – Clark County, WA 27
Exhibit 13: Days with Max. Temp. > 90°F – Historic and Projected Trends – Clark County, WA 27
Exhibit 14: Elements of Climate Vulnerability 28
Exhibit 15: Definitions of Climate Vulnerability and Indicators 29
Exhibit 16: Exposure Index Metrics and Data Sources 30
Exhibit 17: Vancouver Climate Exposure Index 32
Exhibit 18: Extreme Heat Exposure Index 33
Exhibit 19: Flooding and Precipitation Exposure Index 34
Exhibit 20: Air Quality/Smoke/Wildfire Exposure 35
Exhibit 21: Equity Index Metrics 36
Exhibit 22: Equity Index Score for Vancouver 37
Exhibit 23: Climate Exposure + Equity Index 38
Exhibit 24: Health Data Considered in Health Index 39

DRAFT

Exhibit 25: Health Index – Vancouver 40
Exhibit 26: Exposure and Health Index – Bivariate Map 41
Exhibit 27: How Climate Change Affects Health 43
Exhibit 28: Clark County Needs Assessment Survey 2024: Vancouver Respondent Findings 44
Exhibit 29: Climate Resilience Sub-Element Steps – Washington Department of Commerce45
Exhibit 30: Climate Change Impacts on Ozone and PM 2.5 over the United States 49
Exhibit 31: Assessment of Climate Vulnerability 52
Exhibit 32: Agricultural Inventory – Vancouver Vicinity 55
Exhibit 33: Supermarket Access 56
Exhibit 34: Clark County Food Pantry Sites 57
Exhibit 35: Vulnerability by Census Tracts – Agriculture and Community Gardens 59
Exhibit 36: Risk Summary – Agriculture Sector 60
Exhibit 37: Number of Buildings and Square Footage by Residential, Commercial, and Industrial, 2024 62
Exhibit 38: Housing Units by Type, 2024 63
Exhibit 39: Building Age, Residential and Non-Residential, 2024 64
Exhibit 40: Relative Age of Residential and Non-Residential Buildings by Area in Vancouver 65
Exhibit 41: Building Use Land Map, 2024 66
Exhibit 42: Clark County Energy Sources, 2022. 68
Exhibit 43: Vulnerability by Area: Residential Structures Built before 1960 71
Exhibit 44: Risk Summary – Building Sector 71
Exhibit 45: Fort Vancouver Garden – In use historically and today 74
Exhibit 46: Archaeological Probability Map 75
Exhibit 47: Historic Resources Map 76
Exhibit 48: Vulnerability by Census Tracts – Cultural Resources 78
Exhibit 49: Risk Summary – Cultural Resources 78
Exhibit 50: Clark County, Washington, Top Employers 80
Exhibit 51: Location of Health Care Employment, 2022 81
Exhibit 52: Location of Construction Jobs, 2022 82
Exhibit 53: Arts & Entertainment Jobs, 2022 83
Exhibit 54: Commute Flow 83
Exhibit 55: Home to Work Distance/Direction (2021) 84
Exhibit 56: Vulnerability by Area – Economic Development 85
Exhibit 57: Risk Summary – Economic Development 85
Exhibit 58: Emergency Services Locations in Vancouver 88
Exhibit 59: Vulnerability by Census Tracts – Emergency Management 92
Exhibit 60: Risk Summary – Emergency Management 92
Exhibit 61: Health Data for Vancouver and Clark County 95

DRAFT

Exhibit 62: Differences in Risks to Socially Vulnerable Groups in the Northwest Relative to Reference Populations with 2°C of Global Warming 97
Exhibit 63: Vulnerability by Census Tracts – Health & Well-being 101
Exhibit 64: Risk Summary – Health & Well-being 101
Exhibit 65: Critical Areas in Vancouver 105
Exhibit 66: August Stream Temperature – 2030-2059 107
Exhibit 67: Climate Change and Ecosystems, Biodiversity, and Ecosystem Services 109
Exhibit 68: Vulnerability by Census Tracts – Ecosystems 110
Exhibit 69: Risk Summary – Ecosystems 111
Exhibit 70: Multimodal Transportation Assets in Vancouver 115
Exhibit 71: Regional Emergency Transportation Routes in Vancouver Area and Floodplains 116
Exhibit 72: Direct and Indirect Climate Change Impacts to Transportation Infrastructure 117
Exhibit 73: Transit Corridors, Existing and Proposed 120
Exhibit 74: Active Trip Potential as a Share of All Vehicle Trips 121
Exhibit 75: Vulnerability by Census Tracts – Transportation 123
Exhibit 76: Risk Summary – Transportation 124
Exhibit 78: Waste Management and Remediation Services Jobs in Vancouver, 2022 126
Exhibit 79: Risk Summary – Waste Management 128
Exhibit 80: Vancouver Water System 131
Exhibit 81: Vancouver Wastewater System 133
Exhibit 82: Stormwater System 135
Exhibit 83: Priority Stormwater Management Action Plan Sub-basin 136
Exhibit 82: Flooding and Drainage Concern Areas 138
Exhibit 84: Vulnerability by Census Tracts – Water Resources 139
Exhibit 85: Risk Summary – Water Resources 140
Exhibit 86: Example Development Character and Neighborhoods 143
Exhibit 87: Vancouver Zoning (2024) 144
Exhibit 88: Centers & Corridors 145
Exhibit 89: Mobility and Pedestrian Improvements 146
Exhibit 90: Urban tree canopy in Vancouver by zoning (2021) 147
Exhibit 91: Composite Map of Priority Planting Areas to Achieve Canopy Goals and Tree Equity 148
Exhibit 92: Shoreline Master Program, Shoreline Environments 149
Exhibit 93: Urban Heat Islands – Clark County Public Health Heat Watch 151
Exhibit 94: What does a resilient community look like? 152
Exhibit 95: Natural infrastructure in cities provides climate mitigation and adaptation benefits 153
Exhibit 96: Risk Summary – Zoning & Development 155

DRAFT

Exhibit 97: Examples of Land- Mitigation and Adaptation Options in Cities and Built Environments 156

DRAFT

1. Summary and Introduction

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Purpose

The Pacific Northwest including Vancouver is experiencing extreme heat, drought, extreme precipitation, flooding, and exposure to wildfires, especially smoke. These climate impacts affect Vancouver's people, places, and infrastructure.

This Vancouver Climate Vulnerability Assessment report supports the **OUR VANCOUVER 2045 COMPREHENSIVE PLAN** periodic update. In particular, it informs the development of the resilience sub-element of the newly required climate change and resilience element under HB 1181. Vancouver anticipates an integrated element addressing "Climate, Environment, Community Health, Sustainability and Resiliency."

Scope and Context

This vulnerability assessment considers the Washington Department of Commerce *Climate Element Planning Guidance*, December 2023, and evaluates the potential for climate exposure to community assets as well as potential health and environmental sensitivities to climate change impacts. The capacity of Vancouver's people, places, and infrastructure to adapt to climate change is also addressed, along with potential strategies to enhance Vancouver's adaptive capacity.

The chapters of the report include:

1. Summary and Introduction
2. Climate Change in Vancouver
3. Residents Vulnerable to Climate Change Impacts
4. Planning for Climate Change
5. Vulnerability & Risk Assessment

This Chapter 1 Summary and Introduction provides an overview of findings of the report. Chapter 2 describes climate change trends that affect Vancouver and Clark County. Chapter 3 describes residents with socioeconomic or health conditions or disparities that are potentially vulnerable to climate change impacts. Chapter 4 describes Vancouver's plans, strategies, and related initiatives addressing climate adaptation and mitigation. Chapter 5 evaluates vulnerability and risk through eleven sectors including:

- Agriculture and Food Systems
- Buildings & Energy
- Cultural Resources & Practices

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- Economic Development
- Emergency Management
- Health & Well-being
- Ecosystems
- Transportation
- Waste Management
- Water Resources
- Zoning & Development

This report builds on Vancouver's extensive work to address climate change mitigation and adaptation, including, but not limited to:

- Vancouver Climate Action Framework (2022)
- Vancouver Climate Adaptation Strategy (2022)
- Vancouver 2023 Inventory of Community and Government Operations Greenhouse Gas (GHG) Emissions (2024)
- Vancouver Equity Index (2022)
- Reside Vancouver An Anti-Displacement Plan (2023)
- Clark Regional Natural Hazard Mitigation Plan: Volume 2—Planning Partner Annexes, Vancouver Annex (2023)

In addition to this vulnerability assessment, related work is underway to address other aspects of the pending "Climate, Environment, Community Health, Sustainability and Resiliency Element" including:

- **Climate Resilience Policy Evaluation**: Audits policies and

DEFINITIONS

Adaptive Capacity: The ability of a person, asset, or system to adjust to a hazard, take advantage of new opportunities, or cope with change.

Assets: People, resources, ecosystems, infrastructure, and the services they provide. Assets are the tangible and intangible things people or communities value.

Climate Change: A change in the average weather patterns such as temperature and rainfall in a region over a long period of time.

Climate Resilience: The ongoing process of anticipating, preparing for, and adapting to changes in climate and minimizing negative impacts to our natural systems, infrastructure, and communities.

Exposure: The presence of people, assets, and ecosystems in places where they could be adversely affected by hazards.

Impacts: Effects on natural and human systems that result from hazards. Evaluating potential impacts is a critical step in assessing vulnerability.

Overburdened Community: A geographic area where vulnerable populations face combined, multiple environmental harms and health impacts, and includes, but is not limited to, highly impacted communities as defined in RCW 19.405.020.

Sensitivity: The degree to which a system, population, or resource is or might be affected by hazards.

Vulnerability: The propensity or predisposition of assets to be adversely affected by hazards. Vulnerability encompasses exposure, sensitivity, potential impacts, and adaptive capacity.

(Commerce, 2023) (US Climate Resilience Toolkit, 2021) (NASA, 2024)

provides recommendations to amend or add policies.

- **Climate Mitigation:** Implementing the City's Climate Action Framework, the City has inventoried GHG emissions and will use a similar approach to evaluate Vancouver's growth strategies called "land use possibilities." The City is also reviewing vehicle miles traveled (VMT) reduction through active trip potential.
- **Environment:** An Environmental Impact Statement is evaluating Vancouver 2045 Land Use Possibilities.
- **Health:** A Health Impact Assessment of the Vancouver 2045 land use possibilities has been developed to evaluate the Periodic Update land use possibilities and other policy issues.

Climate Impacts in Vancouver

Vancouver is feeling the effects of climate change including the following Pacific Northwest trends (Chang, 2023):

- **Warming and Extreme Heat:** The annual number of extremely hot days and warm nights in the Northwest has been above the long-term average over the past decade, and the annual number of extremely cold nights over the same period has been below the long-term average. Future warming in the region is expected to exacerbate regional heatwave intensities. It is particularly magnified on impervious areas in urban areas like Vancouver.
- **Extreme Precipitation Events:** The frequency and intensity of extreme precipitation events are projected to increase across the region. A greater number of strong atmospheric events and fewer moderate and weak events are projected to occur and are projected to reach farther inland. In Vancouver, major flooding along rivers and streams is less likely due to flood control structures and greenways but there is a risk along the Port and other areas that are low lying, and there is a risk of urban flooding elsewhere.
- **Flooding and Infrastructure:** Riverine flooding as well as localized urban flooding is a growing concern in Vancouver due to aging stormwater infrastructure, particularly in older neighborhoods with combined sewer systems. These systems are increasingly overwhelmed by intense rainfall events, leading to surface flooding and sewer overflows.
- **Decreasing Summer Precipitation and Increasing Drought:** Summer precipitation is projected to decline. Observed lower stream flows in summer are expected to decrease. This could affect fish and other aquatic life in Vancouvers streams.
- **Increasing Wildfire Likelihood and Smoke:** An increase in wildfires in the Pacific Northwest could expose people in Vancouver and the broader region to more wildfire smoke. Increased wildfire smoke events are straining indoor air quality in public facilities. Many community centers and senior centers lack adequate HVAC systems or filtration, limiting their ability to serve as clean air shelters during smoke events.

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See Chapter 2 Climate Change in Vancouver for additional information about climate impacts in Vancouver.

Climate Vulnerability Index

Vancouver also developed a Climate Vulnerability Index (CVI) in parallel with this assessment to evaluate over 30 indicators of climate vulnerability, scaled to US Census block groups, to identify areas and populations more vulnerable to extreme heat, flooding and extreme precipitation, and air quality/smoke. The CVI allows Vancouver to compare areas within the city to itself. The CVI does not compare Vancouver to other areas across the county or state.

Vulnerability is defined as the sum of exposure to climate shocks and stresses, the sensitivity of people or environment to the shock, and the capacity of the community and place to cope with consequences of the climate event. (UKAID, 2011) (US Climate Resilience Toolkit, 2021)

Vulnerability = Exposure + Sensitivity - Capacity to Adapt

The Vancouver CVI presents a series of indices and bivariate intersections including Vancouver's first index regarding Climate Exposure. The CVI includes a bivariate view of Exposure in relation to the City's Equity and Displacement indices which have elements of sensitivity and adaptive capacity. In addition, a Vancouver Health Index was prepared with components of population health sensitivity, and an Exposure x Health bivariate map was created.

Vulnerable Places and Communities

Parts of Vancouver are more vulnerable to the impacts of climate change than others. For example, there are particular areas in the city – such as "heat islands" with more pavement and fewer trees, floodplain and landslide hazard areas, and areas with limited access to transit – that may experience larger effects from climate change. In addition, some communities and populations – including older adults, individuals living alone, and people with low incomes, disabilities, and/or limited English proficiency – may be more sensitive to climate impacts and require special consideration when planning for climate resiliency.

This study references areas in west, central, and east Vancouver in eight study areas, and identifies vulnerable places and communities. See Exhibit 1.

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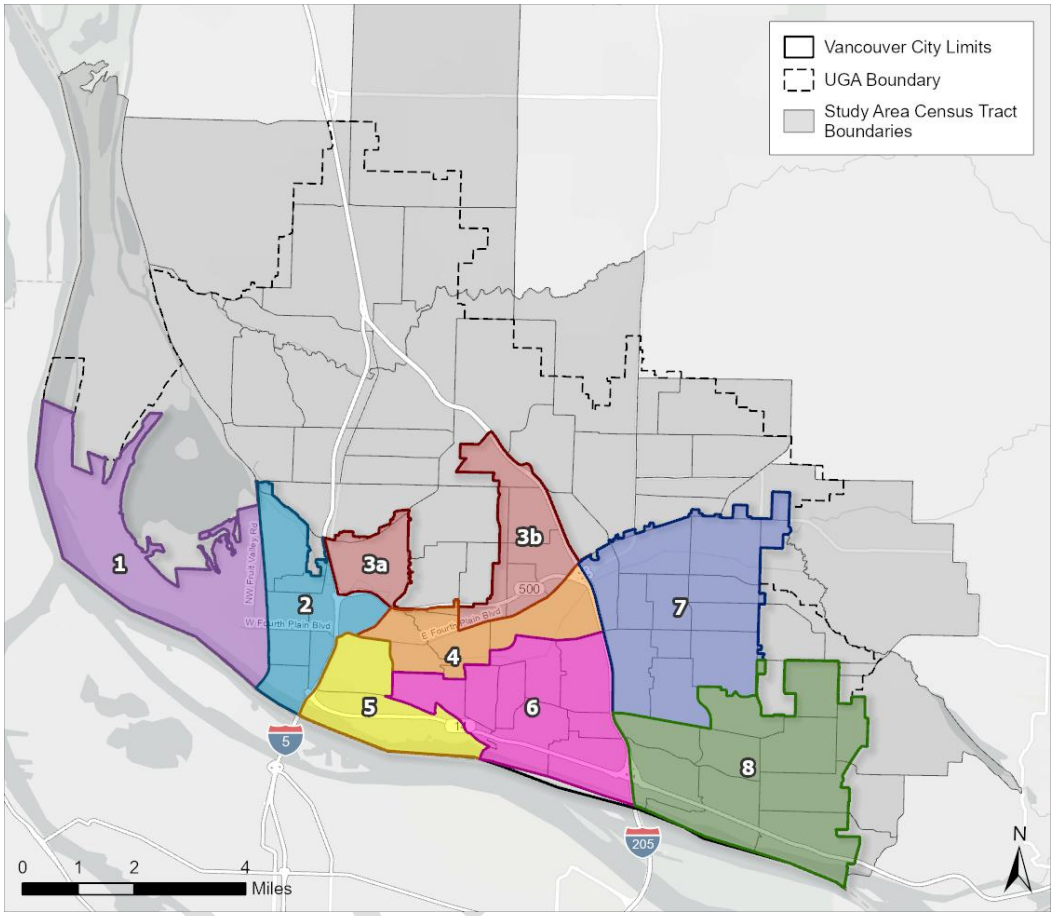
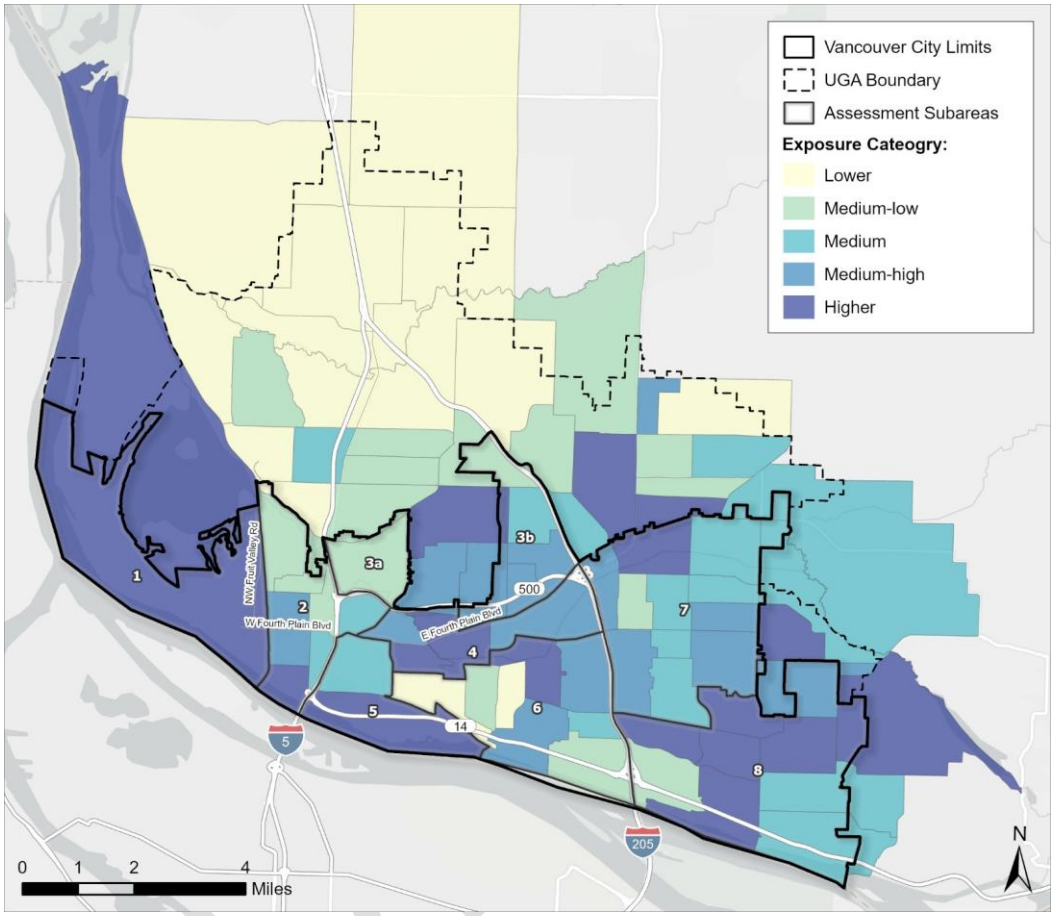
Exhibit 1: Vancouver Areas of Focus



Source: City of Vancouver, BERK 2025.

The Vancouver CVI Exposure Index identifies the following areas at risk of exposure to climate impacts including extreme heat, flooding, or air quality/smoke: Area 1 west of NW Fruit Valley Road, southern edges of Areas 2 and 5 along the Colombia River, Areas 4 and 7 along E Fourth Plain Boulevard, and Area 8 in southeast Vancouver. See Exhibit 2.

Exhibit 2: Exposure Index

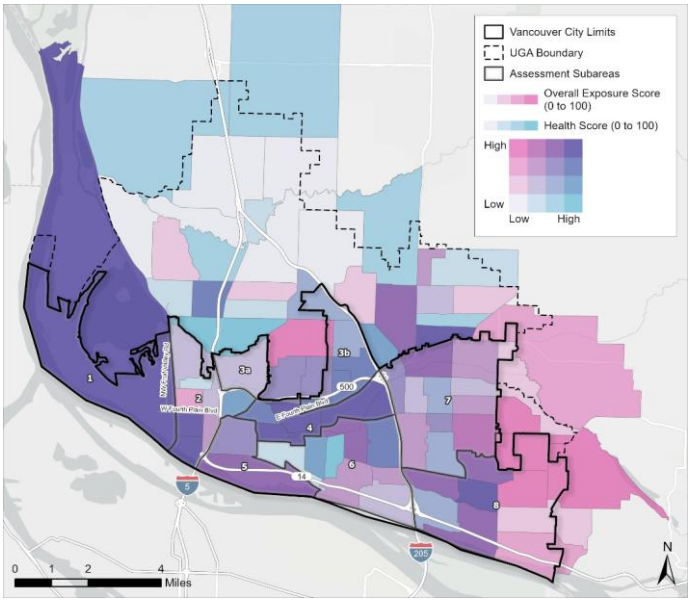


Source: BERK 2025.

Combining Vancouver's Climate Exposure Index plus its Health Index shows populations with vulnerabilities exposed to climate impacts in similar locations in Areas 1, 2, 4, and 8. Census block groups with higher Exposure and higher Equity disparities are found in Areas 1, 2, 4, 7, and 8. See Exhibit 3.

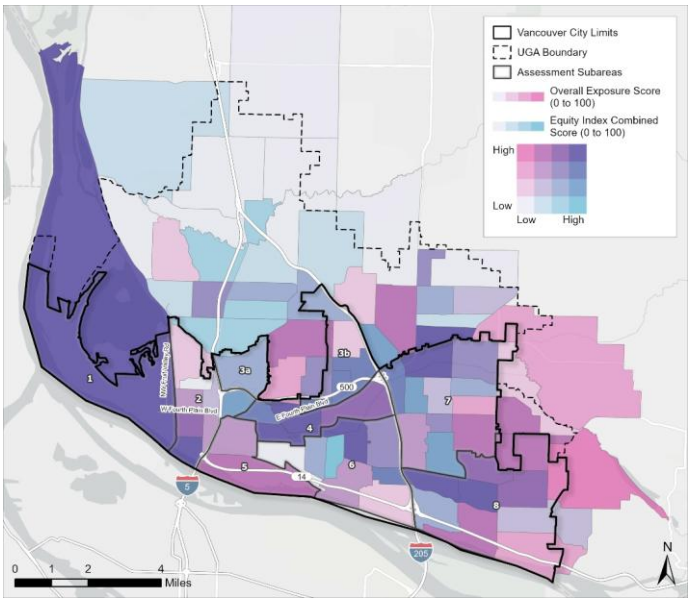
Exhibit 4 and Exhibit 5 provide a table and map with Census tracts having with higher exposure and higher equity or health disparities, and are priorities to address climate adaptation and improve areas that have low or moderate adaptive capacity.

Exhibit 3: Exposure with Health and Equity



Exposure x Health

Locations of higher exposure and health-sensitive populations: West and Central parts of Vancouver along East Fourth Plain Blvd.



Exposure x Equity

Locations of higher exposure and overburdened communities: Vancouver Lake and NW Fruit Valley Road, blocks south of SR 500 and along Fourth Plain Blvd, and Mountain View and Cascade Highlands in East Vancouver.

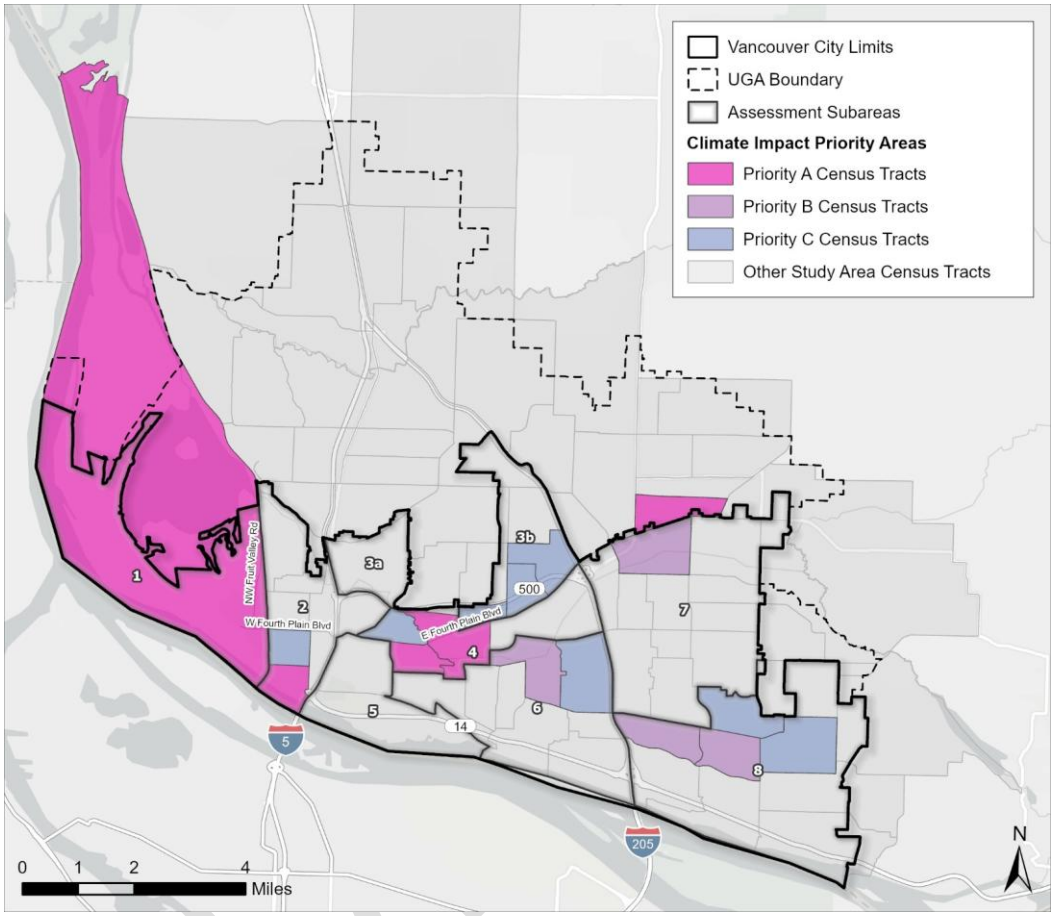
Source: BERK 2025.

Exhibit 4: Census Tracts with Higher Vulnerabilities to Climate Impacts

Census Tracts	Subarea	Percent of Tract in City Limits	Heat Exposure	Flooding/ Precipitation Exposure	Smoke/Air Quality Exposure	Overall Exposure	Health Conditions	Equity Disparities Index	Priority	Adaptive Capacity
53011041005	1	34.9%	Medium-high	Higher	Lower	Higher	Higher	Higher	A	Moderate (Lake)
53011042300	2	100.0%	Medium	Medium-high	Higher	Medium-high	Higher	Medium-high	C	
53011042400	2	99.3%	Higher	Higher	Medium	Higher	Higher	Higher	A	
53011041111	3b	97.1%	Medium-high	Medium	Medium	Medium-high	Higher	Higher	C	Moderate (Tree)
53011041113	3b	100.0%	Higher	Medium-high	Medium-low	Medium-high	Higher	Higher	C	Moderate (Tree) Moderate SMAP
53011041114	3b	100.0%	Higher	Medium	Medium-low	Medium-high	Higher	Higher	C	Moderate (Tree) Moderate SMAP
53011041600	4	99.6%	Medium-high	Higher	Medium	Higher	Higher	Higher	A	Low (Tree) ATP*
53011041700	4	100.0%	Medium	Higher	Medium	Medium-high	Higher	Medium-high	C	Low (Tree) ATP*
53011042700	4	100.0%	Medium-high	Higher	Medium	Higher	Higher	Higher	A	Low (Tree)
53011041205	6	100.0%	Medium-high	Higher	Medium-high	Higher	Medium-high	Higher	B	Moderate SMAP ATP*
53011041206	6	100.0%	Higher	Medium-low	Medium-high	Medium-high	Higher	Medium-high	C	Low (Tree) Moderate SMAP ATP*
53011040706	7	7.4%	Higher	Medium-high	Medium-low	Higher	Higher	Higher	A (-)	
53011041312	7	100.0%	Higher	Higher	Medium-low	Higher	Medium-high	Higher	B	
53011041320	8	100.0%	Higher	Medium	Medium-high	Higher	Medium-high	Medium-high	C	ATP*
53011041322	8	100.0%	Higher	Medium	Medium-high	Higher	Medium-high	Higher	B	
53011041323	8	100.0%	Higher	Medium	Medium-high	Higher	Medium-high	Higher	B	ATP*
53011041329	8	100.0%	Higher	Medium	Higher	Higher	Lower	Medium-high	C	

A=Higher Overall Exposure and Higher Health and Equity Disparities
B = Higher Overall Exposure and either Higher Health Disparities or Higher Equity Disparities
C = Medium High or Higher in one or more exposures and either Health or Equity Disparities
(-) County Unincorporated
*Active Trip Potential (ATP): locations where short vehicle trips could convert to e-bike, bike, or walking trips with more supportive infrastructure; or where more development could build on existing strengths.
Source: See Chapter 2. BERK, 2025.

Exhibit 5: Map of Census Tracts with Higher Vulnerabilities to Climate Impacts



A=Higher Overall Exposure and Higher Health and Equity Disparities
B = Higher Overall Exposure and either Higher Health Disparities or Higher Equity Disparities
C = Medium High or Higher in one or more exposures and either Health or Equity Disparities
Source: See Chapter 2. BERK, 2025.

Climate Planning Engagement

Vancouver Climate Adaptation Strategy, 2022

In 2022, Vancouver engaged Hatch Planning and Toulan School of Urban Studies and Planning at Portland State University to prepare a *Vancouver Climate Adaptation Strategy*, which included a community engagement process. (Hatch Planning and City of Vancouver, 2022)

- a community-wide survey with 140 responses
- six pop-up events in different locations, and
- five small group conversations

The populations targeted for engagement are similar to those living in areas considered highly vulnerable in Exhibit 5, and included:

- Communities of color, particularly Hispanic or Latino
- High-poverty groups
- Linguistically isolated groups (Spanish, Russian or Eastern European language-speakers)
- Youth, particularly those in informal daycare
- Older adults, particularly those living alone
- Houseless people, including Safe Stay communities
- Manual or outside laborers, especially farmers, landscapers, and trades organizations
- People with disabilities
- Transit-dependent residents

Engagement findings are summarized below and throughout Chapter 5 Vulnerability & Risk Assessment. This 2025 Climate Vulnerability Assessment carries forward from this 2022 effort which recommended a comprehensive vulnerability assessment.

Exhibit 6: Vancouver Climate Adaptation Strategy Engagement Findings

1 Most community members had negative experiences during severe weather events - the wildfire smoke of 2020 and heat wave of 2021. Negative experiences were due to a loss of work time, discomfort and health issues, the canceling of events, and more.	**2** Aside from severe heat and wildfire smoke, participants also worried about snowy and icy weather events, and particularly the power outages and difficulty of travel that comes with those events.
3 Participants identified several circumstances that made it more difficult to deal with severe weather events. These include: • Lack of air conditioning or air purification • Lack of access to a car	• Lack of communication regarding preparedness • Need to work outside during severe weather events • Lack of resources for people with disabilities

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4 While many residents do feel prepared for future heat waves and other events, they expressed serious concerns about the safety and well-being of their neighbors and community.	**5** Many participants had ideas for how the city can help them in the future, including providing resources to help households have alternative energy sources in the event of power outages, the creation of cooling and warming shelters, creating community-led disaster drills to help people understand how to stay safe and prepared, and prioritizing low-income or houseless people in city policy to ensure their safety.
6 Some physical elements that community members would like to see include water features such as splash pads, urban gardens and fruit trees, more tree coverage, and community centers or public spaces for neighbors to connect with one another.	**7** Participants cited the need for community education on environmental issues and sustainability through programming and incentives, including conferences, talks, and videos that share the importance of sustainability as well as other educational materials. Participants, particularly those in small group conversations, also saw a need for increased public engagement about this issue.

Source: (Hatch Planning and City of Vancouver, 2022)

Resilience Rising, 2025

As part of the City of Vancouver's ongoing climate resilience planning efforts, a series of *Resilience Rising* community events were hosted in late May and early June 2025 in partnership with Fourth Plain Forward, the Southwest Washington Equity Coalition (SWEC), and Washington Conservation Action. These events focused on elevating local voices and experiences around climate-related risks and responses in neighborhoods most impacted by extreme heat, wildfire smoke, and flooding.

The gatherings were designed to complement this 2025 Climate Vulnerability Assessment and a related Adaptive Capacity Assessment (see following section) by grounding technical recommendations in lived experience. A total of 76 residents participated across three events in **Fruit Valley, Fourth Plain, and Mountain View**, each selected due to their high climate risk scores and social vulnerability indicators.

At each event, there was an interactive mapping exercise which invited participants to identify local assets, risks, and resilience opportunities in their neighborhoods. Participants used stickers, markers, and post-it notes to annotate the maps in both English and Spanish, with bilingual facilitators on hand to support discussion. A common theme throughout was the desire for more equitable access to climate-resilient infrastructure—including safe gathering spaces, localized food and resource hubs, and culturally relevant emergency response strategies.

Engagement results are highlighted in Exhibit 7 and throughout this study.

Exhibit 7: Resilience Rising Engagement Summary

Climate Risks Are Experienced Unequally. Participants noted that extreme heat, flooding, and wildfire smoke have disproportionate impacts across the city, especially for residents in East and Central Vancouver. Barriers include: • Transportation limitations for seniors, youth, and people with disabilities • Fear or mistrust of federal-linked spaces among undocumented communities • Lack of signage or public awareness of available resources	**Schools, Religious Facilities, and Businesses as Anchors.** Participants were enthusiastic about repurposing underused or privately owned spaces to provide cooling, clean air, and resource distribution during future climate events. Specific suggestions included equipping schools with air filtration and backup power, training church volunteers, and leveraging local businesses to help spread emergency information.
Food Security and Local Food Systems. Several participants expressed interest in expanding community food forests, edible landscaping, and culturally relevant gardens to increase food access and resilience. Many attendees pointed to successful local examples—including fruit tree gleaning programs and community partnerships—that show potential for scaling.	**Community-Led Solutions and Trusted Messengers.** Residents expressed a strong interest in building neighbor-to-neighbor networks and empowering local leaders to help organize emergency response. Ideas included community phone trees, CERT team recruitment, and creating preparedness flyers with the contact information of trusted local point people.
Gaps in Infrastructure and Communication. Participants identified several physical and procedural gaps that hinder preparedness and resilience: limited cooling centers with adequate space and signage, public transit challenges during storm events, lack of emergency information in multiple languages, and difficulty navigating scattered resources.	**Desire for Action and Accountability.** While attendees appreciated the opportunity to provide input, some were skeptical about whether tangible changes would result. Still, most remained hopeful and urged the City and its partners to prioritize the ideas that came directly from community voices, especially those grounded in lived experience and local expertise.

Source: (City of Vancouver, 2025)

Adaptive Capacity Assessment 2025

The City of Vancouver met with an interdepartmental team and with regional emergency management agencies to develop more specific asset mapping and adaptive capacity recommendations overlaying locations of critical facilities and places of assembly on top of maps of exposures such as extreme heat, flooding, and wildfire/smoke including:

- Fire and Police Stations
- Libraries, Senior Centers, and Community Centers, often serving as warming or cooling shelters
- Schools
- Parks and Trails
- Transit Stops
- Water, Sewer, and Stormwater

The asset maps help to pinpoint the most pressing areas for investment. Results are included in relevant sector evaluations in Chapter 5 Vulnerability & Risk Assessment, and in the Appendix.

Vulnerability and Risk Summary by Sector

Across 11 sectors, Chapter 5 Vulnerability & Risk Assessment considers vulnerable places and communities and risk of impacts (probability and magnitude). A summary of the results for the 11 sectors is shared in Exhibit 6.

Sectors most at risk across multiple climate impacts, with the greatest potential for loss and affecting vulnerable communities include:

- Buildings & Energy
- Emergency Management
- Health and Wellbeing
- Transportation
- Water Resources

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Exhibit 8: Vulnerability and Risk Summary by Sector

Sector	Likely Climate Impacts in next 10+ years				Magnitude of Loss			City Responsibility			Vulnerable Communities			Areas Most Affected								
	Heat	*Fire*	*Precip*	*Drought*	*Less*	*More*	*Most*	*Less*	*More*	*Most*	*Less*	*More*	*Most*								
Agriculture and Food Systems	■	■	■	■	■			■	■		■	■		1	2	3A	3B	4	5	6	7	8
Buildings & Energy	■	■			■	■		■	■		■	■	■	1	2	3A	3B	4	5	6	7	8
Cultural Resources & Practices	■	■	■	■	■	■		■	■		■	■		1	2	3A	3B	4	5	6	7	8
Economic Development	■	■	■		■	■		■	■		■	■		1	2	3A	3B	4	5	6	7	8
Emergency Management	■	■	■		■	■		■	■		■	■	■	1	2	3A	3B	4	5	6	7	8
Health & Well-being	■	■			■	■		■	■		■	■	■	1	2	3A	3B	4	5	6	7	8
Ecosystems	■	■	■	■	■	■		■	■		■	■		1	2	3A	3B	4	5	6	7	8
Transportation	■	■	■		■	■	■	■	■		■	■	■	1	2	3A	3B	4	5	6	7	8
Waste Management	■	■	■		■			■			■			1	2	3A	3B	4	5	6	7	8
Water Resources	■	■	■	■	■	■	■	■	■	■	■	■	■	1	2	3A	3B	4	5	6	7	8
Zoning & Development	■	■	■	■	■	■		■	■	■	■	■		1	2	3A	3B	4	5	6	7	8

Sources: See Chapter 5. Compiled by BERK, 2025.

Commented [LG2]: made food systems more prominent given Resilience Rising engagement results

Vancouver has planned for climate action and hazard management planning. However, new or more extensive resilience strategies could be implemented to address gaps or opportunities. See Exhibit 7. These are further described in Chapter 5 Vulnerability & Risk Assessment.

Exhibit 9: Sectors, Priorities, and Resilience Strategies

Commented [LG3]: Modified to address Adaptive Capacity Assessment and Resilience Rising

Sector	Potential Concerns/ Priorities	Who is Most Affected?	Highlighted Resilience Strategies
Agriculture & Food Systems	Urban agriculture and local food systems, community gardens, food banks	Residents in poverty or in food deserts Community garden users	 Increase Food Resilience & Access
Buildings and Energy	Naturally occurring affordable housing New housing development, new business spaces	Residents in older housing stock, particularly those who are cost burdened New construction, commercial or residential	 Building Retrofits/Design Renewable Energy
Cultural Resources	Historic and archaeological site protection Critical areas protection Food sovereignty	Tribes Historic property owners	 Natural Infrastructure
Economic Development	Outdoor jobs Recreation events Transportation system interruption	Outdoor workers Tourism/recreation oriented businesses Health care providers Commuters	 Green technology, circular economy, connected city Complete/ Sustainable Communities Local Businesses Support Emergency Response

Sector	Potential Concerns/ Priorities	Who is Most Affected?	Highlighted Resilience Strategies
Emergency Management	Cooling and clean air centers, storm management, redundant functions	Persons with health sensitivities Emergency personnel	 **Disaster Management and Service Continuity** **Partner with Community Based Organizations**
Health & Well-being	Tree canopy equity Health services access Access to cooling and clean air centers due to lack of transportation, lack of awareness, or mistrust	Persons with health sensitivities Unsheltered persons	 **Improve transportation access to facilities and services** **CBOs as Essential Resilience Partners** **Neighborhood specific community preparedness and pilot projects**
Ecosystems	Trees, riparian areas, stream flows, water quality	Neighborhoods with high impervious areas, and limited green or blue infrastructure	 **Urban Forest**
Transportation	Regional and local commuting, acute stormwater flooding, heat and transit	Transit dependent populations such as those with disabilities or lower incomes	 **Infrastructure Upgrades**

Sector	Potential Concerns/ Priorities	Who is Most Affected?	Highlighted Resilience Strategies
Waste Management	Heat, smoke and outdoor workers; extreme weather and debris	Outdoor workers Neighborhoods with extensive/older tree canopy	 **Debris management plan, smoke protections** **Planning to Reduce Exposure & Monitoring Risk**
Water Resources	Demand on stormwater system Water system resilience Wastewater Plant fortification	Neighborhoods with high impervious areas, and limited green or blue infrastructure	 **Natural Infrastructure**
Zoning	Tree canopy, infill housing and business nodes with multimodal mobility	Households with cost burdens, areas with low connectivity, park gap areas, low active trip areas, communities with disparities in tree canopy	 **Complete/ Sustainable Communities**

Policy Recommendations

A **Climate Resilience Policy Evaluation** under separate cover is summarized by sector in Chapter 5. Strengthening policies in the new Climate, Environment, Community Health, Sustainability and Resiliency Element will give purpose and direction to climate actions and strategies.

Use of Report

This Climate Vulnerability Assessment has provided a foundation for developing climate resilience policies and adaptive capacity strategies with city departments and the community.

This report, in conjunction with a related Climate Resilience Policy Evaluation, has helped the City prepare a Climate Element of the Comprehensive Plan Periodic Update.

2. Climate Change in Vancouver

Regional Climate Trends

The Pacific Northwest including Vancouver are experiencing extreme heat, extreme precipitation, drought and reduced summer stream flows, and exposure to wildfires, especially smoke. Key findings of the Fifth National Climate Assessment, Northwest chapter, (Chang, 2023) include the following for Washington, Oregon, and Idaho:

- **Warming and Extreme Heat:** Annual average air temperatures in the region have risen by almost 2°F since 1900. Washington and Idaho have warmed by nearly 2°F, and Oregon has warmed by 2.5°F. Relative to 1900–2020, the annual number of extremely hot days and warm nights in the Northwest has been above the long-term average over the past decade, and the annual number of extremely cold nights over the same period has been below the long-term average. Future warming in the region is expected to exacerbate regional heatwave intensities.
- **Extreme Precipitation:** The frequency and intensity of extreme precipitation events are projected to increase across the region. Long, narrow bands of atmospheric water vapor transport, commonly known as atmospheric rivers (ARs), are associated with extreme precipitation in the western United States, where they contribute an average of 30%–45% of total winter precipitation. A greater number of strong AR events and fewer moderate and weak events are projected to occur. ARs are projected to reach farther inland.
- **Summer Precipitation and Drought:** Summer precipitation is projected to decline under all scenarios, although it will be variable, contributing to more frequent, longer, and more severe regional drought conditions that increase wildfire risk and decrease water availability. Observed lower stream flows in summer are expected to decrease even further due to reduced snow storage, increased evapotranspiration, and longer lags between summer precipitation events.

> ...Some scientists have described the 2021 heat dome as a 1,000-year event made 150 times more likely by climate change. Instead of being a rare anomaly, events like the heat dome could occur every five to 10 years with 2 degrees C of global warming, they say.
>
> ... An estimated 1,400 deaths in the United States and Canada were attributed to the heat dome. Shellfish and other marine animals experienced mass die-offs. Crops were lost, sections of Interstate 5 buckled, and Portland's Max commuter train shut down when its attached power lines melted.
>
> ~ (Kramer, 2024)

The University of Washington Climate Impacts Group has developed a climate resilience mapping tool addressing climate hazards, indicators, and impacts for each county in the

state, including Clark County. Some of the data is available at a smaller scale than the county. Information from the tool has been gathered for the year 2050 using the Representative Concentration Pathway (RCP) 8.5 GHG concentration level, which is a very high GHG scenario. The GHG scenarios do not differ significantly prior to 2050. The year 2050 is similar to the 2045 Comprehensive Plan periodic update horizon. See Exhibit 9.

Exhibit 10: Climate Change by Year 2050 (Change 2040-2069 compared to Historic 30 Years, Typically 1980-2009, RCP 8.5)

Climate Hazard	Potential Impacts	Climate Data for Clark County
Extreme Heat	Warmer summers are expected to increase the potential for heat stress on plants and trees and ecosystems, and increase demand for irrigation. Warmer summers are expected to increase concentrations of air pollutants, such as ozone and some vector-borne illnesses, such as West Nile virus. Warmer stream temperatures have the potential to reduce water quality and habitat quality for fish and wildlife. Extreme heat is anticipated to increase the demand for building cooling, increase concentrations of air pollutants, and increase health impacts for sensitive populations.	+6 °F change in average summer (June - August) maximum temperature + 39 days in annual 90°F maximum humidex days (heat + humidity) Average August stream temperature: • 20.9 °C Burnt Bridge Creek • 18.4 °C Fisher Creek • 23.1 to 23.6 °C Columbia River
Drought	In freshwater ecosystems, less summer precipitation will contribute to lower stream flows, reduce water quality, and increase water temperatures. In terrestrial ecosystems, less summer precipitation will contribute to drought stress and reduce the growth and productivity of some plants. More frequent and severe droughts due to low summer precipitation are expected to increase the need for emergency services to plan, prepare, and respond to water shortages. Increases in annual precipitation have the potential to increase groundwater recharge. Changes in the timing and intensity of precipitation and increases in water demand and evaporation are expected to offset increases in groundwater recharge due to more annual precipitation.	34% chance in 2050 that summer precipitation is at or below 75% of normal -5%, Burnt Bridge Creek, and -21% on Columbia River, percent change in low streamflow in summer (June-September) 9.3% average percent change in total annual precipitation -17.9% change in average July 15 - September 15 total precipitation

Climate Hazard	Potential Impacts	Climate Data for Clark County
Wildfire & Smoke	More frequent wildfires have the potential to reduce forest habitat for some wildlife and increase establishment of invasive species. More frequent wildfires have the potential to increase runoff and sediment to streams. More days with high wildfire danger are expected to affect businesses through more frequent closures of recreation areas and restrictions on outdoor activities during the wildfire season. Poor air quality due to more wildfire smoke can cause adverse respiratory health effects.	In Vancouver 37% chance the average likelihood of climate and fuel conditions being conducive to wildfire (Countywide average is 9%). Change in high fire danger days, 9 days in Vancouver (8 days for Clark County average.
Extreme Precipitation	Heavier precipitation is expected to intensify flooding in low-lying areas and require higher capacity storm water drainage systems. This could reduce the suitability of some areas for certain land uses and require relocation of some development. More disruptions to business operations and damage to infrastructure including transportation.	13% increase in the total precipitation of the 2-year storm. 14% change in the total precipitation of the 25-year storm.
Flooding	Higher stream flows are expected to increase riverine flooding within existing floodplains and could expand flooding to new areas not currently in existing floodplains. Higher stream flows reduce the availability of slow-water habitat and can increase sedimentation that affects habitat quality. Higher stream flows are expected to increase riverine flooding, which can damage roads, bridges, and railways and overwhelm drainage structures, such as culverts.	14% change, along Burnt Bridge Creek, in the annual maximum streamflow -5% Columbia River in the annual maximum streamflow Frequency in high streamflow Burnt Bridge Creek, 9.0 years; Columbia River 21.1 years; instead of every 25 years

Source: (Raymond, Climate Mapping for a Resilient Washington, 2022)

Other climate change trends available from the US Climate Toolkit Climate Explorer shows increases in extreme heat are clear at either RCP 4.5 or RCP 8.5. See Exhibit 10 and Exhibit 11.

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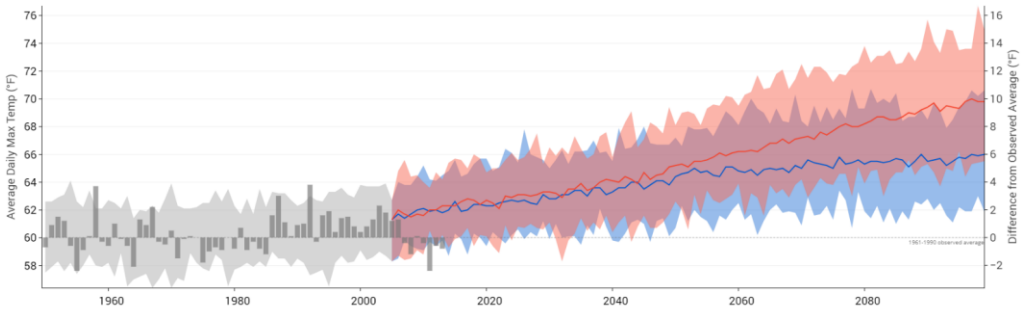
Exhibit 11: Average Daily Max. Temp. (°F) – Historic and Projected Trends – Clark County, WA

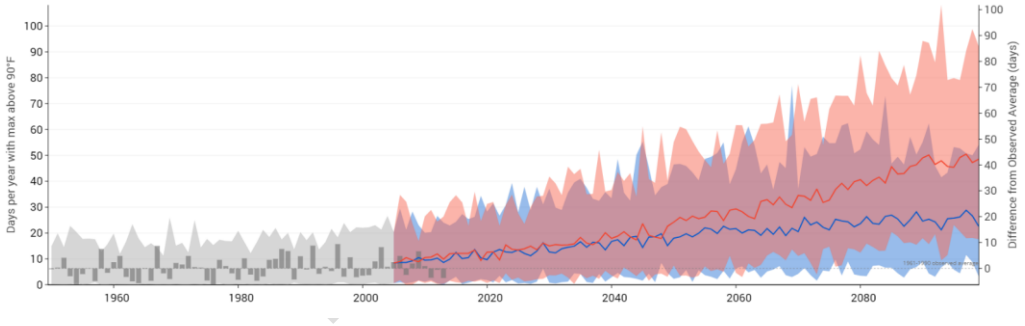


Note: For the contiguous US, graphs and maps for 1950 - 2013 show averages of observations recorded at individual climate and weather stations. Data are available from NOAA's National Centers for Environmental Information. Graphs in Climate Explorer show results generated by global climate models for the Coupled Model Intercomparison Project Phase 5 (CMIP5). For the contiguous US, the climate model data were statistically downscaled using the Localized Constructed Analogs method (LOCA; Pierce et al. 2014).
Source: (US Climate Resilience Toolkit, 2024)

Average Daily Maximum Temperatures are projected to rise to over 64 °F by 2040.

- 1961–1990 observed average: 60 °F
- 2005 observed: 61.3 °F
- Projection Higher Emissions RCP 8.5: 2040 64.4 °F | 2050 65.6 °F
- Projection Lower Emissions RCP 4.5: 2040 63.8 °F | 2050 64.7 °F

Exhibit 12: Days with Max. Temp. > 90°F – Historic and Projected Trends – Clark County, WA



Note: For the contiguous US, graphs and maps for 1950 - 2013 show averages of observations recorded at individual climate and weather stations. Data are available from NOAA's National Centers for Environmental Information. Graphs in Climate Explorer show results generated by global climate models for the Coupled Model Intercomparison Project Phase 5 (CMIP5). For the contiguous US, the climate model data were statistically downscaled using the Localized Constructed Analogs method (LOCA; Pierce et al. 2014).
Source: (US Climate Resilience Toolkit, 2024)

Days w/ maximum temp > 90°F are projected to increase by at least 17 days by 2040 and 20 days by 2050.

- 1961–1990 observed average: 6.3 days with maximum above 90
- 2005 observed: 8.7 days
- Projection Higher Emissions RCP 8.5: 2040 19.5 days| 2050 26.4 days
- Projection Lower Emissions RCP 4.5: 2040 17.2 days| 2050 20.2 days

CLIMATE MODELS

Climate models are mathematical representations of processes important in the Earth's climate system. The Representative Concentration Pathways (RCPs) describe four different 21st century pathways of GHG emissions and atmospheric concentrations, air pollutant emissions and land use; they include a stringent mitigation scenario (RCP2.6), a low scenario (RCP 4.5), an intermediate scenario (RCP4.5), and one scenario with very high GHG concentration (RCP8.5). Scenarios without additional efforts to constrain emissions lead to pathways ranging between RCP6.0 and RCP8.5. RCP2.6 is representative of a scenario that aims to keep global warming likely below 2°C above pre-industrial temperatures. See Intergovernmental Panel on Climate Change (IPCC), 2021: https://ar5-syr.ipcc.ch/topic_futurechanges.php.

Climate projections are typically based on historical trends (e.g., 1980-2009). The projections are mid-points of 30 year periods and the average of multiple global climate models. The higher GHG scenario (RCP 8.5) causes more warming by the end of the century compared to the moderate (A1B) and lower (RCP 4.5) scenario, but the scenarios do not differ significantly prior to 2050. For near-future applications, the choice of GHG scenario is less important than for late century applications. See: https://cig-wa-climate.nkn.uidaho.edu/.

Climate Vulnerability Evaluation

Commented [LG4]: Revised maps to show 8 areas

Climate vulnerability is defined as the sum of exposure to a changing climate and the inherent sensitivity of people or environments to a changing climate, minus capacity of the community and place to cope with impacts of a changing climate. See Exhibit 12 and Exhibit 13. For example, there are areas that are more vulnerable due to extreme heat, such as "heat islands" with more pavement and less trees, or areas with a higher concentration of older residents (health sensitivity). There are areas that are vulnerable to extreme precipitation such as floodplains and landslide hazard areas, along with populations that live alone or have less access to a vehicle (low adaptive capacity). (US Climate Resilience Toolkit, 2021)

Exhibit 13: Elements of Climate Vulnerability

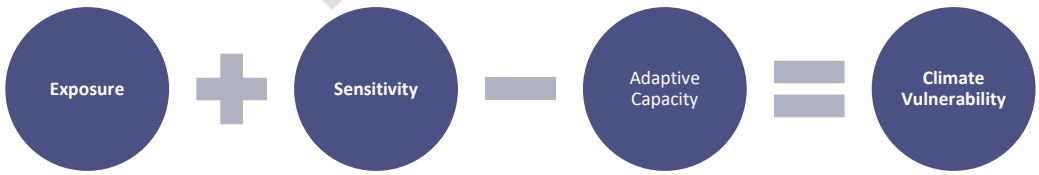


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Exhibit 14: Definitions of Climate Vulnerability and Indicators

Exposure	Sensitivity	Adaptive Capacity	Vulnerability
The presence of people, assets, and ecosystems in places where they could be adversely affected by hazards	The degree to which a system, population, or resource is or might be affected by hazards.	The ability of a person, asset, or system to adjust to a hazard, take advantage of new opportunities, or cope with change.	The propensity or predisposition of assets to be adversely affected by hazards. Vulnerability encompasses exposure, sensitivity, potential impacts, and adaptive capacity.
Common Indicators Extreme Heat Extreme Precipitation Flooding Wildfire Smoke and Danger Air Pollution	Common Indicators < 5 years old > 65 years old Steep slopes / geologic hazards Waterbodies on 303d list Diabetes Asthma Respiratory disease Heart Disease	Common Indicators People of Color Poverty Less than high school degree Linguistic Isolation Living Alone Housing Cost Burden Access to Vehicle Housing Condition Population Density Urban Heat Island Impervious Surface Unemployment Outdoor Professions Population no health insurance Tree canopy coverage Access to Open Space	Common Indicators Combination of exposure, sensitivity and adaptive capacity indicators

Source: (US Climate Resilience Toolkit, 2021) (Yu, 2021)

Through the climate vulnerability assessment process, this study produced a Climate Vulnerability Index (CVI). The goal of the CVI is to create a geospatial tool that synthesizes key climate, environmental, and community data to inform the City's land use and climate planning work. The CVI is designed to identify areas within Vancouver that are more vulnerable to climate change.

The Vancouver CVI presents a series of indices and bivariate intersections. The Exposure Index represents the City's first index regarding Climate Exposure. In addition, to support the CVI, a Vancouver Health Index was also prepared with components of population health sensitivity. The CVI also makes use of the City's Equity Index which considers facets of sensitivity and adaptive capacity, particularly socioeconomics. Altogether the following intersections were made:

- **Climate Exposure** intersection with **Vancouver Equity Index** analysis
- **Climate Exposure** intersection with **Community Health Metrics**

CLIMATE INDEX DESCRIPTION AND SCORING

Building an index is the process of standardizing or normalizing data to allow for 'apples-to-apples' comparisons between dissimilar datasets. The data is summarized at the block group level for each block group in the planning area (Vancouver + UGA). After each block group contains the summarized metric for each of the exposures, z-score standardization is used to rank each exposure indicator. Z-scores represent how many standard deviations from the mean a given value is. These allow us to understand how a given indicator value for a block group relates to the rest of the dataset. For example, looking at urban heat islands, if a block group had a z-score value of -1.5, that would mean that urban heat island exposure in that block group is relatively low compared to the rest of the planning area. On the other hand, if it had a score of +1.5, that would mean exposure is relatively higher in that block group compared to the rest of the planning area. Once z-scores are calculated for each block group and each indicator, they are considered standardized, and because they are all representing the same metric (number of standard deviations away from the mean), they can be averaged together to create multidimensional metrics or indices.

Climate Exposure, Equity, and Health

Exhibit 14 details the datasets used to analyze exposure to heat, precipitation/flooding, and smoke/air quality. These datasets provide for the greatest granularity and spatial resolution for use in an index. Notably, this list excludes climate projections for the region produced by the University of Washington Climate Impacts Group, as they do not have high enough spatial resolution to show geographic variability across the City of Vancouver.

Exhibit 15: Exposure Index Metrics and Data Sources

Category	Metric	Description	Source	Data Year(s)
Heat	Land Surface Temperature – Urban Heat Islands	Average Land Surface Temperature	LANDSAT8 / BERK Consulting	2019-2023
Heat	Heat Wave Exposure - Hazard Type Risk Index Score	Heat Wave Exposure - Hazard Type Risk Index Score	FEMA National Risk Index for Natural Hazards	2023
Heat	Low Tree Canopy	Percent of Tract NOT Intersecting Tree Canopy	City of Vancouver / WDFW High Resolution Change Detection	2019 / 2017
Flooding / Precipitation	100- and 500-yr Floodplains	Percent of Tract Intersecting 100- or 500-yr Floodplains (excluding the actual waterways from which floods originate)	FEMA FIRM Floodplains	2021

Category	Metric	Description	Source	Data Year(s)
Flooding / Precipitation	Urban Flooding - Impervious Surfaces	Percent of Tract Comprised of Impervious Surfaces	City of Vancouver / WDFW High Resolution Change Detection	2019 / 2017
Flooding / Precipitation	Riverine Flooding Exposure - Hazard Type Risk Index Score	Riverine Flooding Exposure - Hazard Type Risk Index Score	FEMA National Risk Index for Natural Hazards	2023
Smoke / Air Quality / Fire	Wildland Urban Interface	Percent of Land Area Intersecting WUI Intermix or Interface	WA DNR	2019
Smoke / Air Quality / Fire	Proximity to High Traffic Volume	Average Annual Daily Traffic at Major Roads Within 500 meters of Census Block Centroid	EJ Screen	2020
Smoke / Air Quality / Fire	Ozone Concentration	Average Ozone Concentration	NW-AIRQUEST Regional Background Design Values, 2014-2017 estimates	2014-2017
Smoke / Air Quality / Fire	Ozone Concentration	Ozone annual mean top 10 of daily maximum 8-hour concentration in air	EJ Screen / US EPA	2019
Smoke / Air Quality / Fire	PM2.5 Background Concentration	Average PM2.5 Concentration	Field PM2.5 2014 – 2017 estimates from the Washington State Department of Ecology	2014-2017
Smoke / Air Quality / Fire	PM2.5 Background Concentration	PM 2.5 levels in air measured using an annual average	EJ Screen / US EPA	2019

Sources: Compiled by BERK, 2025.

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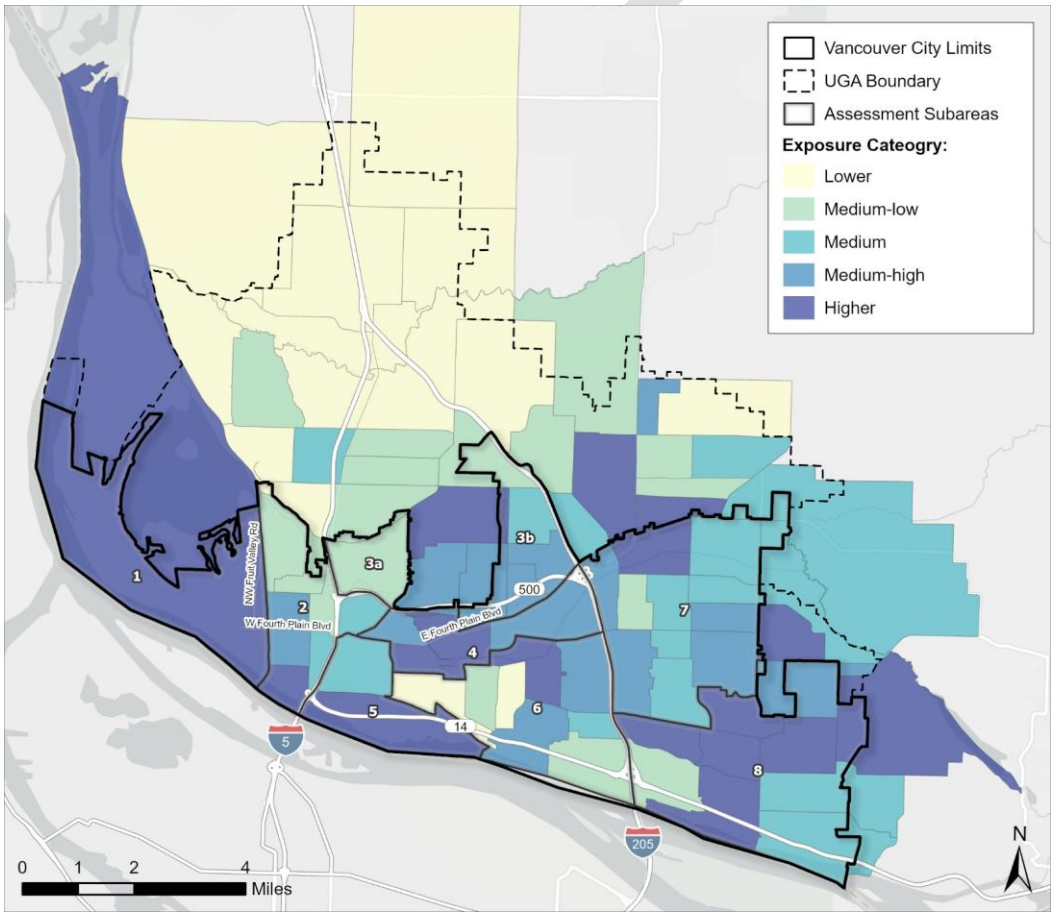
Combining indicators of extreme heat, extreme precipitation/flooding, and wildfire danger/smoke, a unified index is presented below. The areas with the highest exposure to climate change are identified west of I-5 around Vancouver Lake and along NW Fruit Valley Rd, between I-5 and I-205 in central Vancouver south of SR 500, along Fourth Plain Blvd and E 18th St, and in east Vancouver along SE Mill Plain Blvd. See Exhibit 15.

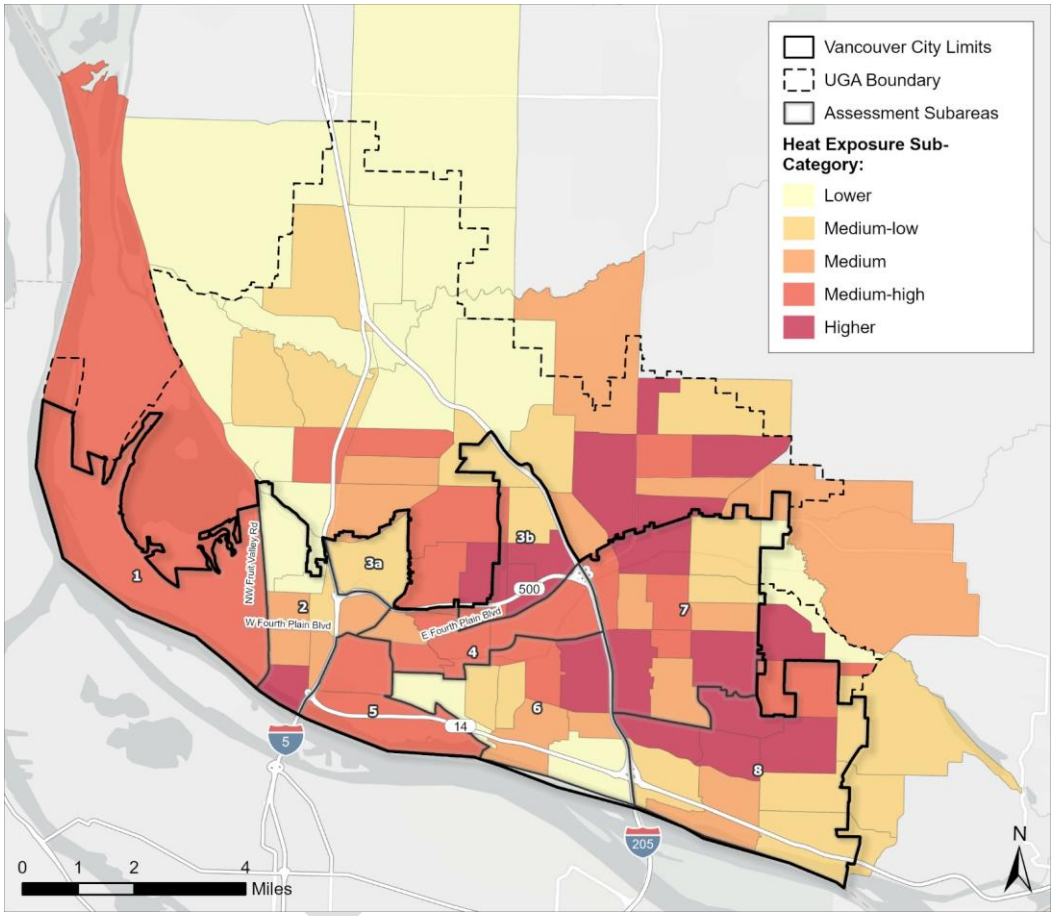
Exhibit 16: Vancouver Climate Exposure Index



Source: BERK Consulting, 2025.

Extreme heat is a driver of climate exposure east of I-205 and along SE Mill Plain Blvd, as well as areas in the UGA. Medium high exposure to extreme heat is found around Vancouver Lake and in other areas in east Vancouver. See Exhibit 16.

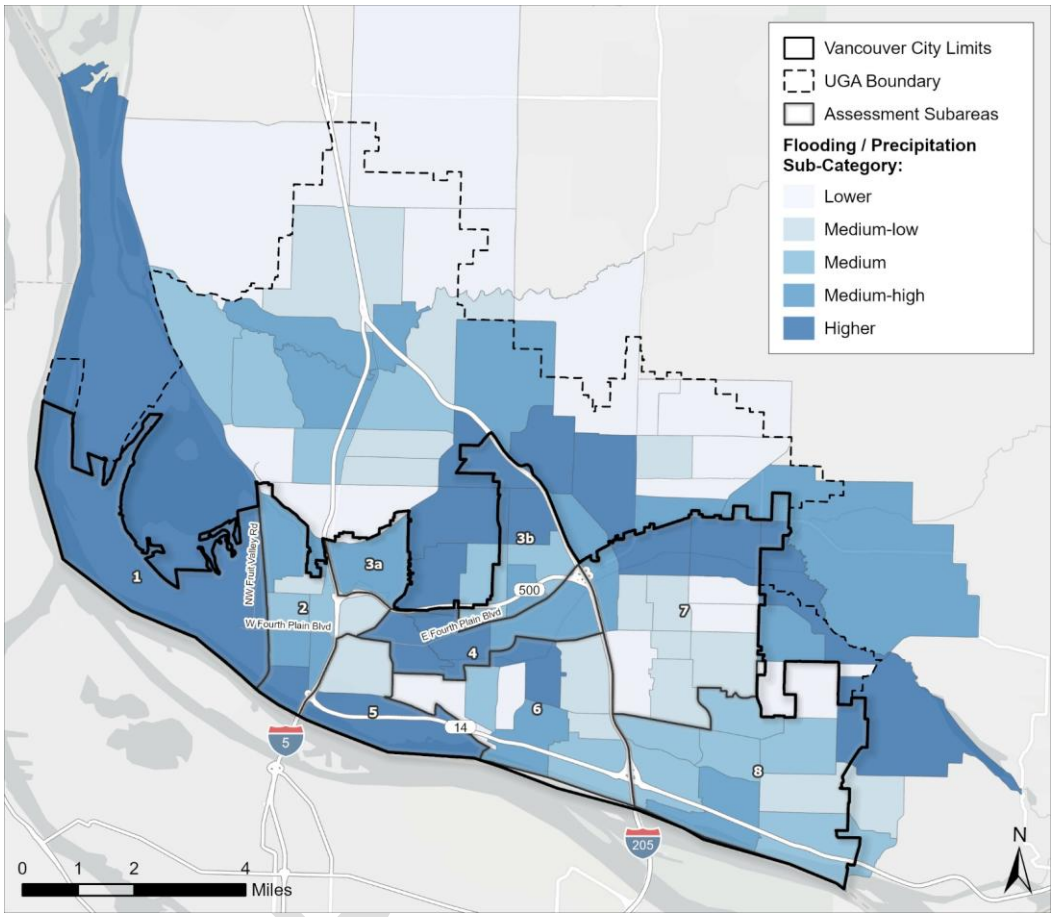
Exhibit 17: Extreme Heat Exposure Index



Source: BERK Consulting, 2025.

Higher exposure to flooding and extreme precipitation is identified around Vancouver Lake and in central Vancouver around Burnt Bridge Creek. See Exhibit 17.

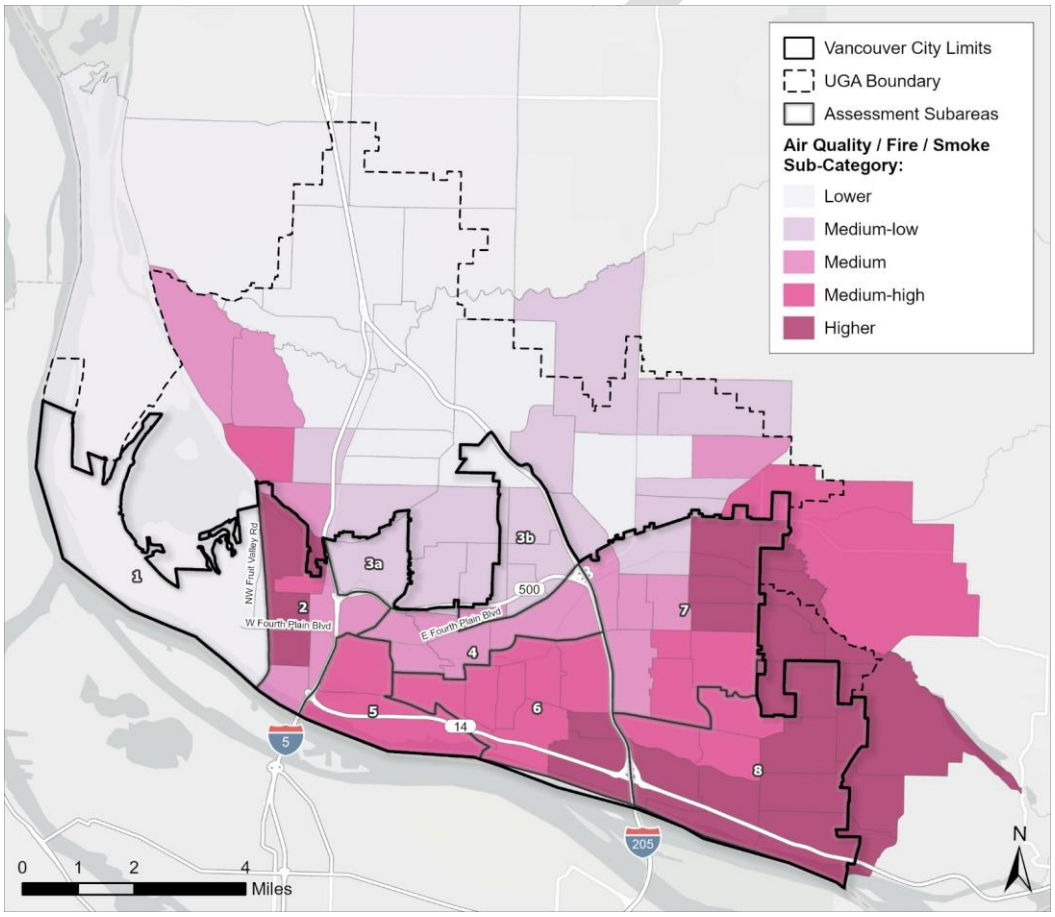
Exhibit 18: Flooding and Precipitation Exposure Index



Source: BERK Consulting, 2025.

Areas of higher Air Quality/Smoke/Wildfire exposure are east of NW Fruit Valley Rd, along SR 14 and in southeast Vancouver. While some data sources suggest wildfire risk around Vancouver Lake, the block has very low ozone scores and low to average PM2.5 scores. The Wildland Urban Interface for that area also is not as high as for other blocks in East Vancouver. See Exhibit 18.

Exhibit 19: Air Quality/Smoke/Wildfire Exposure



Source: BERK Consulting, 2025.

Equity Index + Climate and Equity

The City created an Equity Index with a number of metrics meant to

> *"translate the self-expressed values and local knowledge of underrepresented or underserved community members into a data-driven mapping exercise. The results of the mapping exercise can be used in multiple ways. For example, to identify priority investment areas; to tailor programmatic offerings into specific communities; or to simply better understand the dynamics of social vulnerability across a geographic landscape."*

Metrics include aspects of sensitivity (age) and adaptive capacity (socioeconomics) such as race, language, poverty, renter households, and education. See Exhibit 19.

Exhibit 20: Equity Index Metrics

Metric	Source 2010-2020	Relationship to Vulnerability
People of color	ACS B03002	Adaptive Capacity
People below 200% poverty	ACS C17002	Adaptive Capacity
Renter households	ACS B25003	Adaptive Capacity
Adults without a 4-yr degree	ACS B15002	Adaptive Capacity
Households with limited English proficiency (LEP)	ACS C16002	Adaptive Capacity
Persons with disabilities	ACS B18101	Adaptive Capacity
Youth (0-17)	ACS B01001	Sensitivity
Older adults (65+)	ACS B01001	Sensitivity

Source: (City of Vancouver, 2022)

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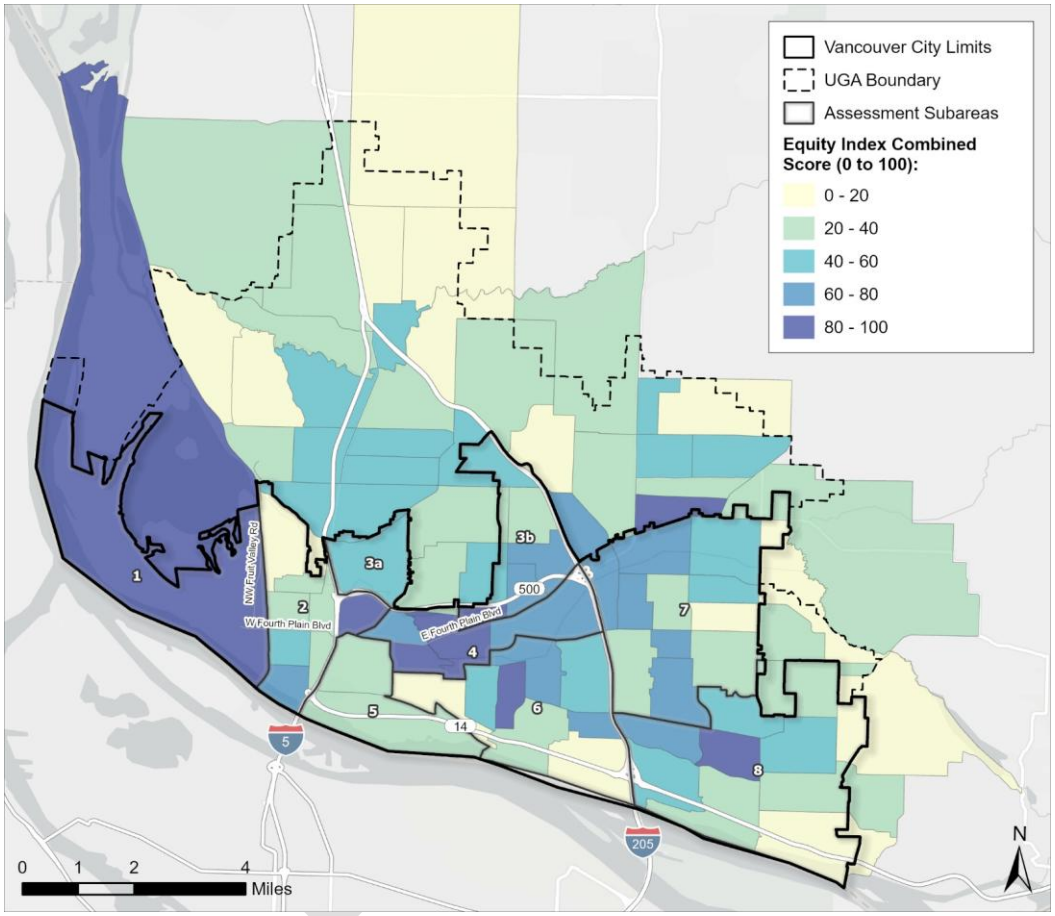
The Equity Index results show communities with higher Equity disparities along Fourth Plain Boulevard such as Maplewood, Meadow Homes, and Baley Downs neighborhoods. See Exhibit 20.

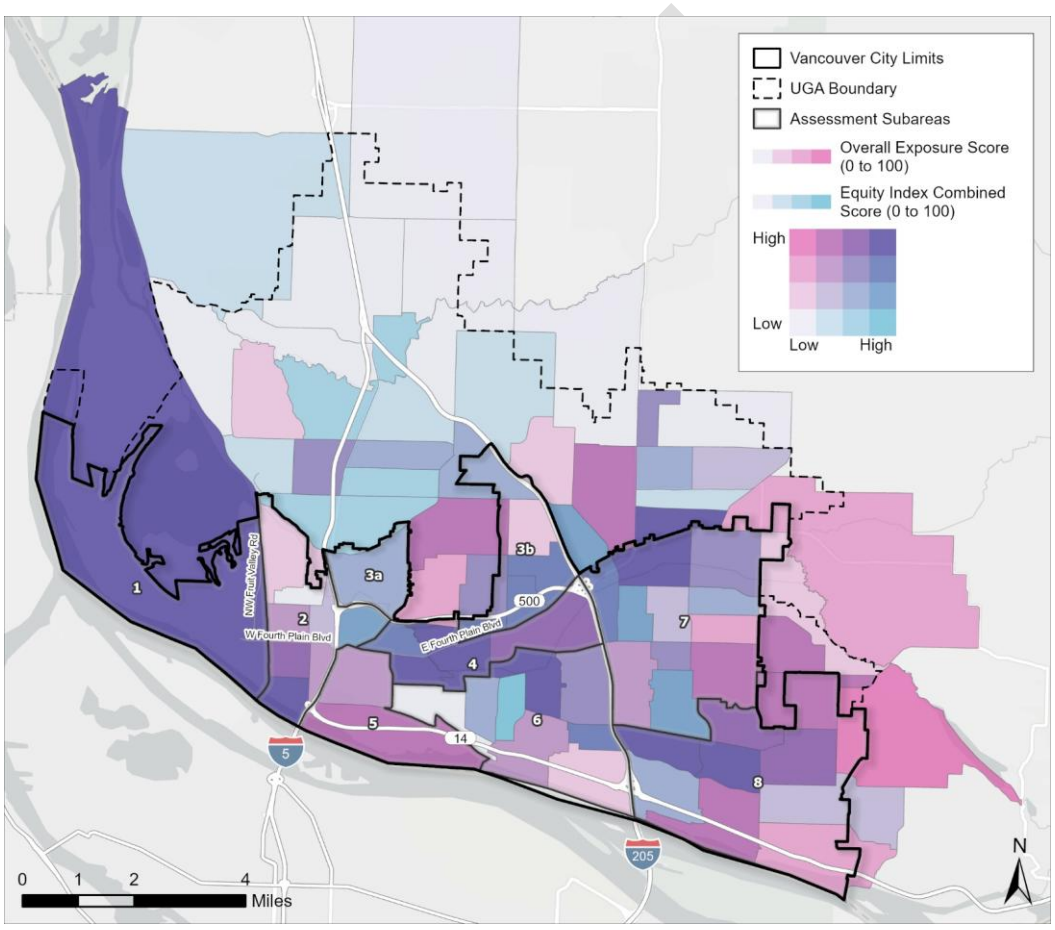
Exhibit 21: Equity Index Score for Vancouver



Source: (City of Vancouver, 2022); BERK 2025.

Considering both climate exposure and equity, the bivariate analysis shows areas with higher scores on both indices. A closer review of conditions and strategies include locations such as Vancouver Lake and NW Fruit Valley Road, Census tracts south of SR 500 and along Fourth Plain Boulevard as well as neighborhoods in southeast Vancouver. See Exhibit 21.

Exhibit 22: Climate Exposure + Equity Index



Source: (City of Vancouver, 2022); BERK 2025.

Health Index + Climate and Health

Some attributes shown in the literature to correlate to higher sensitivity are asthma, chronic obstructive pulmonary disorder (COPD), diabetes, heart disease, poor physical health, and poor mental health. These data points were available at the tract-level from the Centers for Disease Control (CDC Places). See Exhibit 22.

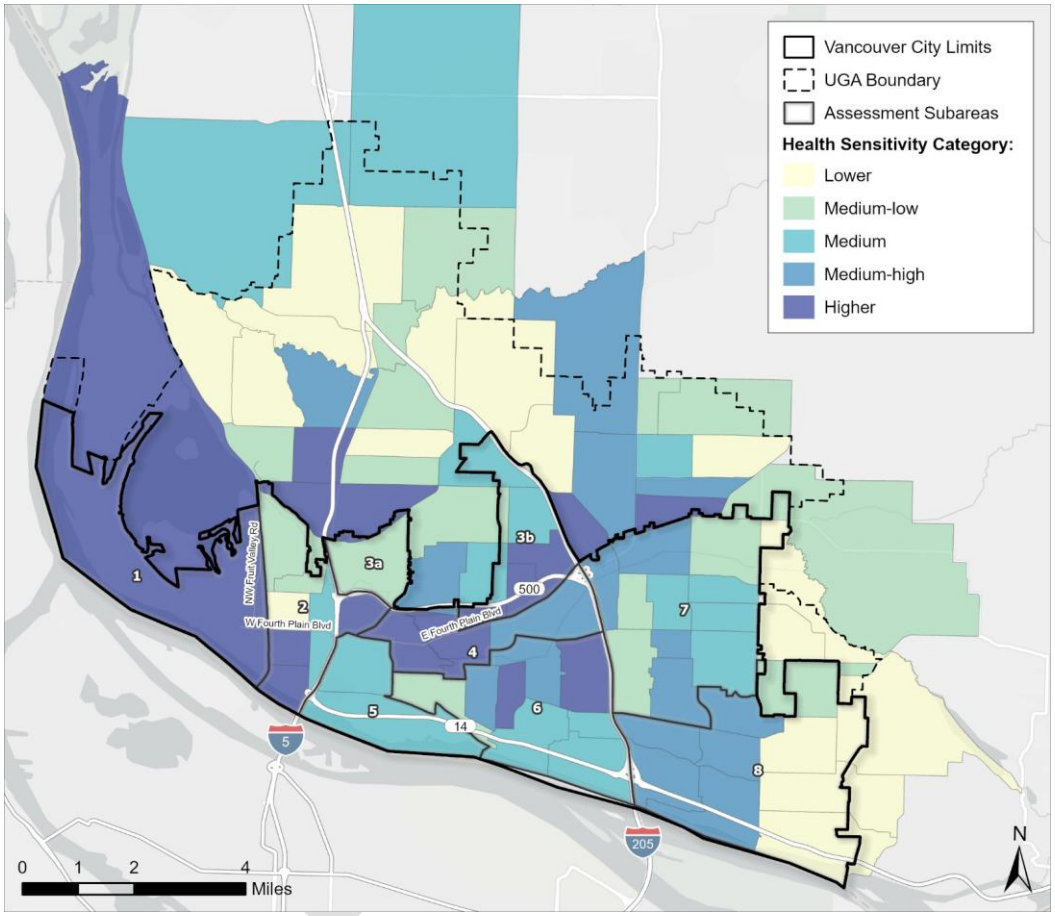
Exhibit 23: Health Data Considered in Health Index

Indicator	Variable Name	Definition
Health Insurance Access	CDC Places	Model-based estimate for crude prevalence of current lack of health insurance among adults aged 18-64 years, 2021
Hypertension	CDC Places	Model-based estimate for crude prevalence of high blood pressure among adults aged >=18 years, 2021
Asthma	CDC Places	Model-based estimate for crude prevalence of current asthma among adults aged >=18 years, 2021
Coronary Heart Disease	CDC Places	Model-based estimate for crude prevalence of coronary heart disease among adults aged >=18 years, 2021
COPD	CDC Places	Model-based estimate for crude prevalence of chronic obstructive pulmonary disease among adults aged >=18 years, 2021
Diabetes	CDC Places	Model-based estimate for crude prevalence of diagnosed diabetes among adults aged >=18 years, 2021
Poor Mental Health	CDC Places	Model-based estimate for crude prevalence of mental health not good for >=14 days among adults aged >=18 years, 2021
Poor Physical Health	CDC Places	Model-based estimate for crude prevalence of physical health not good for >=14 days among adults aged >=18 years, 2021

Source: CDC Places, 2021.

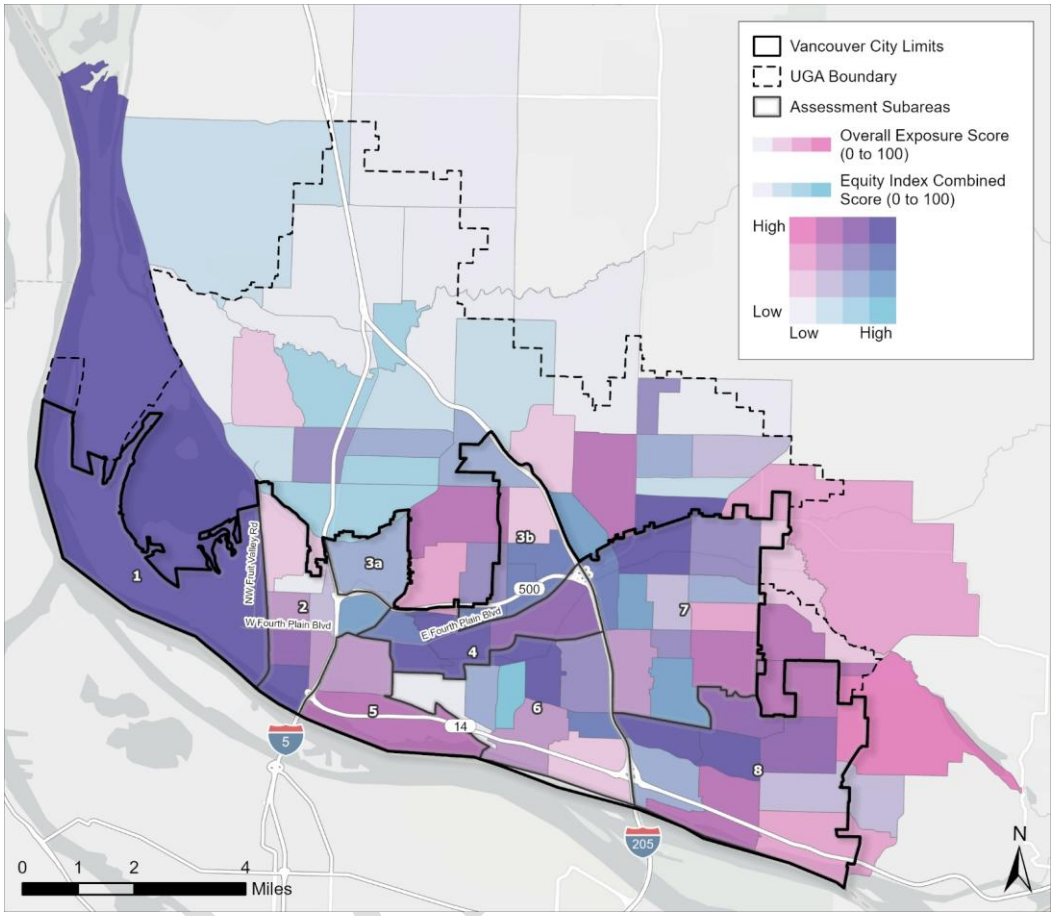
Health Index results are similar to Equity Index results with populations having more sensitive health conditions in west and central parts of Vancouver. See Exhibit 23 for the Health Sensitivity Index and Exhibit 24 for a bivariate Exposure and Health Sensitivity map.

Exhibit 24: Health Index – Vancouver



Source: CDC Places, 2021; BERK Consulting, 2025.

Exhibit 25: Exposure and Health Index – Bivariate Map



Source: BERK Consulting, 2025.

3. Residents Vulnerable to Climate Change Impacts

People Vulnerable to Climate Change

Vancouver is home to 202,600 residents (OFM 2024). It is a growing community along the Columbia River and the Portland Metro area. While vibrant with opportunities, some socioeconomic factors may result in Vancouver communities having more challenges when coping with climate hazards and impacts:

- Over 15% experience poverty
- About 15% identified that they have a disability
- 8.3% are without health insurance
- 1 out of 5 speak a language other than English at home
- 32.5% are non-White residents

Source: ACS 2017-2021 per **OUR VANCOUVER** Equity Analysis, March 2024

Vancouver's share of populations with these characteristics are higher than the shares for Clark County and the State of Washington.

Communities that tend to be more vulnerable to climate change related impacts are those that are already at health, social, and economic risk, including older people, children, low-income families, persons of color, and immigrant communities. (EPA, 2021)

- Persons that are elderly may have more limited mobility or preexisting health conditions, and children under 5 years old may have a harder time regulating temperature and may have underdeveloped immune systems.
- Low-income households may be more susceptible to illnesses and have limited resources to adapt or respond to climate change.
- Communities of color may have cumulative exposures to pollution and health and social disparities.
- Persons that speak English less than very well may have more difficulties during evacuation and difficulties accessing post-disaster funding.

Sources: (Yu, 2021) (Hayden, 2023)

A graphic summary of how climate change affects health is in Exhibit 25.

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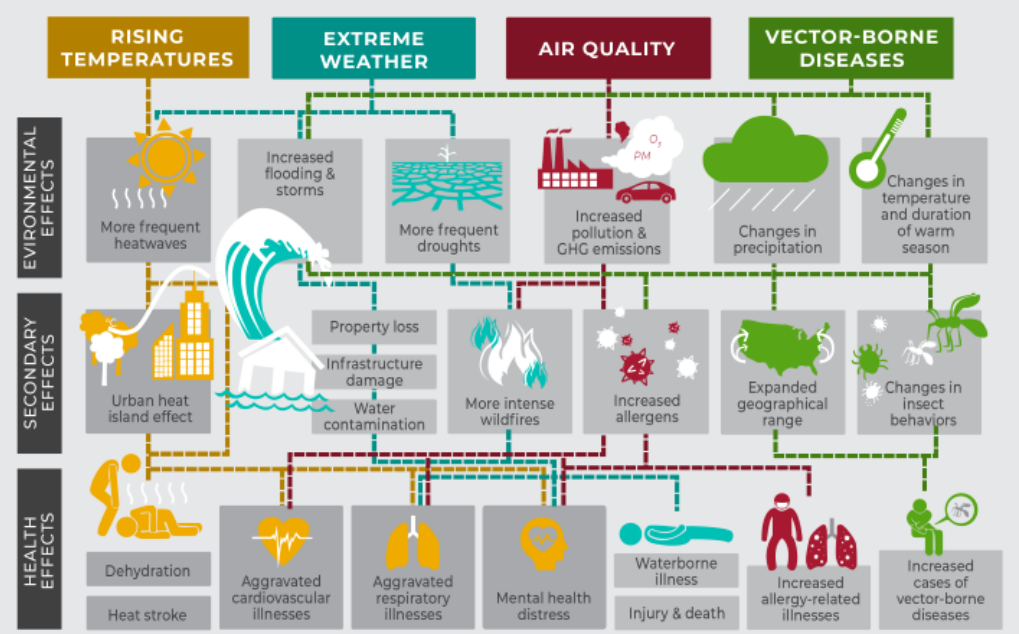
Exhibit 26: How Climate Change Affects Health



Source: (American Public Health Association, 2024)

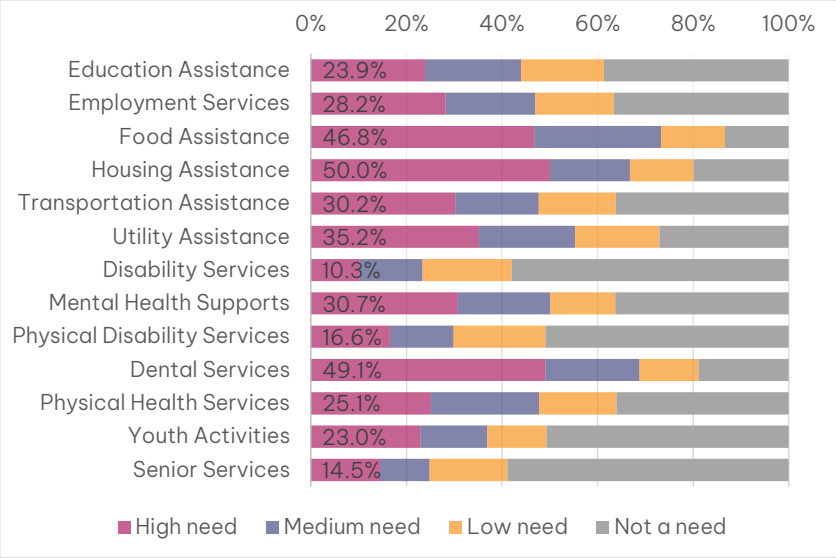
Health Sensitivities

Some health attributes that correlate to higher sensitivity are asthma, chronic obstructive pulmonary disorder (COPD), diabetes, heart disease, poor physical health, and poor mental health. Using the Centers for Disease Control (CDC) Places information at a census tract level, a health index was developed for the purposes of this study. See Exhibit 23 in the prior chapter. These persons may be more vulnerable to climate change hazards.

Vancouver residents participated in a Clark County Health community needs assessment in 2023-2024. See Exhibit 26. Results showed the types of economic and physical challenges that predispose populations to climate vulnerability and offer areas of focus to improve resilience:

- Higher needs – assistance with housing, food, transportation, and utilities
- Moderate needs – support with dental, mental, and physical health services

Exhibit 27: Clark County Needs Assessment Survey 2024: Vancouver Respondent Findings



Source: Clark County Public Health, March 2024

Capacity to Adapt and Equity

Populations in Vancouver with potential socioeconomic disparities include persons in poverty, persons with disabilities, renter households, persons with high school or less education, and persons of color. These populations may have less resources to prepare for or respond to climate impacts. For example, in the Northwest United States, an EPA study in 2021 found that those with lower incomes are much more likely than those with higher incomes to have the highest labor hour losses among weather-exposed workers. BIPOC populations were more likely to have new asthma diagnoses due to particulate air pollution which can be exacerbated by climate change. (EPA, 2021) Vancouver's Equity Index considers the relative concentrations of these populations by Census block. Areas with populations that may have Equity disparities include Fruit Valley and Fourth Plain Blvd). See Exhibit 20 in the prior chapter.

Engagement with underserved community members could help surface priorities for investment in public services as well as locations needing more investment in amenities like parks, tree canopy, services, stormwater treatment, sidewalks, and others.

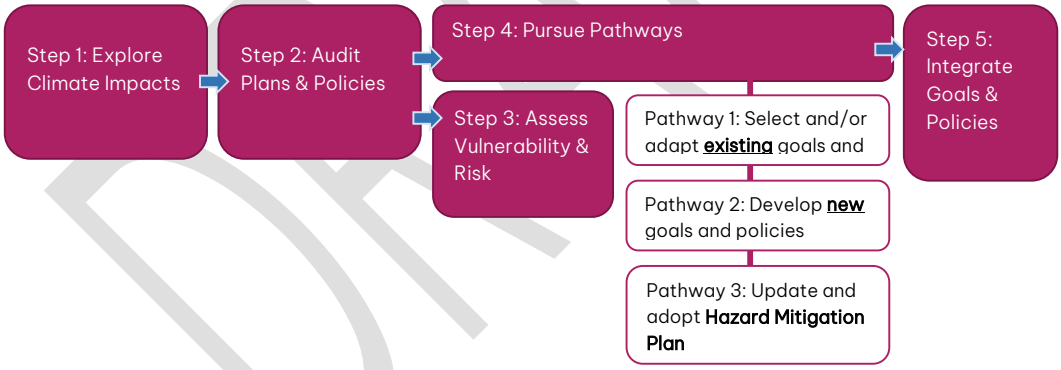
4. Planning for Climate Change

Growth Management

The State legislature passed HB 1181 requiring a Climate Change & Resiliency Element. The element is to provide actions to reduce GHG emissions and per capita VMT. The element also must "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." The goals, policies and programs should be based on the best available science and credible climate projections and impact scenarios. Both the GHG reduction sub-element and the resiliency sub-element must prioritize GHG reductions and climate resilience actions that benefit overburdened communities.

The State of Washington Department of Commerce has developed guidance (Commerce, 2023) to develop the climate element including both GHG reduction and resiliency sub-elements. This document provides a Vancouver Climate Vulnerability Assessment consistent with Steps 1 through 3. A separate policy evaluation recommends adapting existing or proposing new goals and policies to address Steps 2 and 4. See Exhibit 27.

Exhibit 28: Climate Resilience Sub-Element Steps – Washington Department of Commerce



Source: (Commerce, 2023)

This Vulnerability Assessment addresses Resilience sub-element step 3. Regarding the GHG sub-element, the City has developed GHG emission reduction goals in a Climate Action Framework and has inventoried GHG emissions. The City is in the progress of developing per capita VMT goals with the Comprehensive Plan periodic update.

Related Vancouver Climate Planning Efforts

Climate Action Framework (2022)

In December 2022 Vancouver adopted a 2040 goal to be carbon neutral. A range of strategies was developed to address GHG reductions across energy, transportation, solid waste, and land use sectors, and build capacity with the city government as well as engage equitably with the community. Strategies are listed below. A wide range of actions were identified to implement each strategy.

- Strategy EQ-1. Enhance resilience of overburdened communities
- Strategy EQ-2. Build a more community-driven, circular economy
- Strategy EQ-3. Support growth of the green technology workforce
- Strategy BE-1. Increase use and storage of renewable energy while reducing consumption
- Strategy BE-2. Decarbonize homes, businesses, and other buildings
- Strategy TLU-1. Create neighborhoods that support clean modes of transportation
- Strategy TLU-2. Shift driving trips to clean, active modes of transportation
- Strategy TLU-3. Decarbonize and electrify vehicles
- Strategy TLU-1. Create neighborhoods that support clean modes of transportation
- Strategy TLU-2. Shift driving trips to clean, active modes of transportation
- Strategy NS-1. Increase carbon storage in trees, vegetation, and soil
- Strategy NS-2. Improve ecosystem resilience
- Strategy NS-3. Conserve Water Resources
- Strategy SW-1. Require recycling and organic material management
- Strategy SW-2. Zero out wastewater emissions
- Strategy GOV-1. Mainstream sustainability at the City, including staff capacity

The City is implementing the strategies and actions and monitoring GHG emissions to achieve the ambitious overarching goal of carbon neutrality.

Climate Adaptation Strategy (2022)

The Vancouver Climate Adaptation Strategy was developed for the City by Hatch Planning associated with Portland State University. The report was intended to guide climate adaptation policies, and with the results of engagement – a survey, six pop-up events, and five focus groups – identified the following recommendations:

> **1. Climate-Ready Communities** - Provide essential services for communities to increase resiliency, and expand and increase inclusive access to services. Cultivate community connections to build resilient communities.

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2. Communication and Education – Increase community-wide awareness of climate adaptation strategies and available resources. Foster communication and collaboration between the City and residents, and among residents and community organizations.

3. Green Infrastructure – Bolster green infrastructure in the urban environment that reduces urban heat island effects and mitigates poor air quality. Install green infrastructure in the built environment to increase the resiliency of structures.

4. Land Use and the Built Environment – Implement sustainable land use policies to address changing climate conditions. Promote building and development standards for public and private facilities.

5. Food Security – Increase equitable access to food in the face of rising food prices and insecurity. Promote self-sufficiency through local food production.

6. Governance – Institutionalize climate adaptation strategies among City departments.

Equity and Displacement Indices

Vancouver has developed the Vancouver Equity Index to understand communities and places that have had less investment and are underserved. This can inform policy, budgets, and programs. In addition, Vancouver developed a Displacement Index to identify places in Vancouver experiencing or likely to experience displacement due to redevelopment or due to the expense of housing. This tool is used to inform the City's Comprehensive Plan to avoid impacts where possible and to develop anti-displacement policies.

The Reside Vancouver, Anti-Displacement Strategy, contains four strategies: people, preservation, production, and prosperity. Underneath these strategies are the following recommended actions:

- Manufactured Dwelling Park (MDP) Zoning
- Right of First Refusal
- Anti-Displacement Impact Assessments
- Rental Registration Program
- "Qualified" Local Small Businesses in Public Procurements
- Joint-Labor Management and Job Training Partnerships
- Community Investment Trusts

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Some Reside Vancouver strategies could support economic development and zoning and development climate strategies, such as green technology jobs and building quality housing that meets environmental health standards. (Thread Community Planning, 2023)

OUR VANCOUVER - COMPREHENSIVE PLAN 2045 – Climate Planning

The City is currently updating its comprehensive plan to encourage a connected and accessible. Per the City's approach (City of Vancouver, WSP, 2024) this means the following:

- Accessibility focuses on universally designed places, and the ability for all residents regardless of physical or neural capabilities or incomes to be well served by their built environment.
- Connectivity is intended to communicate how people are connected to services and amenities in neighborhoods, as well as how neighborhoods connect and inter-relate to one another.

The plan will review active trip potential to improve connectivity and increase bicycle and pedestrian trips. The City is evaluating these growth strategies for their ability to provide lower per capita GHG emission and VMT. The land use plan will be supported by a climate change and resilience element per HB 1181.

Community Health

Overburdened Communities Highly Impacted by Air Pollution

Communities across Washington State are exposed to air pollution from stationery, mobile, and other environmental sources. Vancouver was identified as a potentially overburdened community by the Washington State Department of Ecology in its 2023 report due to the city's proximity to major interstates like I-5 and I-205, the nearby industrial uses in the City of Portland, exposure to state-wide and regional wildfire smoke, and socioeconomic and demographic factors that exacerbate negative health outcomes. (Washington Department of Ecology, 2023) (Ecology W. D., 2024)

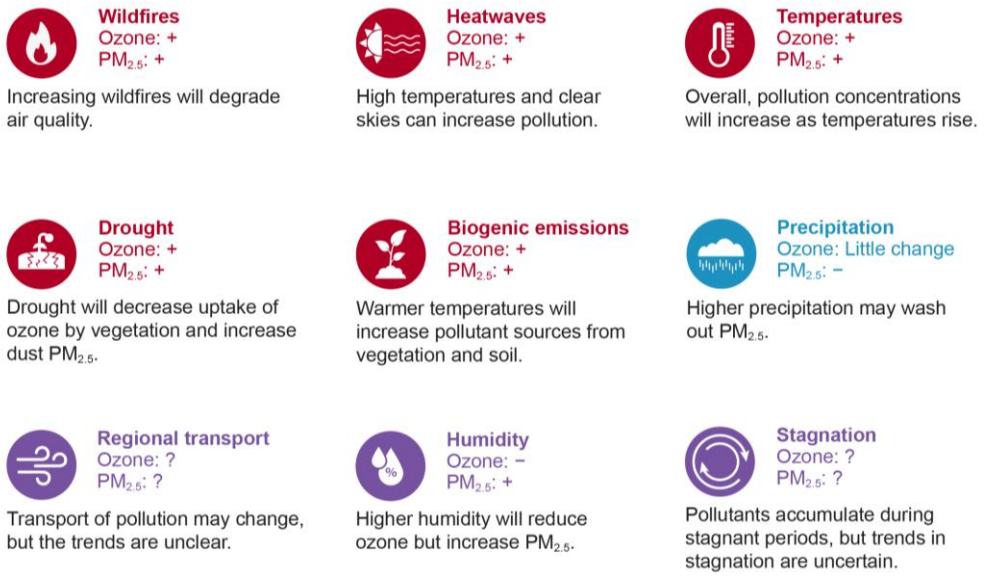
Poor air quality has been linked to negative health outcomes and in overburdened communities. The following impacts are more common in overburdened communities and can be linked to high concentrations of criteria pollutants:

- Heart and lung disease at higher rates than state average
- 2.4 year lower life expectancy than state average
- Older adults in overburdened communities highly impacted by air pollution were twice as likely to die from illnesses linked to breathing fine particles ($PM_{2.5}$) from human-caused sources than the statewide average.

- Older adult people of color have a higher risk of death from breathing fine particles ($PM_{2.5}$) compared to older white adults in the same area. (Washington Department of Ecology, 2023)

Climate change can directly degrade air quality such as during extreme heat events, causing ozone levels to be higher. Higher PM 2.5 pollution levels could also occur during heatwaves, Increasing wildfires would result in smoke and PM 2.5 exposure. (West, 2023) See Exhibit 28.

Exhibit 29: Climate Change Impacts on Ozone and PM 2.5 over the United States



CAPTION: Climate change is projected to alter concentrations of two key US air pollutants, ozone and $PM_{2.5}$, through several processes. Red icons signify increased ozone and $PM_{2.5}$, and the blue icon denotes decreased $PM_{2.5}$. Plus and minus signs indicate the expected pollutant response to climate-driven changes in meteorology. Question marks and purple icons denote uncertainty in either the response or in how the meteorological process will change with climate change. Given uncertainties and regional differences in pollution responses, the magnitude of these responses is not presented.
Source: (West, 2023)

Ecology intends to place air monitors in overburdened communities and publish biennial reports on community criteria pollution levels, greenhouse gas emissions, and health impacts. The Climate Commitment Act also requires Ecology to develop standards and strategies to reduce the criteria air pollution in overburdened communities highly impacted by air pollution.

Vancouver can coordinate with Ecology as it monitors pollutants and as it implements its Climate Action Framework to reduce greenhouse gas emissions.

Adaptive Capacity Assessment

This report is also in conversation with the City's **Adaptive Capacity Assessment (2025)**, which focused on understanding the systems, resources, and conditions that enable communities to respond to climate hazards. Findings from the Adaptive Capacity Assessment have been integrated—helping to illuminate where and why vulnerability varies, and what additional actions may be needed to support at-risk populations and infrastructure. (City of Vancouver, 2025)

Health Impact Assessment

The City prepared a Health Impact Assessment (HIA) that considers how the growth alternatives studied as part of the **OUR VANCOUVER** Comprehensive Plan periodic update may benefit and impact health in Vancouver as it relates to the built environment.

The HIA also analyzes health-related conditions around these themes:

- Physical Activity
- Food Access
- Community Connections
- Exposure to Health Hazards
- Housing and Financial Security

The HIA addresses impacts from gaps in the built environment for secure and active lives, and access to services important for day to day living, as well as a range of health hazards. Analysis of these conditions has provided a basis for improved policies addressing community health.

Some sectors addressed in this Vulnerability Assessment overlap with the Health Impact Assessment such as Agriculture and Food Systems, Health and Well-being, and Zoning and Development.

Health and climate resilience are considered together in the Comprehensive Plan Update policies.

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5. Vulnerability & Risk Assessment

Introduction

This report provides a planning level evaluation of climate impacts in Vancouver. It describes communities, places, and infrastructure that may be more or less vulnerable. It describes current or potential new strategies to enhance Vancouver's resilience. This assessment informs new or amended policies in the Comprehensive Plan periodic update. Data, policies, and implementation strategies would be updated and evolve over time.

The climate impacts and strategies are reviewed across 11 sectors in the following order:

- Agriculture & Food Systems
- Buildings & Energy
- Cultural Resources & Practices
- Economic Development
- Emergency Management
- Health & Well-being
- Ecosystems
- Transportation
- Waste Management
- Water Resources
- Zoning & Development

For each sector, the following information is provided:

- Sector Overview and Assets
- Potential Climate Impacts
- Adaptive Capacity
- Vulnerability Summary
- Gaps and Opportunities

The Vulnerability Summary is based on criteria described below.

Vulnerability Criteria: Under each sector, the Census tracts or Areas (1 through 8) with higher exposure, higher sensitivity, or lower adaptive capacity are identified. Key indicators or assets that are most impacted are also considered. See Exhibit 29. These planning level considerations of vulnerability and risk can help Vancouver identify and prioritize policies and development regulations. Also see a Climate Resilience Policy Evaluation available under separate cover.

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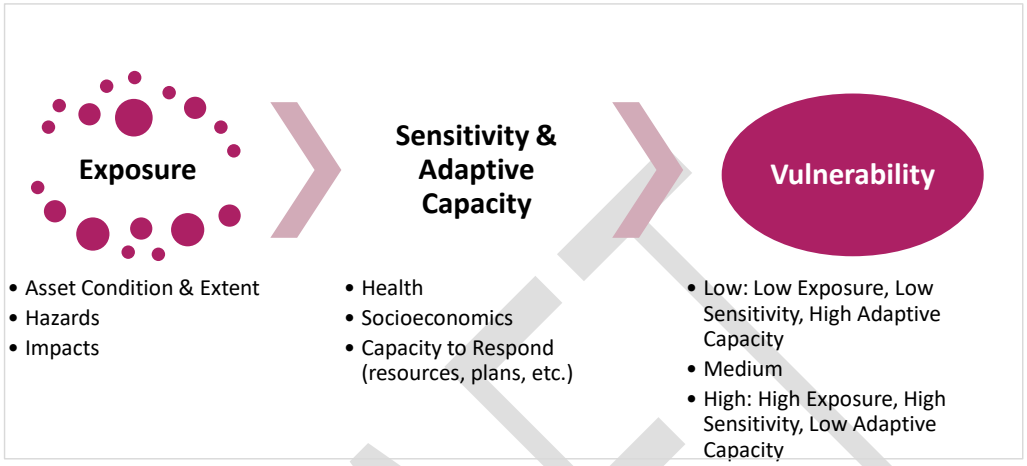
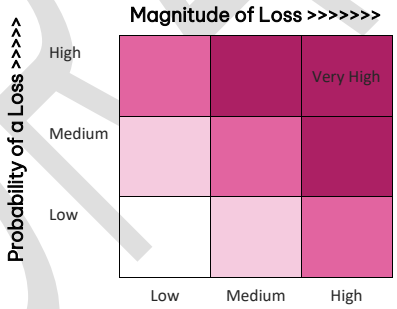
Exhibit 30: Assessment of Climate Vulnerability



Source: (US Climate Resilience Toolkit, 2024), BERK 2025.

Risk Criteria: Under each sector, a summary of Risk is provided considering likely climate impacts in 10+ years, magnitude of loss, extent of City responsibility, and effect on vulnerable communities. (See sidebar on following page.)



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RISK: PROBABILITY AND MAGNITUDE

Probability is the potential that the impact would occur during the 20-year planning period, and is informed by the Natural Hazards Mitigation Plan (Clark Regional Emergency Services Agency, 2023), University of Washington Climate Impacts Group resiliency mapping tool (Raymond, Climate Mapping for a Resilient Washington, 2022), and other literature.

Probability is based on whether climate impacts have occurred or are possible during the short term (5 years), medium term (10 years), and long term (20 years).

- All sectors would be impacted by extreme heat and wildfire smoke or worsening air quality, and these impacts have occurred and are most likely to occur in the next 5-10 years making them a medium or high probability.
- Severe flooding in the 100-year floodplain is a lower probability given the limited floodplain and flood protection infrastructure, but urban stormwater impacts are more likely at least with a medium probability in the next 10 years.

Magnitude would vary across the landscape and by sector, and considers:

- The potential for multiple climate impacts.
- The City's responsibility for system management or recovery needs.
- Whether costs would broadly affect vulnerable populations (extent or numbers) including those with health sensitivities or low resources (adaptive capacity).

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Agriculture & Food Systems

Sector Overview and Assets

The food system in Vancouver is comprised of various sites and services: places to buy food, such as grocery stores and farmers markets; services combating food insecurity, such as food pantries and free and reduced school lunches; opportunities for food growing and urban foraging, such as gardens and fruit-bearing trees; and the supply chain systems that transport and process food. There is only a small amount of urban agriculture within Vancouver, but Clark County has an active farming community that serves the city through area farmer's markets and community supported agriculture programs, where households can buy a share of produce during the growing season.

The Clark County Community Needs Assessment survey, conducted by Clark County Public Health in 2024, found that food assistance and access to fresh and healthy foods were among the top physical health services needs for Vancouver respondents (Clark County Public Health, 2024).

Key assets for agriculture and food systems in Vancouver include:

- A small amount of urban agriculture, mostly located near Vancouver Lake (Area 1) and along NE Fourth Plain Boulevard (Area 7) (see Exhibit 30)
- Farmer's markets, including the Downtown Market (year-round) and East Vancouver Market (seasonal)
- Community Supported Agriculture (CSA) programs (generally offered by farms outside of city limits)
- City community gardening program (five sites across the city including Areas 1, 4, 5, 6, 7)
- Grocery stores (see Exhibit 31)
- Food pantries (operated by Clark County Food Bank and partner organizations—see Exhibit 32)
- Food transportation and supply chain
- School lunch programs, including free and reduced school lunches
- Home gardens
- Fruit-bearing trees in the right-of-way and in parks

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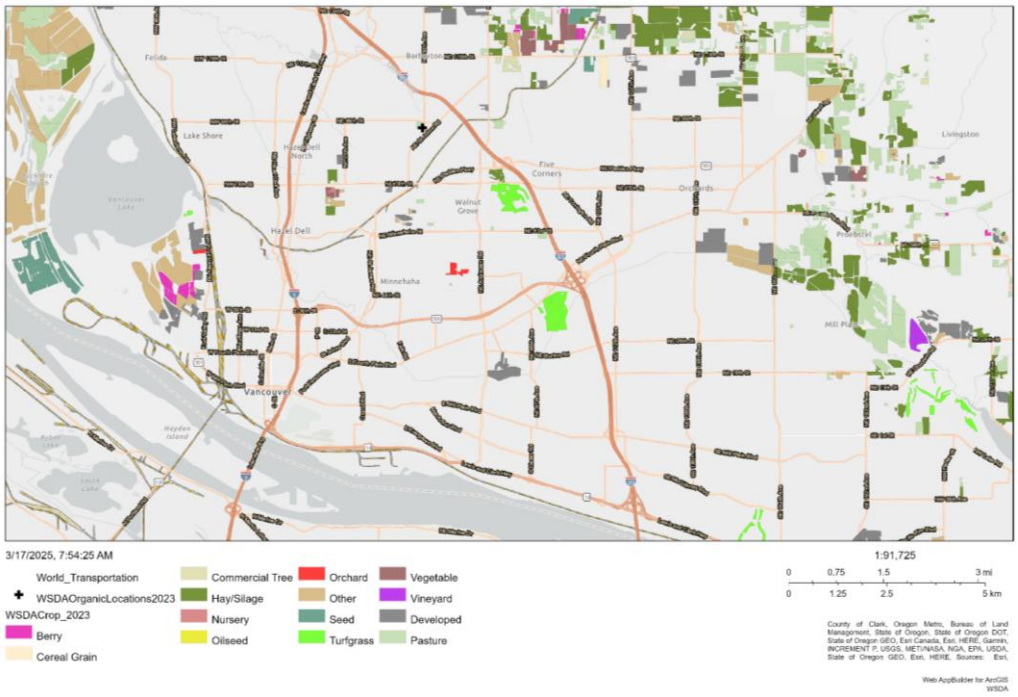
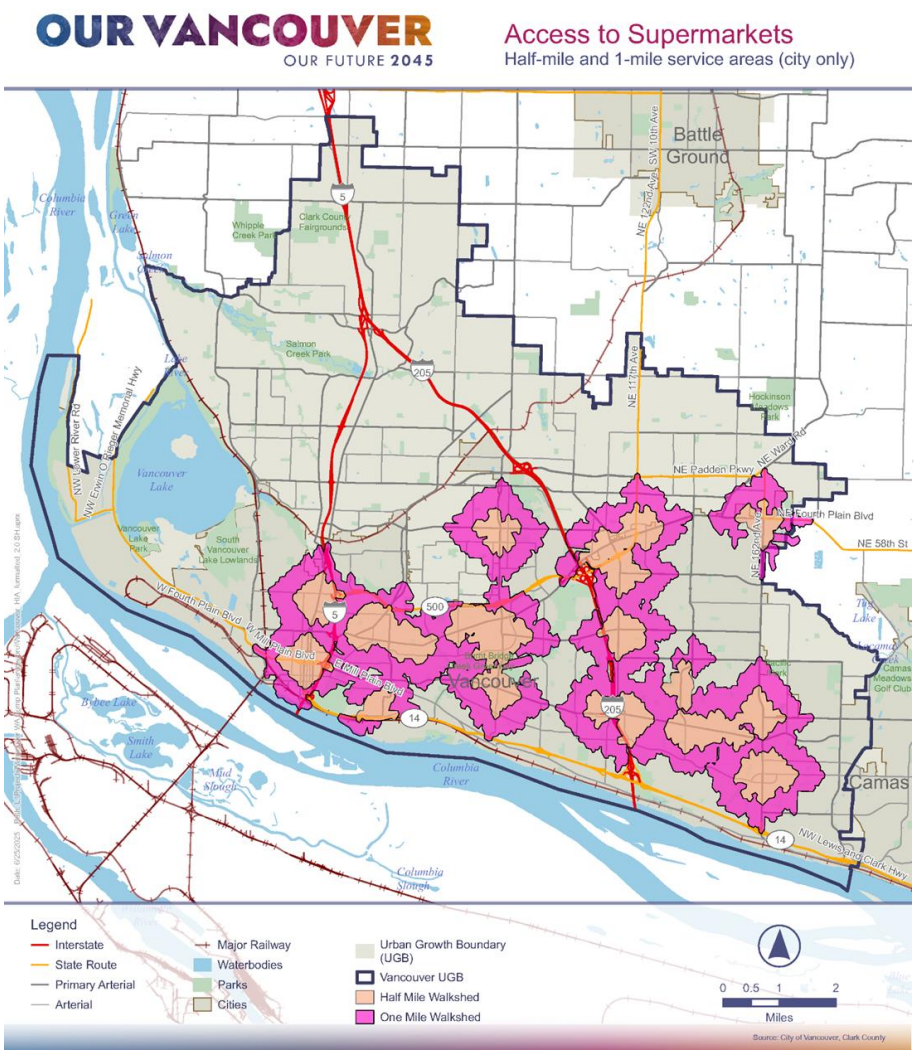
Exhibit 31: Agricultural Inventory – Vancouver Vicinity



Source: (Washington State Department of Agriculture, 2023)

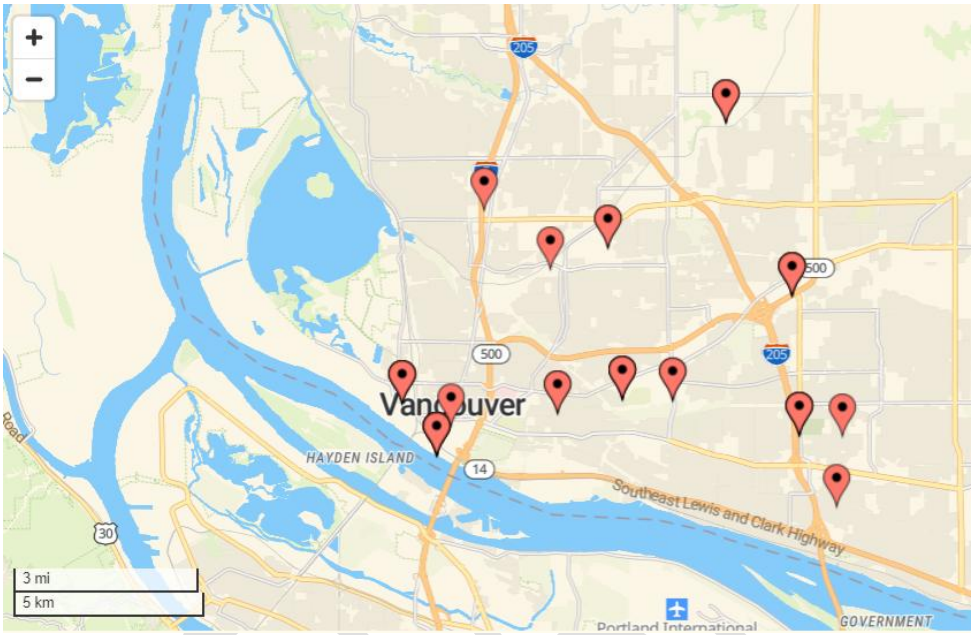
Exhibit 32: Supermarket Access

Commented [LG5]: Matches updated map in HIA



Source: WSP 2024, BERK 2024.

Exhibit 33: Clark County Food Pantry Sites



Source: (Clark County Food Bank, 2024)

Potential Impacts

Heat, extreme precipitation, flooding, drought, wildfire, and smoke are all expected to impact food systems in Vancouver, including crop viability and watering costs, health of farmers and gardeners, demand for food banks and other resources, costs for operating grocery stores, logistics for the transportation of food, and farmers market operations.

- Extreme heat and drought can stress plants in farms and gardens, as well as public fruit-bearing trees, affecting yields, viability of urban agriculture, and availability of some local food items. Watering costs also increase in such events, impacting producers and possibly resulting in higher food prices. Extreme precipitation and flooding events could also result in crop loss. While much of the city is likely to be exposed to similar levels of drought and extreme heat, agriculture is highly sensitive and primarily located on the west side. The west and central areas of the city are also more exposed to extreme precipitation and flooding.

- Extreme heat can increase the cost of food refrigeration for businesses and households. This can impact several links of the food system, including harvesting, transportation, distribution, and household use.
- Unsafe temperatures and smoke can impact the work and wellbeing of farmers, gardeners, and city maintenance staff, who work outside. These events can also result in cancelled outdoor farmers markets, and food banks may become more crowded as extreme weather refuges for those who are experiencing housing insecurity. Individuals without a vehicle may also be unable to safely travel to get food.
- Wildfire and flooding may affect some food transportation routes at a regional level, impacting the logistics of food businesses in Vancouver. Local flooding could also impact household access to grocery stores.
- Areas near Vancouver Lake and on the eastern edge of the city are within the wildland urban interface and may be susceptible to wildfire, including the city's primary area for urban agriculture on the west side.
- Assets like grocery stores may be less sensitive to climate impacts than agriculture, which is highly dependent on predictable weather patterns and less able to recover from shocks. Therefore, the west area of the city, where most of the urban agriculture is located, may be more sensitive than other areas.

Adaptive Capacity

Adaptive capacity of food systems in Vancouver varies by asset type.

Food banks, SNAP support, and free and reduced school lunch programs already see a lot of demand in Vancouver: 15.5% of households receive Supplemental Nutrition Assistance Program (SNAP) support (American Community Survey, 2022). In the 2021-2022 school year, 48% of students in Vancouver received free and reduced lunch (Design Workshop, 2024). If food costs increase due to the impacts of climate change on agriculture, many households will struggle to keep up with the rising prices. The Clark County Food Bank has recently completed a new facility, which could allow them to expand their programs.

The City's community gardening program and other programs that support hyperlocal food production and distribution could make communities more resilient to supply chain shocks, and resulting cost increases, from regional, national, and international climate impacts. Slow Food Southwest Washington has an Urban Abundance program, which supports Vancouver and nearby communities in creating publicly-accessible food-scapes and gleaning and donating food that would otherwise go to waste (Urban Abundance, 2024).

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Climate events that impact transportation, such as by making it unsafe to walk or wait at a bus stop, would be harder to adapt to for parts of the city that do not have access to grocery stores within one mile. See Exhibit 31.

Food production in Vancouver may have more flexibility to adapt to drought conditions, by increasing watering, than extreme heat, smoke, and extreme precipitation.

Vulnerability Summary

Hazards affecting the citywide food system include extreme heat, drought, flooding and extreme precipitation, and wildfire smoke. While the whole city is exposed to these hazards, urban agriculture is generally more sensitive to climate events than assets such as grocery stores. See Exhibit 33 for a summary of vulnerability to agriculture and community gardens.

Area 1 has urban agriculture and a community garden (Fruit Valley) and is exposed to a higher risk of extreme heat and flooding. Area 4 has a community garden (Campus) but no known commercial agriculture; it has a medium-high risk of exposure. Other areas with the presence of community gardens include Areas 2 (Marshall), 5 (Fort Vancouver) and 7 (LeRoy Haagen). Areas 3b and 7 also have limited agriculture. However, the Census tracts in areas 3b, 5, and 7 have less exposure to hazards.

Exhibit 34: Vulnerability by Census Tracts – Agriculture and Community Gardens

Census Tracts	Area	Heat	Flooding/ Precipitation	Smoke/ Air Quality	Overall Exposure	Health Conditions	Equity Index	Agriculture, Community Garden
53011041005	1	Higher	Higher	Lower	Higher	Higher	Higher	Ag, Gar
53011041800	2	Medium-low	Medium-low	Medium-low	Medium-low	Higher	Higher	Gar
53011041107	3b	Medium	Lower	Medium-low	Medium-low	Lower	Medium-low	Ag, Gar
53011041600	4	Medium	Medium-high	Medium-high	Medium-high	Higher	Higher	Gar
53011042602	5	Medium	Medium	Medium	Medium	Medium	Medium-low	Gar
53011041207	6	Medium	Medium	Medium	Medium	Medium	Higher	Gar
53011041326	7	Lower	Medium	Medium	Medium-low	Medium-low	Medium	Ag
53011041337	7	Medium-low	Lower	Medium-low	Medium-low	Medium-high	Medium-high	Gar

Legend: Ag = Agriculture, Gar = Garden
Source: See Chapter 2 for indicators and methods. BERK, 2025.

In summary, the area most affected with agricultural assets and heat and flooding exposure is Area 1 as described above. Area 1 contains some vulnerable communities and abuts other

vulnerable communities in Area 2. Area 3b has exposed agricultural and garden assets but medium low or lower populations with health sensitivity or equity disparities; thus, Area 3b is not highlighted in the summary of risk.

Exhibit 35: Risk Summary – Agriculture Sector

Likely Climate Impacts in next 10+ years				Magnitude of Loss			City Responsibility			Vulnerable Communities			Areas Most Affected								
Heat	Fire	Precip	Drought	Less	More	Most	Less	More	Most	Less	More	Most	1	2	3A	3B	4	5	6	7	8

Source: BERK, 2025.

Commented [LG6]: Given Resilience Rising (and HIA) showed "more" vulnerable communities and more City responsibility (community gardens, parks, ROW with food forests)
Added vulnerable communities in areas that aren't within 1 mile of supermarkets. In addition to Area 1: 3a (though not vulnerable according to our analysis) parts of 4 and 7 where there are higher health or equity impacts in our detailed chart. So added 4 and 7.

Gaps and Opportunities

Strategies to Improve Adaptive Capacity

Based on the Asset Mapping Assessment and climate planning engagement, following are some strategies to address agriculture and food systems:

- Pilot edible rain gardens or de-paving projects near NE Fourth Plain to support food access and manage stormwater runoff (City of Vancouver, 2025)
- Provide food forests or edible landscapes in heat-impacted neighborhoods. (City of Vancouver, 2025)
- Consider opportunities to combine adaptation and food security efforts, such as through increasing the urban tree canopy with plantings of fruit and nut trees when/where appropriate. Plantings should be coordinated with fruit and nut tree maintenance education programs (e.g. plantings on public school properties) to relieve burden on Public Works. (Hatch Planning and City of Vancouver, 2022)

Discussion: City staff who maintain fruit and nut trees on public property could be a source of information on the City's current inventory of food-producing trees, how the food is harvested and used, and resilience considerations for these assets. The school district could also be a connection point as many children in Vancouver qualify for free and reduced school lunches, making school a key food source.

Policies

A policy audit of City plans to support the **OUR VANCOUVER 2045** periodic update showed limited policies addressed agriculture and food systems in the context of climate hazards. The audit suggested policy revisions such as:

- Address affordability of healthy food and support of healthy food in schools or other programs.
- Add more specific policy language about actions to support food security.
- Address resilience of plants and trees that support local fruit and nut production on public property.

The **OUR VANCOUVER 2045** effort is developing policies incorporating these concepts to address these findings in the Climate Vulnerability Assessment and the related Health Impact Assessment:

- Expanding access to community gardens and incentivizing urban agriculture to improve food security and increase healthy food options. (Draft Policy 80)
- Incentivizing and removing regulatory barriers to locating grocery stores and neighborhood markets near housing and in underserved neighborhoods. (Draft Policy 80)

Another policy that supports stormwater management and de-paving, which is also an opportunity for the co-benefit of food security with edible raingardens, includes:

- Focus on improving water quality and prevent flooding through managing stormwater flows, encouraging natural filtration of precipitation to ground water, reducing runoff, mitigating flood risks by advancing systems that manage stormwater effectively, and enhancing local water quality in the watershed. (Draft Policy 10)

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Buildings & Energy

This section addresses energy generation, transmission, and consumption in buildings with a focus on resilience. This section used information from the City of Vancouver Community Profile, Community Atlas, Climate Action Framework, and Climate Adaptation Strategy Policy as well as the County Assessor building data.

Sector Overview and Assets

Buildings

Based on 2024 County assessor data, Vancouver has 57,119 total buildings. Out of that, 93.4% are residential buildings, 4.7% are commercial, and 1.9% are industrial (Exhibit 35). However, 62.3% of total square footage of all Vancouver buildings are residential, while commercial and industrial buildings make up a greater percentage of total square footage than percentage of buildings, at 24.7% and 13.0% respectively (Clark County, 2024). In 2021, there were 83,868 housing units in Vancouver, a 32% increase from 63,620 in 2010 (City of Vancouver, 2022). Out of these housing units, 51.1% are single-family units, 46.8% are multifamily units, and 2.1% are mobile homes (Exhibit 36).

Exhibit 36: Number of Buildings and Square Footage by Residential, Commercial, and Industrial, 2024

	Buildings		Square Footage	
	Number	Percent	Square Footage	Percent
Residential	53,354	93.4%	111,889,986	62.3%
Commercial	2,690	4.7%	44,366,622	24.7%
Industrial	1,075	1.9%	23,259,751	13.0%
Total	**57,119**		**179,516,359**	

Source: Clark County Housing Assessor Data, 2024

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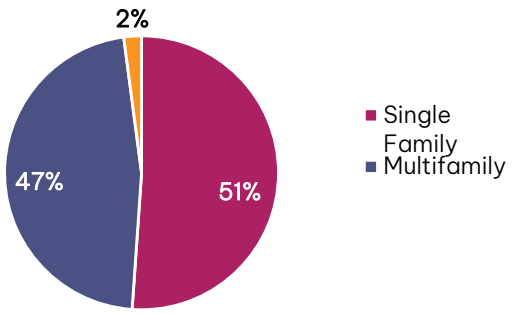
Exhibit 37: Housing Units by Type, 2024



Sources: Postcensal Estimates of Housing Units, Washington State Office of Financial Management, 2024; BERK, 2024.

Vancouver's housing stock is fairly young, as shown in Exhibit 37. The largest percentage of buildings were constructed between 1990 and 1999, and the median year of construction is 1985 (Design Workshop, 2024). 39.3% of all buildings were built between 1980 and 2000, 30.4% were built after 2000, and 21.4% were built between 1960 and 1980. The remaining 8.9% of buildings were built before 1960 or have an unknown age (Clark County, 2024). A share of the housing stock built prior to 1980, about 30% of Vancouver's housing stock, is likely in need of energy efficiency updates as the State Energy Code was adopted in 1985 (Design Workshop, 2024).

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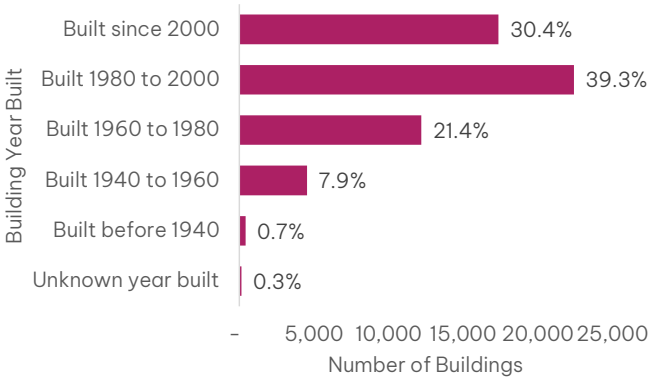
Exhibit 38: Building Age, Residential and Non-Residential, 2024



Sources: Clark County Housing Assessor Data, 2024; BERK, 2024.

Older housing stock is found primarily in 2 and 6, but all areas have housing built prior to 1980. Generally, newer housing has been developed on the east side of the city. Older structures may not be weatherized to address cooling and ventilation. See Exhibit 38.

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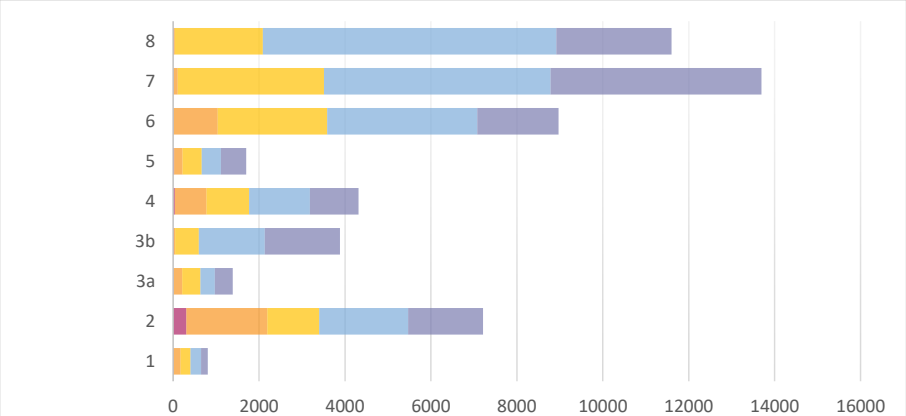
Exhibit 39: Relative Age of Residential and Non-Residential Buildings by Area in Vancouver

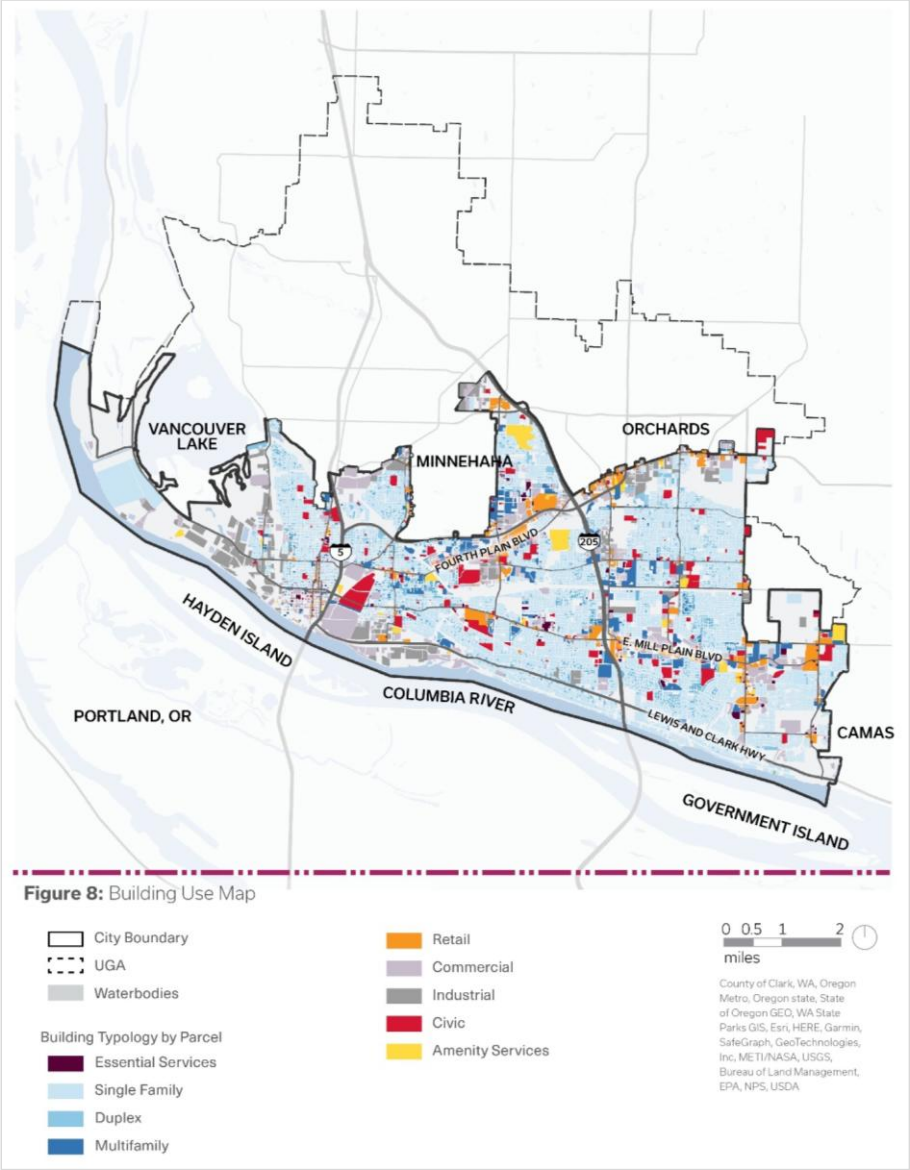


	1	2	3a	3b	4	5	6	7	8
Before 1940	3	307	6	2	43	23	7	6	2
Built 1940-1960	171	1882	204	42	735	193	1028	98	37
Built 1960-1980	233	1213	423	551	991	447	2548	3405	2048
Built 1980-2000	246	2065	338	1538	1411	447	3496	5274	6830
Built since 2000	155	1748	414	1748	1139	593	1891	4914	2685

Sources: Clark County Housing Assessor Data, 2024; BERK, 2025.

Buildings in Vancouver include residential uses (single-family, duplex, multi-family), essential services, retail, commercial, industrial, civic, amenity services, and parks and recreation. As indicated in the building use map, the predominant portion of parcels are residential uses, either single-family or duplex residences. However, there are concentrations of multi-family units along the Fourth Plain corridor and to the north and south of the Mill Plain corridor (Design Workshop, 2024). See Exhibit 39.

Exhibit 40: Building Use Land Map, 2024



Source: (Design Workshop, 2024)

Centers and corridors that have a high-level of essential service provision include Fourth Plain, Vancouver City Center, Central Park and Columbia Tech Center. Areas that are otherwise identified as areas for concentrated growth on the City's 2011 Comprehensive Plan and are still in progress include 112th Avenue Corridor, Fruit Valley, Evergreen and Grand Commercial Corridors, the Heights District, Riverview Gateway, Lower Grand Employment Area, and Section 30.

Energy

Energy sources for Vancouver are hydropower, natural gas, nuclear, and some renewable energy. Bonneville Power Administration and Clark Public Utilities serve the city. Clark Public Utilities specifically sources energy from the following:

- 48.03% is hydropower purchased from the Bonneville Power Administration (BPA).
- 28.61% is natural gas produced at Clark Public Utilities River Road natural gas-fired generating plant. This facility is located in Vancouver.
- 6.17% is produced by nuclear electricity (BPA purchases the output of the Columbia Generating Station located in Richland, Washington).
- 5.30% is wind power generated at the Combine Hills II wind farm near Milton Freewater, OR.
- 11.89% is market-purchased power from non-specified sources.

As of January 2020, Clark Public Utilities reported facilitating 1,489 individual privately-owned generating systems, primarily rooftop solar, totaling 10.414 megawatts of installed distributed generation capacity (Clark Public Utilities, 2020). Clark Public Utilities also have constructed two Community Solar projects that offer "virtual net metering" for participants benefiting from the two large solar arrays constructed (Clark Public Utilities, 2024). These projects include a total of 1,118 kilowatts of solar capacity. The projects are both fully utilized, and 199 kilowatts were reserved for low-income customers. See Exhibit 40.

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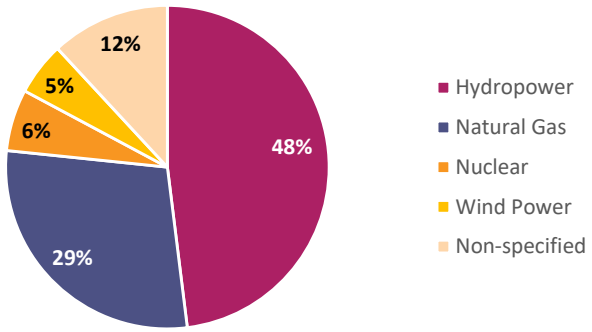
Exhibit 41: Clark County Energy Sources, 2022.



Source: Clark Public Utilities Integrated Resource Plan, 2022; BERK, 2024.
Vancouver's nearly 30 electrical substations are distributed evenly across the City (Clark County, 2024).

In 2023, the buildings and energy sector made up 37% of Vancouver community-wide emissions, second to transport and travel. Out of that 37%, 15% was residential energy, 13% was commercial energy, and 9% was industrial energy (City of Vancouver, 2024). This was an increase in energy use for the community from 2019. However, GHG emissions decreased, likely due to the increased clean energy within the Clark Public Utilities resource mix. The buildings and facilities sector made up 23% of Vancouver government operations emissions, a 9% decrease from 2019. (City of Vancouver, 2024).

Potential Impacts

Vancouver's buildings and energy are expected to be mainly impacted by extreme heat, wildfires, and wildfire smoke. The potential impacts could involve increased energy demands, urban heat island effects, extreme heat exposure health risks, shuttered energy systems, and damage or loss of both energy infrastructure and buildings.

- Energy demand is expected to increase for air conditioning and industrial cooling systems in summer when regional hydropower supply is expected to decrease.
- Demand for air conditioning and infrastructure with cooling systems is expected to increase where it does not exist. Older buildings are less equipped with air conditioning systems or are less efficient, and the residents of these buildings will be more at risk to extreme heat. Lower income communities of color tend to live in these older buildings. The cost of using cooling systems during peak demand could also not be affordable for lower income households (Duque, 2023).

- Power cables have been known melt during extreme heat, such as during a heat wave in 2021 in Portland, OR (Fischels, 2021).
- There may be shuttered power generating stations or transmission corridors to reduce wildfire risk.
- Greater potential to affect energy transmission by extreme weather damaging infrastructure and interrupting transmission and distribution. The Natural Hazards Management Plan identifies extreme weather as a risk.
- Expected building and infrastructure damage and loss.
- Poor air quality due to wildfire smoke could increase demand for air filtration systems in buildings. A recent example took place in August 2023, when the Air Quality Index measured at "unhealthy" ranges in Vancouver (Ellenbecker, 2023).

Exposure of buildings to increases in extreme heat, urban heat island impacts, and energy demand for cooling system can depend on tree canopy level. Vancouver has a current tree canopy cover of 19% with a goal of reaching 28% by 2030 (City of Vancouver, 2024). However, tree canopy coverage is higher in the east and west areas of Vancouver, than central Vancouver. Central Vancouver therefore has a higher risk of potential impacts. These central neighborhoods are prioritized for tree canopy improvements (City of Vancouver, 2024).

Adaptive Capacity

Clark Public Utilities offers many rebates and programs to incentivize energy efficiency. They offer rebates for the installation of heat pumps and ductless heat pumps. They also offer a home weatherization program, a heat pump water heater program, a solar energy program, multi-family property programs, new construction programs, electric vehicle programs, and an electric vehicle managed charging program.

The City of Vancouver's initial efforts in this sector have focused on transitioning to renewable energy, reducing government building emissions, reducing community-wide energy consumption, and decarbonization. In September 2023, the City purchased a 10-kW share (the maximum amount allowed) of Clark's PUD's Community Solar East project. In October 2023, the City also started to identify energy efficiency improvement projects and opportunities to swap gas-powered systems for lower-emission electric systems in City facilities. City facilities were also being reviewed for compliance with WA Clean Building Standards.

The City of Vancouver is in the process of developing Vancouver's first Green Building Policy. The policy and associated building code updates were discussed with the City Council at the end of 2024. Work is expected to continue to 2026 to account for voter initiatives in 2024.

Vulnerability Summary

Commented [LG7]: Revised

Most structures in Vancouver are residential, which are sensitive uses for air quality and heat. Based on age of housing stock, Areas 2 and 6 have older buildings built before 1960, which are less likely to have cooling or air filtration, and these areas have higher or medium-high levels of exposure to heat or smoke. Area 4 has the third highest number of older homes, and a medium-high exposure to heat. See Exhibit 41 and heat and smoke/air quality maps in Chapter 2. Other areas have more homes built later which may have cooling systems but may not have air filtration systems.

These findings align with the Adaptive Capacity Assessment, which also emphasizes the importance of modern HVAC systems, backup power, and clean air shelters—especially in socially vulnerable neighborhoods—to ensure residential resilience under worsening climate conditions.

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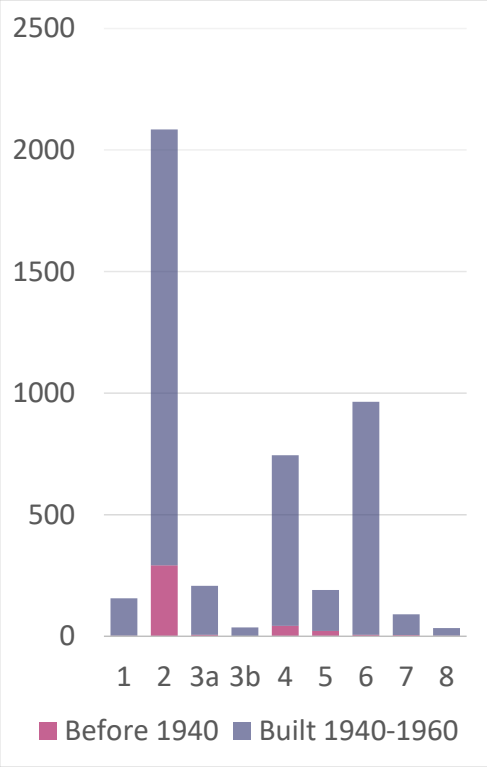
Exhibit 42: Vulnerability by Area: Residential Structures Built before 1960



Sources: Clark County Housing Assessor Data, 2024; BERK, 2025.

The probability of extreme heat and smoke in the planning period, and the need to retrofit older homes are drivers of vulnerability and risk. See Exhibit 42.

Exhibit 43: Risk Summary – Building Sector

Likely Climate Impacts in next 10+ years				Magnitude of Loss			City Responsibility			Vulnerable Communities			Areas Most Affected								
Heat	*Fire*	*Precip*	*Drought*	*Less*	*More*	*Most*	*Less*	*More*	*Most*	*Less*	*More*	*Most*									
													1	2	3A	3B	4	5	6	7	8

Source: BERK, 2025.

Gaps and Opportunities

Strategies to Improve Adaptive Capacity

Climate adaptation and engagement results highlighted a number of strategies to improve the community's adaptive capacity associated with buildings and energy, both public and private:

- Increase the adaptability of public buildings. (Hatch Planning and City of Vancouver, 2022)
- Update building and development codes to increase adaptability of non-public buildings. (Hatch Planning and City of Vancouver, 2022)
- Promote renewable energy within the built environment. (Hatch Planning and City of Vancouver, 2022)
- Implement an uninterruptible power supply and backup generator for critical facilities (e.g. wastewater treatment plant). (City of Vancouver, 2025)
- Pilot hybrid energy systems and microgrid readiness at critical facilities to ensure service continuity. (City of Vancouver, 2025)

Policies

The current Comprehensive Plan, last updated in 2011, has limited policies on energy, focused on conservation. Amendments could be made to catch the Comprehensive Plan up to the extensive work the City has done regarding climate action and energy.

Vancouver plans to transition to 100% clean energy with Clark Public Utilities ahead of the state's Clean Energy Transformation Act (CETA) requirements, and before 2045. There are opportunities for Vancouver to develop concrete policies to work with businesses, property owners, and nongovernmental partners and prevent displacement of low-income residents and ensure the costs and benefits of energy efficiency upgrades are shared equitably. This is promoted in the Climate Action Framework Action #1: Community energy efficiency incentives.

The Vancouver Urban Forestry Management Plan offers opportunities to bolster green infrastructure, reducing the urban heat island effect, and increasing the resiliency of structures. See Ecosystems and Zoning & Development for more discussion.

The City could also lead with the Green Building Policy that is currently being developed and adopt it for all municipal buildings. The Climate Action Framework actions 7 and 8 address green building policies for public and private development.

The Climate Adaptation Strategy also recommends energy efficiency measures such as retrofitting buildings with passive and active cooling, promoting renewable energy

production and storage projects in the case of power outages, and researching built environment climate resilient materials. Many of these considerations are part of the Climate Action Framework. The City could model by retrofitting older city-owned buildings with cooling systems. The City or Clark Public Utilities could also implement programs and incentives for renewable energy production and storage projects, and fund or partner with organizations researching climate-resilient alternative materials.

The Vancouver Climate Action Framework also highlights key actions that would improve climate adaptability, such as promoting solar incentives and to reduce dependency on the energy grid and enhance resilience during disruptions, increasing energy efficiency through electrification and retrofits to reduce overall energy demand.

Battery energy storage systems (BESS) are used to store renewable energy from solar or wind power to ensure more reliability and match it to customer demands. BESS can be of any size and are modular and may only require "a concrete pad to sit on and a connection to the electric grid." As a result, the BESS can be built anywhere including near existing commercial and residential uses and present concerns regarding safety, aesthetics, noise, odor, and environment impacts. Cities and counties are beginning to address such uses in zoning codes. Vancouver may wish to develop a policy and development regulations addressing these uses as well. (Twitchell, 2023)

Policies developed for **OUR VANCOUVER 2045** address energy resilience and reduction of greenhouse gas emissions, such as:

- Ensure that buildings contribute to the City's greenhouse gas reduction goals, protect occupants from climate hazards and extreme weather, and minimize harm to wildlife and natural ecosystems. (Draft Policy 6)
- Expand community solar access for low income homeowners and renters. (Draft Policy 7)
- Encourage new renewable energy infrastructure, promote development of storage systems, and work with Clark Public Utilities to promote demand-response strategies and programs to ensure a stable, resilient, and sustainable energy grid. (Draft Policy 16)
- Support on site decentralized systems that reduce reliance on centralized infrastructure. Support local energy and water solutions while strengthening community adaptability to environmental, social, and economic changes. (Draft Policy 24)

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Cultural Resources & Practices

Sector Overview and Assets

Originally inhabited by peoples of the Chinook and Cowlitz tribes for thousands of years, Vancouver was established as a trading post for the British Hudson's Bay Company and military fort in the 1800s. (Design Workshop, 2024) See Exhibit 43. A non-native community was founded in 1825 and the city incorporated in 1857. From an 1890 census population of 3,545 (OFM) Vancouver is home to 202,600 persons as of 2024.

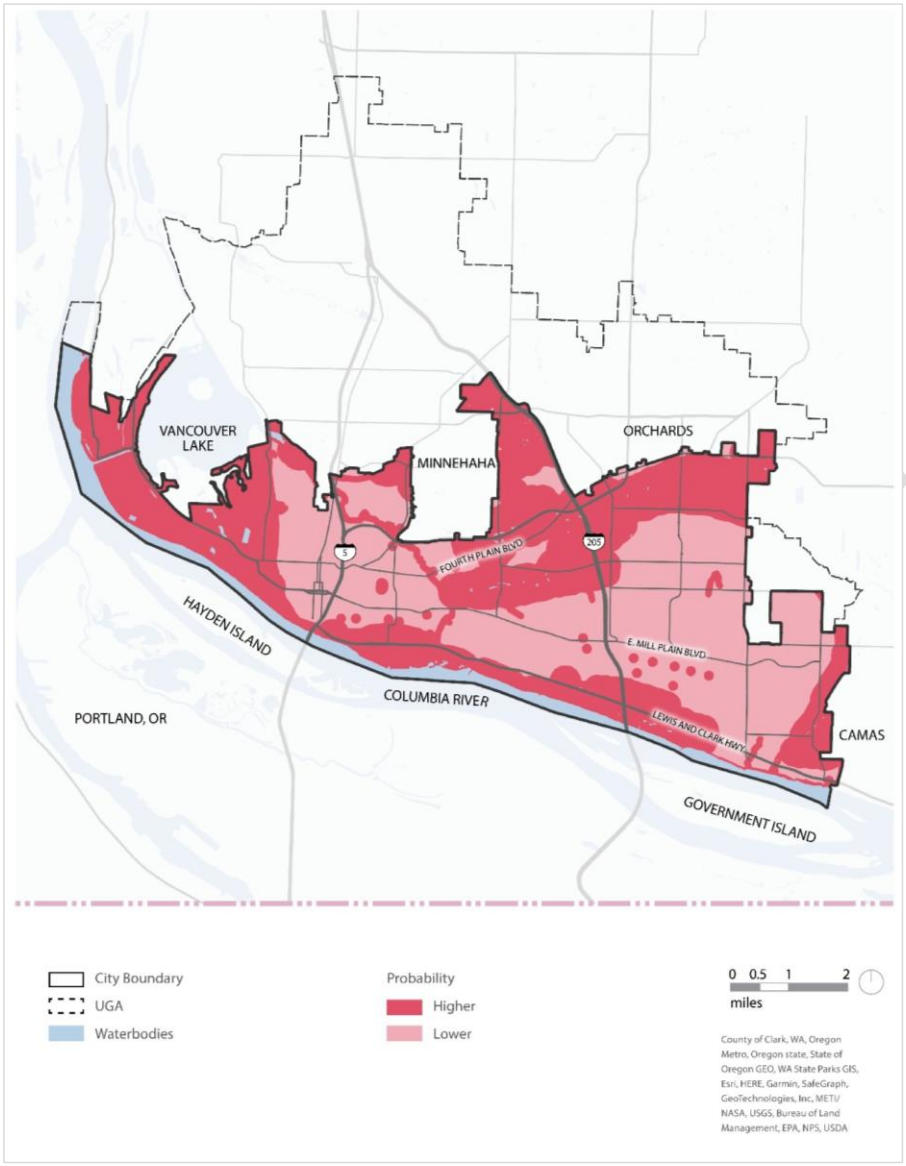
Exhibit 44: Fort Vancouver Garden – In use historically and today

Historically, the Fort Vancouver Garden was a place of rest for the fort's officers and visitors, and provided food for the Chief Factor's House table. Today's reconstruction at Fort Vancouver National Historic Site is tended by volunteer gardeners.

Source: (National Park Service, 2022)

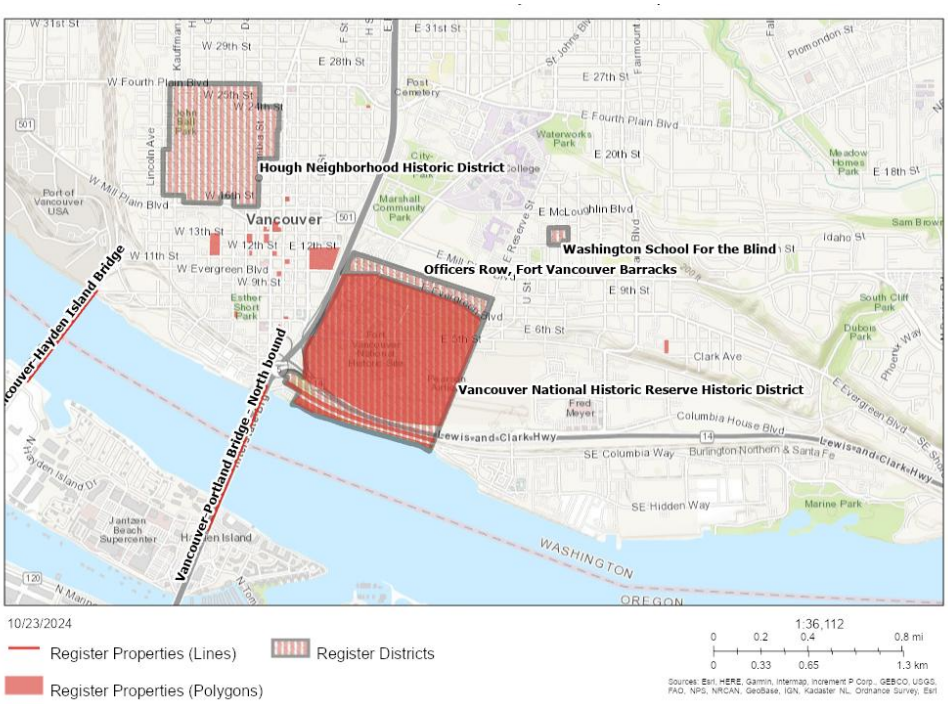
The original historic and walkable downtown is connected to residential areas by an arterial system and is more suburban in character as it expanded to the east. Maps of archaeological resources and historic resources are shared in Exhibit 44 and Exhibit 45. There is a higher probability of archaeological resources along the Columbia River, Vancouver Lake, and Burnt Bridge Creek.

Exhibit 45: Archaeological Probability Map



Source: (Design Workshop, 2024)

Exhibit 46: Historic Resources Map



Source: DAHP, 2024.

Potential Impacts

Vancouver's Hazard Mitigation Plan identified concerns with extreme weather and urban flooding, but less so flooding in the 100-year floodplain. However, Clark County notes flood stage measured at the Port of Vancouver is at 16 feet, and there have been 25 historic crests, most recently in 2011 and 2017. Extreme heat is a likely occurrence in the **VANCOUVER 2045** planning period.

Climate change could impact archaeological, historic, and other cultural resources.

- Loss of cultural sites due to more frequent and intense severe weather events. The location of cultural archaeological sites along rivers and streams and the expected increase in extreme precipitation and flooding could put assets at risk. Adapting

cultural resources to climate change impacts can be challenging because many are unique, irreplaceable, and location based.

- Due to their historic nature and the associated limitations on structural adaptation some historic structures have very constrained adaptative capacity. However, while there are some historic sites along water bodies like the Columbia River, most historic properties such as in downtown are at low risk of flooding due to building locations and existing flood control structures. An exception could be the Vancouver National Historic Reserve Historic District that fronts the river in part. The site also contains priority habitats.
- Loss of locally grown, temperature-sensitive foods that are culturally important (berries, salmon, etc.). Hot dry summers are projected to reduce stream flow volumes and increase instream temperatures. This stressor is compounded by extreme precipitation events, flooding, and erosion. Watershed plans and evaluations for the City's critical areas ordinance highlight declining water quality and fish habitat and a need to improve riparian areas along streams and shorelines.

Adaptive Capacity

Priority habitats like prairies and Oregon white oaks are found in some parts of the city such as the Fort Vancouver National Historic Site and along stream corridors and greenways. (Sound Oaks Initiative, 2024) Remnant wetlands, riparian and non-riparian habitat areas continue to be found along streams and lakes, parks, and transportation rights of way. (WSP USA, 2023) These habitats can support, or be restored or enhanced to support, plants and fish species important for tribal customs, medicines, and foods.

The Cowlitz Indian Tribe members have indicated an interest in Food Sovereignty. (Cowlitz Indian Tribe, 2022) Protecting and restoring habitats and adapting to climate stressors can help sustain culturally important habitats, foods, and practices.

The City is supporting updated riparian buffers based on site potential tree height which could improve shading, stream temperature, and other functions of buffers. In addition, the City has an Urban Forestry Management Plan that is meant to improve management of existing canopy and expand it inside and outside of critical areas.

Vulnerability Summary

A summary of vulnerability for cultural resources is provided in Exhibit 46 below. Habitat is found along lakes and streams throughout the city. Extreme heat, drought, and flooding are anticipated to affect culturally important plants and wildlife and require adaptation measures (enhancement, restoration) along streams, lakes, and other sites. Throughout but

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particularly areas 1, 2, and 5, archaeological and historic sites could require adaptation (flood management measures, retrofits for energy and air filtration).

Exhibit 47: Vulnerability by Census Tracts – Cultural Resources

Census Block	Area	Heat Exposure	Flooding/ Precipitation Exposure	Smoke/Air Quality Exposure	Overall Exposure	Health Conditions	Equity Index	River, Lake, or Creek	Register Properties
53011041005	1	Medium-high	Higher	Lower	Higher	Higher	Higher	X	X
53011042400	2	Higher	Higher	Medium	Higher	Higher	Higher	X	X
53011041105	3b	Medium-high	Higher	Medium-low	Higher	Medium-low	Medium	X	
53011041600	4	Medium-high	Higher	Medium	Higher	Higher	Higher	X	
53011042700	4	Medium-high	Higher	Medium	Higher	Higher	Higher	X	
53011042601	5	Medium-high	Higher	Medium-high	Higher	Medium	Medium	X	X
53011041205	6	Medium-high	Higher	Medium-high	Higher	Medium-high	Higher	X	
53011041312	7	Higher	Higher	Medium-low	Higher	Medium-high	Higher	X	

Source: See **Chapter 2** for indicators and methods. BERK, 2025.

Based on the evaluation, cultural resources risks and vulnerabilities are noted below.

Exhibit 48: Risk Summary – Cultural Resources

Likely Climate Impacts in next 10+ years				Magnitude of Loss			City Responsibility			Vulnerable Communities			Areas Most Affected								
Heat	*Fire*	*Precip*	*Drought*	*Less*	*More*	*Most*	*Less*	*More*	*Most*	*Less*	*More*	*Most*	1	2	3A	3B	4	5	6	7	8

Source: BERK, 2025.

Gaps and Opportunities

Engagement and Strategies to Improve Adaptive Capacity

As part of social vulnerability and asset mapping efforts, engaged community members about their important places. Strategies identified through climate engagement includes:

- Food: Expand culturally relevant gardens as a way to increase food access and resilience. (City of Vancouver, 2025)

The City could similarly engage Tribes about ecosystems, habitats, and foods/plants that should be considered when planning for climate resilience. Direct engagement can help ensure that culturally significant landscapes, species, and materials are not overlooked in technical assessments of risk and adaptation.

One parks and habitat strategy relevant to Tribes identified through the Adaptive Capacity Assessment includes:

- Park Resilience: Incorporate traditional ecological knowledge if working with local Indigenous groups for habitat restoration in parks to handle climate changes. (City of Vancouver, 2025)

Additional strategies can be elicited through consultation and collaboration with Tribes.

Policies

Vancouver's cultural resources policies are primarily found in the Shoreline Master Program,. Current policies address general protection of archaeological and historic resources. Some address engagement with tribes in restoration of habitat.

The City could add policies covering cultural resources adaptation to extreme heat and flooding and Tribal consultation, similar to examples in the Washington Department of Commerce's Climate Policy Explorer. Accordingly, the **OUR VANCOUVER 2045** plan includes the following:

- Foster meaningful partnerships with tribal communities and land stewards, integrating their knowledge, priorities, and cultural perspectives into local decision-making processes. (Draft Policy 101)
- Protect and preserve significant cultural, historic, archeologic, and ecologic community resources. Promote preservation, restoration, and rehabilitation of historic and architecturally significant structures. (Draft Policy 107)

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Economic Development

Sector Overview and Assets

Vancouver has approximately 99,057 jobs as of 2021. (US Census Bureau, 2021) There are approximately 7,840 businesses in Vancouver. In certain neighborhoods, including Fourth Plain, at least one-third of businesses are minority owned or cater to communities of color. (Design Workshop, 2024)

Approximately 27% of all parcels in the City are zoned for commercial uses. Another 17% of all parcels in the City are zoned for industrial uses. (Design Workshop, 2024) The City is planning for growth of at least 38,000 new housing units and 43,100 new jobs by 2045.

Potential Impacts

Job Sectors in Vancouver

While flooding, wildfire, and drought are relatively lower risk in Vancouver (Clark Regional Emergency Services Agency, 2023), severe weather including extreme heat and extreme precipitation could impact businesses and employees. Wildfire smoke in the region could also affect businesses and employees for those who work outdoors.

Exhibit 49: Clark County, Washington, Top Employers

	Company	Clark County Employees
1	Peace Health	4,908
2	Vancouver Public Schools	3,300
3	Evergreen Public Schools	2,599
4	Vancouver Clinic	2,305
5	Legacy Health	1,800
6	Clark County	1,570
7	Ilani	1,500
8	City of Vancouver	1,480
9	Clark College	1,417
10	Zoom Info	1,374
11	Bonneville Power Administration	1,367
12	Battle Ground School District	1,313
13	HP	1,000
14	Kaiser Permanente	1,000
15	SEH America	950

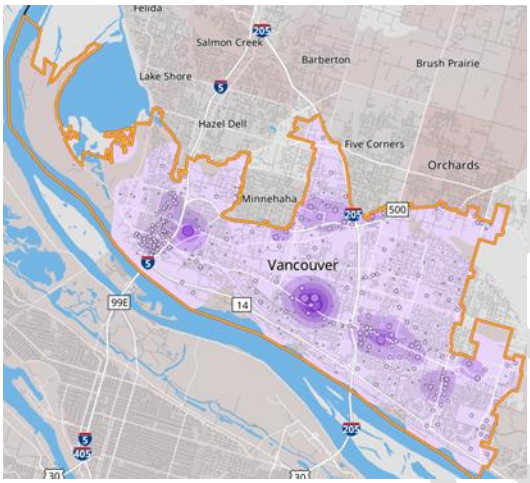
Source: CREDC Research (Accessed September 2024)

Health care (19%), retail and wholesale trade (15.3%), and manufacturing/transportation/utilities (12.2%) are notable sectors in Vancouver's local economy. (US Census Bureau, 2021) Top employers in the county are often based in Vancouver including health care – Peace Health, Vancouver Clinic, Legacy Health, Kaiser Permanente – and education or government – Vancouver Public Schools, Evergreen Public Schools, as well as the City and County employees. See Exhibit 48.

Sectors under stress during extreme climate related hazards include health care (e.g., adverse health with extreme heat or wildfire smoke) or utilities (BPA, Clark Public Utilities) with potential power demand spikes (extreme heat) or outages (extreme storms). Exposure

of health care facilities to poor air quality or power disruption could reduce continuity of operations during critical events. Healthcare employment density is highlighted in Exhibit 49.

Exhibit 50: Location of Health Care Employment, 2022



Source: Census on the Map, 2022

About 6.2% of Vancouver's jobs relate to construction, likely outdoors and potentially exposed to extreme heat and wildfire smoke. (US Census Bureau, 2021) The concentration of construction jobs is illustrated in Exhibit 50 below. These workers face increased health and productivity risks during climate extremes, particularly in areas lacking tree canopy or shade infrastructure.

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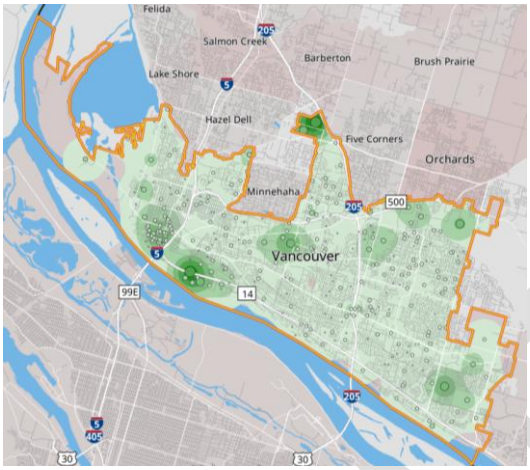
Exhibit 51: Location of Construction Jobs, 2022



Source: Census on the Map, 2022

Arts and entertainment venues that are outdoor, such as Esther Short Park and the Farmers Market or Vancouver Volcanos Home Games, could be more vulnerable and lose revenue during heat or smoke events and indoor facilities such as museums and performing arts or movie theaters with cooling and filtration such as could see greater demand for services. Investment in HVAC upgrades and air filtration systems in indoor venues could support both public health and local economic resilience. Concentrations of arts and entertainment jobs are shown in Exhibit 51.

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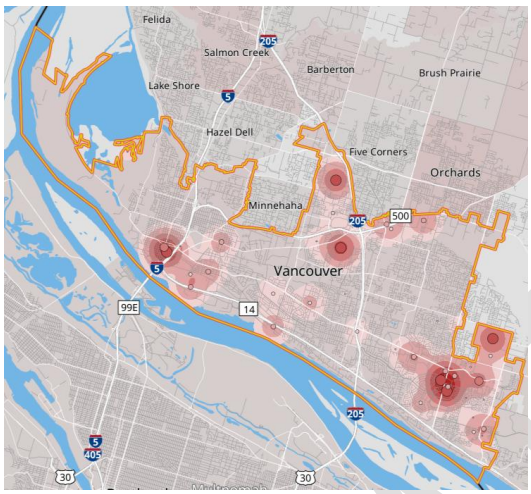
Exhibit 52: Arts & Entertainment Jobs, 2022



Source: Census on the Map, 2022

Commuters

Almost two-thirds of residents work outside of Vancouver though most work within 10 miles of home. See Exhibit 52 and Exhibit 53. Employers and commuters in and out of Vancouver could be impacted by climate related events such as extreme precipitation and flooding affecting roads or extreme heat affecting transit.

> *In Washington, the heat caused sections of Interstate-5 and State Route 162 to buckle, causing some lanes to be closed. In Portland, the heat exceeded the design limits of the TriMet MAX system, melting train power lines and shutting down trains for a day. (USDA Northwest Climate Hub, 2024)*

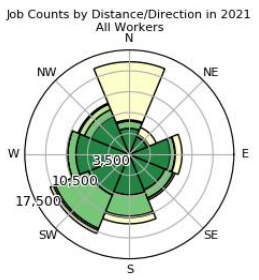
Exhibit 53: Commute Flow

	Count	Share
Living in the Selection Area (Vancouver)	83,157	100.0%
Living and Employed in the Selection Area (Vancouver)	28,447	34.2%
Living in the Selection Area (Vancouver) but Employed Outside	54,710	65.8%

Source: (US Census Bureau, 2021)

Exhibit 54: Home to Work Distance/Direction (2021)

	Count	Share
Total All Jobs	83,157	100.0%
Less than 10 miles	50,945	61.3%
10 to 24 miles	15,942	19.2%
25 to 50 miles	1,860	2.2%
Greater than 50 miles	14,410	17.3%



Source: (US Census Bureau, 2021)

Adaptive Capacity

Vancouver has an Emergency Operations Plan that considers severe weather, forest/wildland fire, flooding, and energy shortages. (City of Vancouver, 2018) The City also coordinates with Clark County and cities through the Clark Regional Emergency Services Agency (CRESA) on emergency planning, such as the 2023 *Natural Hazard Mitigation Plan*. (Clark Regional Emergency Services Agency, 2023)

During severe weather such as extreme heat, Vancouver advertises places to cool off including Community Centers and Libraries serving in effect as cooling centers and quasi-resilience hubs. (City of Vancouver, 2024) Regarding transit access, during extreme heat, C-TRAN will take anyone riding to a cooling center.

A regional initiative is defining emergency transportation routes and updating a 2006 plan between Clackamas, Columbia, Multnomah and Washington counties in Oregon and Clark County in Washington. The effort is addressing wildfires, landslides, floods, extreme weather events, and impacts of climate change as well as earthquakes and volcanic eruptions. In addition to state routes, a number of arterials in the city limits and port vicinity are defined as regional emergency transportation routes. Some are at risk of floods and other hazards. Ensuring access along these routes during emergencies is critical for maintaining economic function, particularly for industrial areas and essential service workers. A current phase (2024-2026) is prioritizing an updated network. (RDPO, 2024)

Vulnerability Summary

Based on the locations of workers and venues described in Job Sectors in Vancouver above and Climate Exposure, Equity, and Health in Chapter 2, the areas with greatest exposure are shared in Exhibit 54.

Exhibit 55: Vulnerability by Area – Economic Development

Area	Outdoor Workers	Health Care	Arts & Entertainment
Type of Impact	Exposure & Risk of Lost Business or Wages	Increased Demand	Exposure & Risk of Lost Business or Increased Demand
1			
2		X	X
3A			
3B	X		X
4			X
5		X	X
6		X	
7	X		
8	X		X

Source: BERK, 2025.

Outdoor workers, health care providers serving those with health sensitivities, and outdoor recreation and events workers would be vulnerable to extreme heat and smoke events that are more probable in the planning period and more widespread in their effect. Flooding from extreme precipitation could be more focused in its location but impact many commuters. In neighborhoods with higher social and health vulnerability, these disruptions may be compounded by limited access to protective infrastructure or recovery support. The potential magnitude of loss to the economy from one or more events could be more than moderate and require City investment in recovery. See Exhibit 55.

Exhibit 56: Risk Summary – Economic Development

Likely Climate Impacts in next 10+ years	Magnitude of Loss	City Responsibility	Vulnerable Communities	Areas Most Affected
				1 2 3A 3B 4 5 6 7 8

Source: BERK, 2025.

Gaps and Opportunities

Engagement and Strategies to Improve Adaptive Capacity

Resilience Rising results identified some adaptive strategies especially related to emergency hubs and information:

- Potential of existing neighborhood institutions—including gyms or grocery stores—to serve as hubs during emergencies. (City of Vancouver, 2025)
- Leveraging local businesses to help spread emergency information. (City of Vancouver, 2025)

The Adaptive Capacity Assessment identified examples of collaborative programs including with businesses, noting that in some cities, local businesses have sponsored bus shelters with cooling features, in exchange for modest advertising. (City of Vancouver, 2025)

The City could also continue to work through regional bodies to understand commute patterns and risks as well as learn about concerns from residents commuting across lifeline networks. Additional engagement could focus on minority- and immigrant-owned businesses, who may face barriers to accessing recovery resources following climate disruptions.

Policies

A policy evaluation, available under separate cover, identified topics that could be integrated into the updated plan to further address economic development such as:

- Address green technology/jobs opportunities.
- Bring in strategies from Climate Action Framework such as building a more community-driven, circular economy.
- Promote business continuity planning in climate-sensitive sectors such as construction, transportation, healthcare, and logistics.
- Prioritize infrastructure upgrades in areas where economic activity overlaps with high exposure and vulnerability.

Example policy concepts in the Our Vancouver 2045 plan include:

- Build a resilient economy: Encourage business growth, retention, and expansion, with an emphasis on family-wage jobs and foster resilience within Vancouver's economy. (Draft Policy 113)

See also Emergency Management.

Emergency Management

Climate change presents a threat to the City's emergency response due to increased frequency and severity of extreme weather events. The City has updated its emergency management plan to reflect the hazards posed by climate change, but this increase could strain capacity and challenge current approaches to mitigation, preparedness, response, and recovery.

Local resources reviewed for this section include the following:

- Chapter 2.12 VMC, Emergency Management
- City of Vancouver Emergency Operations Plan, 2018
- City of Vancouver Climate Adaptation Strategy, 2022
- Clark Regional Emergency Services Agency (CRESA), 2023 Clark County Natural Hazard Mitigation Plan, Volume 2 Planning Partner Annexes, March 31, 2024
- State of Washington Comprehensive Emergency Management Plan and Program – Updated, 2019
- Vancouver Police Department Policy Manual Policy 206

Sector Overview and Assets

Vancouver's emergency management priorities are to eliminate major threats to life and safety, stabilize the incident situation, provide basic human needs, maintain/restore essential services, and protect critical infrastructure and the environment. (City of Vancouver, 2018) Many departments respond to and work to mitigate potential hazards and emergencies through planning, regulation, and capital improvements. The departments that manage day-to-day emergency response are Fire, Police, and EMS, while larger emergencies can require disseminating information, coordinating resources, and activation of an interdepartmental Emergency Operations Center (EOC) as well as the Clark Regional Emergency Services Agency (CRESA) that provides 911 dispatch, technology services and emergency management. Recovery involves damage assessment, conducting repairs to capital facilities, and aiding impacted people and organizations.

Emergency facilities in Vancouver include about eight fire stations, two police precincts, three major hospitals, three community centers, and several mobile EMS units provided through a contract with American Medical Response. Hospitals are located predominantly in the western and central parts of the city. See Exhibit 56. Additional emergency facilities are evenly distributed throughout the city to meet the needs of residents. Emergency facilities are unevenly distributed with greater concentrations of hospitals and EMS resources in the central and western parts of Vancouver. In contrast, eastern neighborhoods may face slower response times, particularly if transportation networks are disrupted by heat or flooding.

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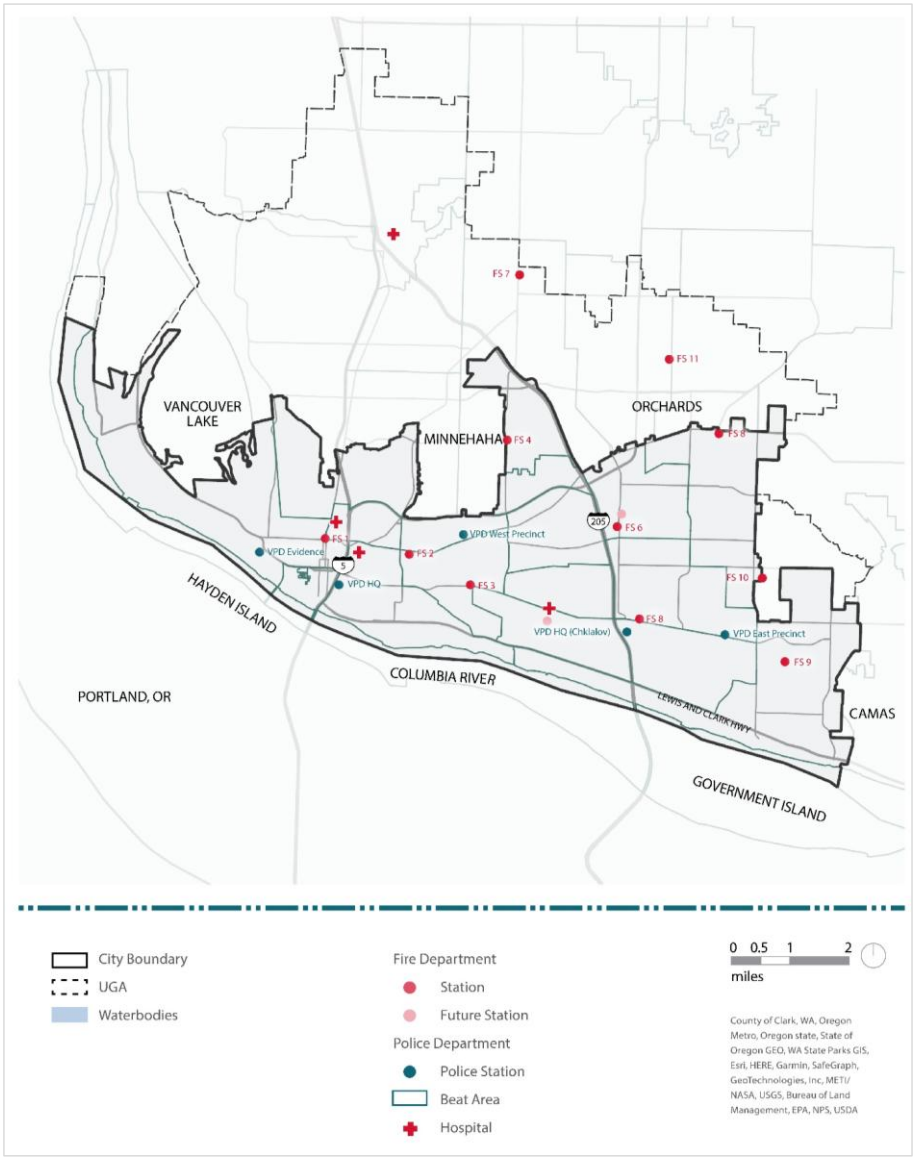
Exhibit 57: Emergency Services Locations in Vancouver



Source: (Design Workshop, 2024)

Potential Impacts

Vancouver's emergency management system would likely be affected by heat and wildfire smoke events. Extreme heat events would lead to acute heat related illness and hospitalizations and put severe strain on emergency medical service personnel within the Vancouver Fire Department and the paramedics from American Medical Response (AMR). (City of Vancouver, 2018) (Hayden, 2023) Areas of the city with more tree canopy cover are likely to experience lower, safer temperatures during extreme heat events and reduce damage to roadways. Vancouver has a current tree canopy cover of 19% with a goal of reaching 28% by 2030 (TreeCAP, 2024). However, canopy cover varies greatly across the city. See Zoning & Development for more information.

Wildfire smoke can lead to both chronic and acute pulmonary health impacts that can also strain emergency management resources (Ecology W. S., 2023). In the event of both extreme heat events and wildfire smoke events, community spaces may be strained for capacity as they serve as either explicit or de facto clean air and cooling shelters. According to regional assessments, many existing facilities do not meet the ventilation or filtration standards necessary for sustained clean air shelter function. (City of Vancouver, 2025) Groups especially vulnerable to both of these hazards are older adults, individuals experiencing homelessness, undocumented immigrants, low-income individuals, and individuals with limited English proficiency as these group may be socially isolated and therefore less likely to seek emergency services or community shelter (City of Vancouver, 2022). Based on demographic analysis of the city, these vulnerable populations are more prevalent in the west and central portions of the city and less so in the east area of the city; see Exhibit 20. The potential health impacts of these specific climate hazards are also detailed in the Health & Well-being section of this document.

Additionally, extreme precipitation, roadside brush fires, and extreme heat may impact the transportation infrastructure that is necessary for emergency response for all departments. The 2025 Adaptive Capacity Assessment suggests the fire department collaborate with transportation departments to identify and fortify the critical routes used by fire engines and ambulances. (City of Vancouver, 2025) Extreme heat events can lead to cracking and buckling of roads or damage to transit infrastructure (Fischels, 2021). Roadside brush fires can damage roads and make them temporarily impassable until the fire is adequately suppressed especially in the west and the northeast/east portions of the city which have been identified as part of the Wildland Urban Interface (WUI, 2024). Emergency vehicle access in these areas may also be impaired by narrow roadways or lack of redundancy in evacuation routes.

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The Vancouver Fire Department serves residential, commercial, and industrial uses, and protects 22 miles of shoreline. (City of Vancouver, 2025) Urban flooding may simultaneously increase demand for emergency services to manage impacts including but not limited to hazardous materials contamination and potential structural collapse while also makes it very challenging to reach individuals facing these emergencies due to roadway flooding (FEMA, 2021). Even moderate localized flooding can trigger cascading service impacts, including delays to emergency response, reduced access to healthcare, and temporary power outages that affect communication and traffic control systems.

While flood events have been experienced in Vancouver, the risk is considered low, except for urban flooding with extreme weather. (Clark Regional Emergency Services Agency, 2023) In the event of urban flooding from extreme precipitation, the same vulnerable populations mentioned in the previous section may be unable to effectively navigate the city and reach medical care or social services. Examples of urban flooding have been identified in climate planning efforts including:

- On the Fourth Plain BRT line, which runs through some older, low-lying neighborhoods, chronic street flooding has already been noted at certain intersections – these incidents are likely to worsen with climate change. (City of Vancouver, 2025)
- Fruit Valley residents described frequent flooding and clogged storm drains. (City of Vancouver, 2025)

Both the Transportation and Health & Well-being sections of this document also address these concerns.

Adaptive Capacity

Aspects of the emergency management system with adaptive capacity include:

- The City of Vancouver in coordination with Clark Regional Emergency Services Agency (CRESA) has identified and advertised several cooling shelters such as Vancouver community library, Vancouver Mall Library, Firstenburg Community Center, Marshall/Luepke Community Center, Water Resources Education Center and provides no cost C-TRAN bus service to and from cooling centers in the event of extreme heat. (City of Vancouver, 2024)
- The City is also able to open temporary cooling centers during extreme events, in collaboration with area churches and other organizations. Additional coordination with culturally specific organizations could increase participation from immigrant and refugee communities that face heightened barriers to accessing city resources.

- CRESA, in coordination with the City of Vancouver, provides recommendations for actions to take during smoke events but does not have specific facilities or strategies to combat poor air quality caused by wildfires.
- Facilities necessary for citywide emergency response are typically equipped with emergency generators to ensure continuity of services during power disruptions. However, greater frequency of power outages due to increased energy use during heat events could lead to increased cost and dependency on these generators during emergencies. Backup power remains uneven across critical facilities. Clean energy resilience strategies—such as solar+storage—may offer co-benefits in energy savings and emissions reduction.
- The Vancouver emergency operations plan identifies localized flooding from extreme precipitation as a "Major Emergency" and specifies effective response to all major emergencies including this specific hazard. (City of Vancouver, 2018) (Clark Regional Emergency Services Agency, 2023) The 2025 Adaptive Capacity Assessment has recommended that Vancouver's ongoing regional planning for an emergency transportation network (2024–2026) should explicitly incorporate flood, landslide, and wildfire scenarios. (City of Vancouver, 2025)

Vulnerability Summary

The City of Vancouver Emergency Management Program and the associated service providers are particularly vulnerable to the impacts of extreme heat and wildfire smoke as those are the types of hazards that are more likely to impact service provision as climate conditions worsen. These hazards require the most emergency services and facilities to help alleviate potential human health impacts. Extreme precipitation could interfere with infrastructure, power, and emergency responses, but would be more likely along water bodies or areas with poor drainage.

Census tracts in almost every area have more than one higher climate exposure and either higher health sensitivity or higher equity disparity, which could require a greater emergency response. Areas with a combined higher exposure and higher health sensitivity or higher equity disparity include Areas 1, 2, 4, 6, 7, and 8. Area 3b has higher heat but exposure to other climate impacts is less than "higher." See Exhibit 57.

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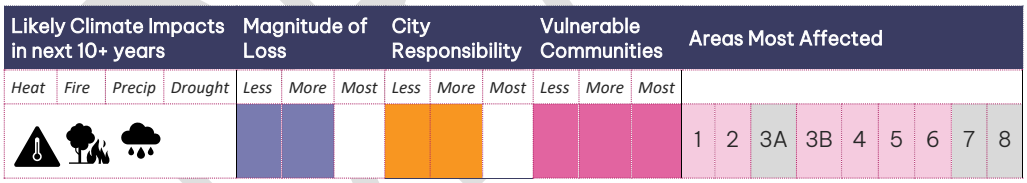
Exhibit 58: Vulnerability by Census Tracts – Emergency Management

Census Tract	Area	Heat Exposure	Flooding/ Precipitation Exposure	Smoke/Air Quality Exposure	Overall Exposure	Health Conditions	Equity Index
53011041005	1	Medium-high	Higher	Lower	Higher	Higher	Higher
53011042300	2	Medium	Medium-high	Higher	Medium-high	Higher	Medium-high
53011042400	2	Higher	Higher	Medium	Higher	Higher	Higher
53011041113	3b	Higher	Medium-high	Medium-low	Medium-high	Higher	Higher
53011041114	3b	Higher	Medium	Medium-low	Medium-high	Higher	Higher
53011041600	4	Medium-high	Higher	Medium	Higher	Higher	Higher
53011041700	4	Medium	Higher	Medium	Medium-high	Higher	Medium-high
53011042700	4	Medium-high	Higher	Medium	Higher	Higher	Higher
53011041205	6	Medium-high	Higher	Medium-high	Higher	Medium-high	Higher
53011041206	6	Higher	Medium-low	Medium-high	Medium-high	Higher	Medium-high
53011041207	6	Medium	Medium-low	Higher	Medium	Medium	Higher
53011041312	7	Higher	Higher	Medium-low	Higher	Medium-high	Higher
53011041322	8	Higher	Medium	Medium-high	Higher	Medium-high	Higher
53011041323	8	Higher	Medium	Medium-high	Higher	Medium-high	Higher

Source: See **Chapter 2** for indicators and methods. BERK, 2025.

A summary of risks is shared below in **Exhibit 58**.

Exhibit 59: Risk Summary – Emergency Management



Source: BERK, 2025.

Certain actions can be taken to mitigate the risks of these hazards and the overall adaptive capacity to manage these hazards is high due to the clear instructions, strategies, and chain of command laid out in the Emergency Management Plan. Hazards may put stress on personnel and facilities and increase the need for resources; the City can build upon its current emergency services as a foundation and increase services as climate related hazards worsen and increase in frequency.

Gaps and Opportunities

Engagement and Strategies to Improve Adaptive Capacity

Currently, the City of Vancouver provides several online materials for emergency preparedness and resiliency. About 1 in 5 households speak a language other than English at home such as Spanish, Indo-European, and Asian and Pacific Island languages. Understanding the best formats and venues to receive and share information in appropriate languages could be helpful in engagement around community assets and needs There are physical and procedural gaps that hinder preparedness and resilience: limited cooling centers with adequate space and signage, public transit challenges during storm events, lack of emergency information in multiple languages, and difficulty navigating scattered resources. (City of Vancouver, 2025)

Resilience Rising engagement (pages 6 and 7) identified the following strategies that could be implemented to improve information, communication, and facilities:

- Build formal partnerships with community-based organizations that already serve vulnerable populations during emergencies. Fund their preparedness outreach, include them in emergency planning and drills, and ensure they have access to real-time updates and supplies.
- Develop neighborhood-scale pilot projects such as mobile clean air/cooling units in areas lacking brick-and-mortar shelters.
- Provide resilient public assets in East Vancouver since there are currently long travel distances to cooling centers and limited transit options.
- Incorporate accessibility and equity into facility design, such as signage and wayfinding in multiple languages, and proximity to public transit and walking paths.

In addition, the Asset Capacity Assessment identified improvement strategies such as:

- Provide backup power and HVAC resilience audits for all essential service facilities and shelters.
- Ensure that future planning efforts address WUI-specific fire risk, especially in relation to mobility constraints and critical facility access.

Other Climate Adaptation Strategy recommendations were to:

- Improve and increase access to cooling centers, clean air quality centers, and other resource centers during extreme climate events.
- Coordinate with the County to incorporate projected climate risks into future hazard plans.

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- Support safe environments at home and work during extreme climate events. (Hatch Planning and City of Vancouver, 2022)

Policies

A policy audit suggested Comprehensive Plan policy revisions and additions similar to those identified in the strategies above, as well as:

- Adopting additional policies to the Public Facilities and Services Element that include emergency operations.
- Incorporating strategies from the Natural Hazard Mitigation Plan into the Comprehensive Plan, such as determining critical government functions and establishing redundancy for these functions.
- Integrating the Vancouver 2018 Emergency Operations Plan strategies such as EMS, Fire, Police, and Debris Removal.

The **OUR VANCOUVER 2045** plan includes the following policy ideas:

- Develop plans and resources to ensure effective emergency response and equal access to emergency services and recovery resources mitigating risks from extreme weather, climate-related hazards, and social hazards. (Draft Policy 3)
- Support public safety through investment in emergency services, facilities, and coordinated preparedness efforts that strengthen community resilience and response. (Draft Policy 116)
- Coordinate with the Vancouver Fire Department and Vancouver Police Department to plan for expected growth, provide adequate facilities to equitably serve the community, and maintain the established levels of service. Communicate with service providers when planning transportation projects that may affect emergency vehicle access. (Draft Policy 130)

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Health & Well-being

Sector Overview and Assets

There are various factors in the built environment, natural environment, and public services that affect public health, many of which are likely to be impacted by climate change to some extent. Cross connections to other sectors reviewed in this assessment include Agriculture & Food Systems (food access), Buildings & Energy (safe and healthy housing), Economic Development (financial stability), Water Resources (water quality), Transportation (active transportation and air quality), and Zoning & Development (tree canopy and parks access). The Human Health sector itself is focused on healthcare services as well as the general health and wellbeing of residents.

Population health statistics for adults in Vancouver are similar to that of Clark County as a whole, with slightly higher rates of poor mental health and asthma and slightly lower rates of hypertension and diabetes than the county population. See Exhibit 59. With hypertension affecting almost a third of adults in Vancouver, poor mental health affecting almost a fifth, and asthma affecting more than a tenth, many individuals may be particularly sensitive to the health impacts of climate change, particularly extreme heat and extreme precipitation. (Hayden, 2023) (EPA, 2021)

Exhibit 60: Health Data for Vancouver and Clark County

Measure	Vancouver (% of adults)	Clark County (% of adults)
Hypertension (High Blood Pressure)	28.1%	29.2%
Asthma	11.5%	10.8%
Coronary Heart Disease	5.1%	5.3%
Chronic obstructive pulmonary disease (COPD)	6.3%	6.1%
Diabetes	8.8%	9.2%
Poor Mental Health (mental health not good for 14 days or more)	17.5%	15.8%
Poor Physical Health (physical health not good for 14 days or more)	11.7%	11.2%

Source: (CDC, 2024)

Individuals living with disabilities may also be more sensitive in a climate event due to health and medication needs, mobility challenges, and information accessibility. (Hayden, 2023) Approximately 9.7% of Vancouver residents are living with a disability (Design Workshop, 2024).

Children and older adults also tend to have more medical needs and be more sensitive to air quality, heat, and other climate impacts. 22% of the population is children and youth under age 18, including 6% of the population under age 5, and 16% of the population is over age 65 (Design Workshop, 2024).

Another key factor in human health is access to health insurance. The CDC estimates that 9% of adults aged 18-64 in Vancouver do not have health insurance, which is slightly lower than the national estimate of 11% (CDC, 2024).

Different parts of the Vancouver population are likely to experience varying health impacts due to climate change, based on existing health concerns and sensitivities, as shown in Exhibit 23.

Low income and non-White residents and residents with less than a high-school diploma are more likely to experience greater impacts due to climate change. This includes labor hour losses to extreme heat, traffic delays due to flooding, and new asthma diagnoses especially in children due to exacerbated air pollution. (EPA, 2021) See Exhibit 60 illustrating these conditions with a focus on Northwest populations.

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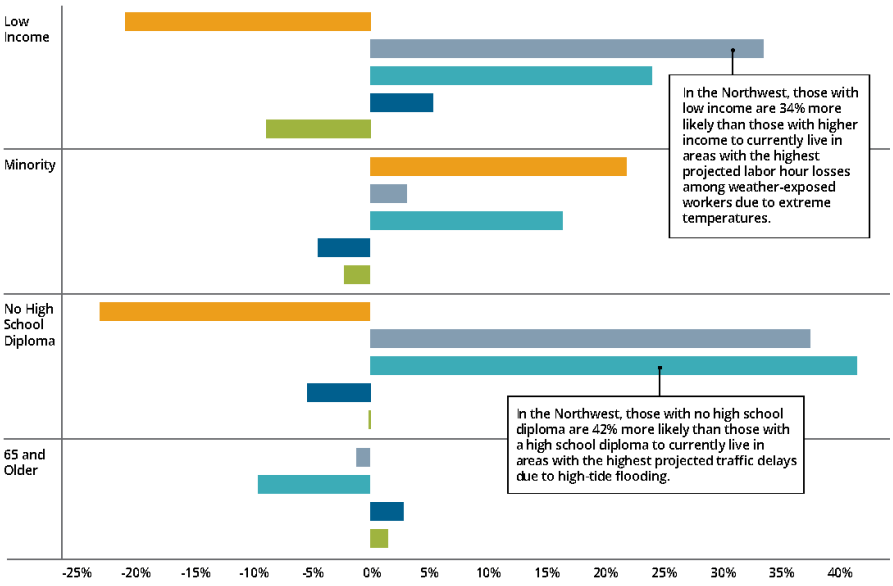
Exhibit 61: Differences in Risks to Socially Vulnerable Groups in the Northwest Relative to Reference Populations with 2°C of Global Warming

The estimated risks for each socially vulnerable group are relative to each group's "reference" population, defined as all individuals other than those in the group being analyzed. The estimated risks presented in the chart are for scenarios with 2°C of global warming (relative to the 1986-2005 average) or 50 cm of global sea level rise (relative to 2000). For the inland flooding analysis, the baseline is 2001-2020. Results for additional scenarios are provided in the respective chapters and appendices.



AIR QUALITY AND HEALTH*
New asthma diagnoses in children due to particulate air pollution.

EXTREME TEMPERATURE AND LABOR
Lost labor hours for weather-exposed workers.

COASTAL FLOODING AND TRAFFIC
Traffic delays from high-tide flooding.

COASTAL FLOODING AND PROPERTY
Property inundation due to sea level rise.

INLAND FLOODING AND PROPERTY
Property damage or loss due to inland flooding.

*Impacts not estimated for 65 and Older.

Source: (EPA, 2021)

Air quality is a health issue of particular concern in Vancouver. The Washington State Department of Ecology has identified Vancouver as an overburdened community due to elevated levels of $PM_{2.5}$ compared to the rest of the state, as well as rates of poverty, linguistic isolation, and unaffordable housing. (Washington Department of Ecology, 2023) Poor air quality has been linked to negative health outcomes in overburdened communities, including heart and lung disease, lower life expectancy, and older adult mortality.

The healthcare system in Vancouver includes two hospitals in Area 2 (PeaceHealth and Vancouver VA Medical Center), and one in Area 6 (PeaceHealth Southwest Medical Center) as well as clinics across the city. Pharmacies and health-related human services are also located throughout Vancouver.

Assets for human health in Vancouver include:

- Community wellbeing
- Healthcare system
- Hospital
- Pharmacies
- Clinics
- Health-related human services

Source: (Design Workshop, 2024)

Potential Impacts

Heat, wildfire, and smoke are the climate impacts most relevant to human health, per the UW Climate Impacts Group (UW Climate Impacts Group, 2024). Certain groups are more sensitive to these impacts than others. Healthcare infrastructure is also likely to be affected due to demands on the power grid and increases in medical needs, putting pressure on existing resources.

- The Health Sensitivity to Climate Index (see Exhibit 23) suggests the west and central areas are more sensitive than the east area.
- Equity scores (see Exhibit 20) vary across the city, with somewhat lower equity scores generally in the West area (with the exception of the Fruit Valley neighborhood, which has high equity scores or greater equity concerns). Equity scores are mixed throughout the rest of the city. High equity scores may indicate greater sensitivity to health impacts of climate change.
- Warmer summers are expected to increase concentrations of air pollutants, such as ozone and some vector-borne illnesses. This could amplify existing air quality concerns in Vancouver.

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- An increase in the number of days with a maximum humidex above 90°F and increase in the number of nights with minimum humidex above 65°F are expected to increase heat-related deaths, illness, and hospitalizations. This directly affects public health as well as healthcare systems.
- More frequent wildfires in the region could reduce human health through loss of life, injury and reduced mental health associated with displacement. Poor air quality due to more wildfire smoke can cause adverse respiratory health effects. Increased healthcare needs during such events could put pressure on medical facilities and staff.
- Individuals with existing health conditions, children, and older adults are likely to be more sensitive to heat and smoke events.
- Renters may be more susceptible to heat and smoke risks given less control over making improvements to their homes, such as insulation and air conditioning systems.
- People living in lower-quality housing with minimal insulation will be less able to cool their homes during heat events and may be more susceptible to smoke exposure. Households with lower incomes are likely to be affected more by the cost of increased energy needs for cooling. Adaptive strategies such as air conditioners and air filtration systems may also not be affordable to them.
- Regional assessments have found that many existing community facilities do not meet the filtration or ventilation standards necessary to serve effectively as clean air shelters (Adaptive Capacity Assessment, 2025).
- Individuals experiencing homelessness are especially vulnerable to heat and smoke as they have limited access to safe shelter.
- Individuals with disabilities and mobility challenges may experience barriers to accessing cooling centers or other refuges during heat and smoke events.
- Workers in outdoor professions, such as construction, agriculture, and outdoor recreation, are likely to be more exposed to heat and smoke and have little flexibility in addressing those conditions (see Economic Development).
- High energy demand for cooling could strain the power grid and contribute to outages, which would directly expose more people to heat as their cooling systems go unpowered.
- Households with limited English proficiency may not receive important information about heat and smoke events and available resources if messages are not translated into their primary language.

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Adaptive Capacity

Existing programs and conditions in Vancouver can support adaptive capacity to heat, wildfire, and smoke events in the context of human health.

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As energy demands go up to cool homes and preserve indoor air quality, home energy efficiency will be increasingly important to the physical and financial health of Vancouver households. Clark Public Utilities offers various rebate and incentive programs for energy efficiency improvements. The Weatherization Assistance Program (WAP) is also a resource available to low-income families to reduce energy costs through improved efficiency.

Several resources already exist to meet immediate needs during heat and smoke events, including community centers and libraries, which can serve as unofficial cooling centers and hubs during heat and smoke events, and temporary cooling centers in collaboration with area churches and other organizations. C-TRAN does not turn anyone away riding to a cooling center. If passengers tell the driver they are going to a cooling center, fares are not enforced. Buses also have air conditioning.

Southwest Clean Air Agency monitors air quality and issues advisories when air quality is poor during smoke events. This connects communities with information they can use to better protect themselves.

Areas of the city with more tree canopy cover are likely to experience lower, safer temperatures during extreme heat events. According to Tree Equity Score, canopy cover varies greatly across the city, with some areas having as low as 8% cover while others have almost 50% cover (Tree Equity Score, 2024). The City's urban forest strategy proposes to increase tree canopy citywide and in equity priority areas. (City of Vancouver, 2023) The City's Treefund and the nonprofit Friends of Trees both provide low-cost trees for planting on private property. (City of Vancouver, 2024)

Hospitals are typically equipped with emergency generators to ensure continuity of services during power disruptions. However, greater frequency of power outages due to increased energy use during heat events could lead to greater emergency energy needs at medical facilities.

Vulnerability Summary

Communities with higher health conditions are expected to have higher vulnerability to extreme heat as well as smoke. Blocks with the combined higher heat and higher health conditions are a greater priority and are found in Areas 2, 3b, 4, and 6. The east side has greater tree canopy cover, which may provide some relief in extreme heat. See Exhibit 61.

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Exhibit 62: Vulnerability by Census Tracts – Health & Well-being

Census Tract	Area	Heat Exposure	Flooding/ Precipitation Exposure	Smoke/Air Quality Exposure	Overall Exposure	Health Conditions	Equity Index
53011041005	1	Medium-high	Higher	Lower	Higher	Higher	Higher
53011042400	2	Higher	Higher	Medium	Higher	Higher	Higher
53011041111	3b	Medium-high	Medium	Medium	Medium-high	Higher	Higher
53011041113	3b	Higher	Medium-high	Medium-low	Medium-high	Higher	Higher
53011041114	3b	Higher	Medium	Medium-low	Medium-high	Higher	Higher
53011041600	4	Medium-high	Higher	Medium	Higher	Higher	Higher
53011042700	4	Medium-high	Higher	Medium	Higher	Higher	Higher
53011041206	6	Higher	Medium-low	Medium-high	Medium-high	Higher	Medium-high

Source: See Chapter 2 for indicators and methods. BERK, 2025.

Areas 5 and 6 also have hospitals that would feel the effects of greater demand for services; see Economic Development.

Exhibit 63: Risk Summary – Health & Well-being

Likely Climate Impacts in next 10+ years				Magnitude Of Loss			City Responsibility			Vulnerable Communities			Areas Most Affected								
Heat	*Fire*	*Precip*	*Drought*	*Less*	*More*	*Most*	*Less*	*More*	*Most*	*Less*	*More*	*Most*	1	2	3A	3B	4	5	6	7	8

Source: BERK, 2025.

Gaps and Opportunities

Engagement and Strategies to Improve Adaptive Capacity

A previous survey as part of the Clark County Community Needs Assessment found that getting to services, including physical health services, was among the top barriers to social services access (Clark County Public Health, 2024). Climate planning engagement found similar concerns about access to facilities during emergencies due to infrastructure challenges, lack of information or neighborhood connection, and identified improved strategies:

- Increase public awareness of health and safety precautions in the event of extreme climate events. (Hatch Planning and City of Vancouver, 2022)
- Coordinate with local health departments to address impacts of poor air quality on frontline communities. (Hatch Planning and City of Vancouver, 2022)

- Work with community-based organizations and local leaders to organize neighborhood specific community preparedness, through providing meeting spaces, direct funding, information sharing or other mechanisms. (City of Vancouver, 2025)
- Residents suggested spaces (schools, churches, vacant commercial buildings) that would function best as resilience hubs based on community trust and accessibility. (City of Vancouver, 2025)
- In high-risk neighborhoods (e.g. Fruit Valley in the west, the Fourth Plain corridor in the central city, and parts of east Vancouver), the City's Homeless Assistance and Resources Team (HART) team can partner with public health and community organizations to conduct wellness checks on at-risk residents during heat waves or smoky wildfire days. They should also assist with disseminating climate emergency alerts – heat warnings, evacuation orders, air quality advisories – making sure these reach non-English-speaking populations and those with limited access to media. (City of Vancouver, 2025)

See also Emergency Management and Transportation for additional strategies to support and connect communities to essential services.

Policies

A policy audit of the Comprehensive Plan and other City plans showed some policies addressed human health in the context of climate hazards. The audit suggested policy revisions such as:

- Add more language around climate justice and equitable distribution of cooling centers, clean air quality centers, and other resources.
- Explicitly address climate resiliency of assets such as trails and green infrastructure.

Policies developed for the Our Vancouver 2045 plan recognize the underlying health disparities that can make communities more vulnerable to ongoing stressors as well as climate impact events such as extreme heat or adverse air pollution:

- Mitigate the impacts of air, water, heat, noise, and light pollution, with a focus on areas with high environmental health disparities. (Draft Policy 22)
- Broaden access to essential healthcare and services in underserved populations and address built environment causes of health disparities. (Draft Policy 49)

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Ecosystems

Sector Overview and Assets

Extreme heat, drought, flooding, and wildfire could harm ecosystems in Vancouver and the services that nature provides such as food, water filtration, shade, recreation, and more. Ecosystems in Vancouver including the landscape, habitats, and other critical areas are described below and mapped in Exhibit 63.

An ecosystem is a geographic area where plants, animals, and other organisms, as well as weather and landscapes, work together to form a bubble of life. (National Geographic, 2024)

Geologic Hazards

Vancouver is located within a geologic province called the Portland Basin, in the northern terminus of the Willamette Lowland in Oregon. The city largely has a flat terrain due to ancestral flooding along the Columbia River, although there are areas of steep slopes, landslides, erosion, and liquefaction hazard areas along portions of the Columbia River, Burnt Bridge Creek, and Vancouver Lake. (Washington Department of Natural Resources , 2024) (WSP USA, 2023)

Water Resources

Vancouver is located in the Salmon-Washougal Watershed known as Water Resource Inventory Area (WRIA) 28. Most of Vancouver is contained in the Burnt Bridge sub-basin and to a lesser degree in the Salmon and LaCamas subbasins on the north and east respectively. Within the basin, growth, agriculture, and other consumption have resulted in lower stream flows and groundwater impacting fisheries. The Department of Ecology notes: *The impacts of climate change in WRIA 28 are also yet to be fully realized. However, it is apparent that water availability is limited throughout the Salmon-Washougal Watershed.* (Ecology W. D., WRIA 28 Salmon-Washougal Watershed Water Availability, 2023)

Major surface waters in Vancouver include the Columbia River, Vancouver Lake, and Burnt Bridge Creek. Frequently flooded areas in the City are found along these major surface waters, and areas between Vancouver Lake and the Columbia River. Other streams include Salmon Creek, Love Creek, Curtin Creek, Fisher Creek, and others. (WSP USA, 2023) The Columbia River, Burnt Bridge Creek, Salmon Creek, Curtin Creek and Vancouver Lake are on the 303d list for water quality impairments such as temperature, sediment, and more.

Vancouver Lake is about 2,600 acres in size and is relatively shallow and is used for recreation. Following flood control structures being placed on the Columbia River, the lake was cut off from the river. A river connection was restored to promote flushing to improve

water quality. Despite dredging and the addition of the flushing channel in the early 1980s, water quality issues remain with algae blooms. A 2014 study helped develop water and nutrient budgets for the lake. (Foreman, 2014) An economic impact study has identified a desire for increasing algae control and flushing, allowing for watercraft passage from the Columbia River, and adding l recreation facilities. (Friends of Vancouver Lake, 2020) Legislative appropriations have supported a phase 1 long-range plan ($150,000) and a phase 2 one-time implementation effort ($330,000). (Clark County Public Works, 2024)

Wetlands and Riparian Areas

Significant wetlands include the Water Resources Education Center Wetlands along the Columbia River, the restored wetlands in the Burnt Bridge Creek Greenway, and those near Vancouver Lake. The Port of Vancouver has established a 154-acre wetland mitigation bank.

Although there has been riparian enhancement along Burnt Bridge Creek, there are stretches that lack sufficient vegetation and shading, which can lead to increased water temperatures and reduced water quality. (City of Vancouver, 2021) (Port of Vancouver, 2024)

Habitats

Priority habitats in Vancouver include riparian areas, freshwater wetlands, Oregon white oak woodlands, and other biodiversity areas (primarily along Burnt Bridge Creek). (WSP USA, 2023) In or near Vancouver, the Washington Department of Fish and Wildlife has identified priority species including bald eagles, western grey squirrel, chum salmon, chinook salmon, coho salmon, steelhead, great blue heron, peregrine falcon, purple martin, and leopard dace. Bull Trout, along with chum and coho salmon and steelhead, are also listed under the federal Endangered Species Act (ESA). The Columbia River, Lake Vancouver, Burnt Bridge Creek and their shorelines are the primary habitat for most listed species. (City of Vancouver, 2021)

Tree Canopy

Trees are an important part of Vancouver's natural and urban setting. As of 2021, tree canopy currently covers 18.9% of Vancouver' land area. There is a possible planting area of 31.8%. While most neighborhoods have between 16 and 20% tree canopy, about 13 neighborhoods have between 5 and 15% canopy. The citywide goal is 28%. (City of Vancouver, 2023) While more designated habitat is located in the west and south along Lake Vancouver, Burnt Bridge Creek, and the Columbia River, tree canopy is more present in eastern Vancouver. See Zoning & Development for additional information on tree canopy.

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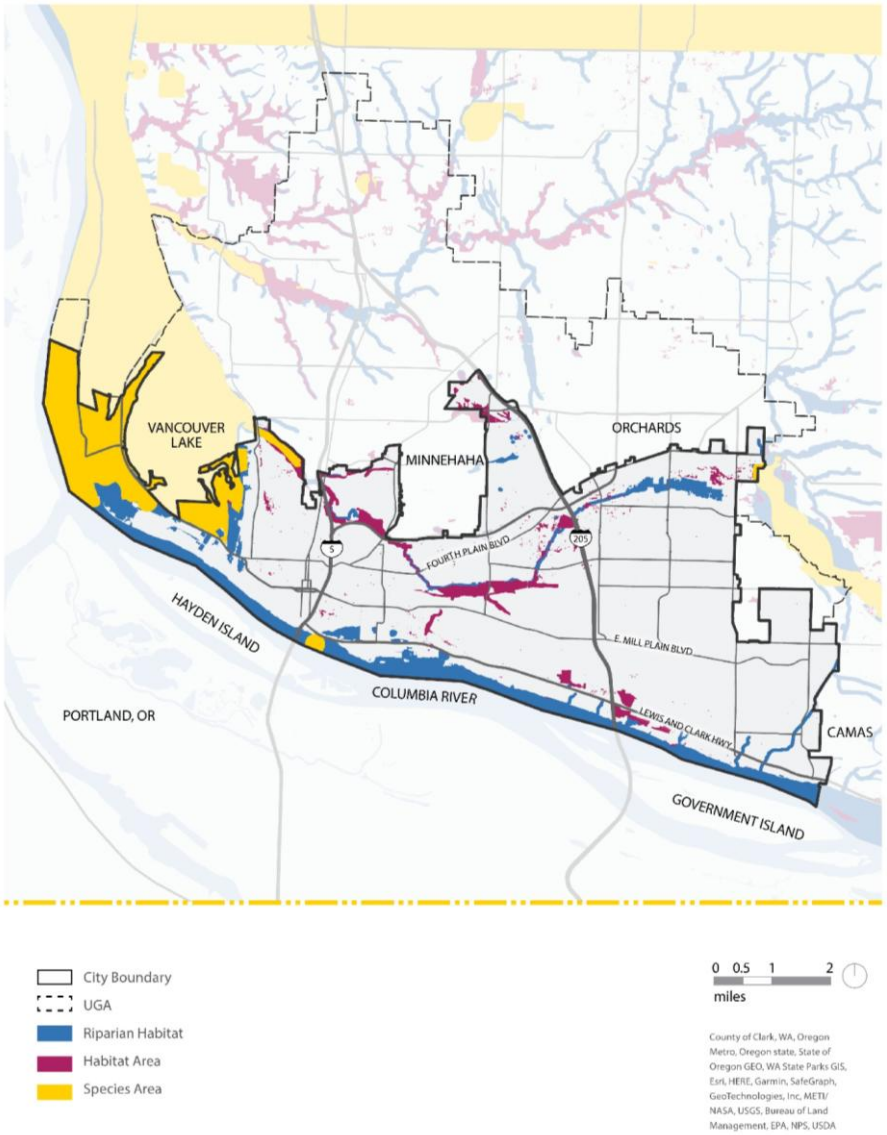
Exhibit 64: Critical Areas in Vancouver



Source: WSP, 2025.

Potential Impacts

A best available science technical report (WSP USA, 2023) identified potential impacts of climate change to the City's critical areas including extreme precipitation and flooding in existing and future floodplains: As the impacts of climate change become more prevalent, floods are expected to become more frequent. The study recommended that Vancouver consider the future flow floodplain at buildout, the potential effects of climate change, and the effects of increasing impervious surfaces when designating frequently flooded areas (WAC 365-190-110). The study also suggested the City consider regulating severe risk channel migration zones as floodways, where new development is generally not allowed.

Increased stream flows can scour streams, increase sedimentation, and damage riparian areas. Wider culverts may be needed to support fish passage. Lower summer stream flows can reduce fish habitat quality. Some of the present water quality impairments could worsen, increase pathogens, and harm native cold-water fish. Algal blooms could increase in Lake Vancouver or other freshwater bodies. (Raymond, 2022) (Shirk, 2021) (Rentz, 2020)

Due to reduced summer precipitation, average August stream temperature is anticipated to increase in some Vancouver streams by 2040:

- 20.9 °C Burnt Bridge Creek
- 18.4 °C Fisher Creek
- 23.1 to 23.6 °C Columbia River

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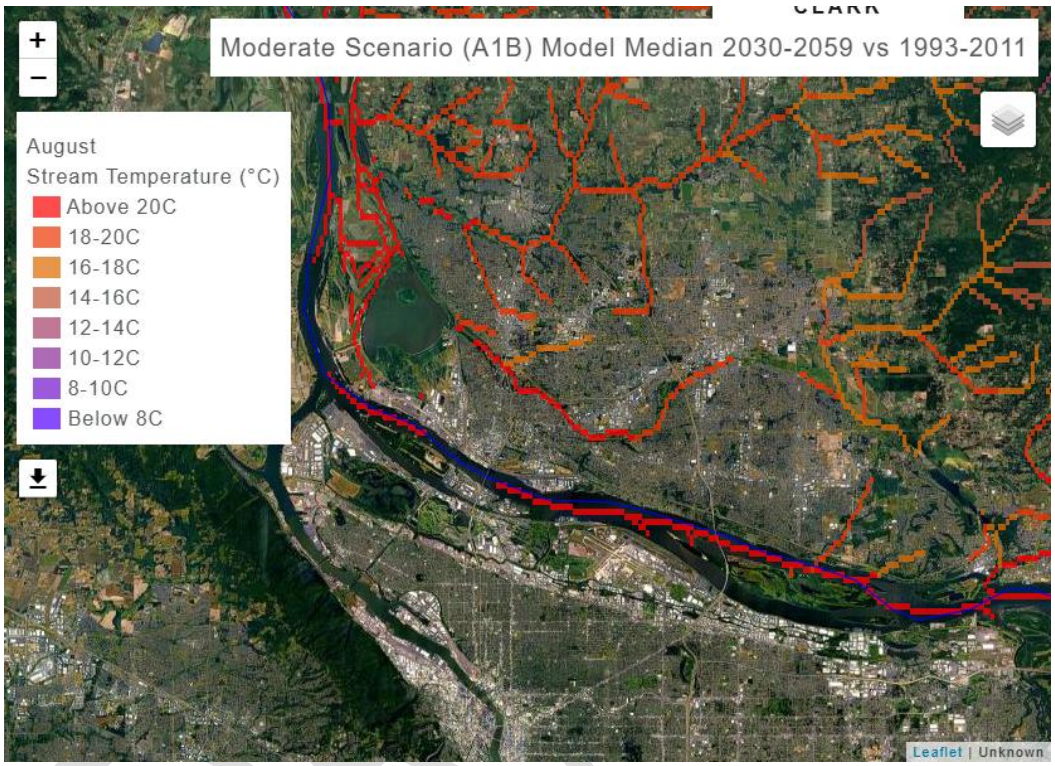
Exhibit 65: August Stream Temperature – 2030-2059



Source: (Raymond, Climate Mapping for a Resilient Washington, 2022)

Wetlands could be harmed by changes in the amount and timing of precipitation, or changes in peak flows where associated with floodplains. (Shirk, 2021)

Increased heat and drought can impact tree canopy that may not be acclimated to changing conditions. This could exacerbate the heat island effect.

> *Urban trees already have an uphill struggle to reach their maximum size and function due to the competition for space, elements of an urban environment, vandalism, pests and diseases, among other factors and stressors. Abnormally high temperatures and prolonged heat can have a negative impact on established trees especially those not acclimated or unable to adjust to these changes. (City of Vancouver, 2023)*

Shifts in seasonal temperature and precipitation could alter the range of Oregon white oak, Douglas-fir and other species and lead to pest and disease outbreaks. (Mauger, et al., 2015) Oregon white oaks are tolerant to drought and periodic wildfire may facilitate sprouting of oak, but frequent fire could damage soil and allow for invasive species. (Hudec, Halofsky, Peterson, & Ho, 2019) (WSP USA, 2023)

Adaptive Capacity

Ecosystem policies can support both adaptation and climate mitigation per Exhibit 65.

Similar to adaptation measures in the graphic, the City's provides robust regulations to protect ecosystems:

- The City regulates the protection of critical areas and shorelines. Vancouver is proposing to increase required stream buffers to match state recommendations regarding site potential tree height. (City of Vancouver, 2024)
- The City is proposing updated standards for wetland buffers and associated habitat corridors. (City of Vancouver, 2024) Less disturbed wetlands can support carbon sequestration to help reduce GHG emissions. (WSP USA, 2023)

The City recently updated its Urban Forestry Management Plan and last amended its tree protection regulations in 2023 (VMC 20.770). (City of Vancouver, 2023)

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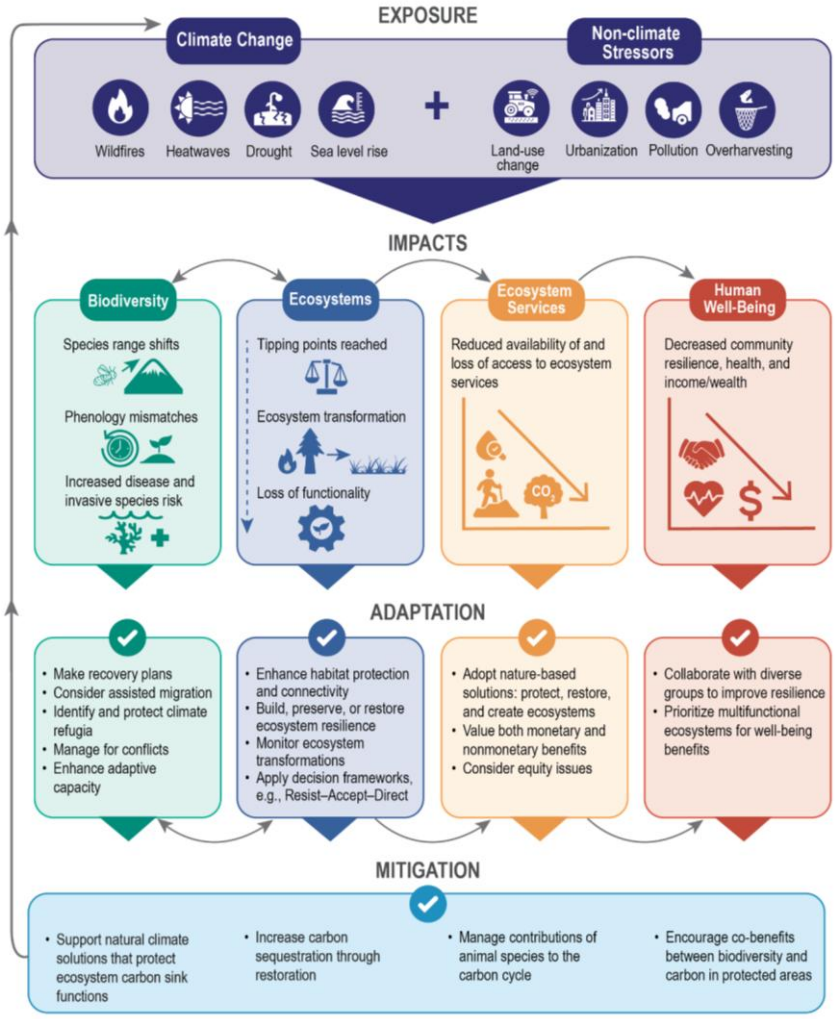
Exhibit 66: Climate Change and Ecosystems, Biodiversity, and Ecosystem Services



CAPTION: Species and ecosystems respond to pressures in different ways, such as shifting their locations or transforming into new, often degraded systems less able to provide ecosystem services.(Weiskopf et al. 2020) Adaptation measures can help species and ecosystems cope with some climate impacts but are not always going to be effective or feasible, requiring increasingly difficult decisions on what resources to prioritize and what changes to accept.(Prober et al. 2019) Adapted from Lipton et al. 2018.(Lipton et al. 2018) (McElwee, 2023)

Vulnerability Summary

A tract-level matrix of vulnerability for ecosystems is provided in Exhibit 66. Sensitive ecosystems with exposure to extreme heat, drought, or extreme precipitation include Vancouver Lake in Area 1, Burnt Bridge Creek in areas 2, 4, 6, and 7, and the Columbia River in Areas 1, 2,5, 6, and 8. For these waterbodies and shorelines, there has been progress towards enhancement and restoration but there are still water quality concerns. Vulnerability to climate change is high and the cost to improve water resource functions is also high to fulfill lake management plans, watershed plans, and stormwater plans.

In Area 3A, the exposure is considered Medium-Low and none of the individual exposures are "higher."

Oak Tree habitat is found in Area 5 at Fort Vancouver as well as scattered in other areas. Tree canopy and wildland urban interface is anticipated to be at greater risk in Areas 7 and 8. Providing for wildland urban interface policies and regulations could improve adaptive capacity.

> Climate change is having variable and increasing impacts on ecosystem services and benefits, from food production to clean water to carbon sequestration, with consequences for human well-being (very likely, high confidence). Changes in availability and quality of ecosystem services, combined with existing social inequities, have disproportionate impacts on certain communities (very likely, high confidence). Equity-driven nature-based solutions, designed to protect, manage, and restore ecosystems for human well-being, can provide climate adaptation and mitigation benefits (likely, medium confidence). (McElwee, 2023)

Exhibit 67: Vulnerability by Census Tracts – Ecosystems

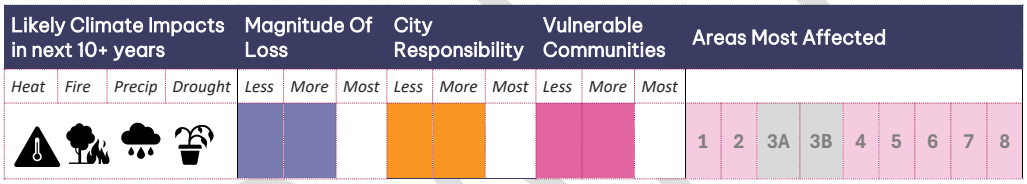
Census Tracts	Subarea	Heat Exposure	Flooding/Precipitation Exposure	Smoke/Air Quality Exposure	Overall Exposure	Health Conditions	Equity Index	Riparian	Habitat	Species
53011041005	1	Medium-high	Higher	Lower	Higher	Higher	Higher	X		X
53011042400	2	Higher	Higher	Medium	Higher	Higher	Higher	X		
53011041003	2	Lower	Medium-high	Higher	Medium-low	Medium-low	Lower		X	X
53011041011	3a	Medium-low	Medium-high	Medium-low	Medium-low	Medium-low	Medium	X	X	
53011041107	3b	Medium-low	Higher	Medium-low	Medium	Medium	Lower	X	X	
53011041203	4	Medium-high	Medium-high	Medium	Medium-high	Medium-high	Medium-high	X	X	
53011041600	4	Medium-high	Higher	Medium	Higher	Higher	Higher	X	X	
53011042601	5	Medium-high	Higher	Medium-high	Higher	Medium	Medium	X		X
53011042602	5	Medium-high	Medium-low	Medium-high	Medium	Medium	Medium-low	X	X	
53011041205	6	Medium-high	Higher	Medium-high	Higher	Medium-high	Higher	X	X	
53011041208	6	Lower	Medium	Higher	Medium-low	Medium	Lower	X	X	
53011042800	6	Lower	Lower	Medium-high	Lower	Medium-low	Lower		X	
53011041312	7	Higher	Higher	Medium-low	Higher	Medium-high	Higher	X	X	

Census Tracts	Subarea	Heat Exposure	Flooding/Precipitation Exposure	Smoke/Air Quality Exposure	Overall Exposure	Health Conditions	Equity Index	Riparian	Habitat	Species
53011041313	7	Medium-high	Medium-high	Medium	Medium-high	Medium-high	Higher	X	X	
53011041334	7	Lower	Higher	Higher	Medium	Lower	Lower	X	X	X
53011041326	7	Medium-low	Higher	Higher	Medium	Medium-low	Medium	X	X	
53011041309	8	Medium-low	Medium	Higher	Medium-low	Medium-high	Medium-high	X	X	

Source: See **Chapter 2** for indicators and methods. BERK, 2025.

Based on the evaluation above, the risk of climate impacts to ecosystems is shared in **Exhibit 67**.

Exhibit 68: Risk Summary – Ecosystems



Source: BERK, 2025.

Gaps and Opportunities

Engagement and Strategies to Improve Adaptive Capacity

Some strategies that could improve ecosystem resilience were identified through climate planning efforts with the community and an interdepartmental team:

- Implement land use planning policies for flood mitigation. This included actions to review regulations such as stormwater and critical areas, and potentially addressing a flood protection overlay zone. (Hatch Planning and City of Vancouver, 2022)
- Consider controlled burns or mechanical thinning in larger natural parks to reduce accumulated fuel (in coordination with fire authorities and when weather permits safe burning) – this can actually improve ecosystem health while lowering wildfire risk. (City of Vancouver, 2025)
- Use parks as venues for climate education: interpretive signs about drought-resistant gardens, or a pilot plot showing a native meadow vs. conventional lawn and explaining water savings. (City of Vancouver, 2025)

Future engagement regarding ecosystem assets could include:

- Watershed sub-basin conditions and identifying priorities by engaging with watershed planning units.
- Prioritizing fish passage barrier removal, enhancing biodiversity corridors, and adding green infrastructure.
- Collaborating with overburdened communities to identify their priority environmental improvements. For example, Vancouver's Resilience Rising and Adaptive Capacity Assessment identified some potential pilot projects for stormwater projects with urban greening and rain gardens (City of Vancouver, 2025) and food forests or edible landscapes in heat-impacted areas (City of Vancouver, 2025)

Policies

A number of Comprehensive Plan policies or Climate Action Framework strategies address ecosystem protection and enhancement. Amended policies could further address:

- Habitat protection for salmonids and listed species by addressing potential impacts to salmon species due to climate change.
- GHG reduction, climate-exacerbated impacts to a policy addressing air quality protection and enhancement.
- Increased frequency/risk of hazards due to climate change (e.g., extreme precipitation) to a policy addressing geologic hazards.
- Issues of insects, invasive species, and increased ecosystem impacts due to climate change related stresses.
- Risk of water quality degradation due to climate change impacts.
- Flood management with green infrastructure and setbacks and protection where necessary.

The **OUR VANCOUVER 2045** plan addresses many of these concepts:

- Ensure that buildings contribute to the City's greenhouse gas reduction goals, protect occupants from climate hazards and extreme weather, and minimize harm to wildlife and natural ecosystems. (Draft Policy 6)
- Focus on improving water quality and prevent flooding through managing stormwater flows, encouraging natural filtration of precipitation to ground water, reducing runoff, mitigating flood risks by advancing systems that manage stormwater effectively, and enhancing local water quality in the watershed. (Draft Policy 10)

- Take inventory of and protect climate refugia, and fish and wildlife habitat needs for species under stress from climate change. (Draft Policy 15)
- Protect and preserve significant cultural, historic, archeologic, and ecologic community resources. Promote preservation, restoration, and rehabilitation of historic and architecturally significant structures. (Draft Policy 107)
- Support a healthy urban ecosystem by embedding pollinator habitat into public and private development, prioritizing pesticide-free landscaping, enhancing biodiversity, and connecting natural spaces across the city through pollinator-friendly plantings. (Draft Policy 107)

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Transportation

Climate related hazards have the potential to negatively impact transportation services necessary for other sectors like Zoning and Development, Economic Development, Emergency Services, and more. Roads, sidewalks, bridges, and transit facilities are vital to maintain access and connectivity for a resilient transportation system.

Sector Overview and Assets

Transportation assets include three major highways such as Interstates 5 and 205 as well as Washington State Routes 14 and 500, transit centers that connect large swaths of the city with services via bus include the VA, 99th street, Fisher's Landing, Mill Plain, and Vancouver Mall Transit Centers. See Exhibit 68. Major roads that are considered part of the regional emergency transportation routes are shown in Exhibit 69 with several locations in floodplains such as Areas 1, 5, 6, and 7.

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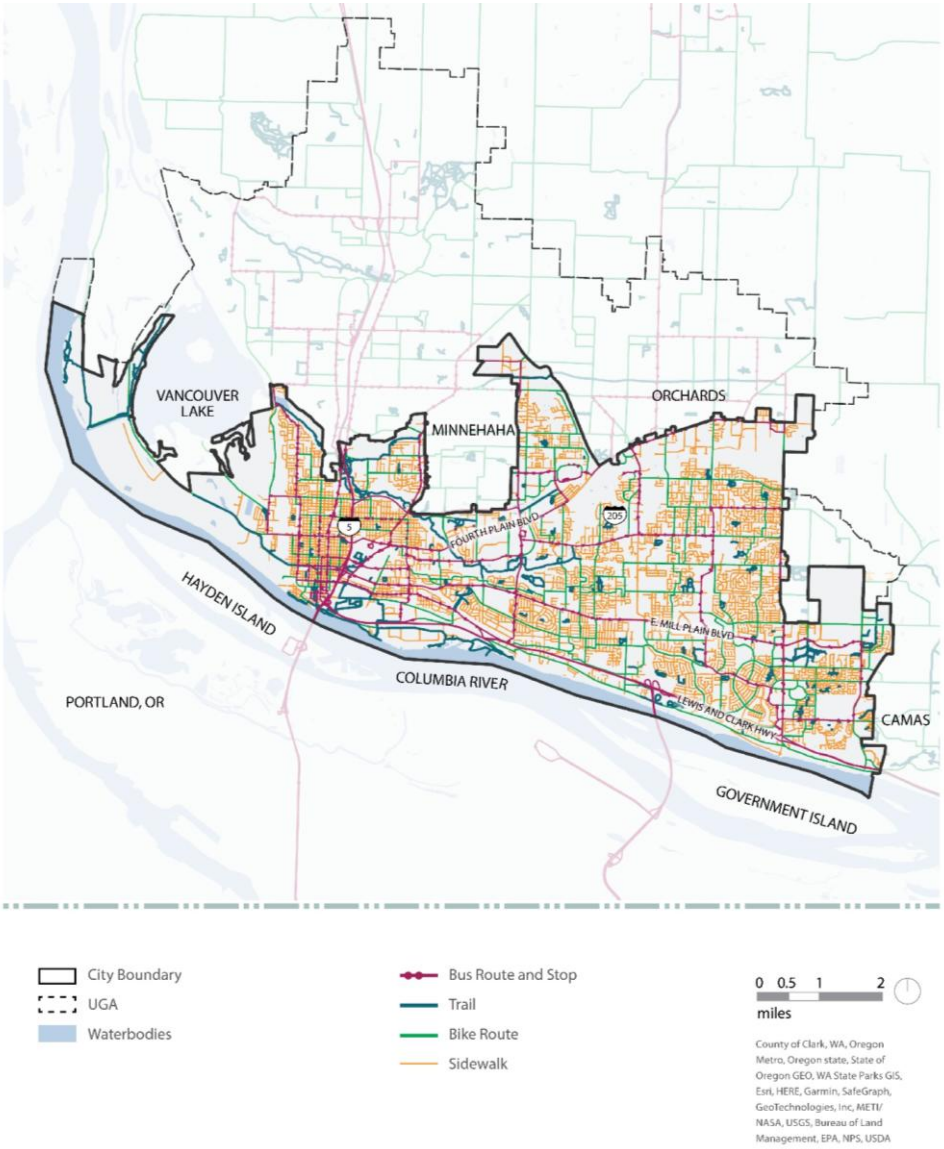
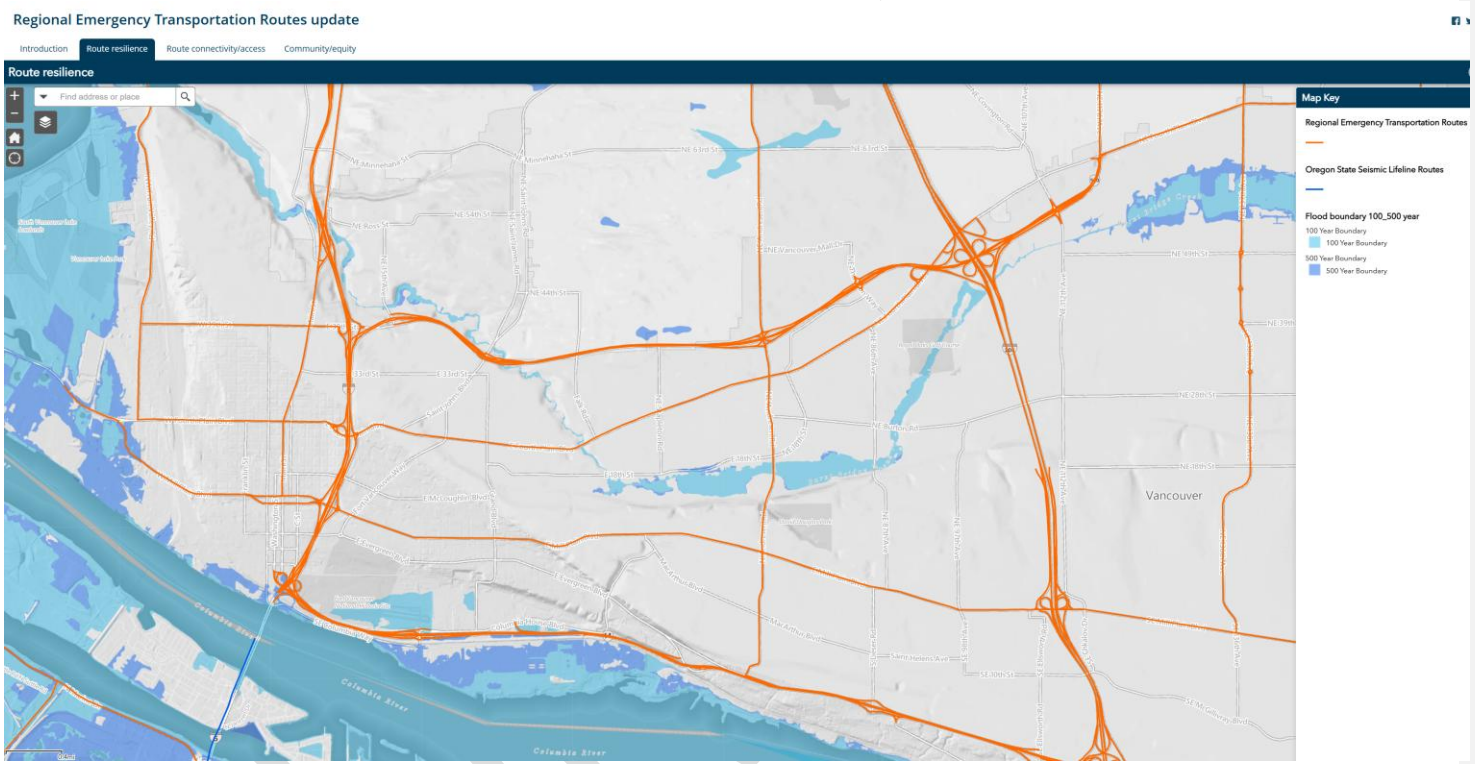
Exhibit 69: Multimodal Transportation Assets in Vancouver



Source: (Design Workshop, 2024)

Exhibit 70: Regional Emergency Transportation Routes in Vancouver Area and Floodplains

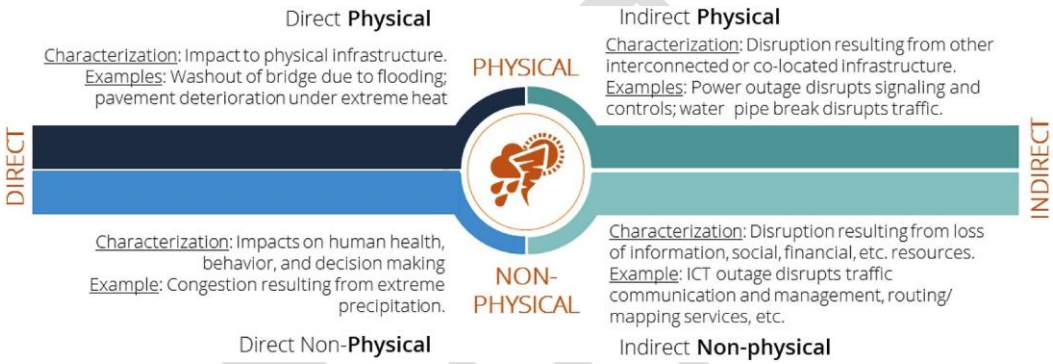


Source: (RDPO, 2024)

Potential Impacts

Bike, pedestrian, and vehicular infrastructures are susceptible to roadway flooding and damage from extreme heat and precipitation that can impact the ability of residents to reach grocery stores, hospitals, and several other vital resources during climate related events. Examples of physical and non-physical transportation system impacts are described in Exhibit 70.

Exhibit 71: Direct and Indirect Climate Change Impacts to Transportation Infrastructure



Source: (Samuel A. Markolf, 2019)

Extreme precipitation can create roadway flooding hazards that have major impacts on transportation routes, damage infrastructure and increase maintenance and repair costs. These specific impacts are limited in exposure for a majority of the city per FEMA flood risk mapping (FEMA, 2021) and Vancouver's Annex to the 2023 Clark Natural Hazard Mitigation Plan (Clark Regional Emergency Services Agency, 2023), but can more severely impact the east and central areas as shown in Exhibit 17. Wildfire related hazards such as smoke and roadside brush fires could increase in likelihood and severity. These specific hazards can disrupt travel by increasing road closures from roadside brush fires near the wildland urban interface (Washington State Department of Natural Resources, 2024), and delaying time sensitive roadway maintenance for the sake of protection of outdoor workers (L & I, 2022).

Wildfire smoke events can create additional health impacts for vulnerable populations that may be dependent on transit and non-motorized transportation. In cases such as this, seeking medical attention can create additional exposures and worsen existing conditions. Additional information on wildfire smoke related health hazards can be found in the Health & Well-being section of this document. While exposure to wildfire smoke and extreme heat impact largely the same vulnerable segments of the population, there may be fewer

transportation resources and services available for vulnerable communities seeking refuge from poor air quality.

Extreme heat events may lead to roadway and sidewalk damage as a result of prolonged exposure of asphalt and concrete to extreme heat. The risk of this potential impact is low but the impact is quite high as it will increase maintenance requirements and costs while preventing effective transportation for emergency personnel or those needing to access their services (Fischels, 2021). Extreme heat can also put strain on public transportation assets during acute heat events both in infrastructure assets and in demand since public transportation is a common refuge for some low-income individuals as well as those needing to access emergency cooling shelters (City of Vancouver, 2024).

Adaptive Capacity

Vancouver's transportation network is not particularly vulnerable to climate change related hazards when compared with other sectors.

However, the transit network does have a proportionally high number of capital facilities that are vital to the connectivity, health, and safety of the City that, if damaged, could result in severe disruptions to service provision and human health.

The City is at a low risk of erosion and severe riverine flooding impacting roadways, transportation facilities, and bike lanes per the City's 2023 *Natural Hazard Mitigation Plan*. Other hazards such as extreme heat, wildfire smoke, and extreme precipitation leading to acute stormwater flooding could inequitably limit transportation to areas of the city that already have transportation challenges. One example of this is the high potential for active trips (any travel that is not a single occupancy private vehicle) in areas at the highest risk for urban heat island effects. This could damage the potential for non-drivers to reach necessary services and also limit the impact of GHG reduction goals and policies that seek to reduce the overall VMT in personal vehicles and encourage active transportation.

Commuters could be impacted by urban flooding with extreme precipitation, or a lack of power due to energy demand exceeding network capacity during extreme weather (e.g., heat dome). Emergency evacuations could disrupt both workers and residents. Regional emergency plans addressing cross county and cross state road networks are under update as described under Economic Development.

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A summary of adaptive capacity (high and low) conditions are noted below:

- Transportation system access could be limited for several groups:
  - Non-drivers may be unable to access transportation infrastructure without risking exposure to climate hazards. For example, there may be public transit challenges during storm events. In addition, in East Vancouver, there are limited transit options. (City of Vancouver, 2025)Individuals with disabilities and mobility challenges may experience barriers to accessing cooling centers or other refuges during heat and smoke events without risking prolonged exposure. These challenges were reinforced through the Resilience Rising engagement in 2025, which identified inequitable access to resources like air conditioning, clean air shelters, and public cooling infrastructure in part due to transportation limitations for seniors, youth, and people with disabilities. (City of Vancouver, 2025)
  - Outdoor laborers working on transportation construction projects may have negative health impacts associated with prolonged exposure to wildfire smoke or extreme heat. As climate conditions worsen it is possible that fewer individuals are willing to work in the field of transportation construction which could increase overall costs and delay construction projects significantly without proper protections put in place.
- Plans, programs, and policies that can address climate impacts and improve resilience include:
  - Pedestrians and Bicyclists including access to transit:
    - Areas of the city such as in the east with more tree canopy cover are likely to experience lower, safer temperatures during extreme heat events. See Zoning & Development for more information by neighborhood.
    - Specific reference to “comfortable” last mile transportation to connect pedestrian and bike infrastructure with C-TRAN network to serve all communities’ transportation needs at each step of their journey even during adverse weather conditions.
    - Vancouver’s Climate Action Framework specifically seeks to mitigate inequity in C-TRAN network by shifting trips to active modes of transportation through network improvements targeted at transit dependent and historically poorly served communities in Vancouver.
    - C-TRAN has a policy of not turning anyone away riding to a cooling center.

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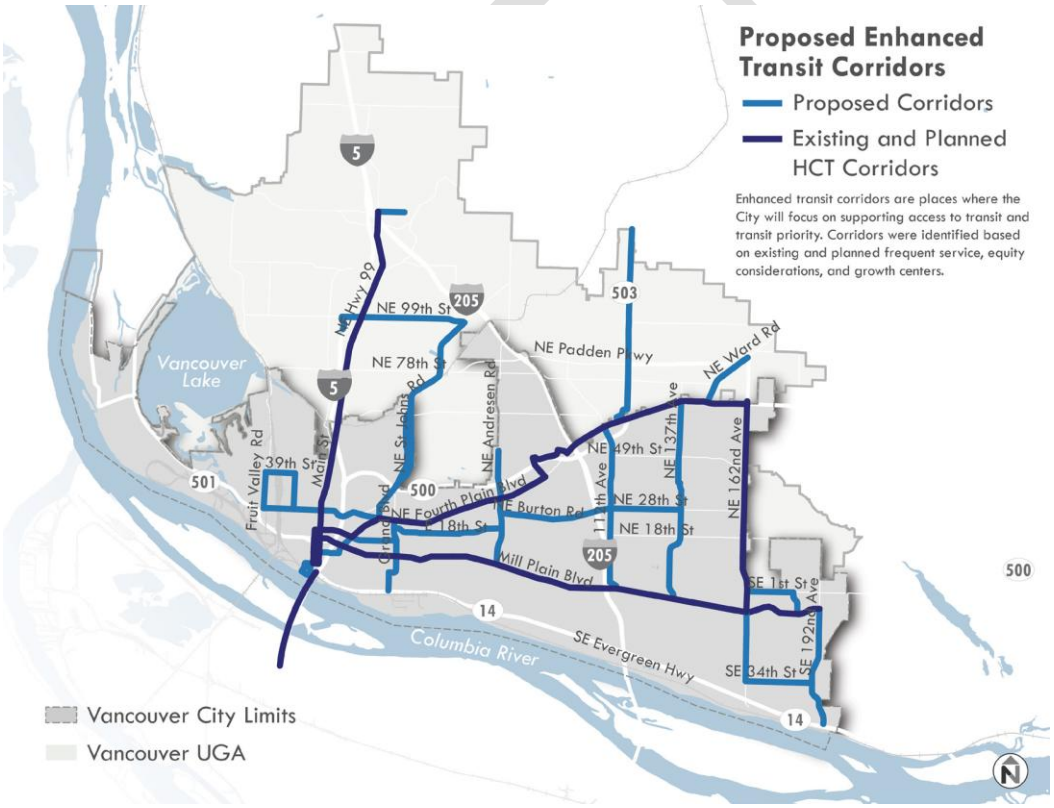
- Transit System Sustainability and Resilience:
  - C-TRAN has a Sustainability Policy, and a transition plan to have zero-GHG emissions by 2043 by adding more electric buses. (C-TRAN, 2022)
  - Clark Regional Emergency Services Agency (CRESA) plans to partner with C-TRAN to identify climate-vulnerable infrastructure and retrofit it to ensure longevity of service and to reduce capital project needs.
  - Vancouver's Transportation System Plan identifies existing and planned transit routes. See Exhibit 71.

Exhibit 72: Transit Corridors, Existing and Proposed

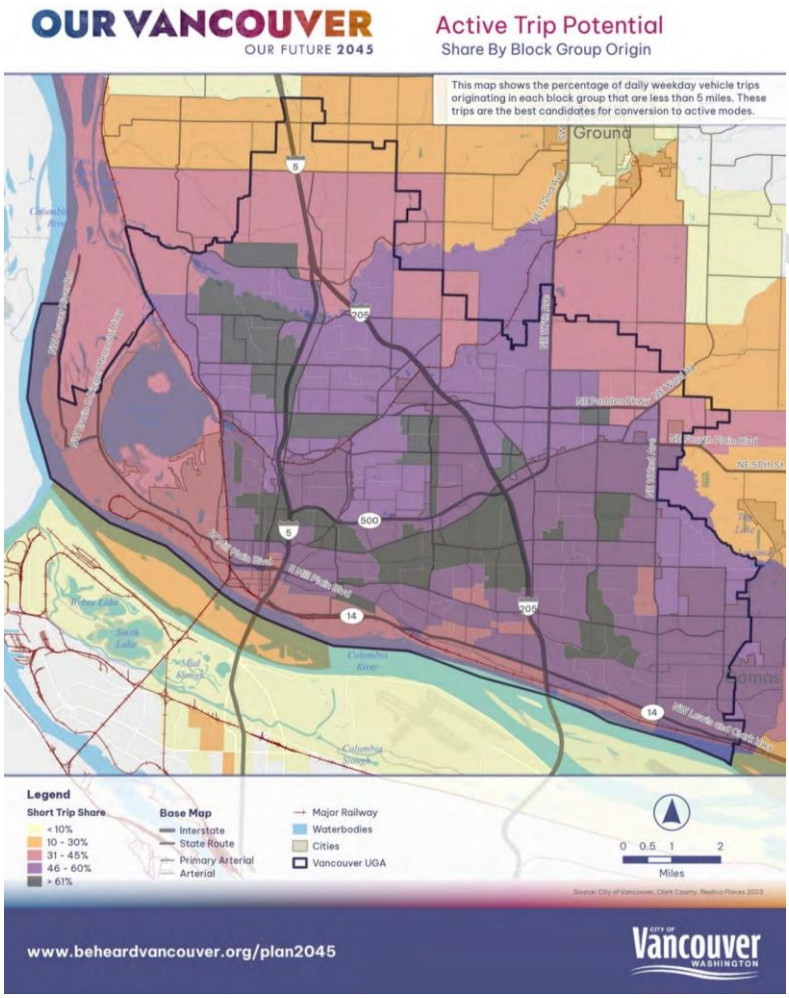


Source:

Source: (City of Vancouver, 2023)

The City has planned for improvements to its bicycle and pedestrian system in the 2023 Transportation System Plan, but more connections could be made to increase active trips. See Exhibit 72,

Exhibit 73: Active Trip Potential as a Share of All Vehicle Trips



Source: Alta, 2024

The City's overall goals and strategies laid out in the Climate Action Framework (City of Vancouver, 2022) and the associated transportation sections of the Emergency Management Plan, coupled with implementation, would be adequate in alleviating the disconnect between areas with low overall access, areas with high active trip potential and areas that are more acutely impacted by climate hazards than elsewhere in the city. This contributes to high overall adaptive capacity to climate hazards both through proposed capital investments and through climate hazard risk reduction strategies.

Vulnerability Summary

A summary of vulnerability for transportation is provided in Exhibit 73 below. Major regional transportation routes that are part of emergency evacuation routes are located in the Areas 2-8. Transit routes are more exposed to heat and smoke in Areas 2, 3b, and 6-8. Lake and river flooding is less likely to impact transportation facilities but urban flooding with extreme events could affect roadways and the residents, businesses, and commuters that rely on them in Areas 1, 2, 4, 5, 6, and 7. Newer street standards have been applied in more recently developed areas in areas 7 and 8.

All communities and businesses rely on different transportation modes and freight. Those with the most vulnerable populations due to disability or exposure to high-volume roads are highlighted below:

- Considering Census tracts with higher shares of people with disabilities who may be more dependent on transit or vehicular transportation and are in areas with higher exposure are in Areas 2, 4, and 8.
- Census tracts with higher climate exposure and proximate to high-volume roads are in Areas 5 and 8. Areas with Medium-High Exposure (including Higher Heat) along with Higher Health or Equity Disparities are in Areas 3b and 6.
- Census tracts with higher flooding potential and vulnerable populations are found in Areas 2, 4, and 8.

All Census tracts included on Exhibit 73 have at least one emergency route, and also have potential for active trips with improved connections for walking, biking, e-bikes, that can help provide redundancy in transportation modes to improve resilience.

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Exhibit 74: Vulnerability by Census Tracts – Transportation

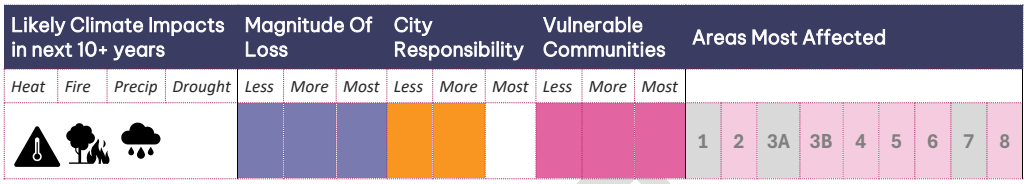
Census Tract	Area	Heat Exposure	Flooding/ Precipitation Exposure	Smoke/Air Quality Exposure	Overall Exposure	Health Conditions	Equity Index	Persons with disabilities > 20%	Potential Active Trips	Traffic Proximity Greater than Average	Regional Transportation Routes
53011041800	2	Medium	Medium-low	Medium-high	Medium	Higher	Higher		61% +	X	X
53011041900	2	Medium-low	Medium	Medium-high	Medium-low	Medium	Medium-low		61% +	X	X
53011042400	2	Higher	Higher	Higher	Higher	Higher	Higher	X	31-45%		X
53011041011	3a	Medium-low	Medium-high	Medium-low	Medium-low	Medium-low	Medium		46-60%	X	X
53011041107	3b	Medium-low	Higher	Medium-low	Medium	Medium	Lower		46-60%	X	X
53011041113	3b	Higher	Medium-high	Medium-low	Medium-high	Higher	Higher		46-60%	X	X
53011041114	3b	Higher	Medium	Medium-low	Medium-high	Higher	Higher	X	46-60%		X
53011042700	4	Medium-high	Higher	Medium-high	Higher	Higher	Higher	X	46-60%		X
53011042601	5	Medium-high	Higher	Medium-high	Higher	Medium	Medium		31-45%	X	X
53011041206	6	Higher	Medium-low	Medium-high	Medium-high	Higher	Medium-high		61% +	X	X
53011041207	6	Medium	Medium-low	Higher	Medium	Medium	Higher		31-45%	X	X
53011043100	6	Medium	Medium-high	Medium-high	Medium-high	Medium	Medium	X	46-60%		X
53011041313	7	Medium-high	Medium-high	Medium	Medium-high	Medium-high	Higher		46-60%	X	X
53011041317	7	Higher	Lower	Medium-high	Medium-high	Medium-low	Medium-low		46-60%	X	X
53011041326	7	Medium-low	Higher	Medium-low	Medium-low	Medium-low	Medium		46-60%	X	X
53011041334	7	Lower	Higher	Medium-low	Medium-low	Lower	Lower		46-60%	X	X
53011041310	8	Medium	Medium-high	Higher	Higher	Medium-high	Medium-low	X	61% +		X
53011041320	8	Higher	Medium	Medium-high	Medium-high	Medium-high	Medium-high		46-60%	X	X
53011041329	8	Higher	Medium	Higher	Higher	Lower	Medium-high		46-60%	X	X

Source: See **Chapter 2** for indicators and methods. BERK, 2025.

Higher Exposure & Higher Health or Equity Disparities | Medium-High Exposure & Higher Health or Equity Disparities

A summary of risk is provided below based on the evaluation above.

Exhibit 75: Risk Summary – Transportation



Source: BERK, 2025.

Gaps and Opportunities

Engagement and Strategies to Improve Adaptive Capacity

The Clark County *Community Needs Assessment* found that transportation barriers to social services, health services, and employment was a significant concern in climate vulnerable population throughout Clark County (Clark County Public Health, 2024).

Based on engagement for Resilience Rising and interdepartmental efforts for the Adaptive Capacity Assessment in 2025, many transportation-related strategies were identified to address climate impacts and transportation barriers:

- When implementing public facility retrofits (e.g., HVAC upgrades, power redundancy), also consider proximity to public transit and walking paths. (City of Vancouver, 2025)
- Provide amenities like water fountains or misting stations at key transit centers during extreme heat events so riders can stay hydrated and cool. (City of Vancouver, 2025)
- Making [BRT] making stations into small oases – cooler, with seating, shade, and information – will improve safety and ridership during extreme weather. Prioritize upgrades at stations in heat-prone and socially vulnerable areas (for instance, stations along E. Fourth Plain in central Vancouver, which serves lower- income communities and sees high foot traffic). (City of Vancouver, 2025)
- Identify the chronic flood spots along each BRT route and invest in stormwater infrastructure to mitigate them. This could mean enlarging street culverts, adding extra storm drains, or regrading road surfaces so water doesn't pool in the bus lanes. (City of Vancouver, 2025)
- Integrate climate resilience into all future transit planning and investments. Pursue funding for more covered stations and cooling features as standard design

elements for new projects. The City and C-TRAN can also explore micro- transit or on-demand shuttles for extreme events. (City of Vancouver, 2025)

- Increase sheltered bus stops. By 2045, the aim is that no frequently used stop in a Category A or B tract (see Exhibit 4) is just a bare bench – all have some form of cover or tree shade. (City of Vancouver, 2025)
- At major transfer points or transit centers (like Vancouver Mall, downtown, or 99th Street Transit Center), provide cooling and air quality amenities. (City of Vancouver, 2025)
- Incorporate green stormwater infrastructure around bus stops to handle runoff and reduce flooding. (City of Vancouver, 2025)

Policies

Vancouver's transportation policies are explicit about reducing VMT and would also help reduce GHG emissions and poor air quality. Some policies address the climate resiliency of transportation infrastructure in the event of climate emergencies.

Integrating the TSP policies and the Climate Action Framework objectives and strategies into the Comprehensive Plan would benefit climate mitigation, resilience, and equity as these policies were crafted with climate change in mind.

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Waste Management

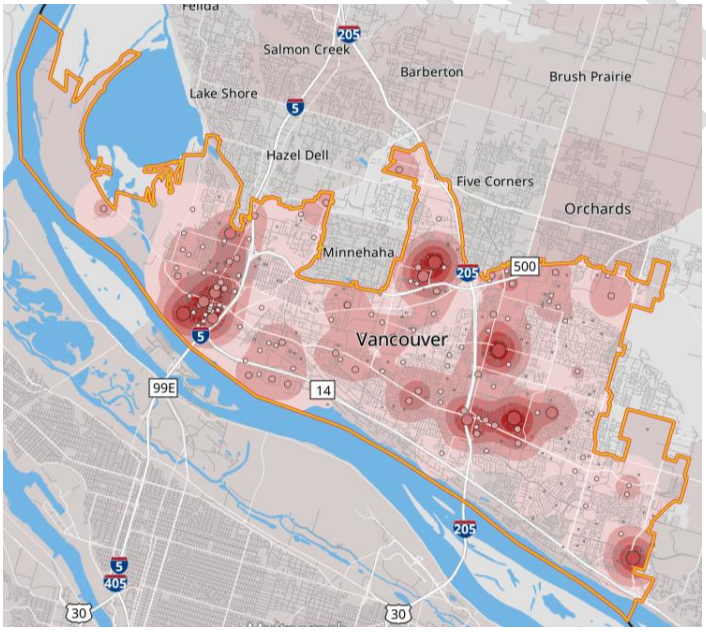
Sector Overview and Assets

The City of Vancouver waste management system is necessary for daily commercial and residential refuse collection and sorting as well as debris clearing during and after extreme weather events. Assets include waste hauling personnel, transfer stations, and heavy rail infrastructure for export from transfer stations to long term waste storage.

The City's solid waste services are contracted to Waste Connections and requires service in all residential areas. Waste hauling requires reliable and safe transportation infrastructure to reach all solid waste customers.

Waste management-related jobs are shown in Exhibit 76, and are primarily found in Areas 2, 3b, and 7. The West Vancouver transfer station is located in Area 1. The Central Transfer and Recycling station is located in the UGA north of Area 7, and a third Washougal Transfer Station is found east of Vancouver.

Exhibit 76: Waste Management and Remediation Services Jobs in Vancouver, 2022



Source: Census on the Map, 2022.

Potential Impacts

Waste management providers in the city do have a low overall risk to service provision due to climate related hazards but are impacted by climate adaptation in other sectors. Transportation network interruptions from roadway damage, flooding, and debris can hinder services and create significant workload increases following climate hazard events. The threat of extreme heat can also increase instances of roadway debris that need to be cleared as part of emergency response.

A summary of potential impacts is shared below:

- Extreme Precipitation
    - Extreme precipitation can impact roadways and other physical waste management assets throughout the city such as transfer stations and hazardous waste storage that has not yet been safely transported to a transfer station.
    - Impacts to waste collection and increases in debris clearing on roadways and on private property.
- Extreme heat
    - Though extreme heat is not directly identified as a threat to waste management assets in the city (UW Climate Impacts Group, 2024), waste haulers are predominantly outdoor laborers and extreme heat can significantly impact their ability safely and effectively service their waste collection routes
- Wildfires and wildfire smoke
    - Waste haulers are predominantly outdoor laborers and wildfire smoke can significantly impact their ability safely and effectively service their waste collection routes.
    - Related to transportation infrastructure, roadside brushfires can impact roadways and delay clearing certain debris for the safety of solid waste staff.

Adaptive Capacity

Programs that address the resilience of the waste management system include debris management elements of the City's Emergency Operations Plan.

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- Debris management is included in Vancouver's Emergency Operations Plan (City of Vancouver, 2018) and the Regional Disaster Debris Management Plan and regional Natural Hazard Mitigation Plan.

  The City of Vancouver Annex outlines a strategy for managing disaster debris operations and assigns critical response roles and responsibilities. It also provides a timeline of activities based on normal, pre-event, response, and recovery time periods; and includes extensive pre-event messaging and implementing documents. Potential Debris Collection Sites have been identified and surveyed. (Clark Regional Emergency Services Agency, 2023)

- Extreme heat and wildfire smoke protections for outdoor workers provided by Washington State Department of Labor and Industries (L & I, 2022) would apply to waste management employees.
- Increases in tree canopy cover could improve outdoor worker resilience to extreme heat but could also increase roadway debris and strain existing staff and equipment resources.

Capital assets such as the transfer stations and roadway infrastructure to transport sorted solid waste to landfills and recycling plants are resilient to worsening climate hazards as they provide redundant services. This means that if one transfer station is damaged or is out of commission for a climate related hazard the other two have the capacity to service waste haulers, residential customers, and special item drop offs. There are also a large number of sorting facilities and transfer stations outside of city limits that can effectively service these customers but are not technically a part of the City of Vancouver waste system.

Vulnerability Summary

Waste facilities, including a Transfer Station, are located in Area 1 with medium-high heat exposure and higher flooding/precipitation exposure. Waste-related jobs are focused in Areas 2, 3b, and 7 with areas of medium-high and higher heat exposure. See Exhibit 16 and Exhibit 76. Heat in particular would affect outdoor facilities and workers. Facility vulnerability is less than for outdoor workers associated with waste management.

Exhibit 77: Risk Summary – Waste Management

Likely Climate Impacts in next 10+ years	Magnitude of Loss	City Responsibility	Vulnerable Communities	Areas Most Affected
				1 2 3A 3B 4 5 6 7 8

Sources: BERK, 2025.

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Gaps and Opportunities

Engagement

Engagement with communities in Vancouver is ongoing in the form of waste reduction strategies and proper waste sorting. Materials on proper waste disposal and hazardous waste are available to all residents online and several free classes exist. Engagement activities could reinforce existing programs as well as offer additional engagement helping property owners and homeowner associations understand the importance of clearing stormwater infrastructure of debris.

Policies and Strategies to Improve Adaptive Capacity

A policy audit of city and regional plans contained several explicit policies related to Waste Management. A majority of the policies address the holistic cycle of consumption and production as well as providing opportunities to reduce emissions at the consumer level from landfilled waste.

Additional waste management policies should address weather related debris management, continued service delivery, and ensured system redundancy during a climate emergency.

A broad policy could address emergency responses and services:

- Disaster Recovery and Emergency Response: Develop plans and resources to ensure effective emergency response and equal access to emergency services and recovery resources mitigating risks from extreme weather, climate-related hazards, and social hazards. (Draft Policy 3)

A recommendation of the Adaptive Capacity Assessment called for this implementation action for Policy 3:

- Institutionalize climate vulnerability data into emergency response planning—including evacuation, debris management, and contingency protocols for essential services. (City of Vancouver, 2025)

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Water Resources

Sector Overview and Assets

This section addresses Vancouver's water, wastewater, and stormwater systems relying on the City's system plans.

Water System

Vancouver provides water protection, treatment and management serving more than 270,000 people within the City and a portion of the urban unincorporated area, covering a 72-square-mile service area. See Exhibit 78. The system includes 9 water production stations, 40 wells, 52 booster pumps, more than 1,100 miles of pipes, and more than 77,000 service connections (water meters). (City of Vancouver, 2024)

Vancouver's water supply comes from underground aquifers under the city and county. It is a sole source aquifer called the Troutdale Aquifer System Area. (US EPA, 2024) Treated groundwater is stored in reservoirs and elevated tanks. Stored water is gravity fed or pumped to pressurize the distribution system. (City of Vancouver, 2015) The City protects groundwater through a wellhead protection program and limits activities that could contaminate critical aquifer recharge areas.

While groundwater is the primary source of water, watershed plans have recommended sourcing water from the Columbia River:

> *Vancouver has been active in the WRIAs 27 and 28 planning effort. The Salmon-Washougal and Lewis Watershed Management Plan (WRIA Plan) was adopted in 2006. The WRIA Plan addresses a range of issues related to water resources, including water supply, stream flow management, water quality, and fish habitat. It reviews alternative approaches for managing water resources in the area and recommends select strategies for implementation. The WRIA Plan discusses Vancouver's sources of supply and projected needs and identifies groundwater in the Vancouver Lake lowlands as a major new source of regional supply. Given this regional source of supply, the WRIA Plan recognizes that Vancouver's regional supply may play a role in assisting other communities within Clark County to meet future demand. The WRIA Plan also encourages new developments and industrial facilities to rely on the City's existing public water system. (City of Vancouver, 2015)*

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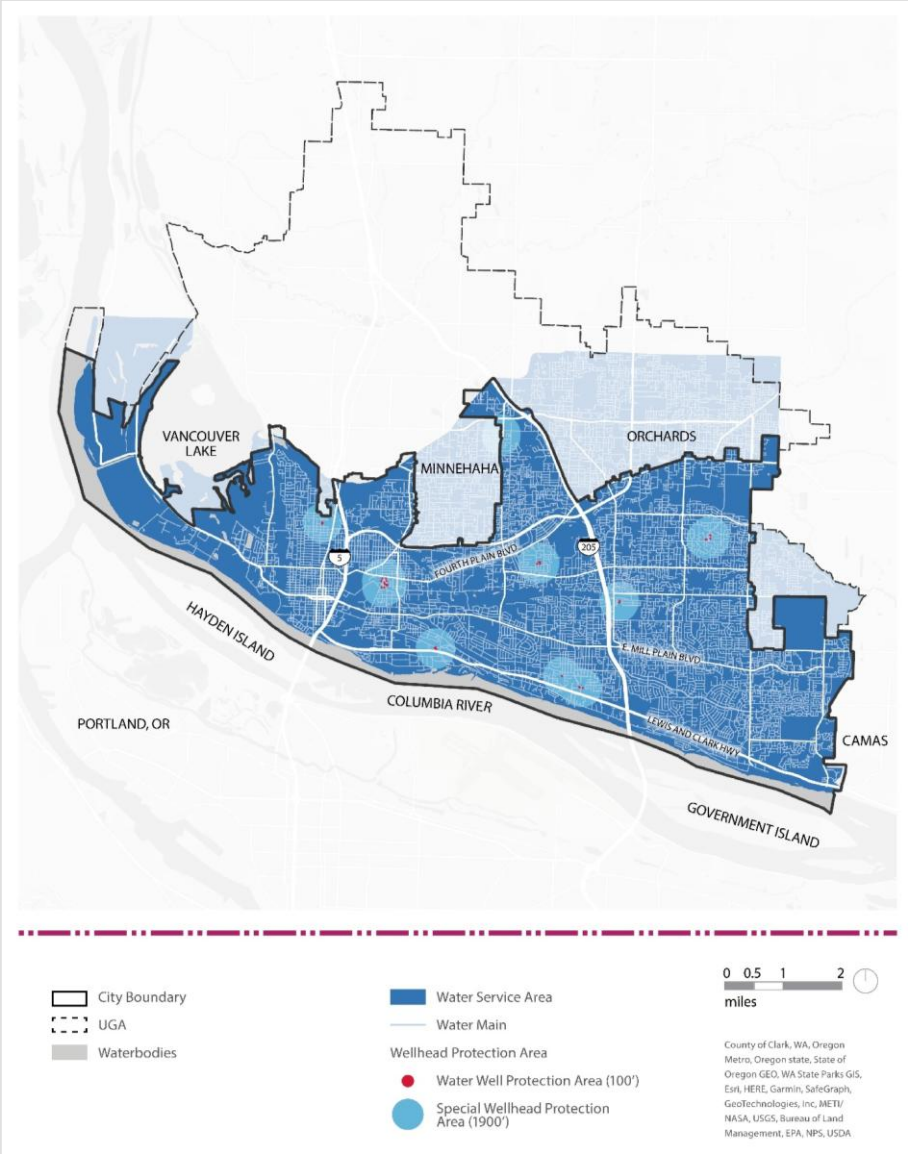
Exhibit 78: Vancouver Water System



Source: (Design Workshop, 2024)

Vancouver's Water System Plan also considers watershed plan recommendations and state rules that identify subbasin closures to additional ground or surface water withdrawals:

> *The City is located in the Burnt Bridge Creek subbasin. Portions of the service area and UGA are located in the Salmon Creek and Lacamas Creek subbasins. Instream flows have been set in each of the City's three subbasins. The subbasins have been closed to further surface water and groundwater withdrawals, except limited situations provided in WAC 173-528-080 and the designated "regional supply areas." The Vancouver Lake Lowlands Area has been designated a "regional supply area." The City has a small (0.2 cfs) reservation of water in Burnt Bridge creek for future use. (City of Vancouver, 2015)*

Wastewater System

Vancouver provides a wastewater collection system serving 244,000 residents in a 58.6 square mile area, with 791 miles of sewer lines and 48 pump stations. See Exhibit 79. The City also has two wastewater treatment facilities. The City has partnered with the Clark Regional Wastewater District. Even with an extensive system some properties are still using septic systems and the City offers incentives to hook up to sewers with affordable financing, which can help improve water quality. (City of Vancouver, 2024) The Climate Action Framework calls for reducing per capita water usage and operate the wastewater treatment system more efficiently. (City of Vancouver, 2022)

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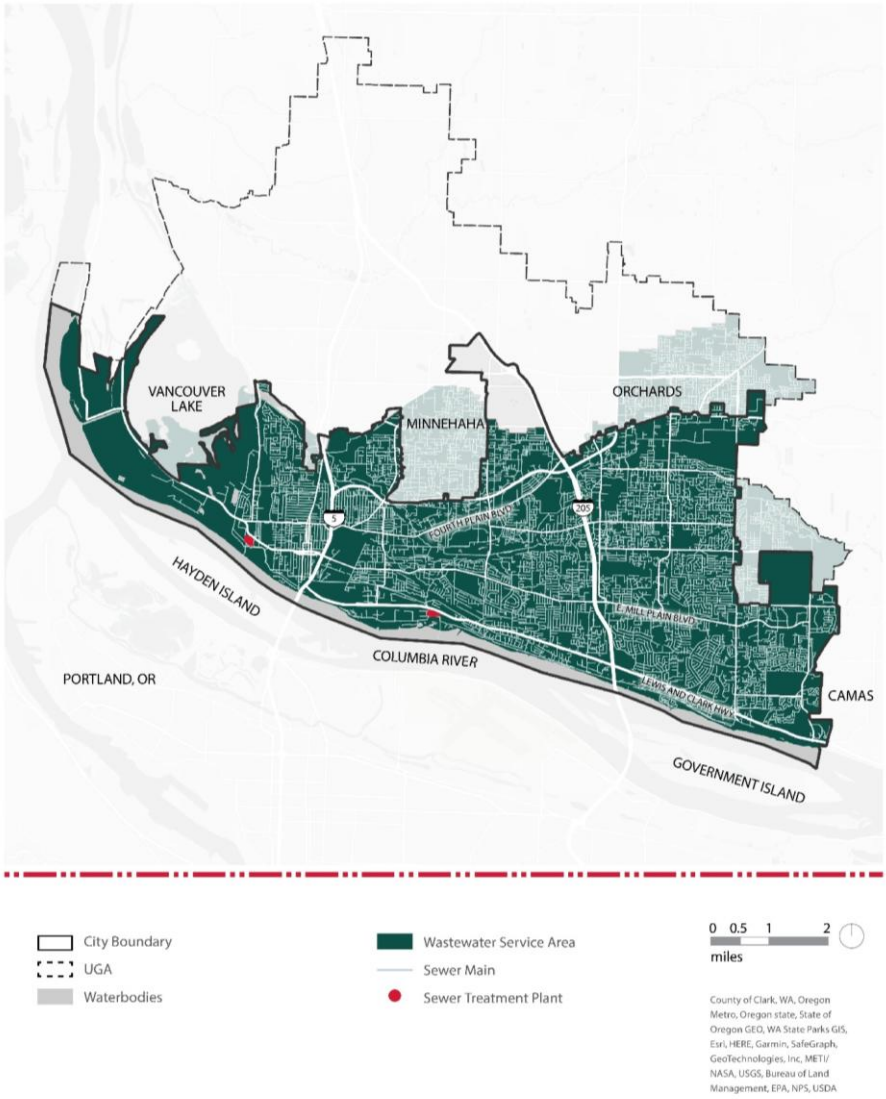
Exhibit 79: Vancouver Wastewater System



Source: (Design Workshop, 2024)

Stormwater System

The City has a Stormwater, Surface Water and Groundwater Utility. Vancouver has 400 miles of stormwater pipelines and 16,000 catch stormwater drains. See Exhibit 80. The City manages both natural and built stormwater systems to manage water quantity and quality and avoid non-point pollution and unmanaged runoff. (City of Vancouver, 2024) The City applies stormwater rules to new development and prioritizes low impact development best management practices. The City has identified some priorities in a Stormwater Management Action Plan in 2023 for Middle Burnt Bridge Creek, with a goal of lower stream temperature, increase dissolved oxygen and reduce bacteria. (City of Vancouver, 2024) (City of Vancouver, 2023) The Climate Action Framework promotes stormwater infiltration and rainwater reuse. (City of Vancouver, 2022)

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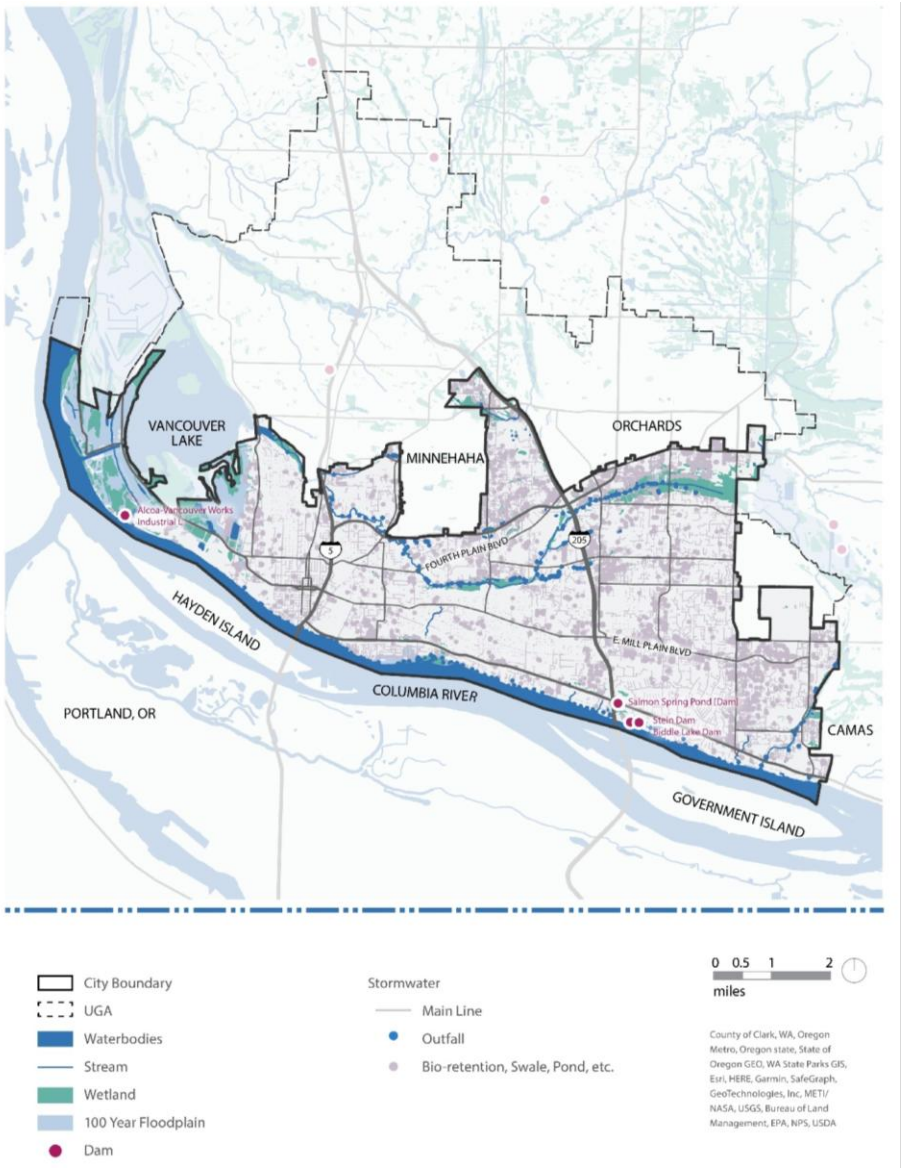
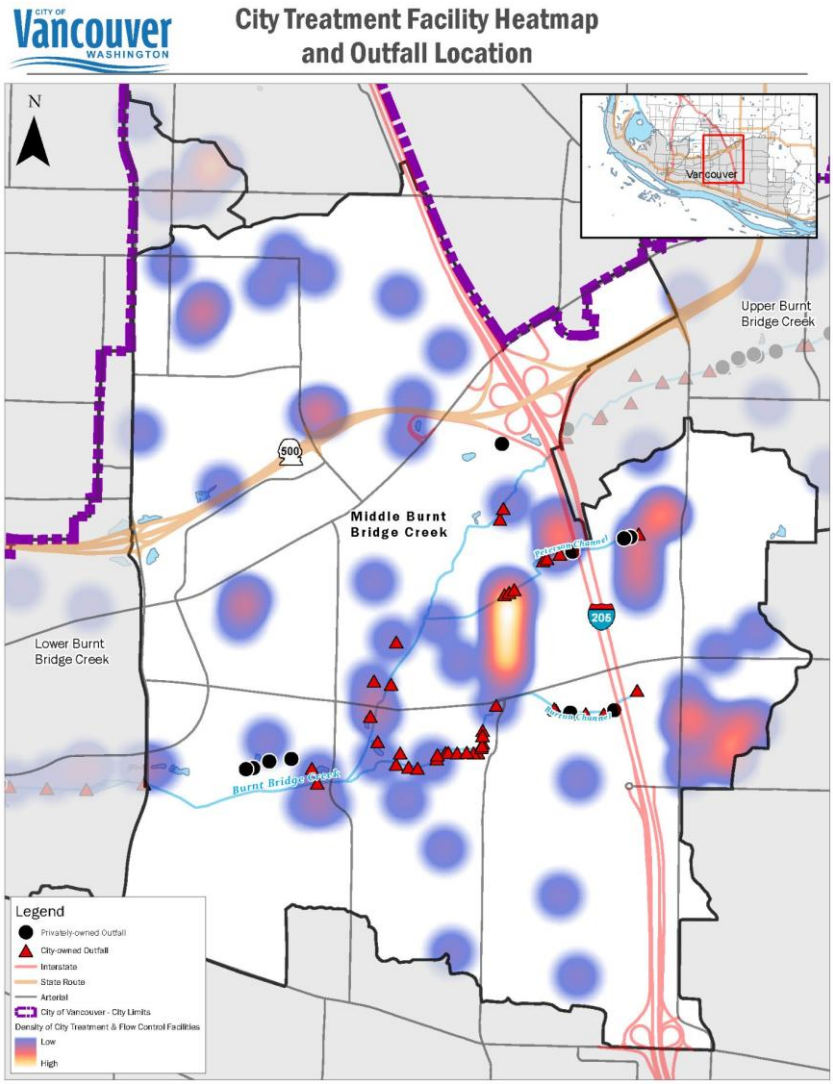
Exhibit 80: Stormwater System



Source: (Design Workshop, 2024)

Exhibit 81: Priority Stormwater Management Action Plan Sub-basin



Source: (City of Vancouver, 2023)

Potential Impacts

Drought

There has been a persistent drought since 2019, easing in 2023, but in 2024 a statewide drought was declared. (Bumbaco, 2024) This drought applies in Clark County and nearly the entire state except for parts of King, Pierce, and Snohomish County. (Washington Department of Ecology, 2024)

The University of Washington Climate Impacts Group has summarized potential impacts due to changes in annual and late summer precipitation associated with extreme precipitation and drought:

- Changes in the timing and intensity of precipitation and increases in water demand and evaporation could offset increases in groundwater recharge due to more annual precipitation.
- Less summer precipitation is expected to contribute to summer water shortages for commercial and residential uses. Water quality may also decrease with less summer input and associated warmer water temperatures.
- More frequent and severe droughts due to low summer precipitation have the potential to increase voluntary or mandatory conservation requirements and water use restrictions.
- Less streamflow in the warm season is expected to increase dependence on stored water and reduce water available for residential and commercial uses.
- Warmer temperatures are expected to increase water demand and energy demand for cooling. (Raymond, 2022)

Wildfire

Wildfire risk is relatively limited in Vancouver per the *Hazard Mitigation Plan*. (Clark Regional Emergency Services Agency, 2023) Climate change mapping shows a relatively greater probability in western and central Vancouver and less in the east or north. A potential impact of increased wildfire likelihood could affect water resources such as:

- More frequent wildfires have the potential to damage water distribution infrastructure and reduce water quality in reservoirs due to more runoff, erosion, and turbidity. Changes in water quality could increase the need for water treatment and filtration. (Raymond, 2022)

Extreme Precipitation and Flooding

There would be increased demand on stormwater management systems. The *Natural Hazard Mitigation Plan* indicates that there are several areas in Vancouver already experiencing

shallow flooding. Areas already experiencing urban flooding could have more frequent or severe flooding with extreme precipitation events.

> *There are a number of areas in the community that experience seasonal, shallow urban flooding during prolonged periods of high precipitation. This can impact mobility as well as threaten life and property. Drainage and/or infiltration structures and pipes may become blocked by excess water, debris, sediment, landslides, or volcanic ash. Hazardous material spills may move off-site and contaminate downstream locations if not property managed. (Clark Regional Emergency Services Agency, 2023)*

Locations identified as having riverine and urban flooding concerns were identified in the 2025 Adaptive Capacity Assessment and 2025 Resilience Rising engagement.

Exhibit 82: Flooding and Drainage Concern Areas

Location	Description of Urban Flooding
Wastewater Treatment Plant	Potentially vulnerable to riverine flooding from the Columbia River (ACA p. 31).
Fruit Valley and Fourth Plain	Locations facing barriers to climate-adaptive transportation and cooling access (ACA p. 39). Fruit Valley residents described frequent flooding and clogged storm drains (Resilience Rising, p. 5)
Fourth Plain BRT Line	On the Fourth Plain BRT line, which runs through some older, low-lying neighborhoods, chronic street flooding has already been noted at certain intersections – these incidents are likely to worsen with climate change. (ACA, p. 8)
Burnt Bridge Creek Watershed and Locations along Fourth Plain and Hwy 99	Flood-prone areas in Vancouver include low-lying neighborhoods along creeks (like parts of the Burnt Bridge Creek watershed), areas with high groundwater, and pockets with poor drainage (such as some intersections along Fourth Plain or Hwy 99 that flood in big storms). (ACA, p. 22) Also cited as an area of water quality concern and potential risk for library branches located near it (pp. 12, 15, 30). City has developed a Stormwater Management Action Plan (SMAP) for Burnt Bridge Creek. (ACA, p. 22)
Areas with High Groundwater	A contributing factor to stormwater challenges, though not tied to a specific location (ACA, p. 31).

Sources: Adaptive Capacity Assessment (ACA), Resilience Rising, City of Vancouver 2025

Adaptive Capacity

The City has a 2016 water system plan amended in 2022, and the City anticipates updating it by 2026. The current water system plan does not address climate change projections and anticipates it would occur in the next update. HB 1181 requires water system plans to address climate resilience in updates after 2025.

> *No changes to demand projections were made for the 20-year planning period to account for potential climate change due to the uncertain magnitude and timing of local effects, and the difficulty in correlating historical climate and demand data. It is recognized that demands have the potential to increase in the future given anticipated climate changes. The City may want to develop a model to better track demands with temperature and rainfall for future demand planning. Additionally, it may be beneficial for the City to participate in regional climactic studies to qualify and quantify potential local climate impacts. (City of Vancouver, 2015)*

Increased stormwater and precipitation events could adversely affect septic systems not yet connected to the sewer system and impact water quality. Extreme precipitation could also impact wastewater treatment facilities (overflow).

The City has stormwater plans and regulations in place and regularly updates them to meet federal requirements (NPDES). Standards for new stormwater facilities sized to address extreme precipitation have not been developed. The 2025 Adaptive Capacity Assessment has proposed a strategy to expand the capacity of stormwater systems including updated rainfall intensity forecasts and to design for projected storms rather than historic storms. (City of Vancouver, 2025)

Vulnerability Summary

A summary of vulnerability for water resources is provided in Exhibit 82 and Exhibit 83 below. It is largely driven by flooding exposure and stormwater quality affecting vulnerable communities.

Exhibit 83: Vulnerability by Census Tracts – Water Resources

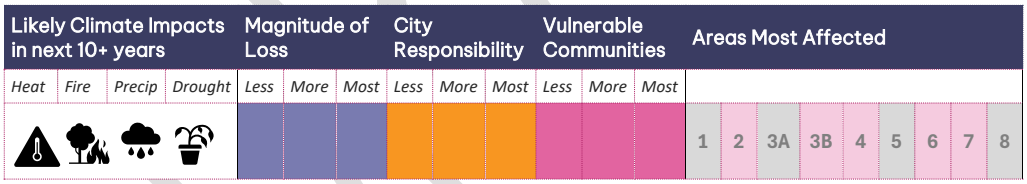
Census Tracts	Area	Heat Exposure	Flooding/ Precipitation Exposure	Smoke/Air Quality Exposure	Overall Exposure	Health Conditions	Equity Index	SMAP
53011042300	2	Medium-high	Medium-high	Medium-high	Higher	Higher	Medium-high	

Census Tracts	Area	Heat Exposure	Flooding/ Precipitation Exposure	Smoke/Air Quality Exposure	Overall Exposure	Health Conditions	Equity Index	SMAP
53011042400	2	Higher	Higher	Higher	Higher	Higher	Higher	
53011041111	3b	Medium	Medium-high	Medium-high	Medium-high	Higher	Higher	
53011041113	3b	Higher	Medium-high	Medium-low	Medium-high	Higher	Higher	X
53011041114	3b	Medium	Medium-high	Lower	Medium-high	Higher	Higher	X
53011041600	4	Medium-high	Higher	Medium	Higher	Higher	Higher	
53011041700	4	Medium	Medium-high	Medium-high	Medium	Higher	Medium-high	
53011042700	4	Medium-high	Higher	Medium-high	Higher	Higher	Higher	
53011041205	6	Medium-high	Higher	Medium-high	Higher	Medium-high	Higher	X
53011041312	7	Higher	Higher	Medium	Higher	Medium-high	Higher	
53011041313	7	Medium-high	Medium-high	Medium	Medium-high	Medium-high	Higher	X
53011041320	8	Medium-high	Medium-high	Medium-high	Higher	Medium-high	Medium-high	
53011041322	8	Higher	Higher	Higher	Higher	Medium-high	Higher	
53011041323	8	Higher	Higher	Higher	Higher	Medium-high	Higher	
53011041329	8	Medium-high	Higher	Higher	Higher	Lower	Medium-high	

Source: See **Chapter 2** for indicators and methods. BERK, 2025.

Higher Exposure + Higher Health & Equity Disparities | Stormwater Management Action Plan (SMAP) Priority Area

Exhibit 84: Risk Summary – Water Resources



Sources: BERK, 2025.

Gaps and Opportunities

Engagement and Strategies to Improve Adaptive Capacity

Through an interdepartmental engagement effort in an Adaptive Capacity Assessment and a community engagement process through Resilience Rising, a number of adaptive capacity strategies were developed:

- Fortify the wastewater treatment plant against flooding from both river rises and surface runoff. Enhance the wastewater treatment plant's (WWTP's) capacity and

flexibility to handle more variable flows and conditions. Guarantee an uninterruptible power supply for the WWTP. (City of Vancouver, 2025)

- Mitigate the risk of heavy rain overwhelming the WWTP by reducing how much stormwater gets into the sanitary sewers in the first place. This means continuing programs to detect and fix sewer leaks (lining or replacing old sewer pipes that crack and let groundwater in) and disconnect improper storm drain connections. (City of Vancouver, 2025)
- Have robust alert systems for neighborhoods around the WWTP and downstream along the river – if there's an unplanned discharge or issue. (City of Vancouver, 2025)
- Expand Capacity of Stormwater Systems: Upgrade the stormwater mains, culverts, and channels to accommodate larger storm events. This involves identifying the key bottlenecks in the system – e.g., a culvert under a road that frequently overtops, or a stretch of pipe that causes backups – and upsizing them. Use updated rainfall intensity forecasts (taking into account climate change) to set new design standards. (City of Vancouver, 2025)
- Green Infrastructure and Infiltration: Reduce the burden on piped systems by capturing runoff naturally at the source. Expand use of green infrastructure such as bioswales, rain gardens, permeable pavements, and green roofs across the city. (City of Vancouver, 2025)
- Increase inspection and maintenance of the stormwater system to ensure it functions at peak capacity when storms hit. (City of Vancouver, 2025)
- Use land use planning to improve stormwater outcomes. Preserve and restore natural floodplains and wetlands that can act as safety valves for floodwaters. (City of Vancouver, 2025)
- Explore advanced solutions like smart stormwater management technologies. (City of Vancouver, 2025)

The pending water system plan update due in 2026 will be an opportunity to engage residents and business owners in the integration of climate resilience into the plan. Ongoing watershed planning unit participation will dovetail water supply needs with watershed protection.

Interdepartmental and public engagement to further identify areas currently experiencing or at risk of urban flooding could help stormwater adaptation efforts.

A relatively large number of septic systems continue to be mapped by Clark County GIS in Vancouver's city limits. Integrating Clark County Public Health into engagement efforts could help support clean water and septic system decommissioning and link Vancouver's wastewater system implementation efforts with public health.

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Policies

Based on a policy evaluation, , some areas identified to improve policies include:

- Amending existing water quality policies or add a new one to address climate related impacts to water quality and adaptation.
- Amending stormwater system policies to add need to address climate change impacts, e.g., vegetation type, facility sizing, etc.
- Addressing how improvements to utilities to address climate change (e.g., enhanced energy efficiencies with wastewater treatment, use of renewable fuels) will be addressed in rates considering overburdened communities.

The **OUR VANCOUVER 2045** plan addresses water quality, stormwater systems, and renewable energy:

- Stormwater Management: Focus on improving water quality and prevent flooding through managing stormwater flows, encouraging natural filtration of precipitation to ground water, reducing runoff, mitigating flood risks by advancing systems that manage stormwater effectively, and enhancing local water quality in the watershed. (Draft Policy 10)
- Support the Use of Renewable Energy: Encourage new renewable energy infrastructure, promote development of storage systems, and work with Clark Public Utilities to promote demand-response strategies and programs to ensure a stable, resilient, and sustainable energy grid. (Draft Policy 19)

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Zoning & Development

The Zoning & Development sector addresses Vancouver's urban design including land use and design. This section reviews Vancouver's:

- Land Use Plan & Zoning
- Shoreline Master Program
- Transportation system plan
- Urban forestry program
- Draft Green Building Strategy

Sector Overview and Assets

Site Use and Zoning

Downtown is the central hub of Vancouver with a walkable historic core, hospitality, offices, and civic and institutional uses. Commercial corridors include Fourth Plain Blvd and East Mill Plain Blvd. The remainder of the community is largely zoned for single family development. Vancouver has a public waterfront designed for commercial and recreational purposes. Other shorelines host industrial businesses. See Exhibit 84 and Exhibit 85.

Exhibit 85: Example Development Character and Neighborhoods

Downtown

Uptown Village

Waterfront

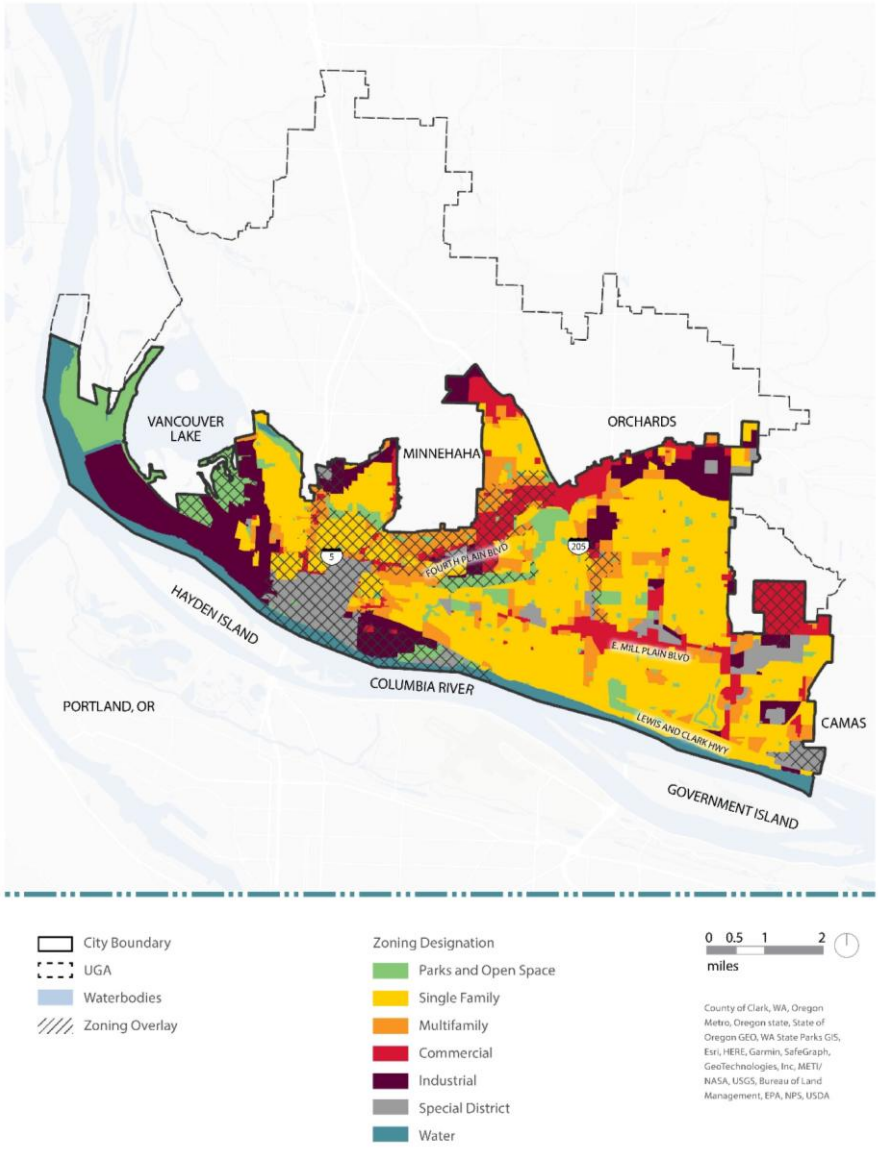
East Vancouver

Fourth Plain

The Heights

Source; Visit Vancouver Washington, City of Vancouver, 2025.

Exhibit 86: Vancouver Zoning (2024)



Source: Design Workshop, 2024.

Vancouver has identified important centers and corridors in its Comprehensive Plan to provide for connected neighborhoods and accessible services. See Exhibit 86. The City is planning for more connected neighborhoods in its Comprehensive Plan Periodic Update.

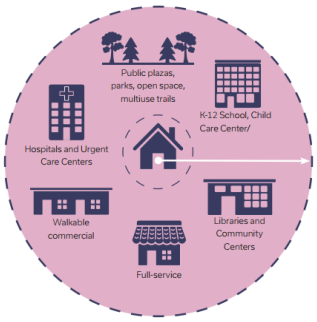
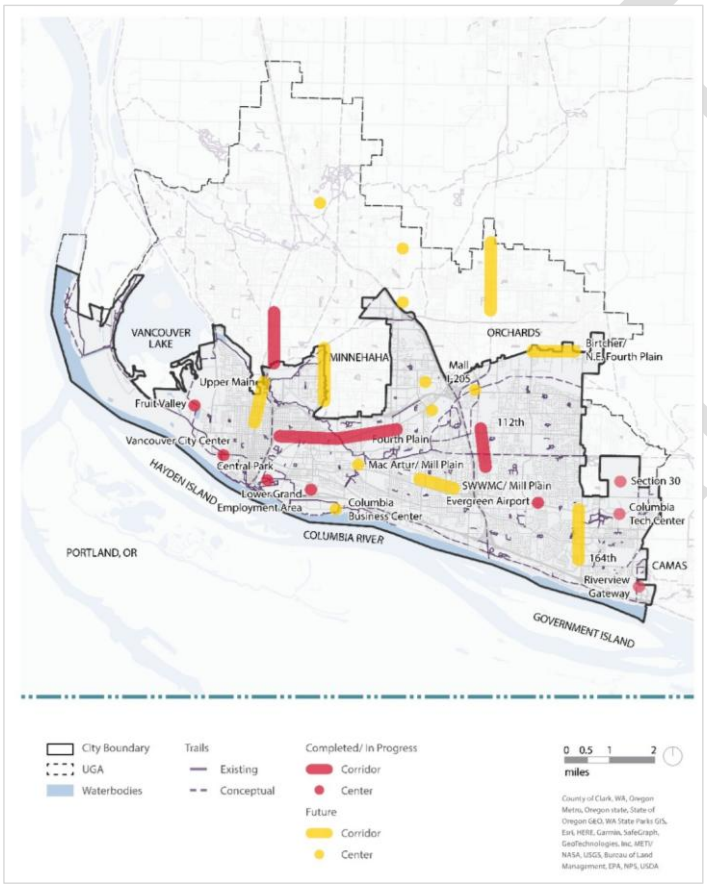


Exhibit 87: Centers & Corridors



(Design Workshop, 2024)

Public Realm

The public realm includes public streets, parks, and civic spaces where the public has access or can gather.

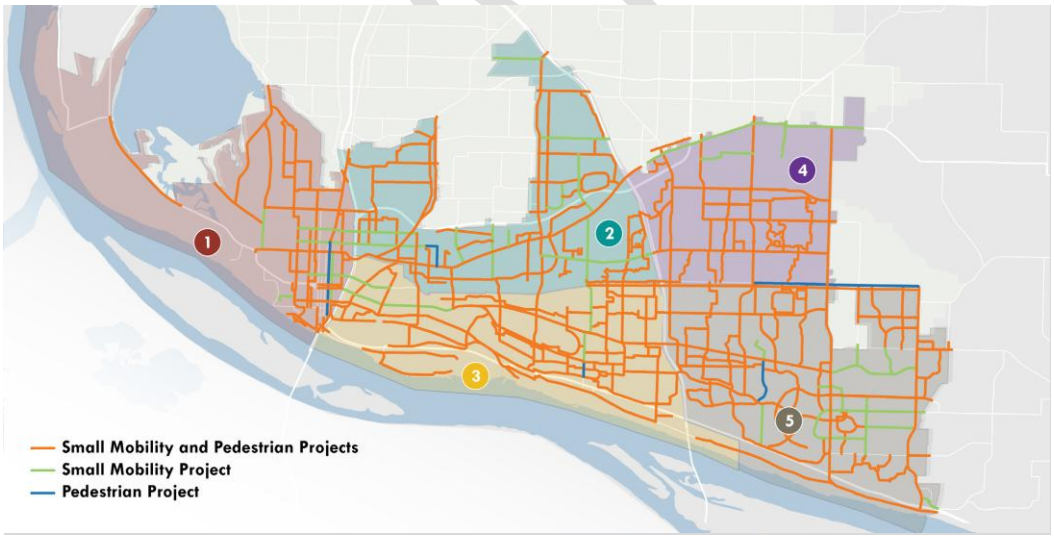
Parks

Vancouver contains parks and natural areas largely around waterbodies and shorelines. The City's Parks, Recreation, and Cultural Services plan (City of Vancouver, 2022) identifies a need for 1,200 acres of park land with over 800 acres developed to serve the population through the year 2031. Service standards also consider a ½-mile park service area of all neighborhood and community parks. Parts of Areas 1, 2, 3B, and 8 are identified as having a gap in community or neighborhood parks.

Transportation

The City developed a Transportation System Plan in 2023 that includes a number of mobility improvements including infill pedestrian projects, which would improve the public realm and make for a more walkable city. Each area is identified with priority projects.

Exhibit 88: Mobility and Pedestrian Improvements

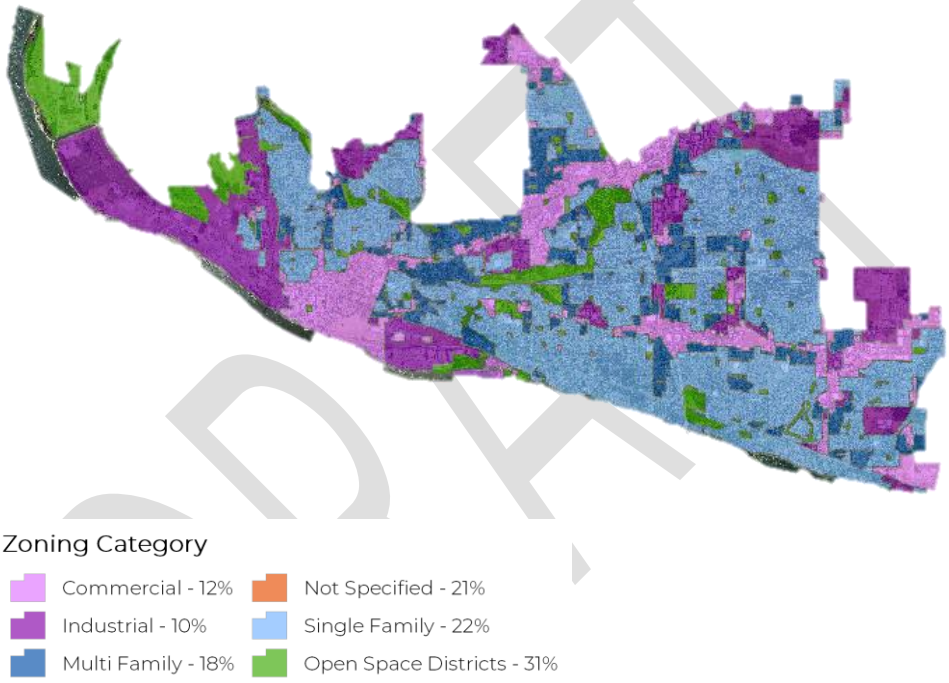


Source: (City of Vancouver, 2023)

Urban Forest

To maintain and enhance the urban environment, the City has an Urban Forest Management Plan that seeks to achieve a 28% citywide canopy goal. To achieve it the City would need to plant 3,000 acres of new canopy cover by 2047. That is an increase from today's canopy of about 18.9%.

Exhibit 89: Urban tree canopy in Vancouver by zoning (2021)

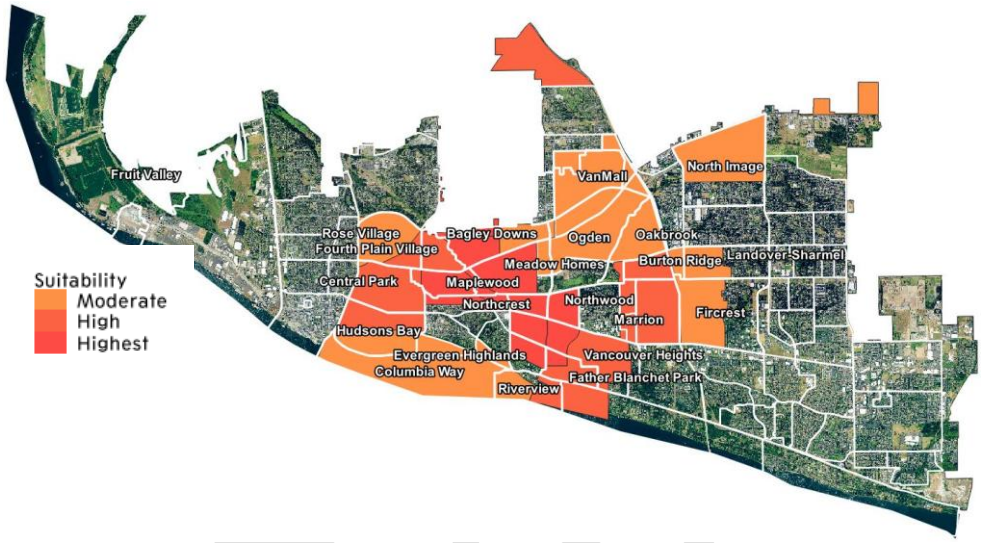


Vancouver's canopy goals for zoning: Industrial properties= 9%, Commercial properties=15%; Residential properties = 33%.

Source: (PlanIT Geo, LLC, 2021)

Priority tree planning areas are proposed in areas 2, 3b, 4, 6, and 7. See Exhibit 89.

Exhibit 90: Composite Map of Priority Planting Areas to Achieve Canopy Goals and Tree Equity



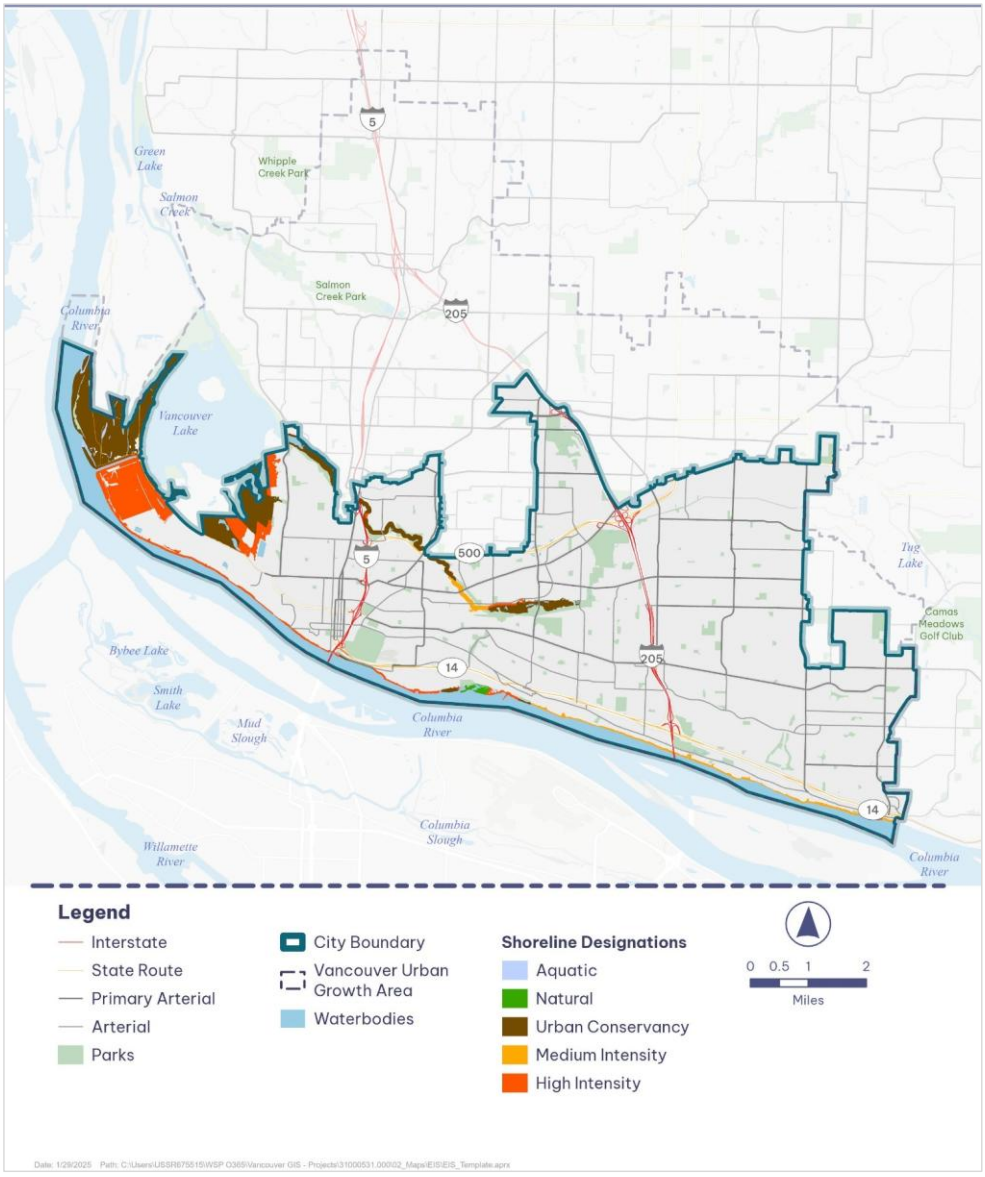
Source: (City of Vancouver, 2023)

Shoreline Master Program and Critical Areas

Vancouver has adopted a Shoreline Master Program (SMP) which promotes water oriented uses like ports, shoreline public access and enjoyment, and ecological protection and restoration. The SMP provides for shoreline uses, and buffers to protect sensitive environments and promotes soft shoreline alterations rather than hard structures. See Exhibit 90.

Vancouver also protects critical areas across the city such as wetlands, fish and wildlife habitat conservation areas, critical aquifer protection areas, flood hazard areas, and geologic hazard areas.

Exhibit 91: Shoreline Master Program, Shoreline Environments



Source: (City of Vancouver, 2021), WSP 2024.

Potential Impacts

Urban places can exacerbate climate impacts because they tend to have greater impervious areas with taller buildings and pavement, less trees, and altered natural systems. Greater buildings and pavement can exacerbate flooding, magnify urban temperatures, compromise indoor air quality, increase exposure to allergens, and increase energy demand. (See sidebar and Exhibit 91.)

Vacant and redevelopable lands (5,583 acres) will add capacity for housing and jobs in the next 20+ years. Larger areas of development include the port, Section 30, and a number of commercial mixed-use areas. This could add imperious areas, but there are also opportunities to add green and blue infrastructure. (Design Workshop, 2024)

Black and Hispanic/Latino residents are less likely to be homeowners in Vancouver. (ECOnorthwest , 2024) Single-family zones have a greater percentage of tree canopy than in multifamily or commercial zones. (PlanIT Geo, LLC, 2021) Those with lower incomes tend to live in areas with less tree canopy and more pavement, near high traffic volume roadways, and in housing that may be older and with less modern HVAC and filtration systems.

Air pollution already generated by transportation and industry could be exacerbated by extreme heat such as ozone and by drought and wildfire smoke (PM 2.5). (US EPA, 2024) (West, Ch. 14. Air quality. In: Fifth National Climate Assessment. Crimmins, A.R.,, 2023)

Climate Change: Built Environment, Urban Systems and Cities

Urban development patterns significantly influence local and regional environments, and these patterns can exacerbate the local effects of climate change. Depending on the type of built environment, both urban growth and land-use change have impacted and will continue to impact surface and ambient air temperature, local and regional humidity, wind patterns, precipitation, flooding, and dispersion of air pollutants...

Changes in design, form, and mass of buildings and configurations of streets, open green spaces, and water features—as well as their interactions—have direct effects on urban temperature and energy demand... Nighttime air temperatures, in particular, are expected to be higher across many urban areas due to radiant heat and heat conductance from buildings...

Exclusionary housing practices—which persist today—leave overburdened communities with lower access to heat-reduction strategies such as urban trees and green space, as well as to broader economic and social resources...

Another example of the uneven impact of climate change on the built environment is the deteriorating indoor air quality experienced by people living in neighborhoods with substandard housing. This includes exposure to allergens such as mold and dust and pollutants such as carbon dioxide and nitrogen dioxide. In wildfire-prone regions, indoor air quality is additionally compromised by smoke. There are also potential negative mental health outcomes from decreases in social interaction and physical activity when people are confined indoors to avoid temperature extremes. ... (Chu, 2023)

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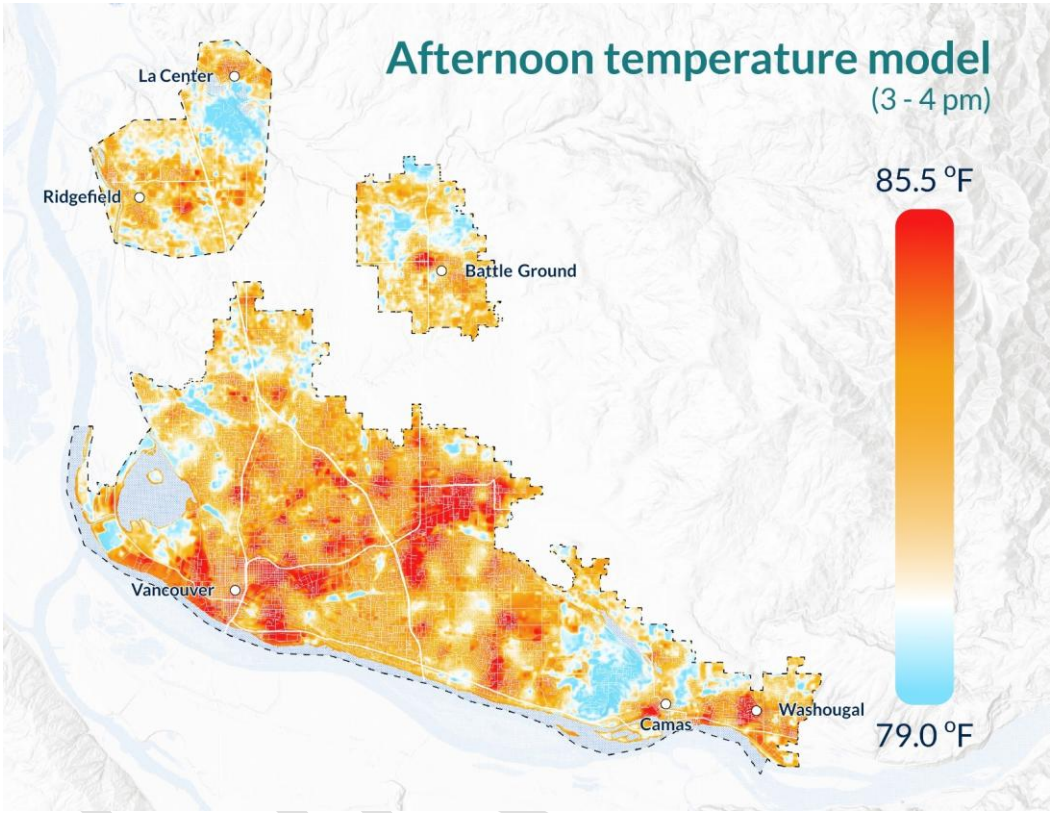
Exhibit 92: Urban Heat Islands – Clark County Public Health Heat Watch



Heat Watch data was collected on July 12, 2024, during a one-day event organized by Clark County Public Health with the support of more than 50 volunteers, local government partners and technical assistance from CAPA Strategies.

Source: (Clark County Public Health, 2024)

Vancouver's public parks, trails, and open spaces provide trees and green spaces that help cool the city, but extreme heat can make parks uncomfortable or even unsafe during heatwaves, especially those parks with large open turf or concrete and minimal shade. Wildfire smoke can interfere with outdoor activities. Many parks are intentionally located in low-lying areas to recognize floodplain and wetland functions and values, but then the parks would flood more frequently and severely as precipitation extremes intensify. (City of Vancouver, 2025)

Adaptive Capacity

The creation of a resilient community is holistic. Important urban design elements include:

- Environmental conservation and protection like living shorelines and vegetative buffers.
- Protecting existing infrastructure in floodplains such as elevating structures and utilities.
- Green and blue infrastructure like rain barrels, cool roofs, green roofs, and permeable pavement.
- Greenspace with drought-tolerant species and tree canopy.
- Defensible zones and fire-resistant construction.
- Encouraging mobility that reduces greenhouse gas emissions but also provides redundant access to homes, services, and employment.
- Increasing the supply of affordable energy-efficient housing.

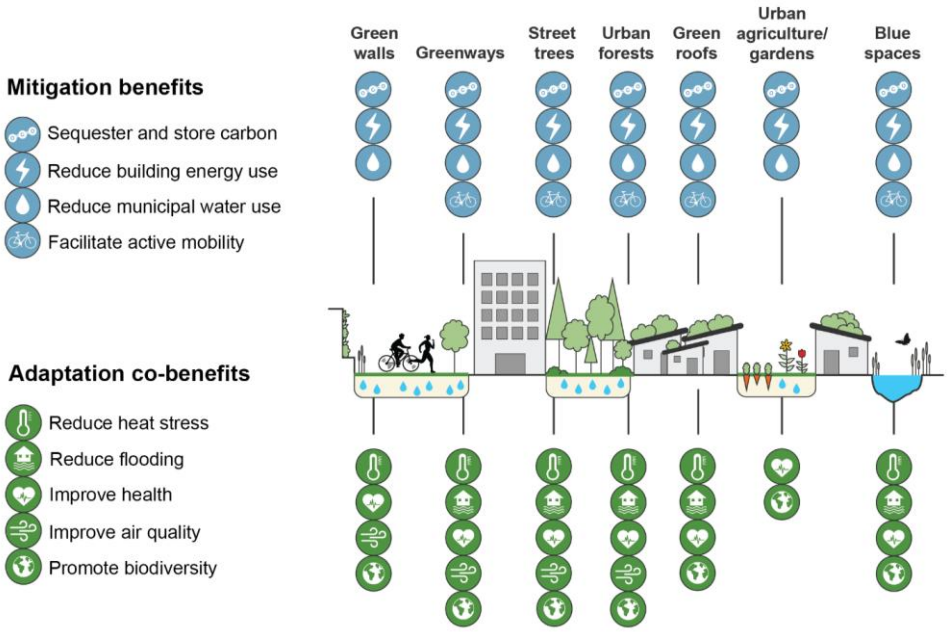
See Exhibit 92 for a diagram of many of these resilient community elements.

Exhibit 93: What does a resilient community look like?

Source: (U.S. Department of Housing and Urban Development, 2017)

Natural infrastructure – including green and blue elements applied to buildings and landscapes – has both mitigation and adaptation benefits. See Exhibit 93.

Exhibit 94: Natural infrastructure in cities provides climate mitigation and adaptation benefits



CAPTION: The figure illustrates the potential benefits (in no particular order) of integrating natural infrastructure strategies—also termed green, blue, or nature-based solutions—within the built environment. Nature-based, green, and blue infrastructure options are strategically planned interconnected sets of natural and constructed ecosystems, spaces with vegetation or waterscapes, and other landscape features that provide important GHG mitigation and climate adaptation functions, as well as improve human well-being, biodiversity, and ecosystem health. This figure shows examples of how urban forests and street trees can sequester and store carbon while simultaneously reducing building energy demand. Reducing municipal water use can provide a mitigation benefit by decreasing energy use in wastewater treatment plants. Lwasa et al. 2022) (Chu, 2023)

The City has programs underway that support many of these community resiliency measures:

- The City adopted a Stormwater Management Action Plan (City of Vancouver, 2023) to prioritize water quality treatments in the Middle Burnt Bridge Creek basin with impaired ecological conditions and with underserved and overburdened communities. There may be lessons learned with these basin improvement efforts that could apply to other locations in the city.
- Vancouver has an Urban Forest Management Plan to increase canopy to 28% by 2047. (City of Vancouver, 2023) Priority blocks are noted in Exhibit 89 to address tree equity.
- The City is implementing Middle Housing zoning to provide more homeownership opportunities for all incomes. This could increase opportunities for physical activity,

reduce greenhouse gases, and improve community connections through mixed use neighborhoods.

- The City's Transportation System Plan implementation would increase mobility and transit-oriented development connecting residents with amenities and employment.
- The City is developing a Draft Green Building Strategy which would ensure buildings have good indoor air quality and use better heating and cooling systems. The strategy would promote building designs that are safer for birds, using plants that need less water, and saving trees. The strategies would promote buildings that handle extreme weather by adding better insulation, keeping buildings cooler with shading or reflective materials, controlling energy use during busy times, and providing backup power for outages. (City of Vancouver, 2024)

In the future the City could consider adopting wildland urban interface codes to ensure human and property safety. The State Building Code Council developed rules, but they are not in effect while the mapping and rules are under review for applicability and effectiveness. (Demkovich, 2024)

The City is completing a health impact assessment along with the Comprehensive Plan Update that could help address wildfire smoke exposure, as well as ongoing exposure from transportation sources. Addressing right of way treatments and abutting site and building design to reduce exposure to air pollution and noise due to high volume roadways could improve adaptive capacity both for day-to-day pollution exposures and increasing risks of climate change.

Example Studies and Approaches to Mitigating Air Pollution

Air Quality and Land Use Planning, 2023, Review of Literature by Bellevue, with Mitigation Strategies – land use (limiting sensitive uses), urban design, barriers/walls/vegetation, highway lids, building design and ventilation

USDA Air Quality and Conservation Buffers Manual to enhance visual quality, control noise levels, control air pollutants and odor

A 65 to 600 ft wide buffer may reduce particulate pollution by 40 to 75 percent although many factors will affect pollutant removal

Vulnerability Summary

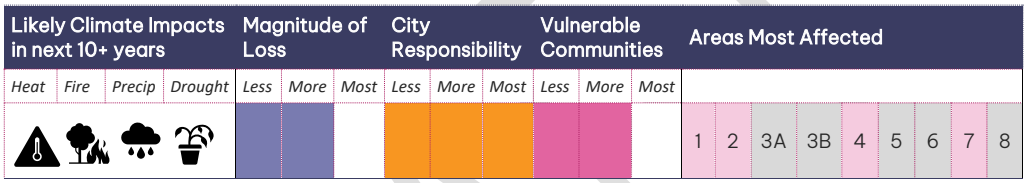
Vancouver is likely to be exposed to extreme heat in the planning period and has wide swaths of lands that have relatively lower tree canopy or implementation of adaptive building features (e.g., cool roofs, etc.) that can mitigate these risks. The City has a relatively small area subject to flooding often flanked by greenways (Burnt Bridge Creek) or with extensive flood control structures and with population densities relatively lower (Columbia River) but is subject to urban flooding that could experience extreme precipitation during the planning

period. The City has plans and priorities regarding where to address lacking tree canopy, as well as improving stormwater management, largely in central Vancouver.

Areas most vulnerable due to higher exposures and higher shares of communities with health sensitivities or equity disparities are identified in the Executive Summary in Exhibit 4 and Exhibit 5 and include Areas 1, 2, 4 and 7.

The widespread location of areas most vulnerable and the responsibility of the city to promote resilient urban design make zoning and development a higher risk and priority to address. See Exhibit 94.

Exhibit 95: Risk Summary – Zoning & Development



Source: BERK, 2025.

Gaps and Opportunities

Equitable Engagement and Strategies to Improve Adaptive Capacity

The City has engaged its interdepartmental team and community members to identify solutions addressing improved connectivity and parks in the public realm.

Example strategies include:

- Residents have identified community spaces they currently rely on or trust during extreme events (e.g., churches, schools, parks). (City of Vancouver, 2025)
- Promote other forms of green infrastructure, especially in places suffering from extreme heat. Prioritize investment in areas that have lower property values. Green infrastructure investments should be coordinated with affordable housing and other policies to avoid impacts of green gentrification and related displacement. (City of Vancouver, 2025)
- Implement land use planning policies for flood mitigation. (City of Vancouver, 2025)
- Increase Shade and Tree Canopy at park by planting more trees and preserving mature ones to create extensive shade. (City of Vancouver, 2025)
- Add Water Features and Cooling Elements. Incorporate cooling water features in park design to help people cool off. Splash pads, interactive fountains, or misting stations. (City of Vancouver, 2025)

- Heat-Resilient Landscaping: Adapt park landscaping and maintenance practices to withstand hotter, drier summers with less water. (City of Vancouver, 2025)
- Leverage parks as part of overall community stormwater management. (City of Vancouver, 2025)
- For parks at the wildland-urban interface or with significant natural wooded areas, implement fire management strategies. (City of Vancouver, 2025)
- Involve the community in making parks climate resilient and prioritize improvements in the parks that serve the most vulnerable populations. (City of Vancouver, 2025)
- Make physical upgrades to trails to better withstand heavy rain, flooding, and erosion. (City of Vancouver, 2025)
- Increase shade cover along popular walking and cycling routes to protect users during heat and also to extend the life of trail materials. (City of Vancouver, 2025)
- Implement practices to reduce wildfire risk in trail corridors and prepare for smoke events. (City of Vancouver, 2025)

Policies

A policy evaluation found strength in Comprehensive Plan land use policies promoting resilience but opportunities to address a number of topics to address climate resilience and health. Exhibit 95 below shares example climate mitigation and adaptation options noted in the *Fifth National Climate Assessment Ch. 12. Built environment, urban systems, and cities*. (Chu, 2023) It also provides examples from the Commerce *Climate Planning Guidance* (Commerce, 2023), and the Vancouver Climate Action Framework. (City of Vancouver, 2022) The City could update its Comprehensive Plan policies to catch the plan up to the City's ambitious Climate Action Framework, as well as efforts under the **OUR VANCOUVER 2045** plan such as the Health Impact Assessment.

Exhibit 96: Examples of Land- Mitigation and Adaptation Options in Cities and Built Environments

Options	NCA Examples of Mitigation and Adaptation Options	Commerce Climate Policy Explorer Examples	Vancouver Climate Action Framework
Natural, green, and blue infra structure	Urban ecosystems and biodiversity, street trees, greenery, coastal wetlands and dune systems	High Priority Increase tree canopy cover to boost carbon sequestration, reduce heat islands, and improve air quality, prioritizing overburdened communities.	Strategy NS-1. Increase carbon storage in trees, vegetation, and soil Strategy NS-2. Improve ecosystem resilience

Options	NCA Examples of Mitigation and Adaptation Options	Commerce Climate Policy Explorer Examples	Vancouver Climate Action Framework
			Action #10: Community gardens and local markets
Gray infrastructure	High albedo/reflective pavements, coastal protection (such as seawalls), dams, flood controls, drainage	High Priority Consider climate change, including sea-level rise, extreme precipitation, increased winter streamflow, and other impacts, in floodplain management planning.	Indirectly; see above (NS-2)
Land management	Zoning to reduce impact exposure and support GHG emissions mitigation, co-location of development with low-GHG transportation and technologies, reduced encroachment on natural lands, fire management, land restoration	High Priority Prioritize and promote public transit expansion and use through coordination of land use and transportation planning. Establish development regulations that incorporate best practices for reducing the risk of wildfire, extreme heat, flooding, and other climate-exacerbated hazards.	Strategy TLU-1. Create neighborhoods that support clean modes of transportation
Resource use	Improved water supply, reduced emissions from waste and wastewater	High Priority Manage water resources sustainably in the face of climate change through smart irrigation, stormwater management, preventative maintenance, water conservation and wastewater reuse, plant selection, and landscape management.	Strategy NS-3. Conserve water resources
Migration and relocation	Managed retreat	In areas with significant vulnerability to climate hazards, facilitate and support long-term community visioning including consideration of managed retreat.	Not addressed

Source: (Chu, 2023), (City of Vancouver, 2022), BERK 2024.

The City's **OUR VANCOUVER 2045** plan incorporates many policies addressing a resilient built environment such as:

- Incorporate Green Infrastructure into Development: Prioritize integrating green infrastructure into new development, redevelopment, replacement of existing infrastructure, and development of public spaces within the City to improve stormwater quality and reduce urban heat island effect. (Draft Policy 5)

- Stormwater Management: Focus on improving water quality and prevent flooding through managing stormwater flows, encouraging natural filtration of precipitation to ground water, reducing runoff, mitigating flood risks by advancing systems that manage stormwater effectively, and enhancing local water quality in the watershed. (Draft Policy 10)
- Adapt Infrastructure to Climate Change: Retrofit existing infrastructure, parks and natural spaces, and construct new facilities to adapt to the localized impacts that will occur in the community due to climate change. (Draft Policy 11)
- Protect Critical Areas and Shorelines: Protect existing Critical Areas within the City, and Shorelines of Statewide Significance, and ensure no net loss of ecological functions through avoidance of impacts, conservation design principles, and compensatory mitigation when loss of ecological function cannot be avoided. (Draft Policy 12)
- Equitable Distribution of Tree Canopy: Meet tree canopy coverage goal of 28%, using the City's Equity Index to target investment in underserved neighborhoods lacking coverage. (Draft Policy 14)
- Support Transit with Resilient Infrastructure Improvements: Invest in transit-supportive infrastructure that responds to localized impacts of a changing climate to ensure reliable, frequent, and accessible future transit service, prioritizing underserved areas and those with high climate vulnerability. (Draft Policy 27)
- Improve Connectivity Between Parks and Open Spaces: Create an expansive network of linear parks that encourage active transportation, improve community health and wellbeing, enhance tree canopy and stormwater management, and link parks and open space with housing. (Draft Policy 79)

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OUR VANCOUVER

OUR FUTURE 2045

Health Impact Assessment

Draft: August 2025

Table of Contents

0. Executive Summary 7
1. Introduction 14
Purpose 14
Key Questions 14
Goals 15
HIA Process 15
Previous Health Impact Assessment in Vancouver 16
Integration with Comprehensive Plan Update 16
Growth Alternatives 17
2. Scoping the HIA 17
3. Baseline Assessment 19
Population 19
Race and Ethnicity 20
Income and Poverty 20
Housing Tenure 20
Education 21
Language 21
Disability 21
Age 21
Health Insurance Access 21
Equity 21
Health Outcomes 23
Physical Activity 24
Parks Access 24
Active Transportation 28
Food Access 36
Community Connections 40
Access to Services 40
Social Connection and Isolation 42

DRAFT

Exposure to Health Hazards 43
Air Quality 43
Water Quality 48
Ambient Noise 50
Urban Heat 53
Exposure to Climate Change Impacts 55
Housing and Financial Security 59
Safe and Healthy Housing 59
Affordable Housing and Displacement 61
Income and Living Wage Jobs 63
Key Findings and Implications 67
Population and Health Outcomes 67
Physical Activity 67
Food Access 67
Community Connections 67
Exposure to Health Hazards 68
Housing and Financial Security 68
Policy Audit 68
4. Metrics and Evaluation Framework 71
Description of the Alternatives 71
Metrics 77
5. Impact Assessment and Strategies 80
Literature Review 80
Physical Activity 80
Food Access 80
Community Connections 80
Exposure to Health Hazards 81
Housing and Financial Security 81
Alternatives Evaluation and Strategies 81
Key Findings 81

DRAFT

Physical Activity 83
Food Access 87
Community Connections 90
Exposure to Health Hazards 94
Housing and Financial Security 102
Tradeoffs and Cobenefits 107
Cobenefits 107
Tradeoffs 113
6. Community Engagement Summary 114
7. Next Steps 114
Acronyms 115
References 116
Appendices 123
1. Current Health-Related Programs in Vancouver 123
2. Tradeoffs and Cobenefits Matrix 125
3. Case Studies 131
Connected and accessible neighborhoods 131
Growth near transit 132
Park and recreation access 133
Heat island mitigation 134
Tree canopy, urban shade, landscaping, green infrastructure 135
Mixed uses and Housing variety 136
Buffering from highways / Reduce air and noise pollution 137
Water pollution 138
Conservation of forest and agricultural land, urban farms and forests 139
Community gardens 140
Healthy streets 141
Emergency shelter spaces, resilience hubs, neighborhood meeting points 142
Food access 143
Access to healthcare and social services 144

DRAFT

Exhibits

Exhibit 0-1: Key Findings, Strategies, and Cobenefits 8
Exhibit 0-2: Analysis Areas 13
Exhibit 1-1: HIA Process 16
Exhibit 2-1: Themes 18
Exhibit 3-1: Demographics Summary 19
Exhibit 3-2: Vancouver Equity Index 22
Exhibit 3-3: Health Data for Vancouver and Clark County 23
Exhibit 3-4: Half-Mile Parks Service Areas 24
Exhibit 3-5: Park Equity 26
Exhibit 3-6: Park/Sidewalk Interface 27
Exhibit 3-7: Trips Under 5 Miles 29
Exhibit 3-8: Walking and Rolling Network 30
Exhibit 3-9: Bicycling and Small Mobility Network 31
Exhibit 3-10: Proposed Enhanced Transit Corridors 32
Exhibit 3-11: Crashes Involving Pedestrians 2016-2020 33
Exhibit 3-12: Crashes Involving Bicyclists 2016-2020 34
Exhibit 3-13: Walk Score Heat Map 35
Exhibit 3-14: Supermarket Access – 1-mile Radius 38
Exhibit 3-15: Clark County Food Pantry Sites 39
Exhibit 3-16: Connected and Accessible Neighborhoods (Diversity and Quantity of Uses) 41
Exhibit 3-17: $PM_{2.5}$ Exposure – Compared to Other Census Tracts in Washington 45
Exhibit 3-18: O_3 Exposure – Compared to Other Census Tracts in Washington 45
Exhibit 3-19: Superfund and Brownfield Sites 46
Exhibit 3-20: Vegetation 47
Exhibit 3-21: Potable Water 49
Exhibit 3-22: Transportation Noise 51
Exhibit 3-23: Zoning 52
Exhibit 3-24: Heat Exposure Index 54
Exhibit 3-25: Clark County Heat Watch Map 55
Exhibit 3-26: Climate Exposure Index 56
Exhibit 3-27: Health Sensitivity to Climate Index 57
Exhibit 3-28: Climate Exposure Index X Health Sensitivity to Climate Index 58
Exhibit 3-29: Housing – Year Built 60
Exhibit 3-30: Radon Testing 61
Exhibit 3-31: Housing Unit Targets by Income Band (2023-2045) 62

DRAFT

Exhibit 3-32: Displacement Risk 63
Exhibit 3-33: Industries and Wages (Q3 2024) 65
Exhibit 4-1: No Action Alternative Zoning Map 74
Exhibit 4-2: Alternative 1 Proposed Zoning Districts Map 75
Exhibit 4-3: Alternative 2 Proposed Zoning Districts Map 76
Exhibit 4-4: Health Metrics 77
Exhibit 4-5: Analysis Areas 79
Exhibit 5-1: Metrics Summary 82
Exhibit 5-2: Projected Park Land Demand by Park Impact Fee District and Alternative (acres) 84
Exhibit 5-3: Growth in Areas Without High Intersection Density 85
Exhibit 5-4: New Housing Units without Supermarket Access 88
Exhibit 5-5: New Jobs in Areas with High Equity Risk Scores and Low Connectivity/Accessibility 91
Exhibit 5-6: Mixed Uses and Density 91
Exhibit 5-7: Commercial Displacement Potential 92
Exhibit 5-8: New Housing Units in Areas with Air Quality Impacts 95
Exhibit 5-9: New Housing Units in Areas with Low Tree Canopy Cover 95
Exhibit 5-10: New Housing Units in Areas with High Transportation Noise 96
Exhibit 5-11: New Housing Units and Jobs in Heat Islands 97
Exhibit 5-12: New Housing and Jobs without Transit Access 98
Exhibit 5-13: Modeled Existing and Future Daily Vehicle Miles Traveled in Vancouver 99
Exhibit 5-14: New Housing in High Climate Exposure Areas 100
Exhibit 5-15: New Housing Units on Parcels with Older Buildings 102
Exhibit 5-16: New Housing Units in Designations that Allow Three or More Stories 103
Exhibit 5-17: New Housing Units in Displacement Risk Areas 104
Exhibit 5-18: Land Use and Job Mix 105
Exhibit 5-19: Density and Mixed Uses and Other Health Metrics 108
Exhibit 5-20: Tree Canopy Cover and Other Health Metrics 109
Exhibit 5-21: Newer Buildings and Other Health Metrics 110
Exhibit 5-22: Density, Mixed Uses, and Transit Access 111
Exhibit 5-23: Housing Affordability and Higher Wages 112

DRAFT

0. Executive Summary

This Health Impact Assessment (HIA) considers how the growth alternatives studied as part of the **OUR VANCOUVER** Comprehensive Plan periodic update may benefit and impact health in Vancouver as it relates to the built environment.

The analysis is organized around five themes:

- Physical Activity
- Food Access
- Community Connections
- Exposure to Health Hazards
- Housing and Financial Security

Three growth alternatives, as studied in **OUR VANCOUVER** Draft Environmental Impact Statement (DEIS), are included for analysis:

- A No Action Alternative, where existing policies are carried forward. Future growth and development would align with the adopted Comprehensive Plan and development regulations and recent amendments to state statutory requirements that contain self-executing provisions. The No Action Alternative would not meet the City's minimum 2045 targets for new housing units and jobs.
- Two Action Alternatives (Alternative 1 and Alternative 2), which add density and mixed uses and update plan policies. New place types would allow for more dense housing, employment, and activity centers in more areas across the city. Both Action Alternatives would exceed the City's minimum 2045 targets for new housing units and jobs.

The Action Alternatives generally include greater opportunities to improve community health. This is due to the growth patterns of the Action Alternatives and the policy changes associated with them (Exhibit 0-1). Other strategies are also identified in the HIA to build on strengths, address gaps, and mitigate negative health impacts of the growth alternatives. For the purposes of HIA analysis, the city was divided into eight areas (Exhibit 0-2).

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Exhibit 0-1: Key Findings, Strategies, and Cobenefits

Theme	Key Findings	Where/Who Impacted	Potential Strategies	Cobenefits of Implementation
Physical Activity	**Existing:** • Many existing vehicle trips are under 5 miles • There are some gap areas in parks access **No Action:** • More demand for parks due to growth • Most growth in areas without high density of intersections **Action Alternatives:** • Higher growth and higher demand for parks • More opportunity for new parks via impact fees and policy changes • Most growth in areas without high density of intersections • More opportunity for walkability improvements	**Where:** 2, 3A, 3B, 4, 5, 6, 7, 8 (see Exhibit 0-2). **Who:** People with health conditions that could be improved by physical activity	**City:** • Non-motorized infrastructure and safety • Pedestrian scale design • Strategic parks acquisitions **Partner:** • Community-led park and street improvements • School and other partnerships for recreation	Emissions reduction from reduced VMT Equitable access to parks

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Theme	Key Findings	Where/Who Impacted	Potential Strategies	Cobenefits of Implementation
Food Access	**Existing:** • Much of the current population has food access challenges **No Action:** • Some growth in areas with low supermarket access **Action Alternatives:** • More growth in areas with low supermarket access, but more opportunity for new stores via density and mixed uses	**Where:** 2, 3a, 5, 6, 7, 8 (see Exhibit 0-2). **Who:** Households with lower incomes are most affected	**City:** • Community gardening and urban agriculture support • Incentives for supermarkets **Partner:** • Food banks, farmers markets • Community and faith organizations	Walkability to supermarkets = lower VMT and emissions Equitable access to food

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Theme	Key Findings	Where/Who Impacted	Potential Strategies	Cobenefits of Implementation
Community Connections	**Existing:** • Access to amenities varies • Challenges with childcare and access to social services **No Action:** • Less opportunity for better access to services • Some commercial displacement • Less density and mixed uses **Action Alternatives:** • More opportunity for better access to services • More commercial displacement but better mitigation • More density and mixed uses (especially Alternative 2)	**Where:** Citywide **Who:** Car-dependent households, older adults	**City:** • Incentives for small commercial spaces and lowered parking requirements • Social programs and events **Partner:** • Pop-ups • Regional childcare access	Better walkability to services = lower VMT Equitable access to daily needs

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Theme	Key Findings	Where/Who Impacted	Potential Strategies	Cobenefits of Implementation
Exposure to Health Hazards	**Existing:** • Air quality is a challenge that is hard to mitigate • Heat islands also present but growth is an opportunity to address them • Other hazards include climate change, water quality, and noise **No Action:** • Some air and water quality impacts • Some growth in areas with noise • Some growth in heat islands • Some growth in climate hazard areas **Action Alternatives:** • Some air and water quality impacts but better mitigation • Some growth in areas with noise but better mitigation • More growth in heat islands and more opportunity to add vegetation • Some growth in climate hazard areas and new policies for resiliency	**Where:** Citywide but especially 2,5, 6, 7, 8 (see Exhibit 0-2) **Who:** People with existing health conditions, older adults, children	**City:** • Electric vehicle support • Vegetation requirements • Urban forestry • Shade in parks and rights of way • Design standards for resilience • Education on disposal of chemicals **Partner:** • C-Tran transit investments • Community-led action planning • Water and air quality monitoring • Emergency hubs	Adding tree canopy cover = reduced emissions Environmental justice

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Theme	Key Findings	Where/Who Impacted	Potential Strategies	Cobenefits of Implementation
Housing and Financial Security	**Existing:** • Many residents are cost burdened • Displacement is an ongoing concern with growth **No Action:** • Some new housing but less variety and affordability • Less radon mitigation • Some displacement risk • Some new jobs **Action Alternatives:** • More new housing and better affordability • More radon mitigation • Some displacement risk but new policies to mitigate • More new jobs and opportunities to shape industries	**Where:** Citywide **Who:** Households with lower incomes, single-parent households	**City:** • Communicating home rehabilitation opportunities and radon testing • Removing housing barriers • Anti-displacement policies • Workforce development and industry support **Partner:** • Regional collaboration on housing and economic development	Energy efficiency of newer buildings Less displacement, more financial stability, housing for all incomes

Notes: *Emissions Reduction Cobenefit,* *Equity Cobenefit*

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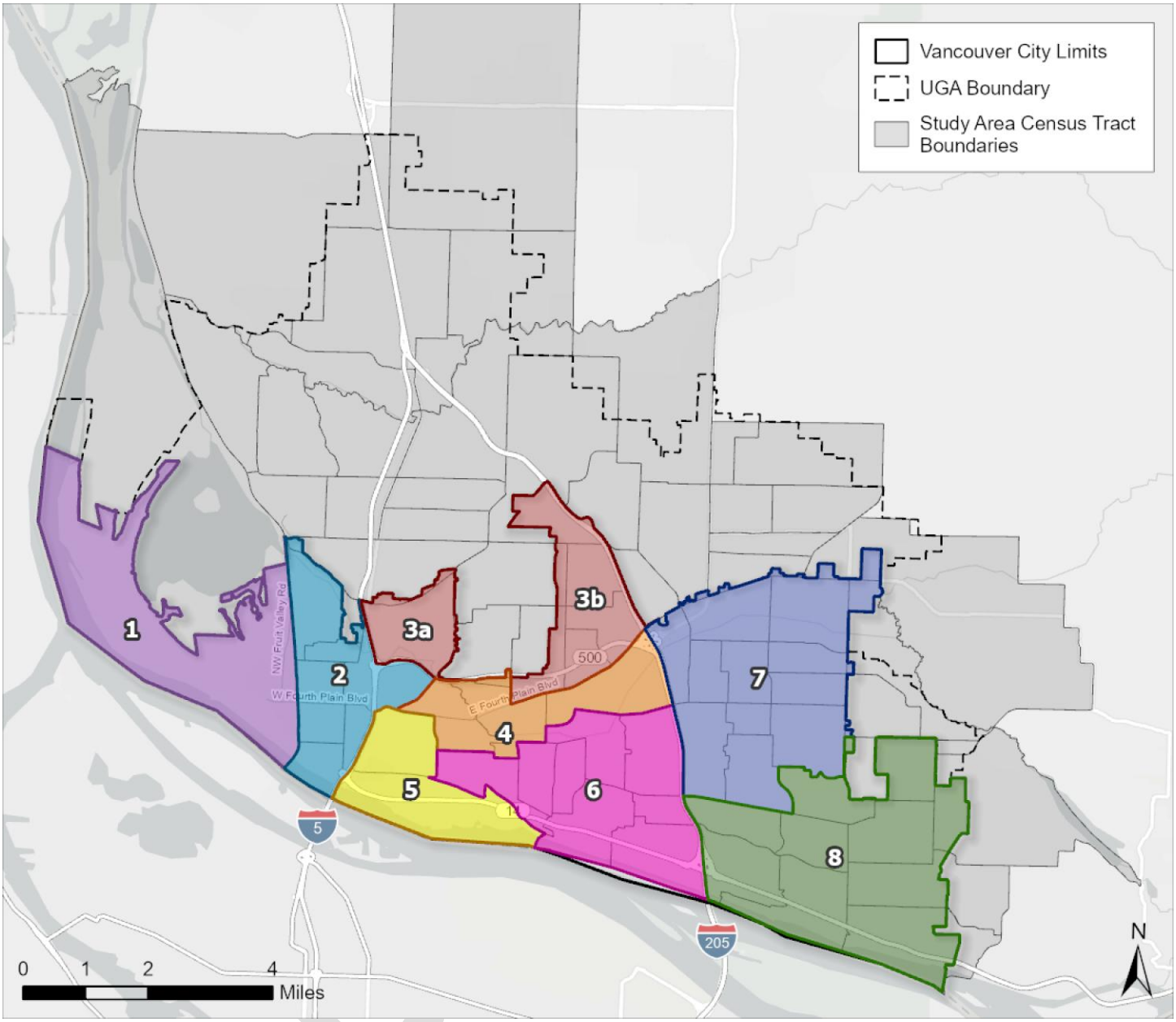
Exhibit 0-2: Analysis Areas



Source: City of Vancouver, 2025; BERK, 2025.

1. Introduction

Purpose

The City of Vancouver is conducting a Health Impact Assessment (HIA) to:

- **Evaluate each of the three OUR VANCOUVER land use alternatives (defined in the Draft Environmental Impact Statement)** from a health impact lens and support the selection of a preferred alternative and mitigation measures.
- **Provide policy recommendations for improved community health.**
- **Provide analysis to support communication** with the public, policy makers, and key decision makers the various health-related tradeoffs between the three alternatives.

The City's Comprehensive Plan was last updated in 2011 and is due for a periodic update by the end of 2025. The **OUR VANCOUVER** Comprehensive Plan will guide Vancouver's growth and development through the year 2045. The update is an opportunity to shape policies and actions that can improve the health of current and future Vancouver residents.

The Plan is guided by a goals framework, which emphasizes equity, livability, opportunity, sustainability, and health, among other values. For the Climate, Environment, Community Health, Sustainability, and Resiliency chapter, the key themes are:

- Equitable and Just Transition
- Increase Tree Canopy
- Decrease Emissions
- Community Preparedness
- Community Stewardship and Resilience
- Holistic Cycles of Consumption and Production
- Access to Healthy Food
- Built Environment Promotes Health.

Key Questions

What is an HIA? A Health Impact Assessment (HIA) evaluates the potential health effects of a proposed plan, policy, project, or program. HIAs provide recommendations during the decision-making process to increase positive health effects and minimize negative impacts (CDC, 2025).

What type of HIA is this? This is a "rapid" HIA, in which the analysis is primarily based on existing data from a variety of sources. However, this HIA and its recommendations are also supported by engagement with key stakeholders as part of the periodic update.

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Who is involved in this work? City staff and the project consultant team led the HIA. Clark County Public Health provided input on the framework and data sources. The City's Climate Working Group, which consists of various community organizations, reviewed the draft findings and informed the final document. The HIA is a parallel effort to the Vancouver Comprehensive Plan Periodic Update, with its own related engagement process that emphasizes Equity Priority Communities that have been historically marginalized or are most vulnerable. Staff will engage the Vancouver Planning Commission and City Council throughout the Comprehensive Plan periodic update process.

Who is the decision maker? The Planning Commission will provide a recommendation to the City Council on the Comprehensive Plan Periodic Update, including a preferred Land Use Alternative. The City Council is the decision maker for the Comprehensive Plan Periodic Update.

Goals

The HIA seeks to accomplish the following goals, particularly as they relate to health and the built environment:

- Ensure the **OUR VANCOUVER** Comprehensive Plan emphasizes health-related goals and policies, particularly in the land use element and growth strategies.
- Influence policy implementation to positively impact resident health, particularly communities that are vulnerable and overburdened.
- Ensure the links between connected and accessible neighborhoods, walkability, and health benefits are clearly communicated to the public and decision makers and clearly evaluated within each of the three (3) alternatives.
- Develop recommendations that are clear and feasible to implement.
- Create awareness about health disparities in Vancouver.
- Engage community-based organizations and the general public on health considerations for the plan update.
- Use communication methods such as plain language, infographics, and maps to ensure the HIA is accessible to the general public as well as decision makers.

HIA Process

HIA is a systematic process to evaluate the potential health impacts of a proposed action, such as a plan or policy. The following are the steps that generally form an HIA:

- Screening – documenting why an HIA is appropriate for a given project or decision *(Chapter 1: Introduction)*

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- Scoping – setting parameters of assessment and identifying the most relevant health outcomes *(Chapter 2: Scoping the HIA)*
- Assessment – describing baseline conditions and estimating future impacts *(Chapters 3-6: Baseline Assessment, Metrics and Evaluation Framework, Impact Assessment and Strategies, and Community Engagement Summary)*
- Reporting – disseminating findings and making recommendations *(Chapter 5: Impact Assessment and Strategies)*
- Monitoring – evaluating the effectiveness of the HIA and health impacts of the implemented proposal *(Chapter 7: Next Steps)*

Previous Health Impact Assessment in Vancouver

Clark County completed a Rapid Health Impact Assessment for the Vancouver Comprehensive Plan in 2011. The assessment focused on two primary topics: physical activity and access to healthy food. The HIA included an evaluation of the proposed policy changes in the plan and found no evidence of negative disproportionate impacts on vulnerable populations. The key takeaway was the importance of implementation of the Comprehensive Plan through development standards, and recommendations for additional actions to improve opportunities for physical activity and healthy food access. The City also conducted a brief HIA for park development in the Rose Village neighborhood in 2010.

Integration with Comprehensive Plan Update

The Comprehensive Plan update process includes evaluation of three land use alternatives (including one "no action" alternative), which distribute the city's future housing, job, and population growth in different ways. The HIA will evaluate these alternatives for potential health effects, relative to one another. This evaluation will inform the City's selection of a preferred alternative, which will provide the basis for the updated plan that will be adopted by the end of 2025. The HIA will also provide policy recommendations for the plan as a whole that could apply across all the land use alternatives.

Exhibit 1-1: HIA Process

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Growth Alternatives

The City's periodic update to the Comprehensive Plan, the 20-year growth plan for Vancouver, is due in 2025. Under the State Environmental Policy Act (SEPA), an environmental impact statement (EIS) is being prepared to consider the environmental impacts of the plan. The Draft EIS analyzes three land use possibilities or "alternatives":

- No Action Alternative assumes that the Comprehensive Plan update and associated changes to the zoning code and development regulations would not be adopted. Future growth and development would occur in line with the current adopted City Comprehensive Plan and development regulations, as well as recent amendments to state statutory requirements that contain self-executing provisions. The No Action Alternative would not meet the City's minimum 2045 targets for new housing units and jobs.
- Alternative 1 assumes the proposed Comprehensive Plan Update and associated changes to the zoning code and development regulations would be implemented, including new place types that allow more dense housing, employment, and activity centers in more areas across the city. Alternative 1 would allow for more dense, mixed-use development patterns than the No Action Alternative but in fewer areas than Alternative 2. Alternative 1 would exceed the City's minimum 2045 targets for new housing units and jobs.
- Alternative 2, like Alternative 1, assumes the proposed Comprehensive Plan Update and associated changes to the zoning code and development regulations would be implemented. Alternative 2 would allow for the highest density, intensity, and mix of uses of all of the alternatives in a greater number of areas of the city than Alternative 1. Alternative 2 would exceed the City's minimum 2045 targets for new housing units and jobs and would provide the highest capacity among the alternatives.

This Health Impact Assessment reviews each alternative for its potential impacts to health based on a series of metrics.

See Chapter 4 for maps of each growth alternative.

2. Scoping the HIA

For this HIA, the City and Consultant team focused on five themes around which to organize the evaluation. These were identified based on the themes of the **OUR VANCOUVER** Comprehensive Plan update, review of peer HIAs, Vancouver's previous rapid HIA (2011), and engagement with City and County staff. This includes Physical Activity, Food Access, Community Connections, Exposure to Health Hazards, and Housing and Financial Security.

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Exhibit 2-1: Themes

Theme	Subtopics	Description
Physical Activity	Parks access Walkability and bikeability	Built environment factors to encourage community members to be more active
Food Access	Access to healthy food sources	Physical proximity and access to supermarkets and other sources of healthy food
Community Connections	Access to services Social connection and isolation	Access to essential services and spaces that encourage people to meet and engage
Exposure to Health Hazards	Air and water quality Noise Urban heat Climate impacts	Environmental health risks in relation to areas of planned growth
Housing and Financial Security	Safe and healthy housing Affordable housing Displacement Living wage jobs	Topics related to housing quality and access and economic opportunities in Vancouver

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3. Baseline Assessment

The following baseline data is intended to provide background context for the HIA and to inform the evaluation of the three land use alternatives. This includes demographic data as well as data relating to the health themes scoped for this HIA. A policy audit is also included to review Comprehensive Plan policies currently in place related to health.

Population

Social determinants of health (SDOH) are nonmedical factors that influence health outcomes (CDC, 2024). SDOH include access to resources such as housing, education, wealth, and employment, which are impacted by systemic injustices. Addressing differences in SDOH achieve better health equity, where all people have the opportunity to be in their best health. Several key demographics relating to SDOH are discussed below. Race and ethnicity is included due to the health inequities that continue to persist due to a history of systemic racism in the United States.

Exhibit 3-1: Demographics Summary

Demographic	Percentage
Race and Ethnicity	
American Indian and Alaska Native	0.4%
Asian	5%
Black or African American	3%
Native Hawaiian and other Pacific Islander	2%
White	65%
Two or More Races	7%
Other Race	0.5%
Hispanic or Latino	17%
Income and Poverty	
Median Household Income	$80,618
Household income below the poverty level	11%
Household income at or above the poverty level	89%
Housing Tenure	
Renter households	50%
Owner households	50%
Renter households spending 30%+ of income on rent	53%

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Demographic	Percentage
Education	
High School Diploma or Higher	92%
Bachelor's Degree or Higher	32%
Language Spoken at Home by Limited English Speaking Households	
Russian, Polish, or other Slavic language	0.9%
Spanish	1.7%
Other Indo-European	0.2%
Chinese (Mandarin and Cantonese)	0.4%
Vietnamese	0.2%
Tagalong	0.1%
Other Asian and Pacific Island Languages	0.2%
Disability	
Population with One or More Disabilities	9.7%
Age	
Median Age	38
19 and Younger	24%
Over 65	16%
Health Insurance Access	
Adults Without Coverage	9%

Source: US Census Bureau, 2023; CDC, 2022; BERK, 2025.

Race and Ethnicity

In Vancouver, 5% of residents identify as Asian, 3% as Black or African American, 0.4% as American Indian and Alaska Native, 2% as Native Hawaiian and other Pacific Islander, 65% as White, and 7% as Two or More Races (U.S. Census Bureau, 2023). 17% of the population identifies as Hispanic. Vancouver's population became more racially and ethnically diverse from 2010-2020, with a 64% increase in the population of communities of color (Design Workshop, 2024; U.S. Census Bureau, 2020; U.S. Census Bureau, 2010).

Income and Poverty

Median household income in Vancouver is $80,618. 11% of households are experiencing poverty citywide (U.S. Census Bureau, 2023).

Housing Tenure

Renter and owner households are split evenly (U.S. Census Bureau, 2023). Housing costs in Vancouver are high, and 53% of renters are rent-burdened (spending more than 30% of their income on rent).

Education

92% of Vancouver residents hold a high school diploma and 32% of Vancouver residents hold a bachelor's degree (U.S. Census Bureau, 2023).

Language

20.7% of the Vancouver population speaks a language other than English at home (U.S. Census Bureau, 2023). About 8.5% of the population speaks English less than "very well" (U.S. Census Bureau, 2023).

Disability

Approximately 15.1% of Vancouver residents are living with a disability as of 2023 (U.S. Census Bureau, 2023).

Age

Median age in Vancouver is 38 years old. Approximately 24% of the population is 19 years old and younger and 16% of the population is over age 65 (U.S. Census Bureau, 2023).

Health Insurance Access

The Centers for Disease Control (CDC) estimates that 9% of adults aged 18-64 in Vancouver do not have health insurance. This is slightly lower than the national estimate of 11% (CDC, 2022).

Equity

Vancouver has an Equity Index, which helps the City prioritize investments based on the needs of historically marginalized and vulnerable communities. The Equity Index shows higher scores, or greater disparities, for several Census block groups, including areas around Fruit Valley, Rose Village, Fourth Plain Village, and Mill Plain Boulevard on the east side of the city (Exhibit 3-2).

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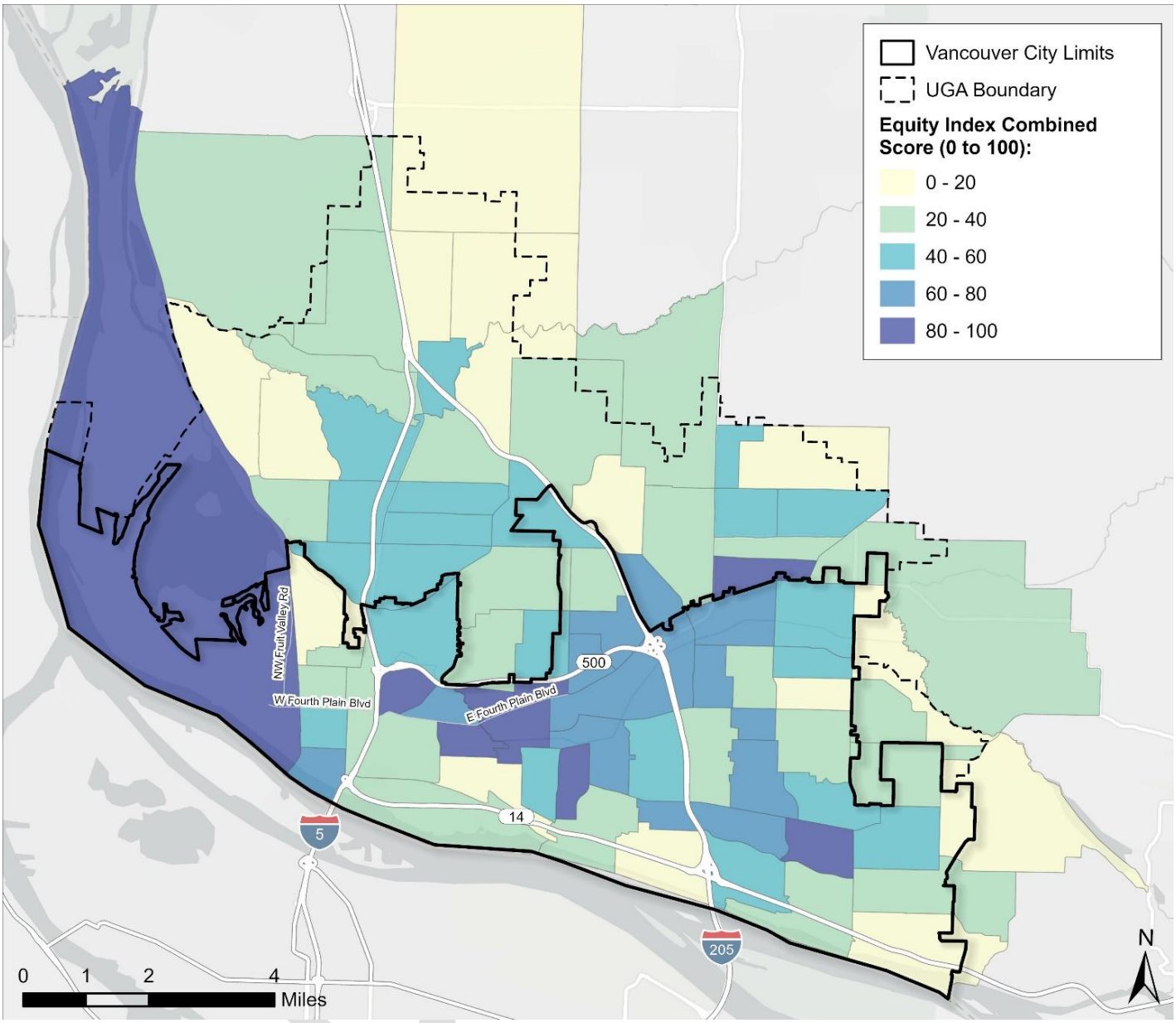
Exhibit 3-2: Vancouver Equity Index



Source: City of Vancouver, 2020; BERK, 2024.

Health Outcomes

Data from the CDC shows health outcomes for Vancouver's adult population and comparisons to Clark County. This includes similar rates of asthma, coronary heart disease, chronic obstructive pulmonary disorder, diabetes, and self-reported poor physical health, but higher rates of poor mental health and lower rates of high blood pressure (see Exhibit 3-3).

Almost a third of adults in Vancouver have been diagnosed with high blood pressure, a key risk factor for heart disease. Heart disease is a major cause of death in Vancouver, with 2018 rates of 176 male deaths and 118 female deaths per 100,000. Chronic lower respiratory diseases, including asthma and chronic obstructive pulmonary disease, accounted for 210 deaths per 100,000. Diabetes caused 507 deaths per 100,000 (Clark County, 2018; Design Workshop, 2024).

Exhibit 3-3: Health Data for Vancouver and Clark County

Measure	Vancouver (% of adults)	Clark County (% of adults)
Hypertension (High Blood Pressure)	28.1%	29.2%
Asthma	11.5%	10.8%
Coronary Heart Disease	5.1%	5.3%
Chronic obstructive pulmonary disease (COPD)	6.3%	6.1%
Diabetes	8.8%	9.2%
Poor Mental Health (mental health not good for 14 days or more)	17.5%	15.8%
Poor Physical Health (physical health not good for 14 days or more)	11.7%	11.2%

Source: CDC, 2022.

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Physical Activity

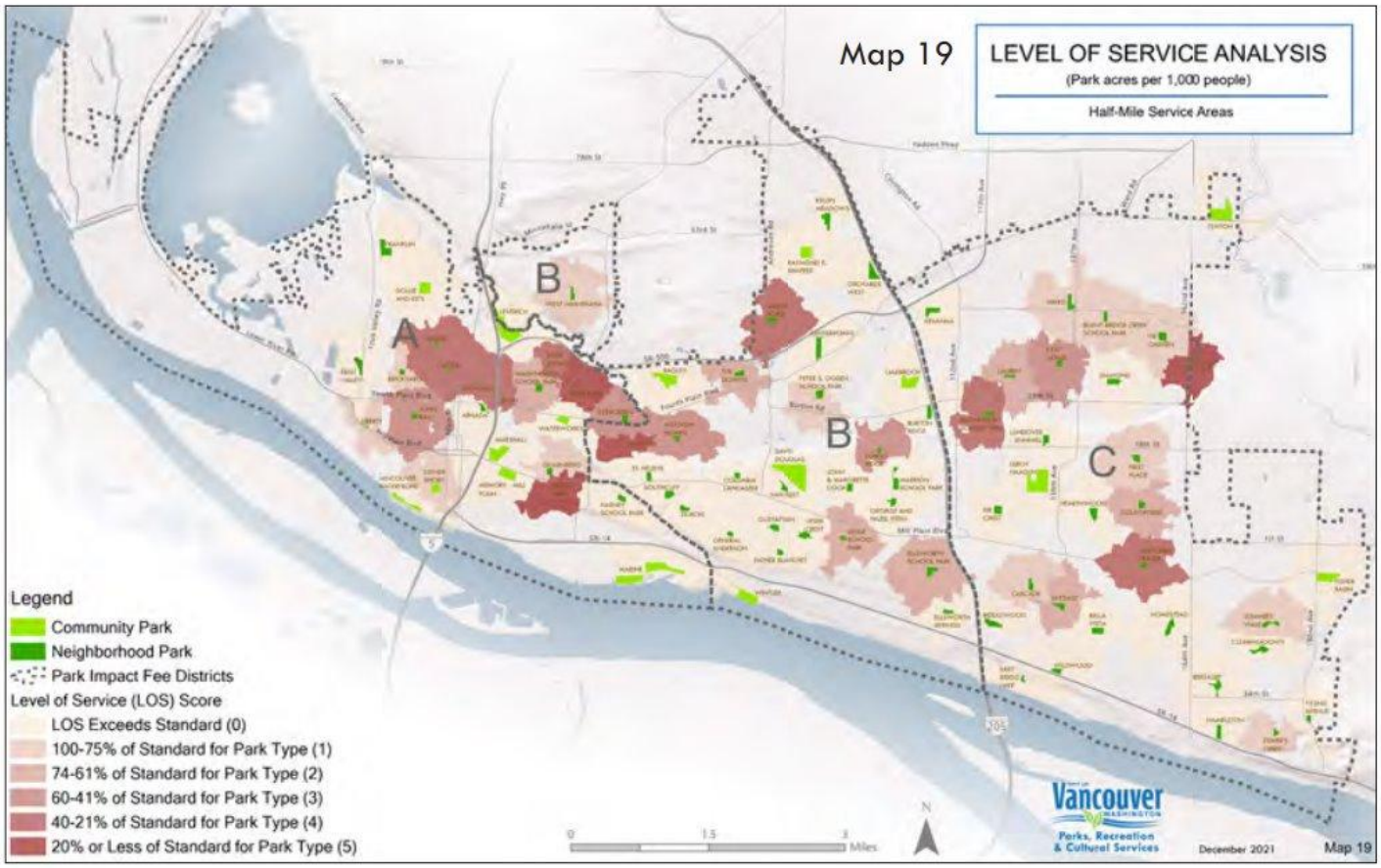
- **Physical Activity Summary:** Investments are needed in park and active transportation gap areas to support active living throughout Vancouver.

Parks Access

Parks can promote health by providing a space for people to be physically active, whether through sports or unstructured activities like walking. A report from the Trust for Public Land suggests that having parks closer to homes is associated with improved health for people of all ages, including lower blood pressure, reduced cardiovascular risk, and better mental health (Trust for Public Land, 2023).

In Vancouver, access to parks varies across the city, with some areas exceeding the City's level of service for park acreage and others having less than 20% of the park acreage needed to meet the level of service (Exhibit 3-4). Areas of note include Fruit Valley, Rose Village, Fourth Plain Village, parts of Hudson's Bay, and several areas in the east side of the city.

Exhibit 3-4: Half-Mile Parks Service Areas



Source: City of Vancouver, 2022.

Based on community demographics and existing level of service, Exhibit 3-5 identifies high-priority areas of the city for future park investment. Several high-priority areas are located in and around the Bagley Downs and Rose Village neighborhoods in the north-central part of the city, as well as Fruit Valley on the west side of the city and nearby neighborhoods.

Pedestrian infrastructure is also a factor in park access. Exhibit 3-6 shows where parks are well served and poorly served by sidewalks. Known sidewalk gaps are dispersed throughout Vancouver, and the City plans to assess these through the 2025 Comprehensive Plan update.

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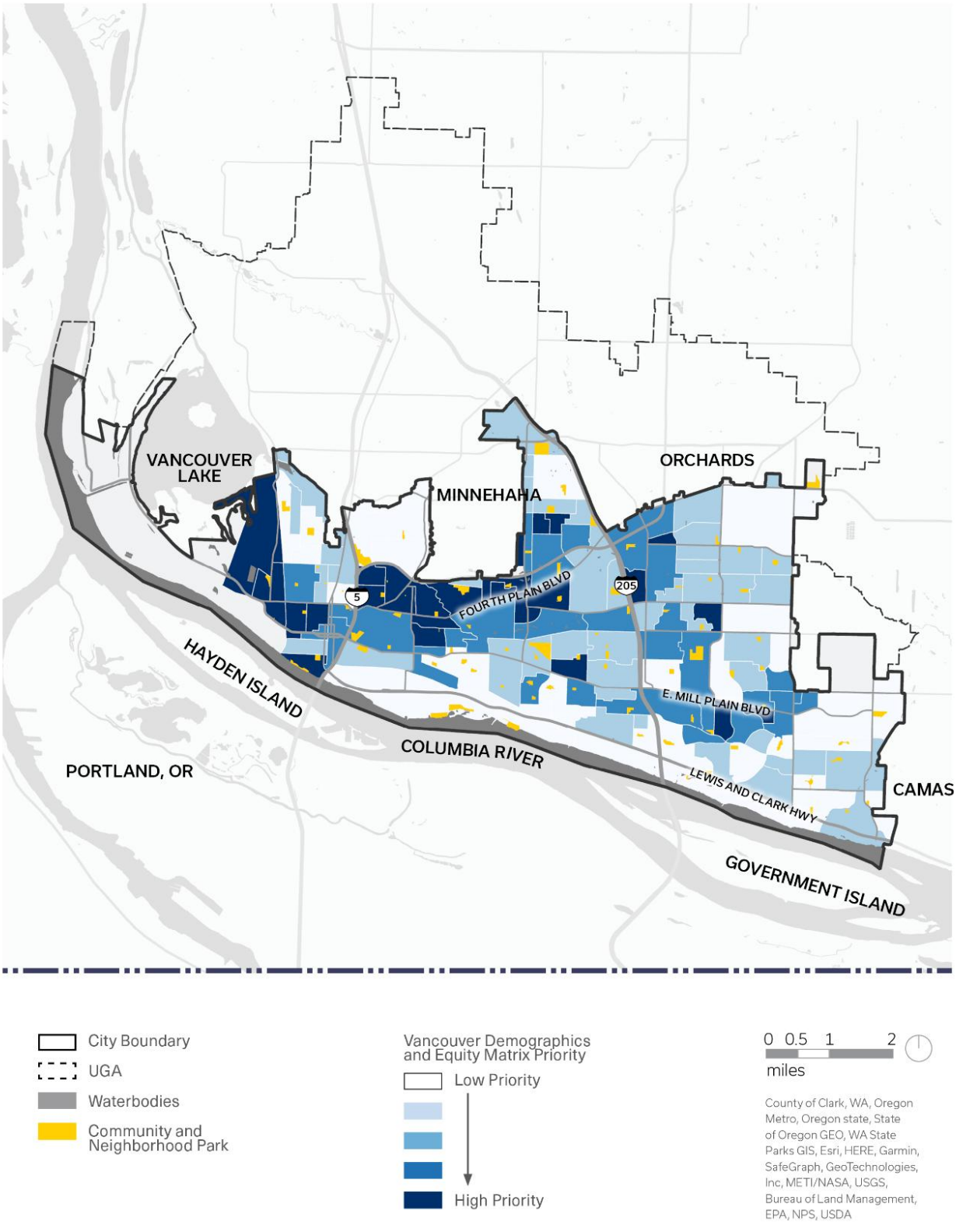
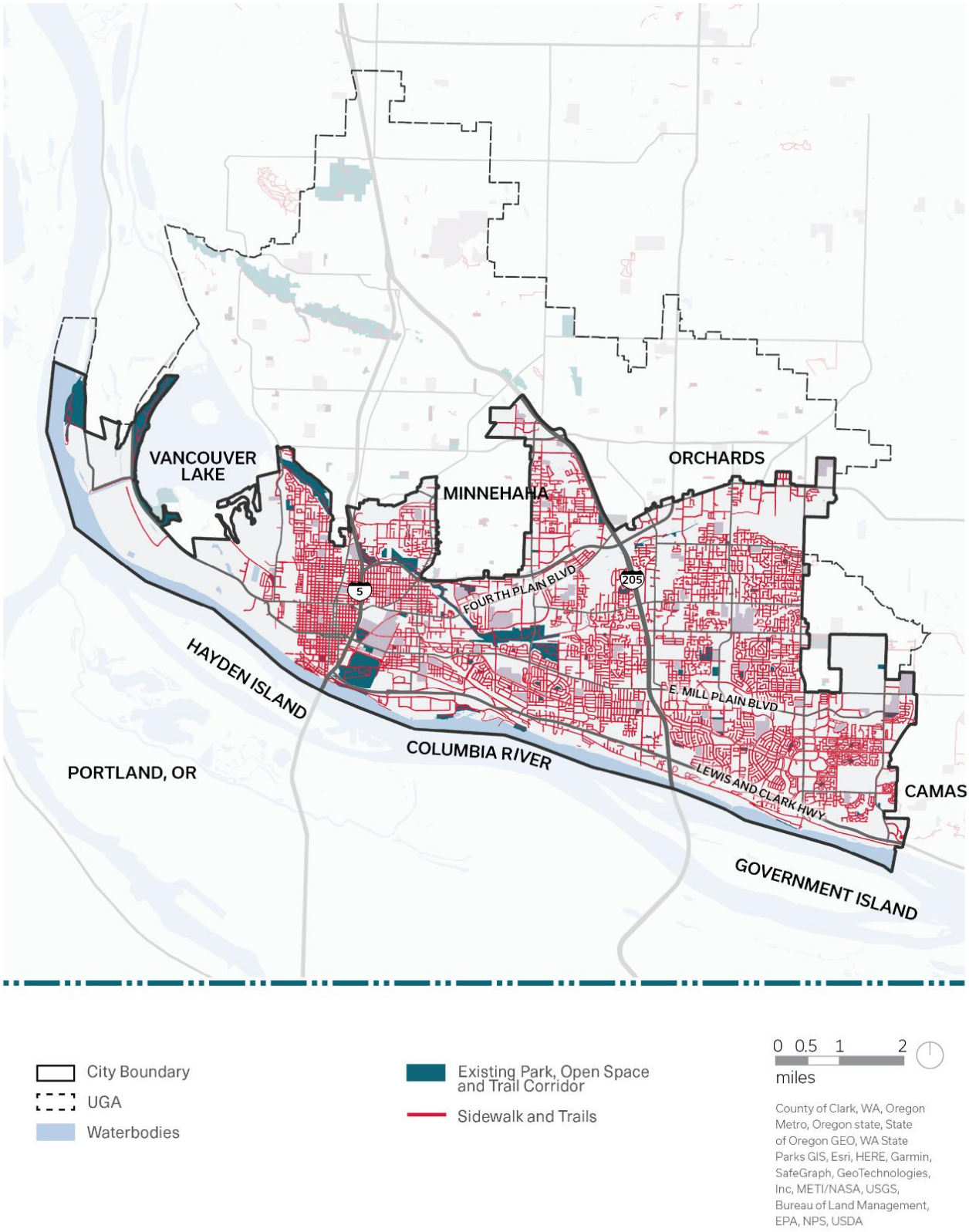
Exhibit 3-5: Park Equity



Source: Design Workshop, 2024.

Exhibit 3-6: Park/Sidewalk Interface



Source: Design Workshop, 2024.

Active Transportation

Infrastructure and urban design for walkability and bikeability can also encourage a more physically active population. Vancouver has an existing active transportation network, with trails, sidewalks, and bike lanes (Exhibit 3-8, Exhibit 3-9, and Exhibit 3-10). Vancouver also has bus rapid transit (BRT), and 47,000 Vancouver residents live within a quarter mile of the Vine BRT and the Mill Plain BRT (Design Workshop, 2024). However, only 2% of Vancouver workers walk to work, 0.5% bike to work, and 3% take public transit (and are likely to walk some amount in their commute), while the overwhelming majority (75%) drive alone to their jobs (Design Workshop, 2024).

Vancouver is an economic hub for the region, and only 34% of workers in the city also live in Vancouver, according to Census OnTheMap (U.S. Census Bureau, 2021). However, there are many parts of the city where the majority of vehicle trips occurring, not limited to work commute trips, are under 5 miles long (Exhibit 3-7). Many of these short trips have the potential to be converted to active transportation or transit trips, if improvements to infrastructure, urban design, and programming effectively create behavior change.

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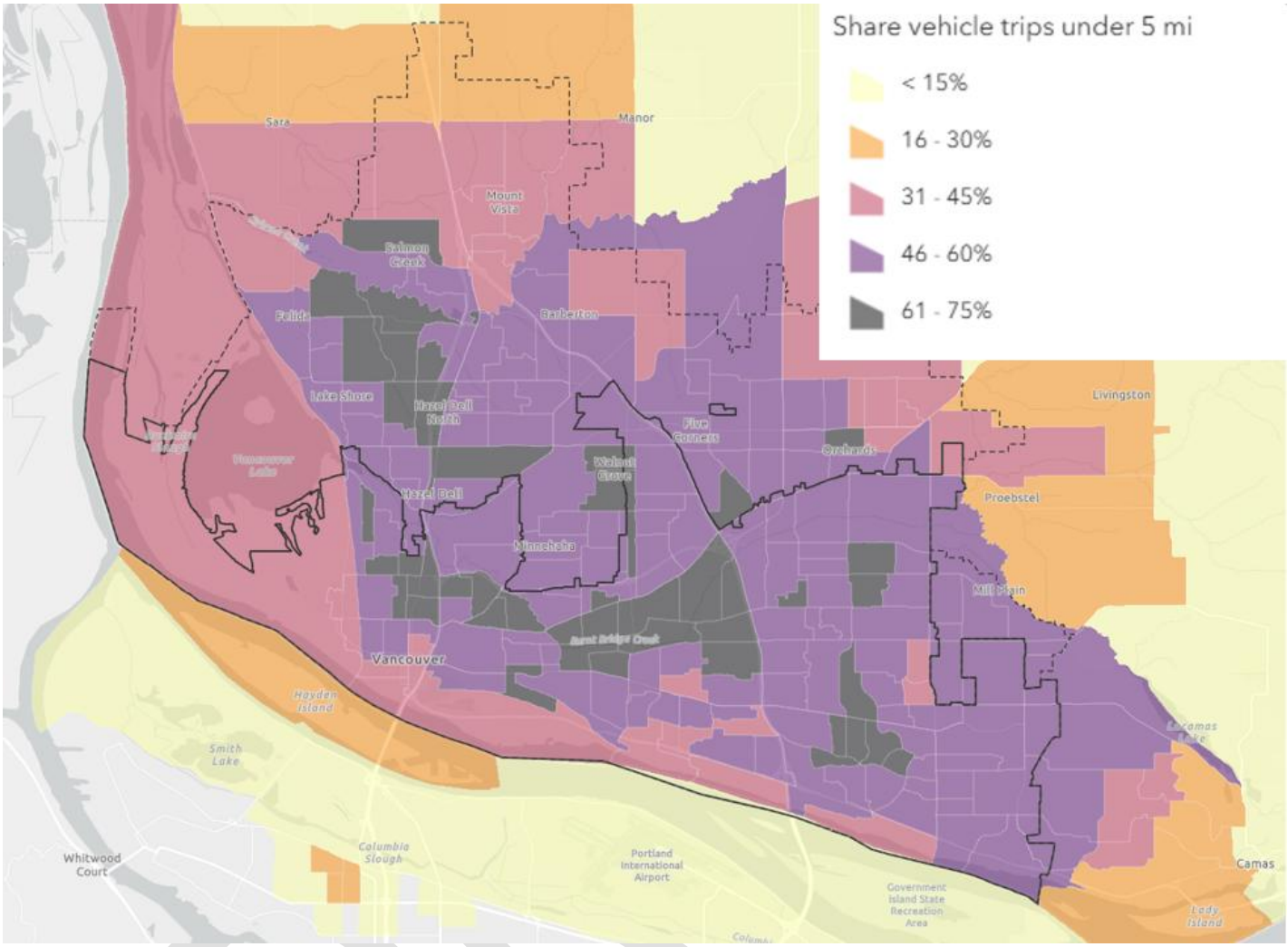
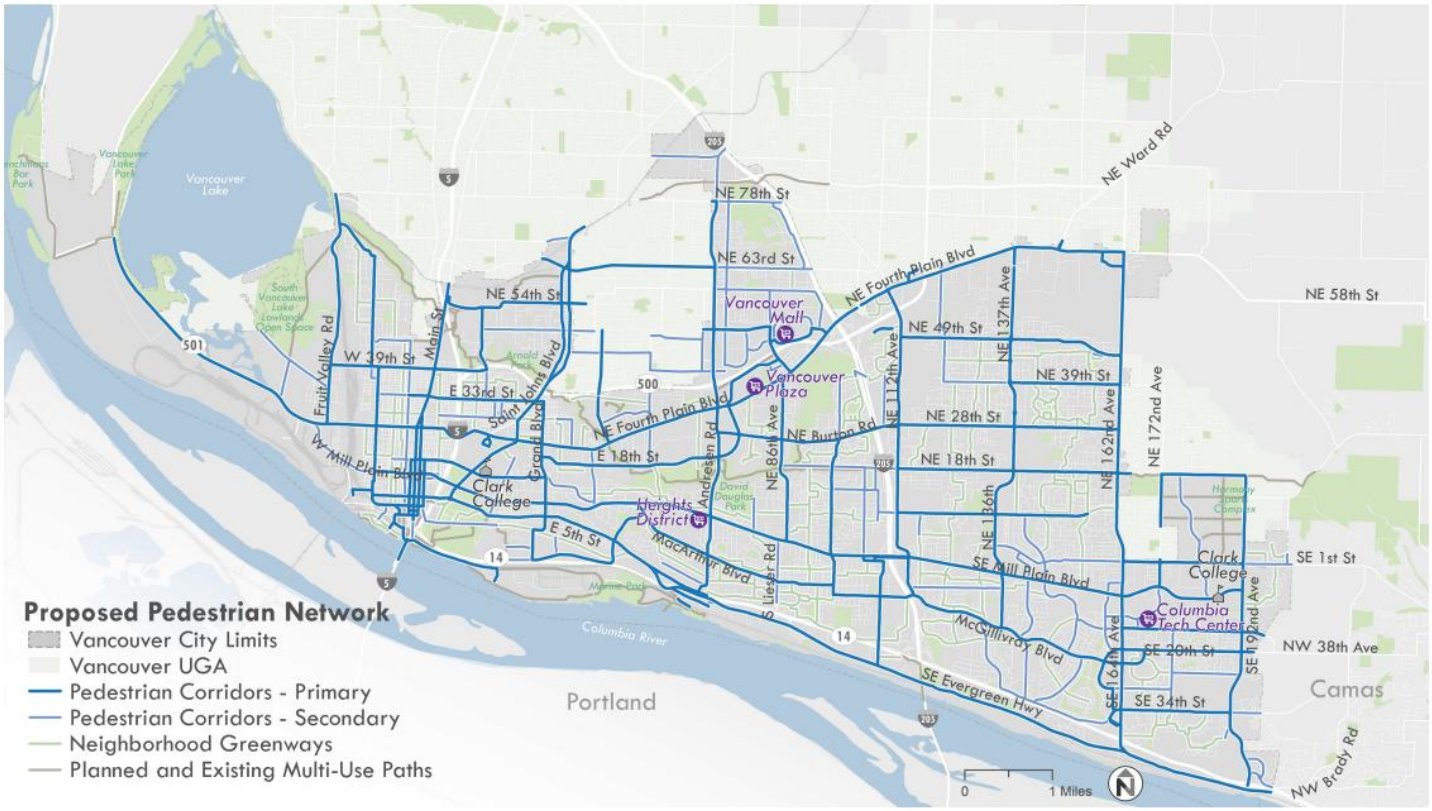
Exhibit 3-7: Trips Under 5 Miles



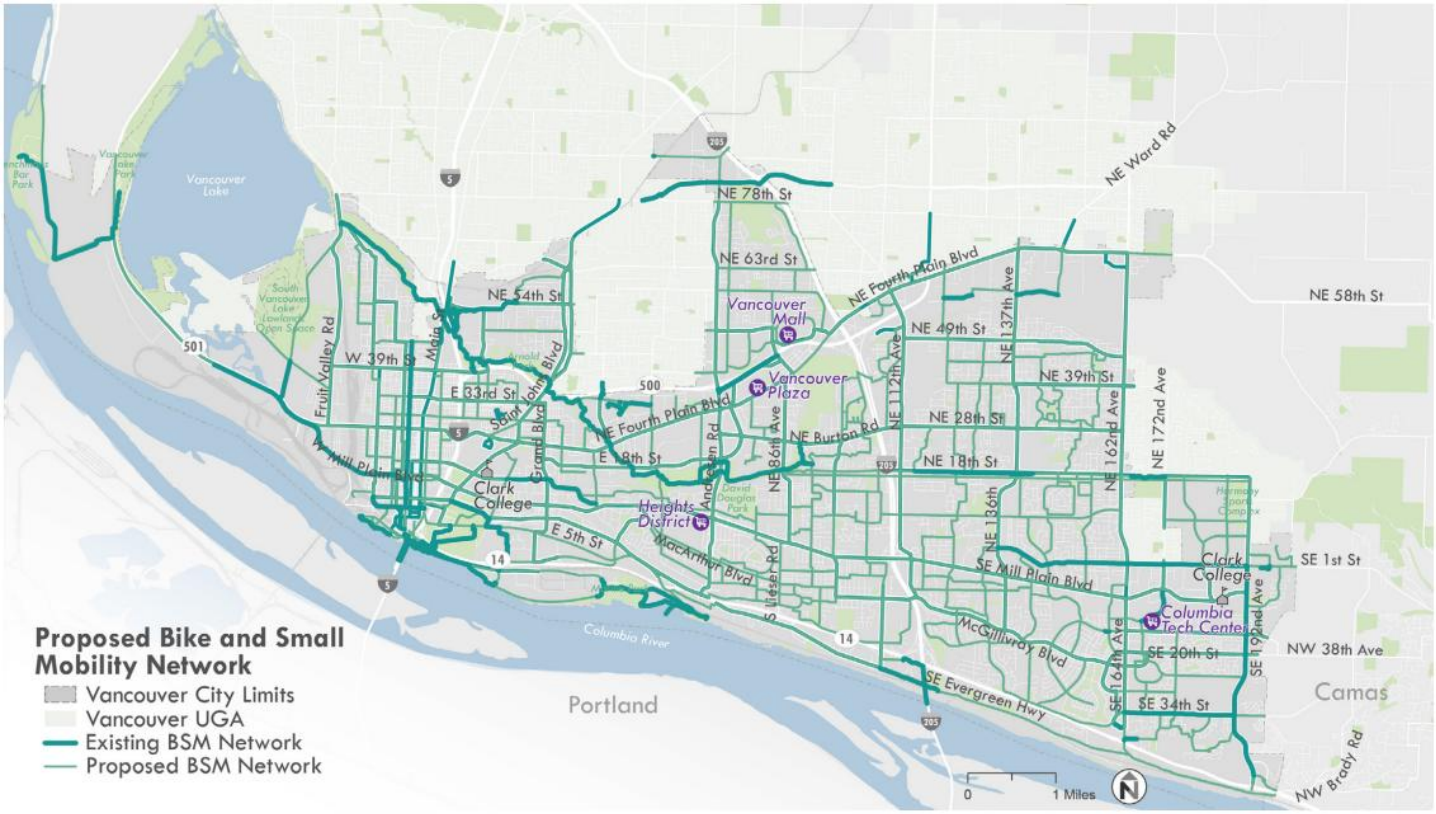
Source: City of Vancouver, 2024; Alta Planning + Design, 2023; BERK, 2024.

Exhibit 3-8: Walking and Rolling Network



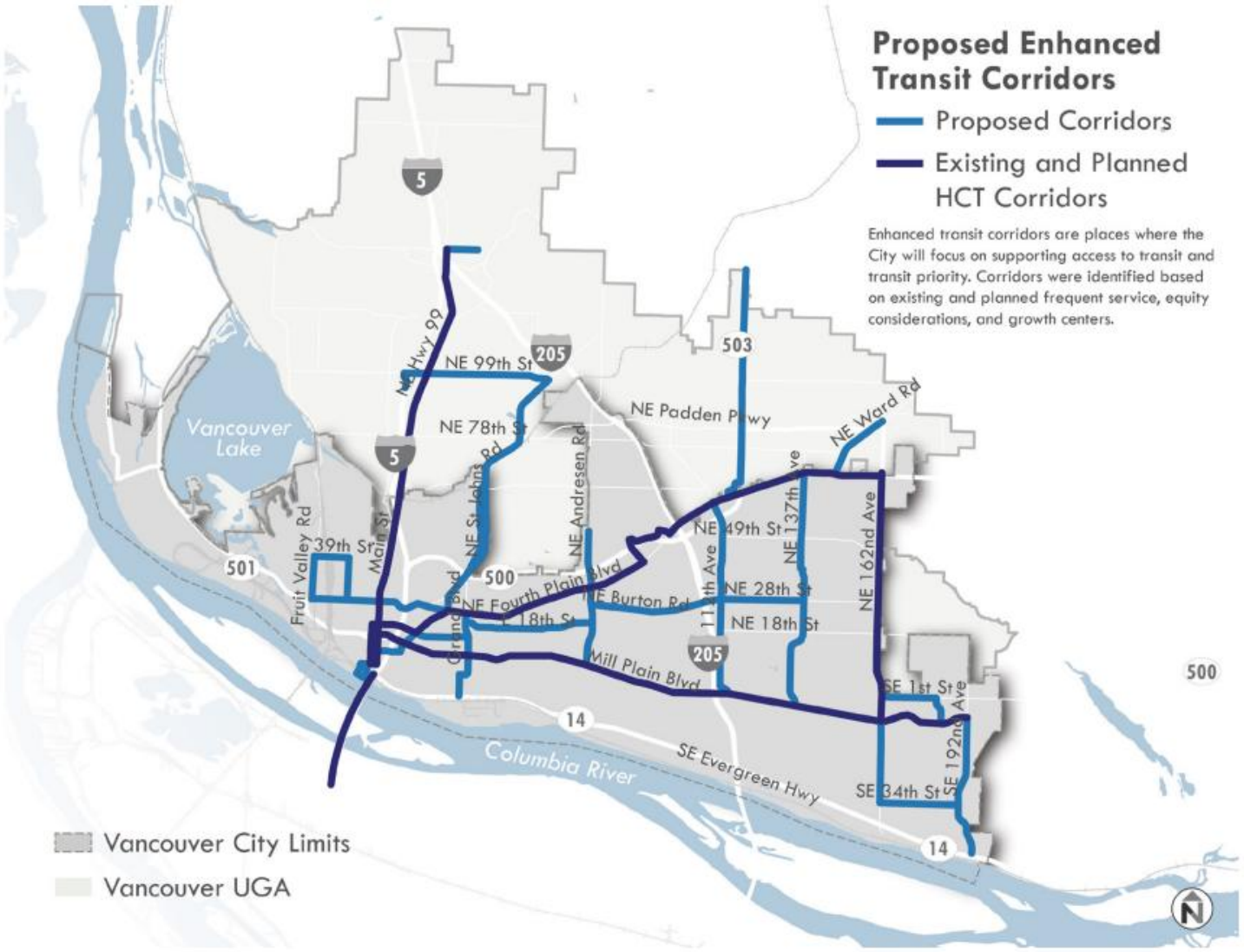
Source: City of Vancouver, 2024.

Exhibit 3-9: Bicycling and Small Mobility Network



Source: City of Vancouver, 2024.

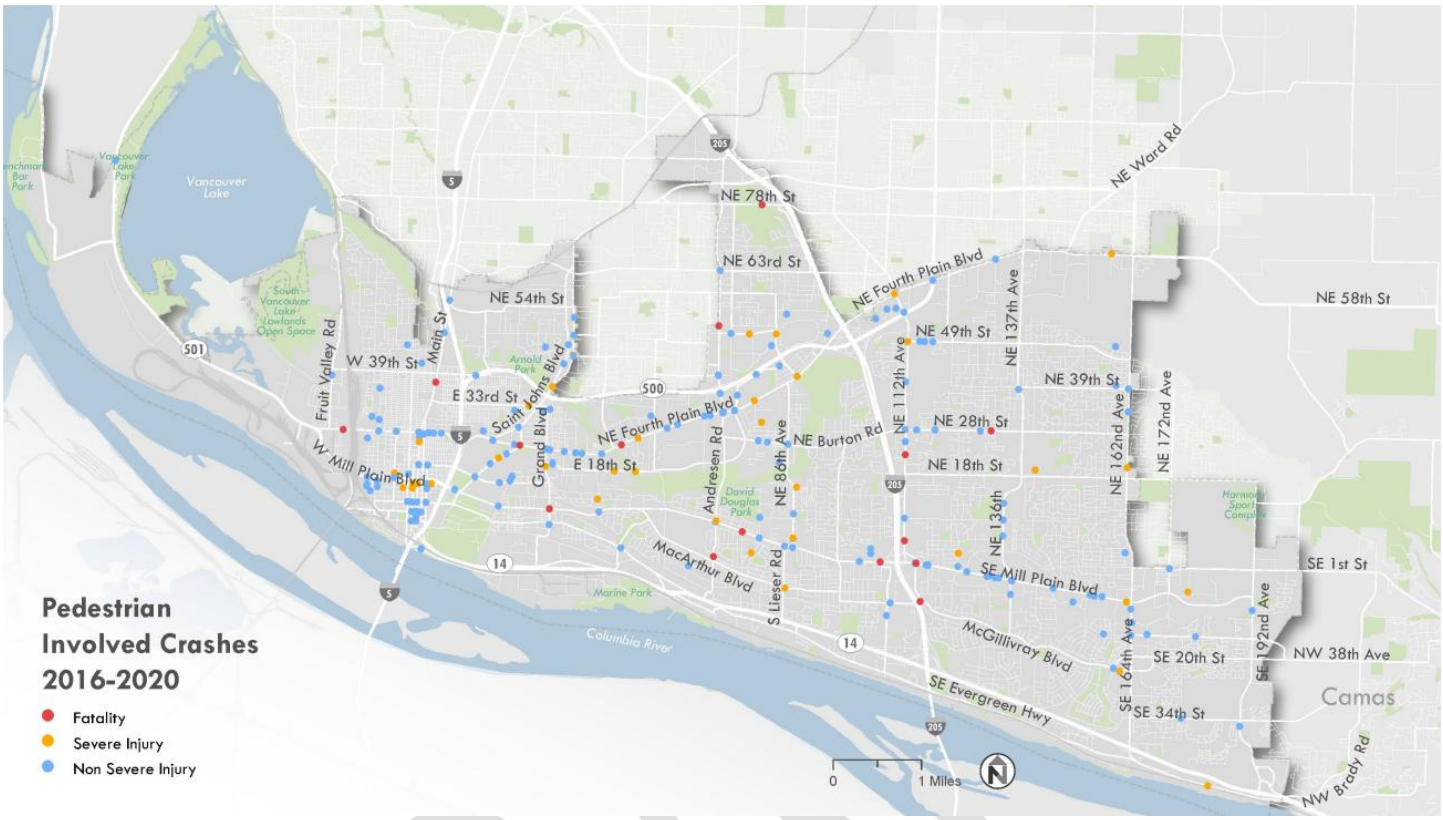
Exhibit 3-10: Proposed Enhanced Transit Corridors



Source: City of Vancouver, 2024.

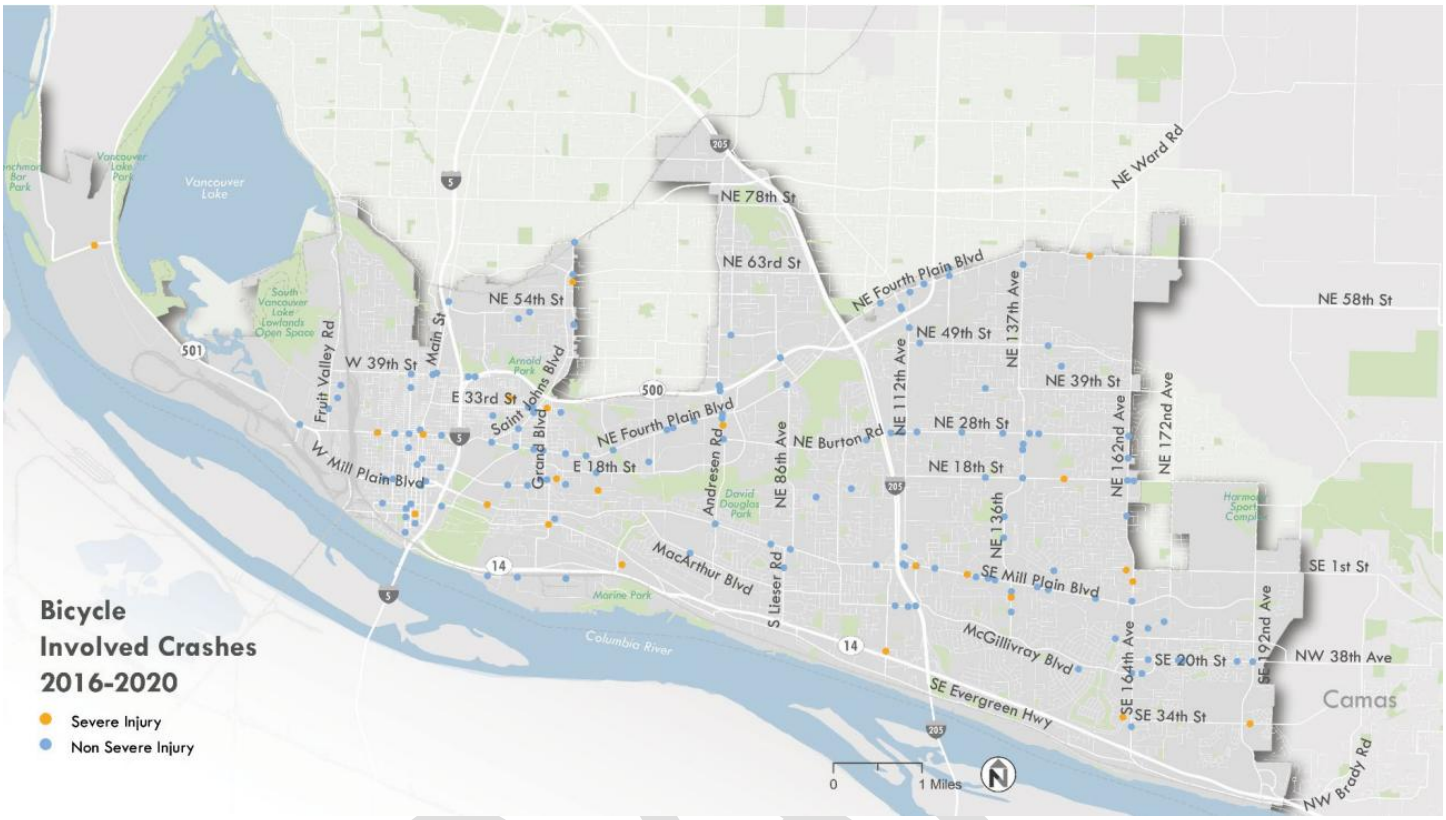
Safety is a key concern for active transportation modes. Between 2016 and 2020, there were 76 fatal and severe-injury crashes involving a pedestrian or bicyclist, per the City's 2022-2026 Local Road Safety Plan (City of Vancouver, 2022). These crashes most commonly involved pedestrians crossing at non-intersection locations without a crosswalk, but many took place at a signalized intersection. Principal arterials were the site of 27% of all pedestrian crashes, 47% of pedestrian fatalities, and 30% of pedestrian severe injuries. Specific locations for pedestrian- and bicycle-involved crashes from 2016-2020 are shown in Exhibit 3-11 and Exhibit 3-12.

Exhibit 3-11: Crashes Involving Pedestrians 2016-2020



Source: City of Vancouver, 2022.

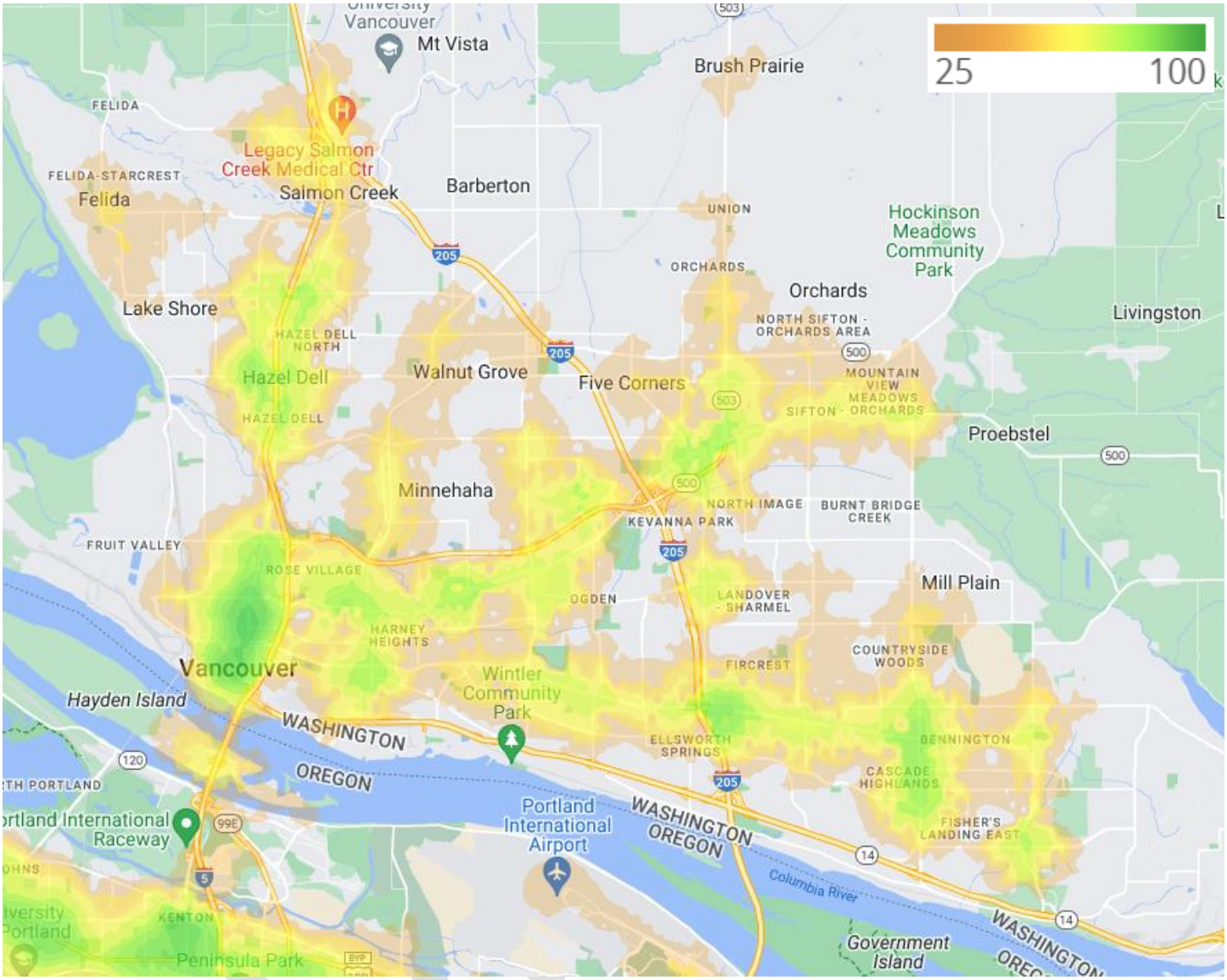
Exhibit 3-12: Crashes Involving Bicyclists 2016-2020



Source: City of Vancouver, 2022.

Walk Score is one way of measuring the walkability of a place (Walk Score, 2024). It provides a number between 0 and 100 based on the amenities available nearby, population density, and road metrics. In Vancouver, scores vary significantly, with some areas, such as the Esther Short, Hough, and Arnada neighborhoods in the downtown core, reaching scores near 100, while other areas score at the lower end of the range (Exhibit 3-13). Intersection density, as one metric of walkability, is highest in Esther Short, Hough, Arnada, Carter Park, Shumway, Lincoln, Rose Village, Fircrest, and around Clark College.

Exhibit 3-13: Walk Score Heat Map



Source: Walk Score, 2024.

Food Access

- **Food Access Summary:** Supermarket access varies across the city and addressing gaps could improve community health.

Socioeconomic factors and neighborhood patterns can affect households' ability to access food, particularly fresh and healthy foods. Many households in Vancouver are facing food insecurity, with 15.5% receiving Supplemental Nutrition Assistance Program (SNAP) support (U.S. Census Bureau, 2022). In the 2021-2022 school year, 48% of students in Vancouver received free and reduced lunch (Design Workshop, 2024). The 2024 Clark County Community Needs Assessment survey also found that food assistance and access to fresh and healthy foods were among the top physical health services needs for Vancouver respondents (Clark County, 2021).

In the context of the city's built environment, some parts of Vancouver do not have any supermarkets within one mile of housing (Exhibit 3-14). While physical proximity to supermarkets is only one factor in a household's access to food, it does play a role, as longer trips take time and fast-food and convenience stores may be located closer and be easier to get to. Some households living near grocery stores, however, may also need to travel for food if the nearby store is too expensive or if they rely on food banks.

For food insecure households, food banks provide necessary support in access to nutrition. Clark County Food Bank partners with other organizations to distribute food at multiple food pantries throughout Vancouver, which have varying service times during the week (Exhibit 3-15).

The City of Vancouver also has five established community gardens where people can grow food in designated areas of some public parks. Gardens operated by the City include Campus Garden, Ellsworth Road Garden, Fruit Valley Park Garden, Leroy Haagen Memorial Community Park Garden, and Marshall Community Park Garden (City of Vancouver, 2022). Private non-profits, churches, and school groups operate additional garden spaces. Between 2014 and 2021, 1,671 people participated in the City's garden programs, 80% of whom were Vancouver residents. Residents over age 65 have reduced rates to secure a plot. Gardens open for the season in April and close in November. Urban Abundance, a local non-profit, also supports the creation of edible landscapes, harvesting local fruit and building publicly accessible foodscapes (Urban Abundance, 2025).

While there is only a small amount of urban agriculture within Vancouver, mostly located near Vancouver Lake, Clark County has an active farming community that serves the city through area farmers markets. Farmers markets in Vancouver include the Downtown Market, open year-round, and the East Vancouver Market, open in the summer (Vancouver Farmers

Market, 2025). The markets participate in SNAP Market Match, with which SNAP/Electronic Benefits Transfer (EBT) customers can spend their benefits on farmers market produce, and their spending is matched dollar for dollar up to $25 in vouchers. The Vancouver Farmers Market also supports the Market Box Produce Prescription Program, in partnership with Vancouver Clinic and American Heart Association, delivering produce to patients every week. Some farms also have Community Supported Agriculture (CSA) programs where households can buy a share of produce during the growing season that they can pick up or have dropped off on a regular schedule (Clark Food and Farm Network, 2025).

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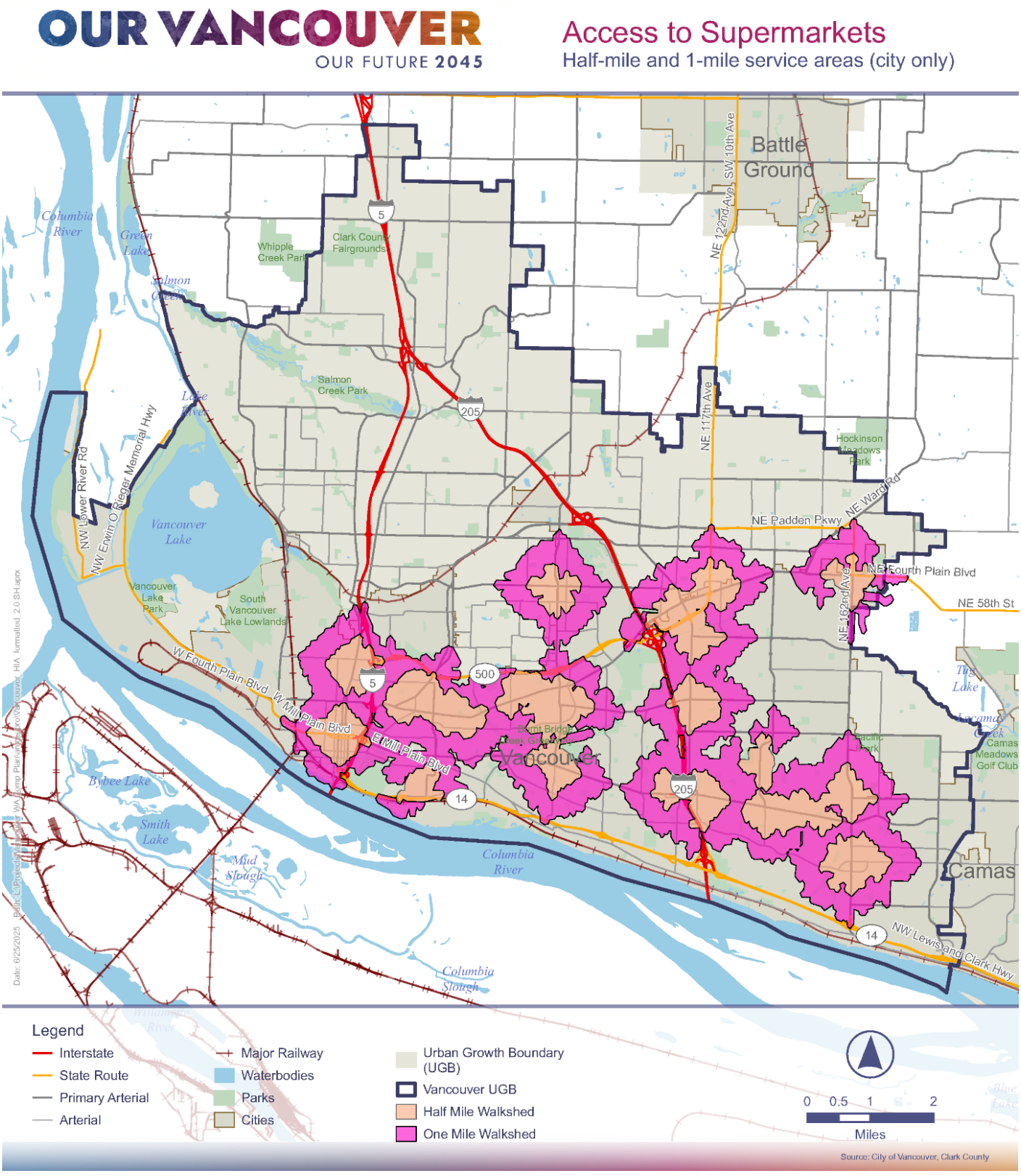
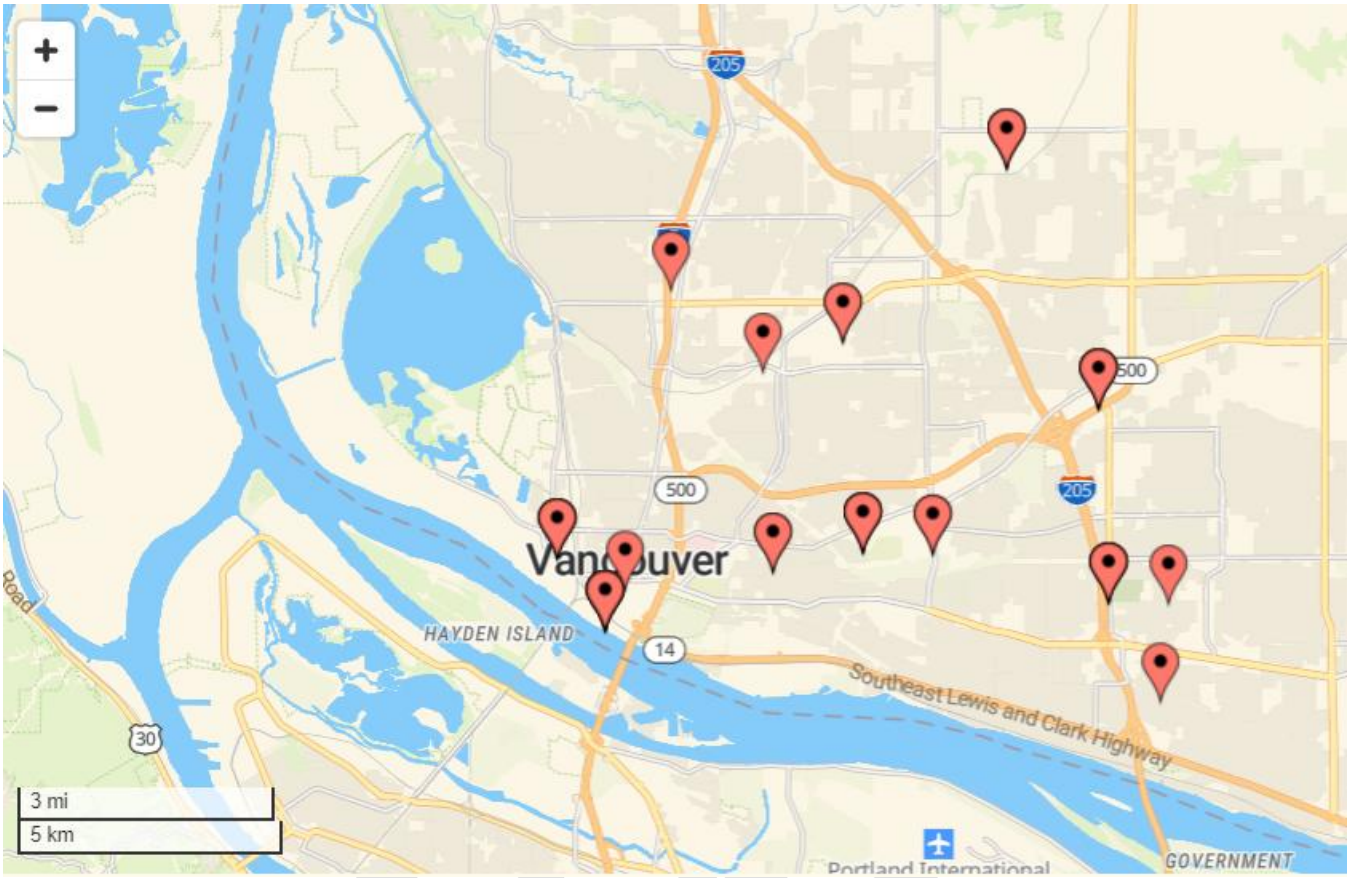
Exhibit 3-14: Supermarket Access – 1-mile Radius



Source: City of Vancouver, 2024; US Census, 2022 (ACS 5-year estimates); BERK, 2024.

Exhibit 3-15: Clark County Food Pantry Sites



Source: Clark County Food Bank, 2024.

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Community Connections

- **Community Connections Summary:** Some neighborhoods have a low density of services and amenities, creating challenges with access to healthcare, childcare, and daily needs. Social isolation is also a challenge nationally that can be improved through programming.

Access to Services

Neighborhoods with a density of essential places, such as schools, childcare, healthcare, social services, and gathering spaces, may be better for health due to improved walkability and easier access to services that support well-being. The concept of a connected and accessible neighborhood aligns with this idea and describes a place where various daily needs can be reached by walking or biking. In Vancouver, some neighborhoods could be considered connected and accessible neighborhoods while others have a much lower proximity to and diversity of amenity types (Exhibit 3-16). This includes essential uses, like grocery stores, urgent care, public schools, and bus stops, and supportive uses, like cafes, community centers, libraries, and trade schools. Neighborhoods with lower amenity access scores include Fruit Valley, Rose Village, and several areas immediately to the west of I-205 and on the east side of the city.

Childcare is one specific type of essential service with varying factors that affect access. Clark County Public Health is conducting the multi-phase Raising Clark County project to identify community support needs for infants, young children, parents, and caregivers. The first phase of the project has found that "families struggle with navigating the complexities of finding a child care center that is available, affordable, reliable, and safe." (Clark County, 2024). Challenges include the high cost of childcare, long wait lists, childcare gaps during holidays and seasonal breaks, program quality, and outdated provider lists. These challenges extend far beyond simply the proximity of childcare to families and their homes and are more likely to be addressed through programs than built environment interventions.

Many Vancouver residents also need access to social services, and transportation to and from these services is a key issue. A Community Needs Assessment survey conducted by Clark County in 2024 found that getting to services, such as housing, physical health, behavioral health, and support services, was among the top barriers to social services access for respondents in Vancouver (Clark County, 2024).

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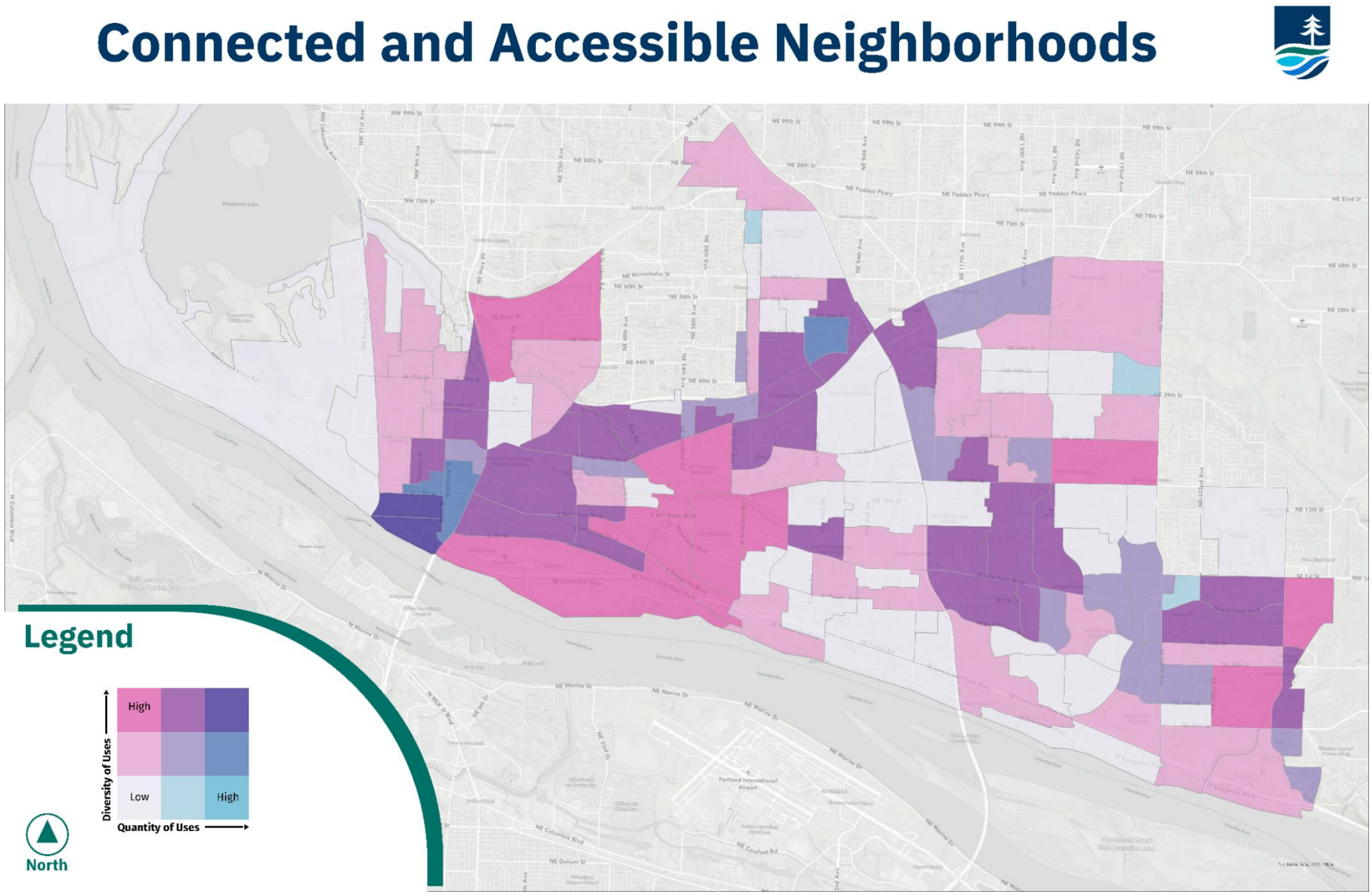
Exhibit 3-16: Connected and Accessible Neighborhoods (Diversity and Quantity of Uses)



Source: City of Vancouver, 2025.

Social Connection and Isolation

There is an epidemic of loneliness and isolation across the United States, according to the U.S. Surgeon General (U.S. Surgeon General, 2023). Connection with others is critical to health and wellbeing, and neighborhoods play a role in facilitating that connection. Physical elements, like schools, libraries, parks, and other places that bring people together, can strengthen our relationships with one another by providing places to meet and interact.

According to 2022 American Community Survey estimates, 31% of households in Vancouver are people living alone, and 13% of that 31% are older adults (over 65) living alone. These percentages have grown over the past 10 years: in 2012, 30% of households in Vancouver were people living alone and 10% of all households were older adults living alone. According to Washington State Home and Community Services, older adults are particularly at risk for isolation and loneliness (Washington Department of Social and Health Services, 2021).

With almost a third of Vancouver households currently living alone and not experiencing the daily social interactions that come from sharing a home, access to gathering spaces and opportunities for connection is increasingly important. Better access to amenities and parks is likely to enhance social connections and therefore community health (see Exhibit 3-4 and Exhibit 3-16).

In addition to supporting physical spaces for gathering, the City also provides opportunities for connection through programming. The City currently runs recreation and community event programs through the Firstenburg Community Center, serving East Vancouver, and the Marshall/Luepke Center, serving West Vancouver. City recreation programs for adults include sports, fitness, and arts, with additional programs tailored specifically toward older adults. The City also coordinates special events, such as summer concerts and movies, and works with community partners on celebrations for various holidays throughout the year. The Vancouver Community Library, operated by Fort Vancouver Regional Libraries, also has ongoing programs, including book groups and workshops.

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Exposure to Health Hazards

- **Exposure to Health Summary:** Air quality is a key issue in Vancouver, especially $PM_{2.5}$ exposure. Water quality, noise, heat, and climate change impacts are also present and can be addressed in part by planning and policy.

Air Quality

Criteria air pollutants (CAPs) are specific pollutants that the US Environmental Protection Agency (EPA) has designated as specifically causing harm to people's health and the environment. They include:

- Particulate matter
  - Fine particulate matter ($PM_{2.5}$)
  - Inhalable particulate matter (PM_{10})
- Ozone (O_3)
- Nitrogen dioxide (NO_2)
- Sulfur dioxide (SO_2)
- Carbon monoxide (CO)
- Lead (Pb)

The Washington State Department of Ecology has identified Vancouver as an overburdened community highly impacted by criteria air pollution (Washington Department of Ecology, 2025). Vancouver was identified because of the elevated levels of $PM_{2.5}$ compared to the rest of the state, and the vulnerability of the community to air pollution impacts due to poverty, linguistic isolation, and unaffordable housing.

Specific pollutants of concern, per a 2023 Ecology report, include short-term (24-hour) $PM_{2.5}$ and cumulative criteria air pollution, which is mostly driven by $PM_{2.5}$, O_3, and NO_2 (Washington Department of Ecology, 2023). Sources of pollution in Vancouver include wildfire, wood burning, cars, trucks, trains, and port activity. Proximity to the larger city of Portland is also likely an influence. As shown in Exhibit 3-17 and Exhibit 3-18, Vancouver ranks highly for $PM_{2.5}$ and O_3 exposure compared to other places in the state (Washington State Department of Health, 2022). The Ecology report estimates that there are 30 deaths each year associated with $PM_{2.5}$ in Vancouver, with the largest impact on older adults.

Current air quality monitoring in Vancouver includes $PM_{2.5}$ and O_3. The Washington State Environmental Health Disparities map tool also provides mapping for these pollutants (Washington State Department of Health, 2022). The Vancouver area on average is in attainment with the national ambient air quality standards (NAAQS) for all CAPs but is well above NAAQS levels of $PM_{2.5}$ during severe wildfire events. Even during years with less severe

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wildfire events, $PM_{2.5}$ concentrations approach or surpass the Department of Ecology's healthy air goals of 20 µg/m3. During summers when wildfires are not prevalent, O_3 is the dominant CAP as there is more direct sunlight and high concentrations of volatile organic compounds (VOCs) from vehicle exhaust, which react to form ground level 0_3.

Poor air quality has been directly linked to negative health outcomes in overburdened communities. The following outcomes are more common in overburdened communities and can be linked to high concentrations of criteria pollutants:

- Heart and lung disease at higher rates than state average
- Lower life expectancy than state average
- Older adults in overburdened communities highly impacted by air pollution were twice as likely to die from illnesses linked to breathing fine particles ($PM_{2.5}$) from human-caused sources than the statewide average. Older adult people of color have a higher risk of death from breathing fine particles ($PM_{2.5}$) compared to older white adults in the same area.

There are also multiple sites in Vancouver that the US EPA identifies as brownfields or superfund sites, which have been contaminated by past uses and may pose a hazard to human health and the environment (Exhibit 3-19). Brownfields are properties where contamination is present that could impact future use and the federal government is not typically involved. Superfund sites are those with a typically more hazardous type of contamination and the federal government is involved in cleanup. The EPA provides grants and technical assistance to remediate these contaminated sites. All of the superfund sites in Vancouver have been removed from the superfund national priorities list due to effective cleanup actions. Brownfield sites in the city have varying statuses regarding their cleanup.

Greater density of trees and plantings is one strategy to mitigate air pollution. Dense tree canopies are prevalent in some residential neighborhoods in Central Vancouver, but overall, Vancouver's tree canopy coverage is significantly lower than the recommended 40%, with only 19% coverage (Exhibit 3-20). This is also lower than other cities in Washington, which maintain an average of 32% coverage. Communities of color in Vancouver experience less tree canopy coverage, falling below the City's average by 2.4% (Design Workshop, 2024). Vancouver aims to achieve a tree canopy coverage of 28% by 2030.

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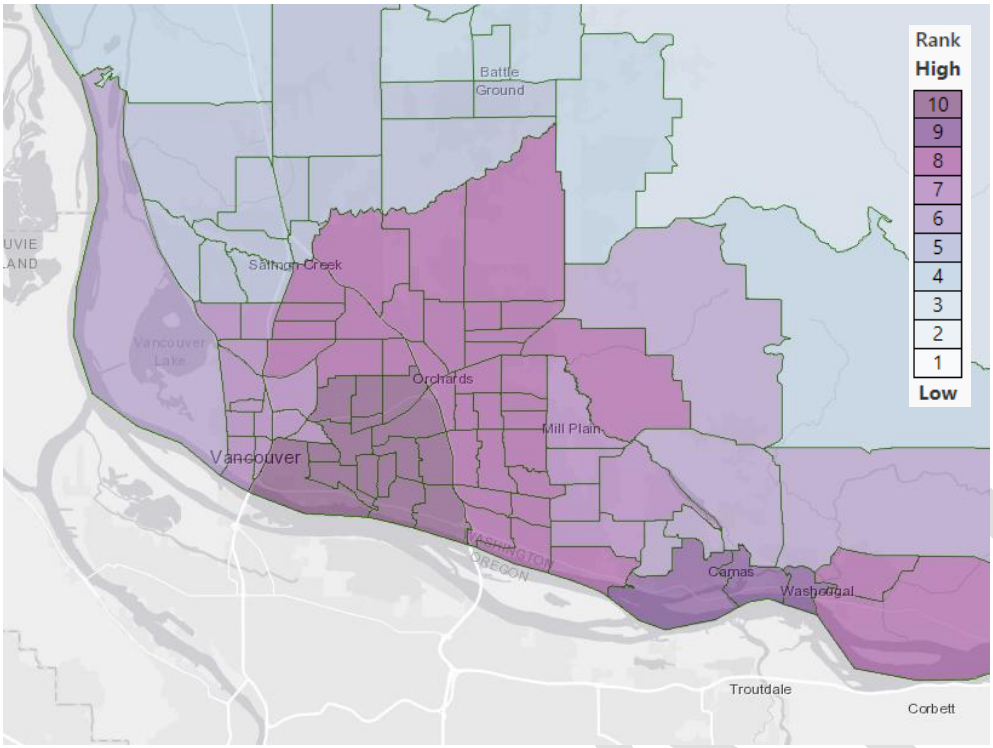
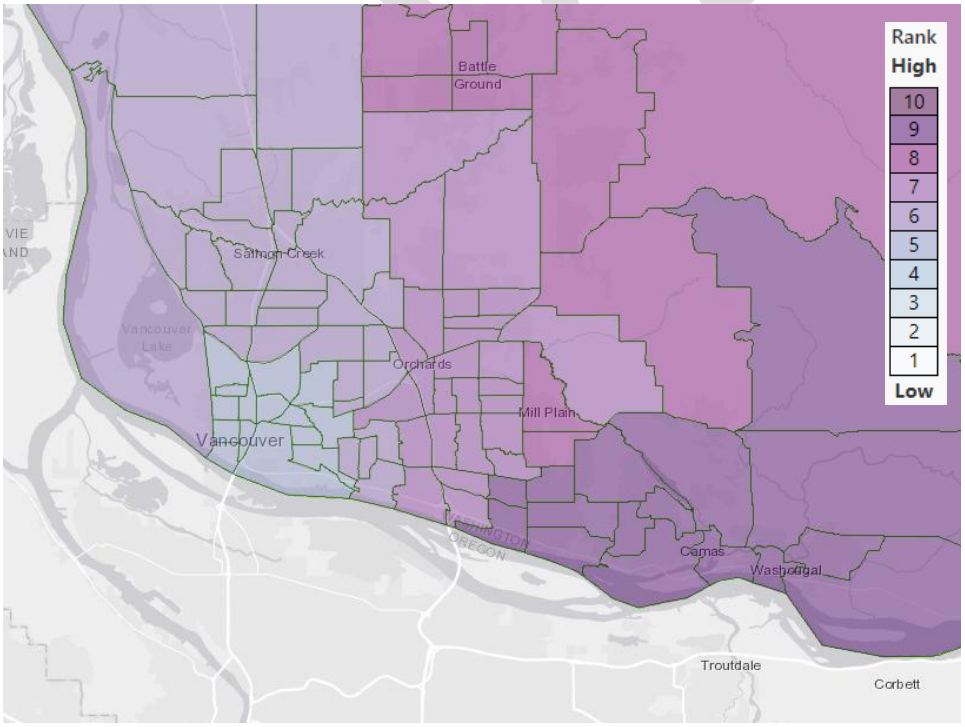
Exhibit 3-17: $PM_{2.5}$ Exposure - Compared to Other Census Tracts in Washington



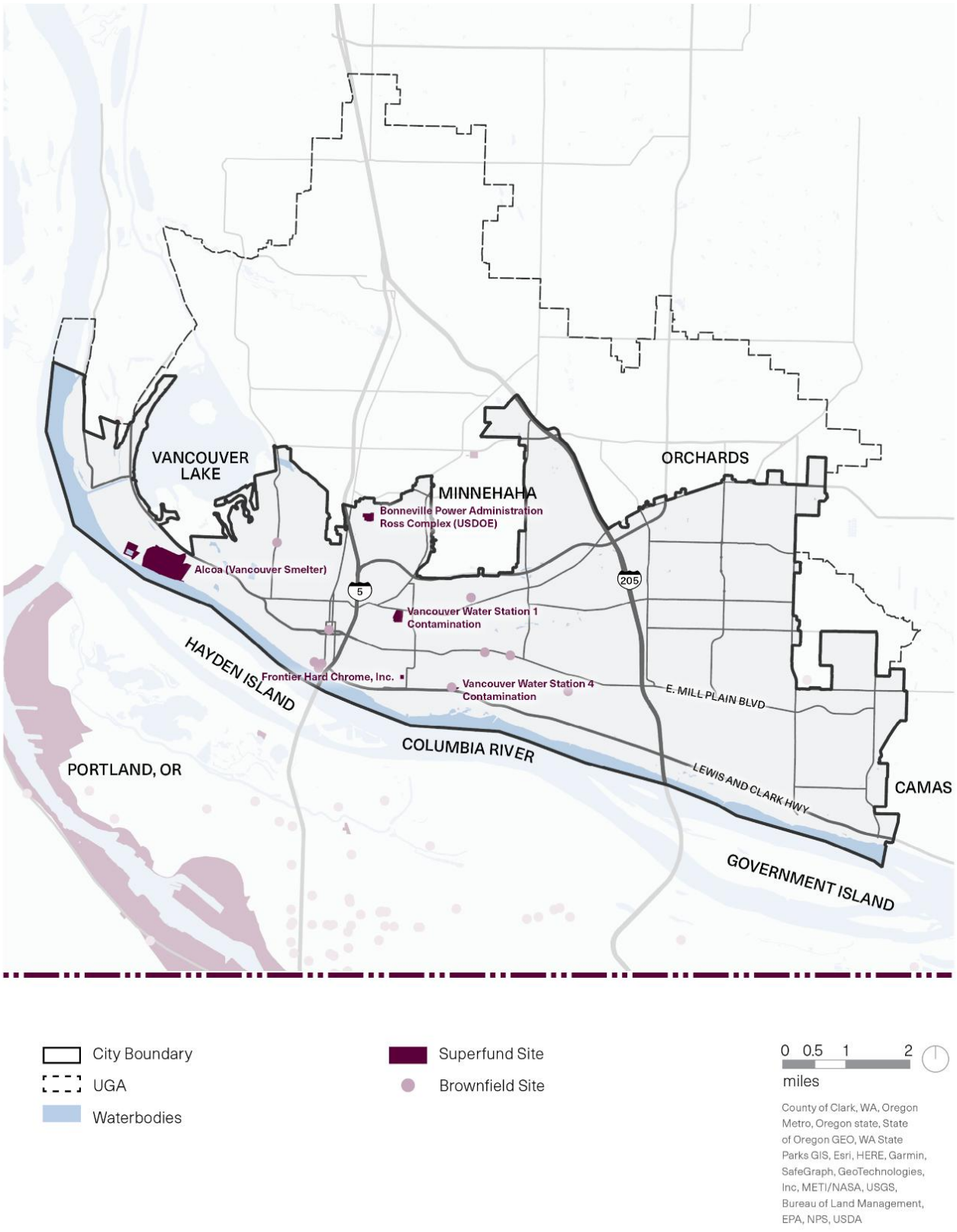
Source: Washington State Environmental Health Disparities Map, 2022.

Exhibit 3-18: O_3 Exposure - Compared to Other Census Tracts in Washington



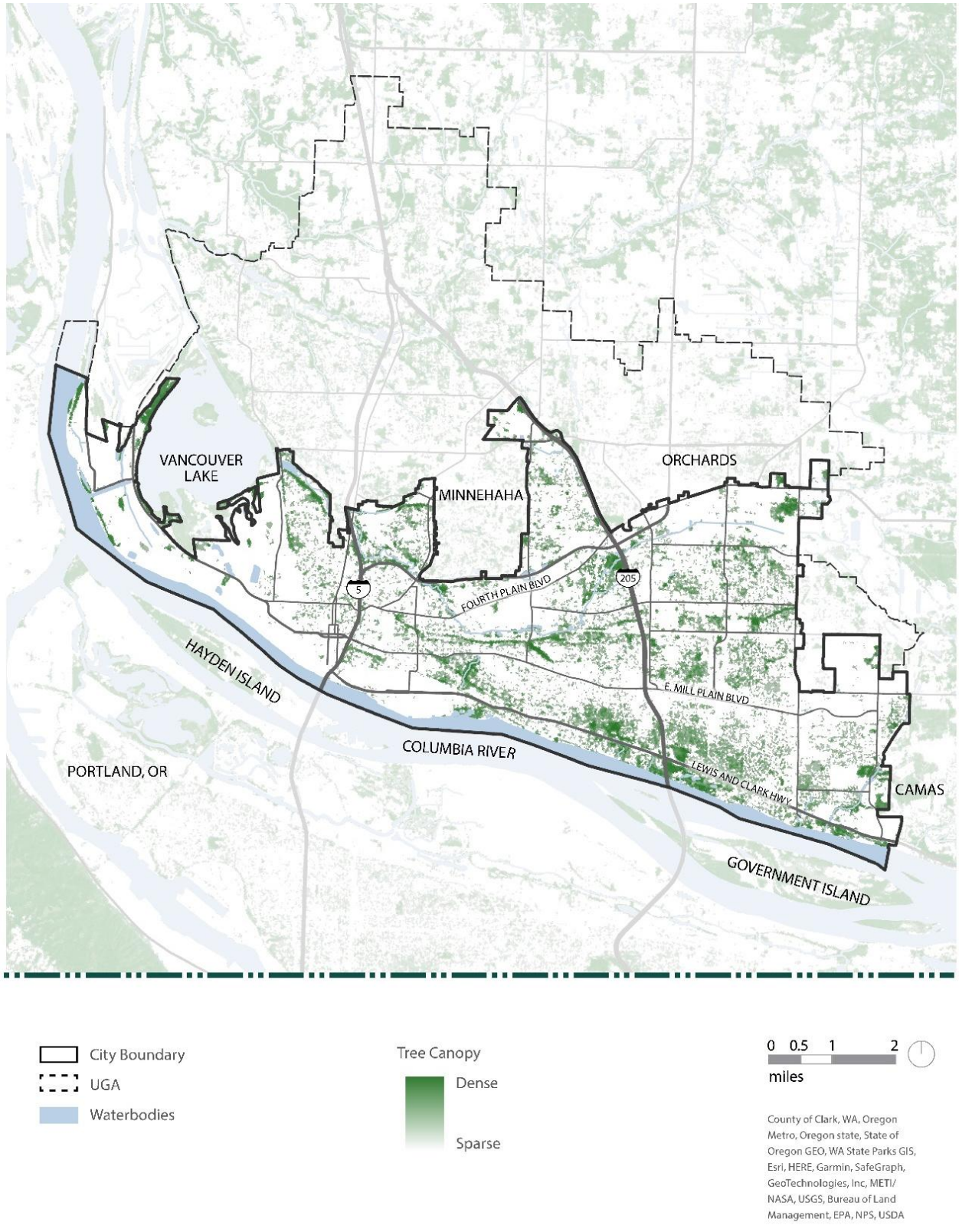
Source: Washington State Environmental Health Disparities Map, 2022.

Exhibit 3-19: Superfund and Brownfield Sites



Source: City of Vancouver Community Atlas, 2024.

Exhibit 3-20: Vegetation



Source: City of Vancouver Community Atlas, 2024.

Water Quality

The City of Vancouver 2023 Annual Water Quality Report examines groundwater and distribution system testing results for select contaminants. Testing of groundwater sources found that the highest levels of fluoride and nitrate were well within the ideal goal limit and the highest level allowed (City of Vancouver, 2023). Within the water distribution system, coliform bacteria was not detected in 2023, but chlorine was slightly higher than the ideal goal. Other contaminants without goals defined were detected at levels far below the highest allowed. The City also conducted sampling for per- and polyfluoroalkyl substances (PFAS), human-made chemicals with links to harmful health impacts. Samples ranged from none detected to levels above the level that the State defines as requiring monitoring and action. The City has a range of ongoing activities to help address PFAS in the city's water, including short-term measures and treatment projects in long-range capital facilities plans. Vancouver also has eight wellhead protection areas located throughout the city (Exhibit 3-21).

Overall, based on 2023 testing results, chlorine but especially PFAS may be the greatest contaminant risks to the water quality in Vancouver.

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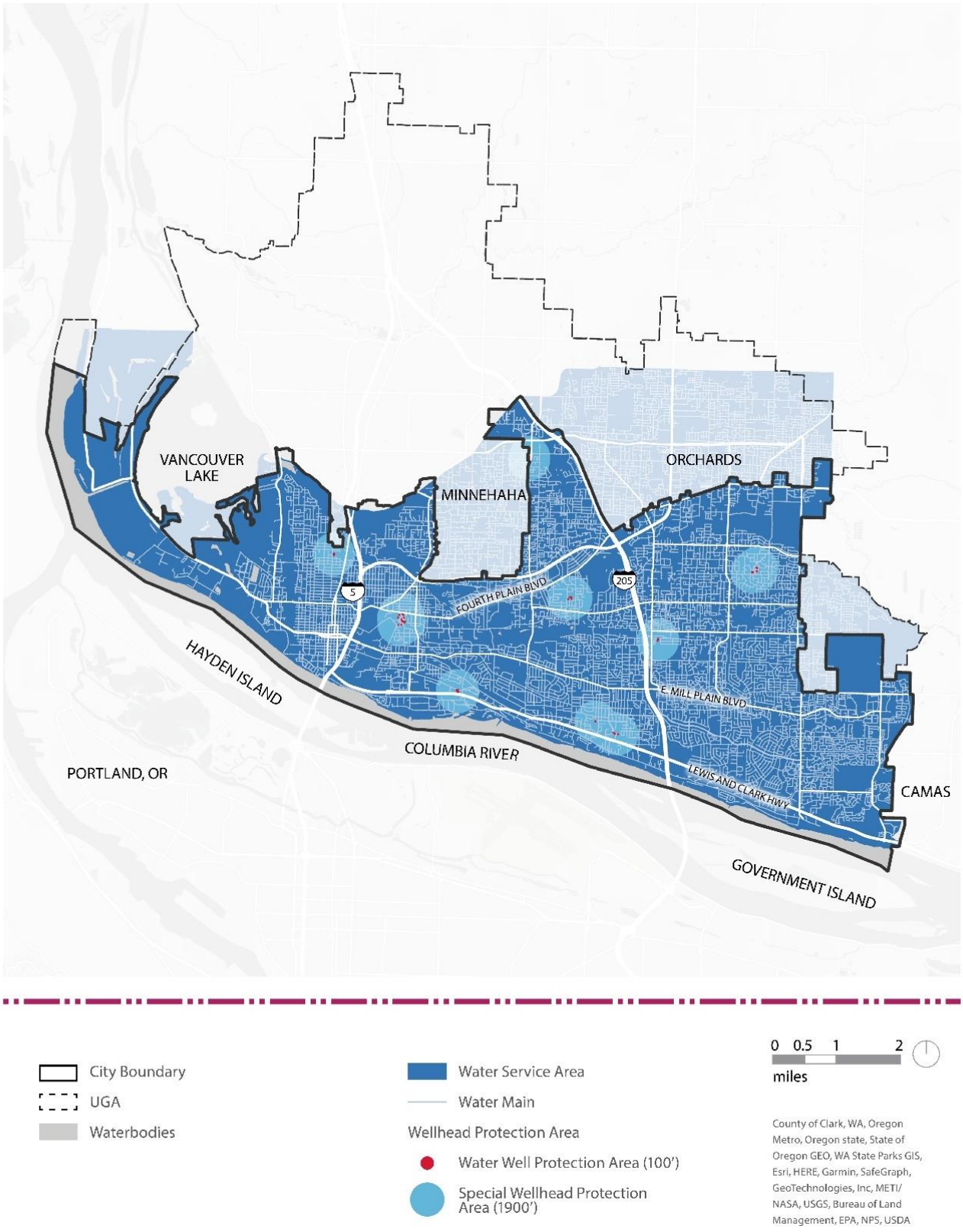
Exhibit 3-21: Potable Water



Source: City of Vancouver Community Atlas, 2024.

Ambient Noise

According to the American Public Health Association, chronic noise can have a range of impacts on sleep and stress levels that can contribute to cardiovascular disease, psychological disorders, and other health conditions (American Public Health Association, 2021). In an urban environment, noise can come from a range of sources, such as construction, industrial uses, and transportation. Washington State defines maximum permissible noise as between 55 and 70 A-weighted decibels (dBA), depending on the uses that are creating and receiving the noise (Washington Administrative Code, 1975).

The US Department of Transportation provides national data on transportation noise (Exhibit 3-22) (U.S. Department of Transportation, 2020). In Vancouver, much of this noise is centered around the Portland International Airport to the south, the rail lines on the west and south ends of the city, and major roads and highways, including I5, SR14, SR205, and SR500.

Noise impacts from construction can occur anywhere in the city, whereas noise from industrial uses is most likely to occur in industrial zones, located primarily near the edges of city limits. There are several areas of the city where industrial zones abut residential zones, where homes may be especially at risk for noise exposure, such as on the west side around Fruit Valley, near the Vancouver waterfront south of SR-14, and in the northeast corner of the city (Exhibit 3-23).

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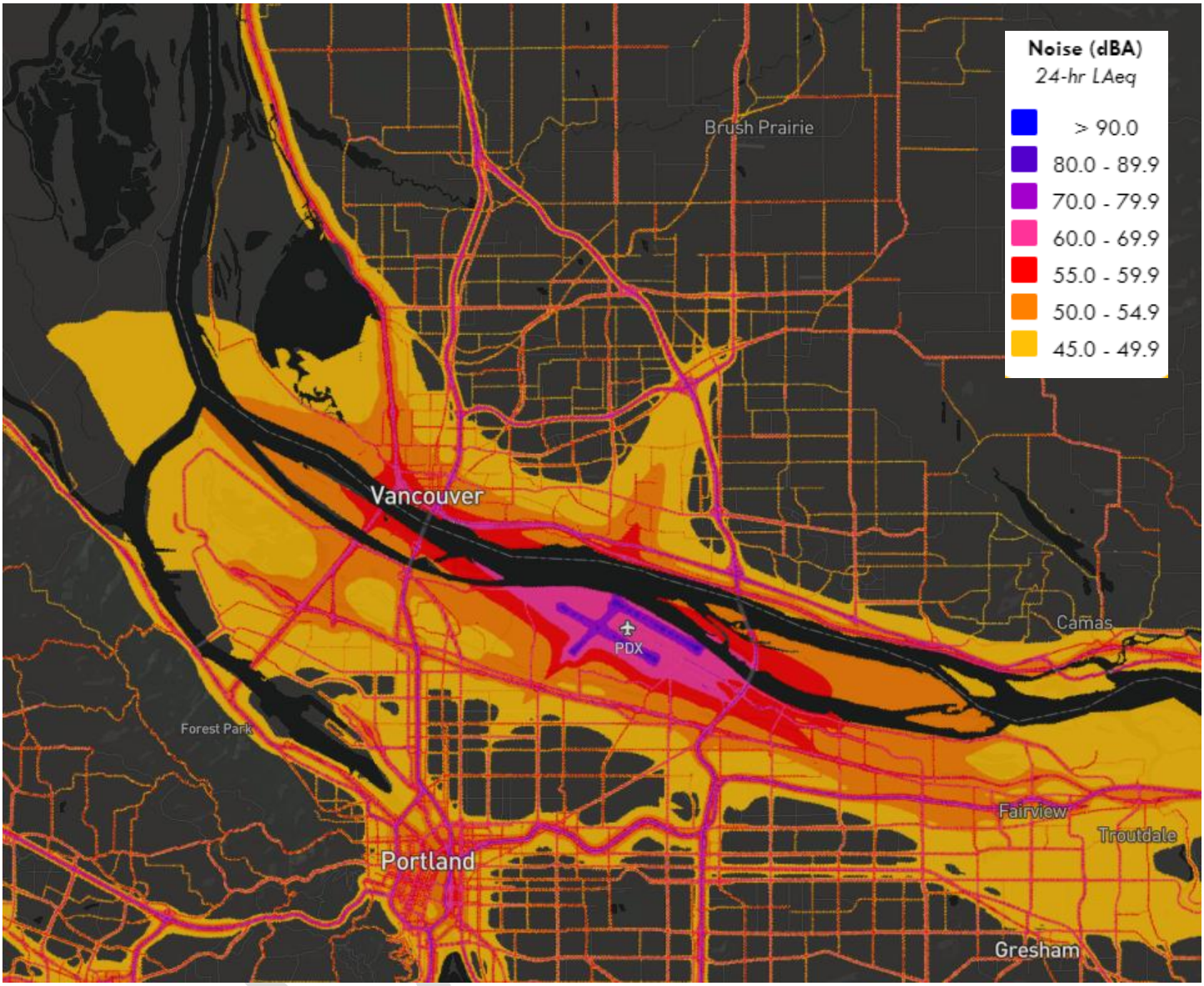
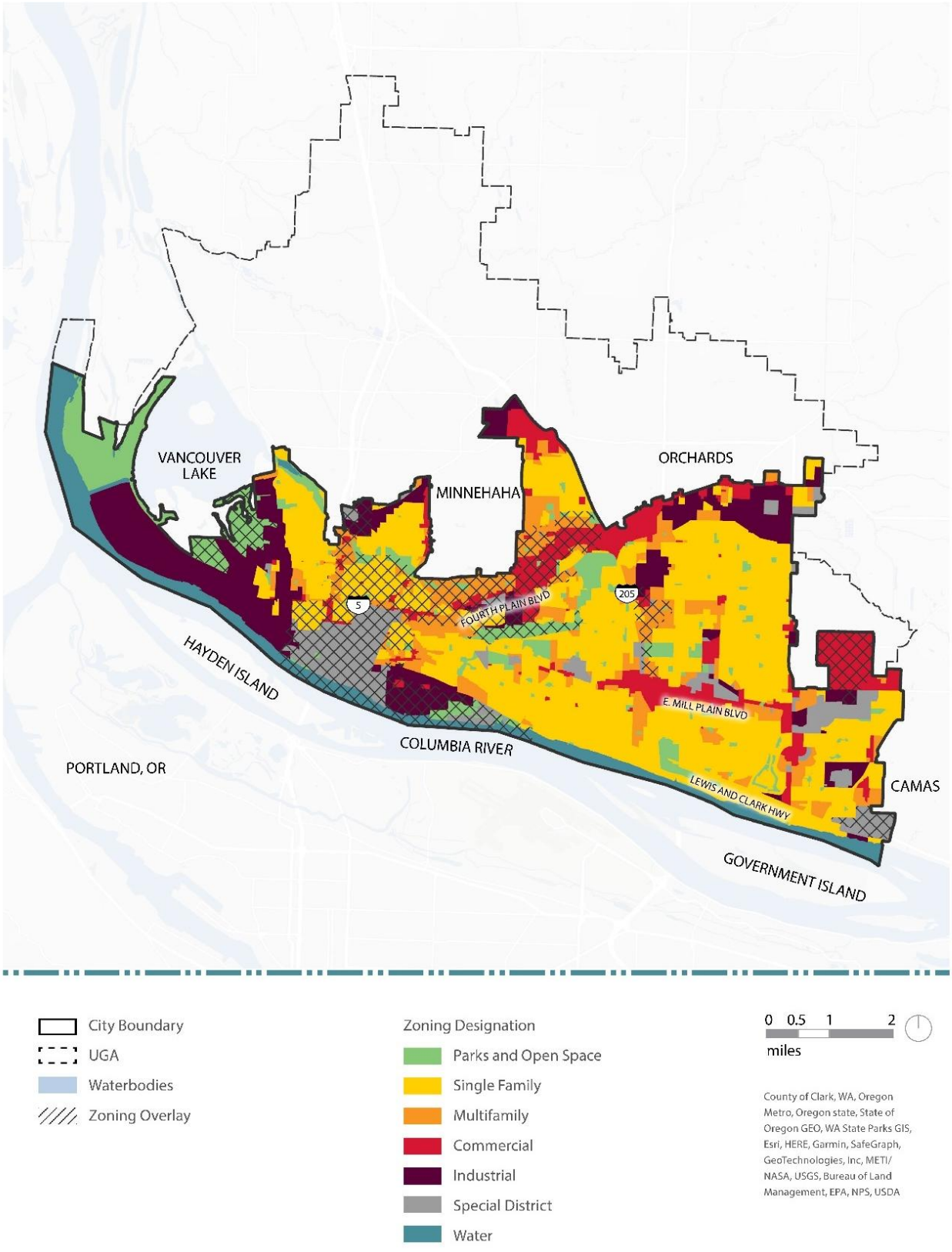
Exhibit 3-22: Transportation Noise



Source: U.S. Department of Transportation, 2020.

Exhibit 3-23: Zoning



Source: City of Vancouver Community Atlas, 2024.

Urban Heat

According to the World Health Organization (WHO), heat stress is the leading cause of weather-related deaths, and can also exacerbate health conditions such as cardiovascular disease, diabetes, asthma, and mental health (World Health Organization, 2025)

As part of climate change resilience work in 2024, a heat exposure index was created to understand summer heat differences across Vancouver (Exhibit 3-24). Block groups with greater heat exposure are found across the city, generally in areas with more impervious surfaces. Clark County has also conducted a Heat Watch project, collecting point-in-time temperature data on July 12, 2024 (Exhibit 3-25). In their afternoon readings, there was a difference of more than 6 degrees Fahrenheit in different locations. Hotter temperatures were found in the Fruit Valley, Rose Village, and Fourth Plain areas, and areas with large amounts of surface parking and other impervious surfaces across the city, such as industrial parks, office parks, shopping centers, and the VA and PeaceHealth hospitals.

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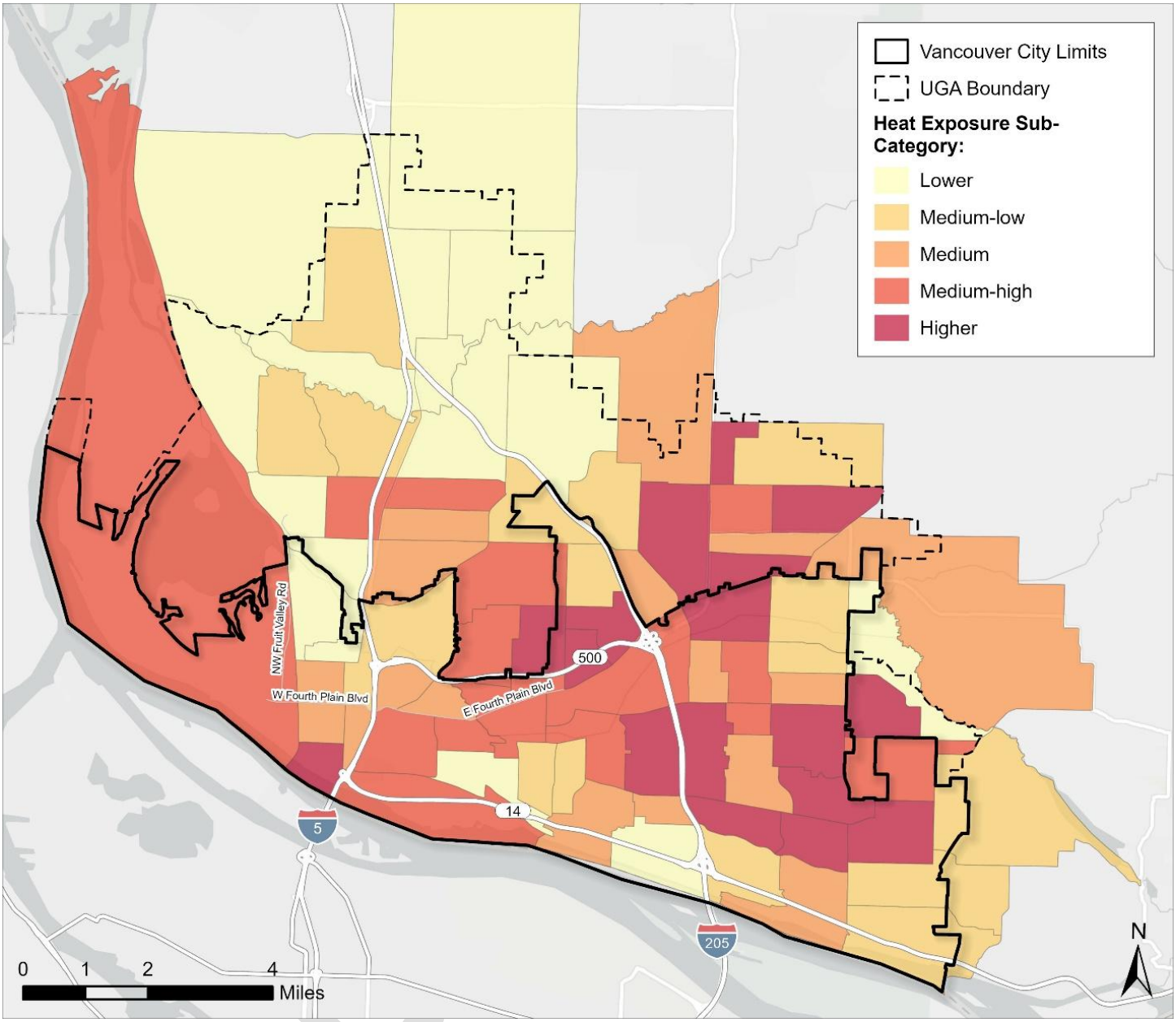
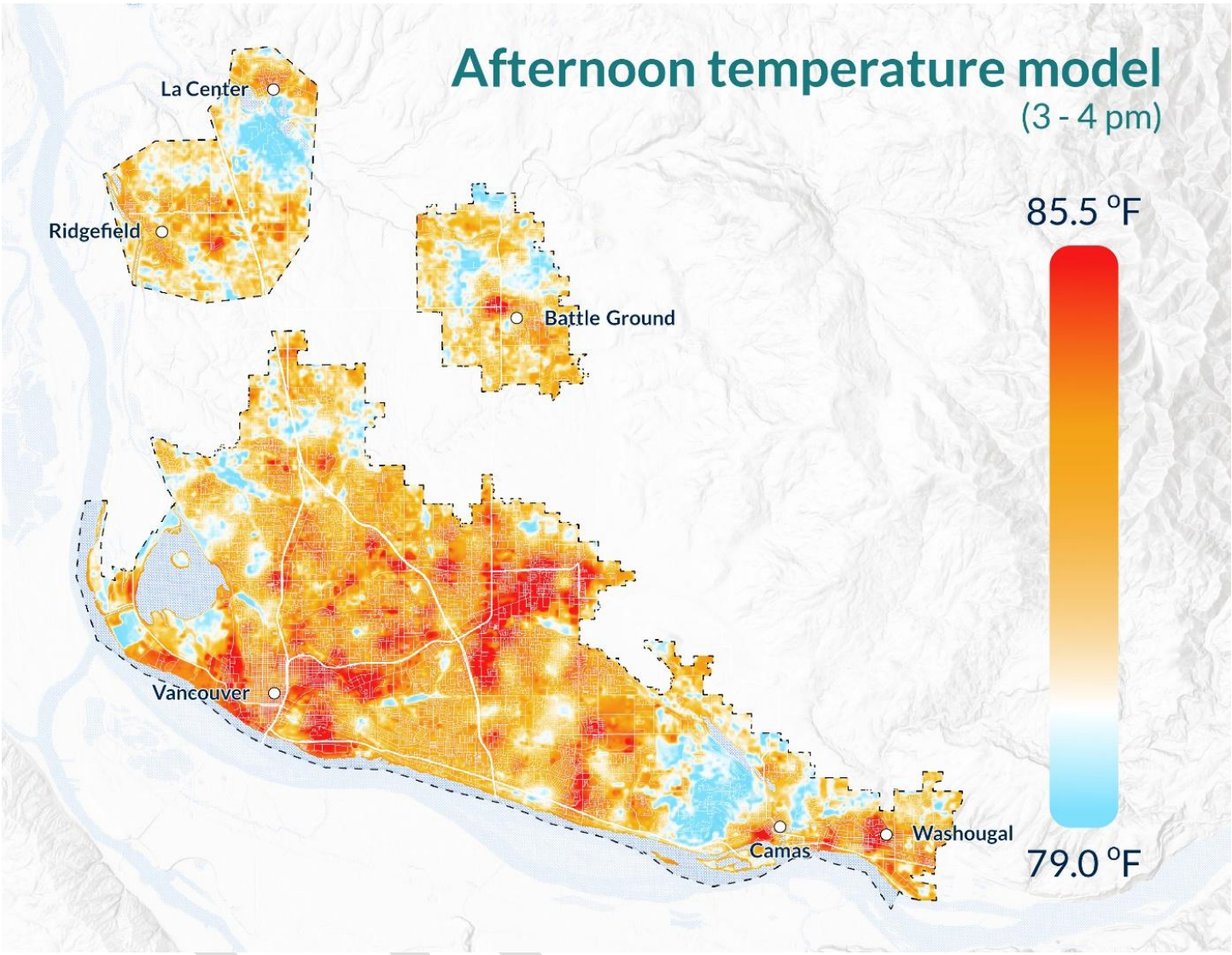
Exhibit 3-24: Heat Exposure Index



Source: BERK, 2024.

Exhibit 3-25: Clark County Heat Watch Map

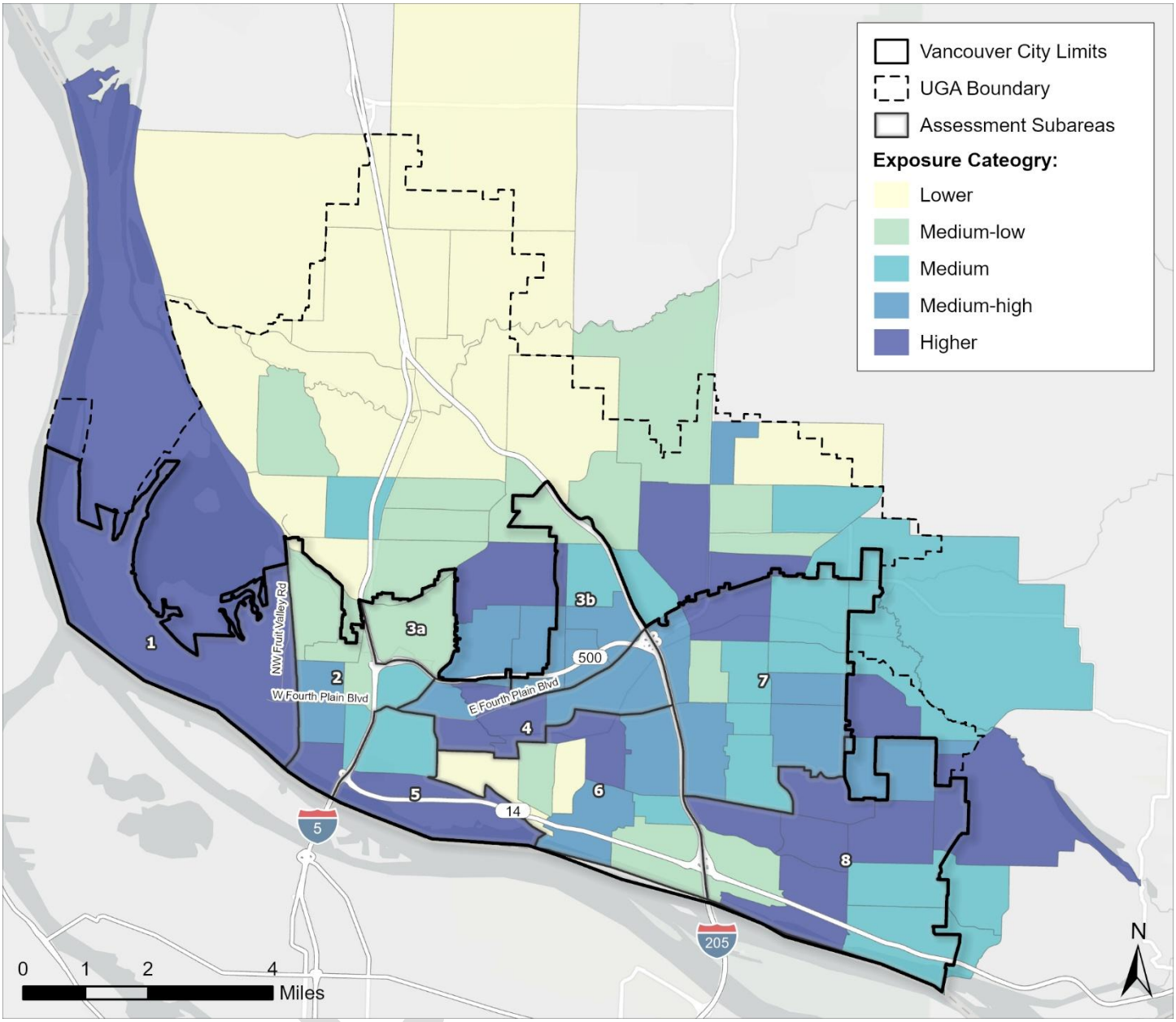


Source: Clark County, 2024.

Exposure to Climate Impacts

The City's 2024 Climate Exposure Index, created as part of the **OUR VANCOUVER** Comprehensive Plan periodic update, uses data from a variety of sources to create a score for each Census tract (BERK Consulting, 2024). This score represents a tract's combined exposure to heat, precipitation, flooding, smoke, air quality, and fire. Areas with the highest scores have the most potential exposure to climate impacts. High exposure areas primarily include areas along the Columbia River, in and around Fourth Plain Village, and on the east side of the city around major corridors (Exhibit 3-26).

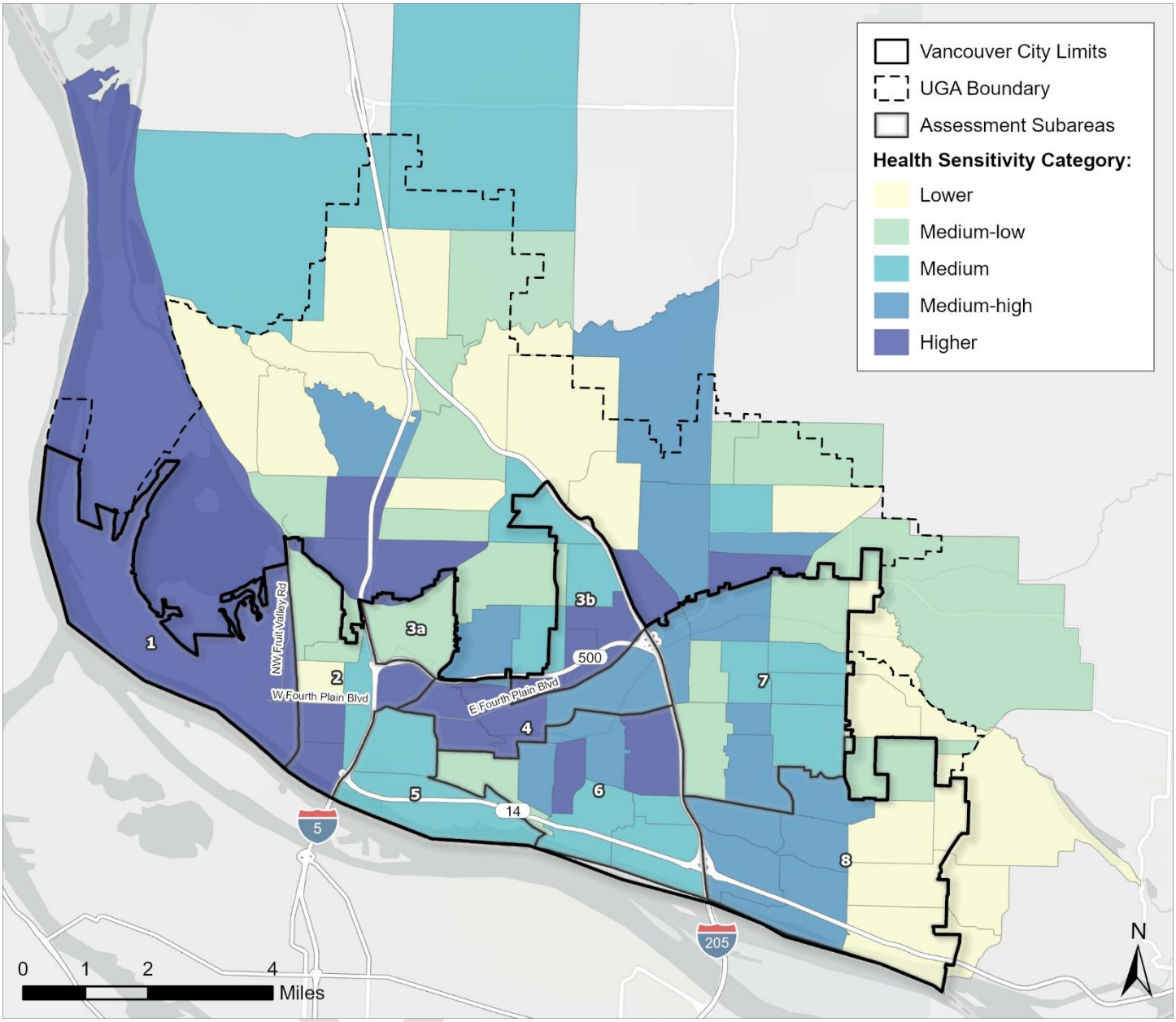
Exhibit 3-26: Climate Exposure Index



Source: BERK, 2024.

A separate Health Sensitivity to Climate Index was created as part of the same effort. It combines metrics around health insurance access, asthma, coronary heart disease, COPD, diabetes, poor mental health, and poor physical health to create a health sensitivity score. Higher scores indicate higher instances of health concerns (Exhibit 3-27). Areas with health sensitivity are similar to those exposed to climate hazards.

Exhibit 3-27: Health Sensitivity to Climate Index

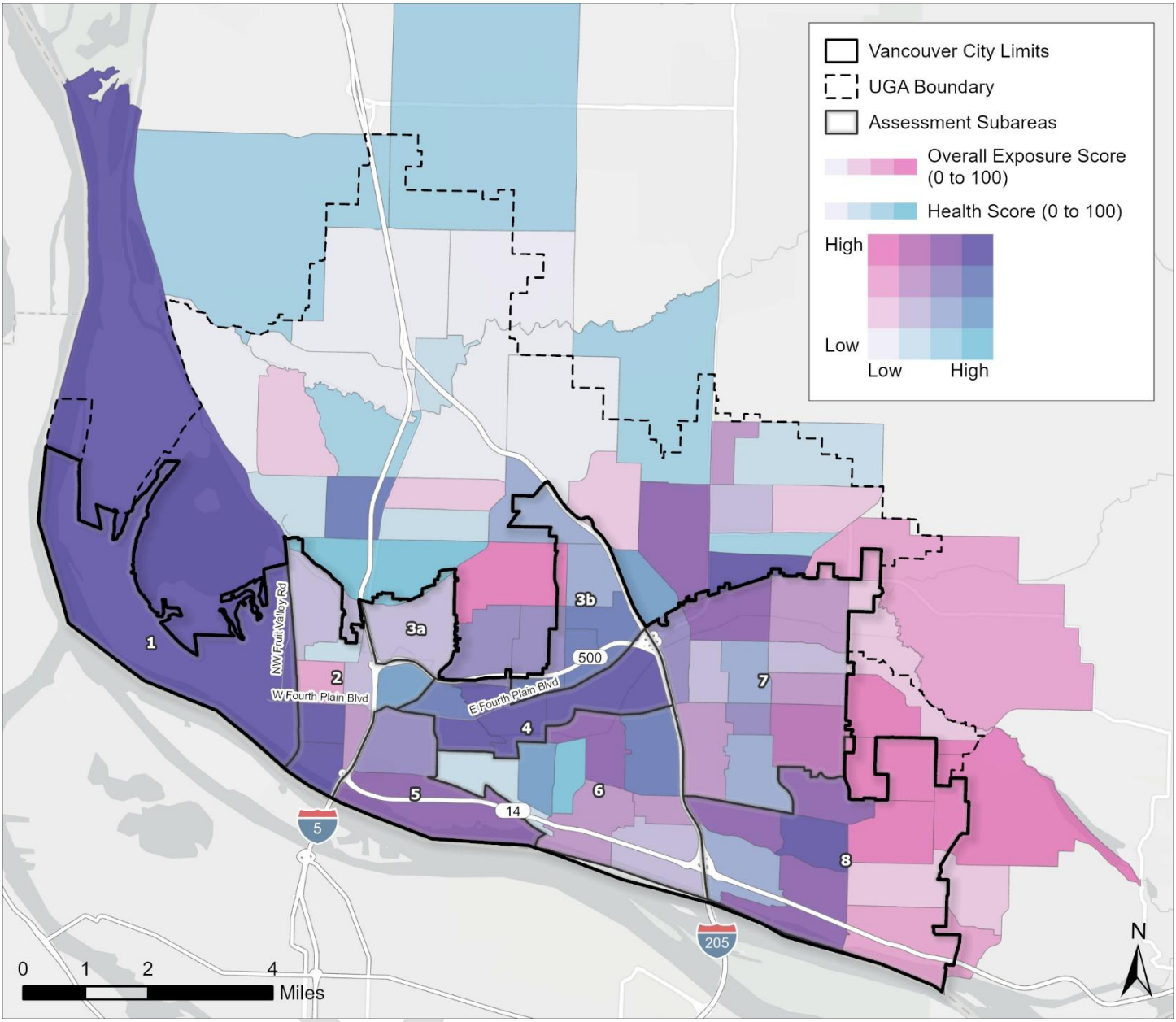


Source: BERK, 2024.

When combined, areas of particular vulnerability include areas along the Columbia River and downtown, in and around Fourth Plain Village, and on the east side of the city around major corridors (Exhibit 3-28).

A full Climate Vulnerability Assessment will be published with the Comprehensive Plan periodic update in addition to this HIA.

Exhibit 3-28: Climate Exposure Index X Health Sensitivity to Climate Index



Source: BERK, 2024.

Housing and Financial Security

- **Housing and Financial Security Summary:** Affordability and displacement are pressing issues for health, and a quarter of Vancouver's housing stock may also have exposure to hazards like lead. About 1 in 8 households is living below the federal poverty level and average wages are especially insufficient for single parents.

Safe and Healthy Housing

There are many factors that may contribute to the safety and health of a housing unit. Two measures include the age of the building and radon exposure risk.

While older housing units are not necessarily unsafe or unhealthy to live in, the age of a home can be used as a proxy for lead exposure from lead-based paint. Homes built before 1978 are likely to have lead-based paint, according to the Washington State Department of Health (Washington State Department of Health, 2025). In Vancouver, approximately 25% of units were built before 1978 (Clark County, 2025).

Age of housing stock can also act as a proxy for quality, as aging homes need more investment in maintenance to continue being safe and healthy. More than half of all housing units in the city were built prior to 1990, and 18% were built before 1970 (Exhibit 3-29).

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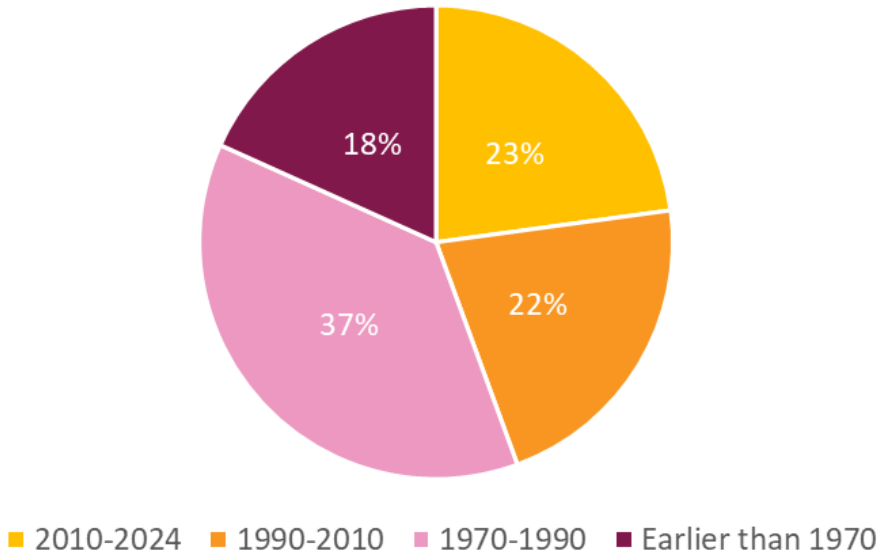
Exhibit 3-29: Housing - Year Built



Source: Clark County, 2024; BERK, 2024.
Note: Based on "effective year built," which is adjusted for major renovations.

Another factor for housing health is radon exposure, which is the leading cause of lung cancer among nonsmokers and contributes to higher rates of lung cancer for smokers (Washington State Department of Health, 2025). Radon is a colorless, odorless gas that can seep into homes and become trapped and concentrated. All types of homes can be affected, regardless of age or whether they contain a basement. However, there is a lower risk in homes above the third floor, and therefore the EPA recommends testing all residences below the third floor (National Center for Healthy Housing, 2025). New homes can also be built with radon-resistant features.

According to the Washington State Department of Health, radon testing in Vancouver has reported varying results in different parts of the city, with clusters near the west, south, and east edges (Exhibit 3-30) (Washington State Department of Helath, 2019).

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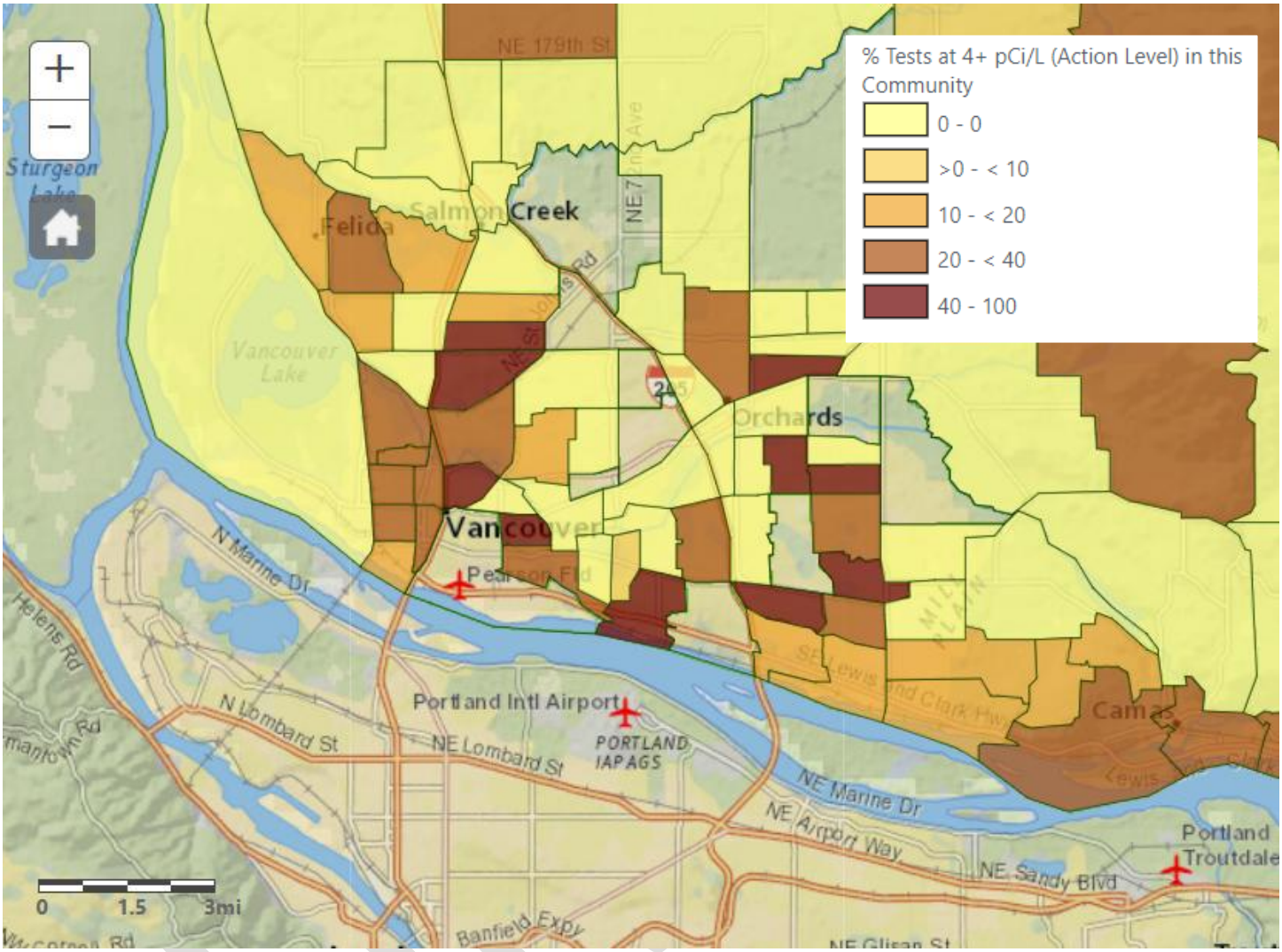
Exhibit 3-30: Radon Testing



Source: Washington Tracking Network, 2019.

Affordable Housing and Displacement

Housing instability is considered a social determinant of health by the United States Department of Health and Human Services, as it can have negative impacts to physical health and make it harder to access health care (U.S. Department of Health and Human Services, 2025). Housing instability can also lead to frequent moves, evictions, and homelessness, all of which are also associated with impacts on mental and physical health.

Housing costs have rapidly increased in Vancouver over the past decade, with median home prices nearly tripling and average rents increasing 60% between 2012 and 2023 (City of Vancouver, 2024). Incomes have not been rising proportionately to the rising costs of housing. Cost burden tends to be higher for renters compared to homeowners: 53% of renters

are rent-burdened (U.S. Census Bureau, 2023). This high cost of housing may affect households' ability to meet other daily needs or save for emergencies. The City's Affordable Housing Fund sponsors 1,242 rent-restricted affordable units, of which 26% are set aside for seniors.

More than 1,700 new housing units are needed per year to meet housing needs as the population grows between 2023 and 2045. Many of these units are needed for households with incomes below 80% Area Median Income (AMI), as shown in Exhibit 3-31.

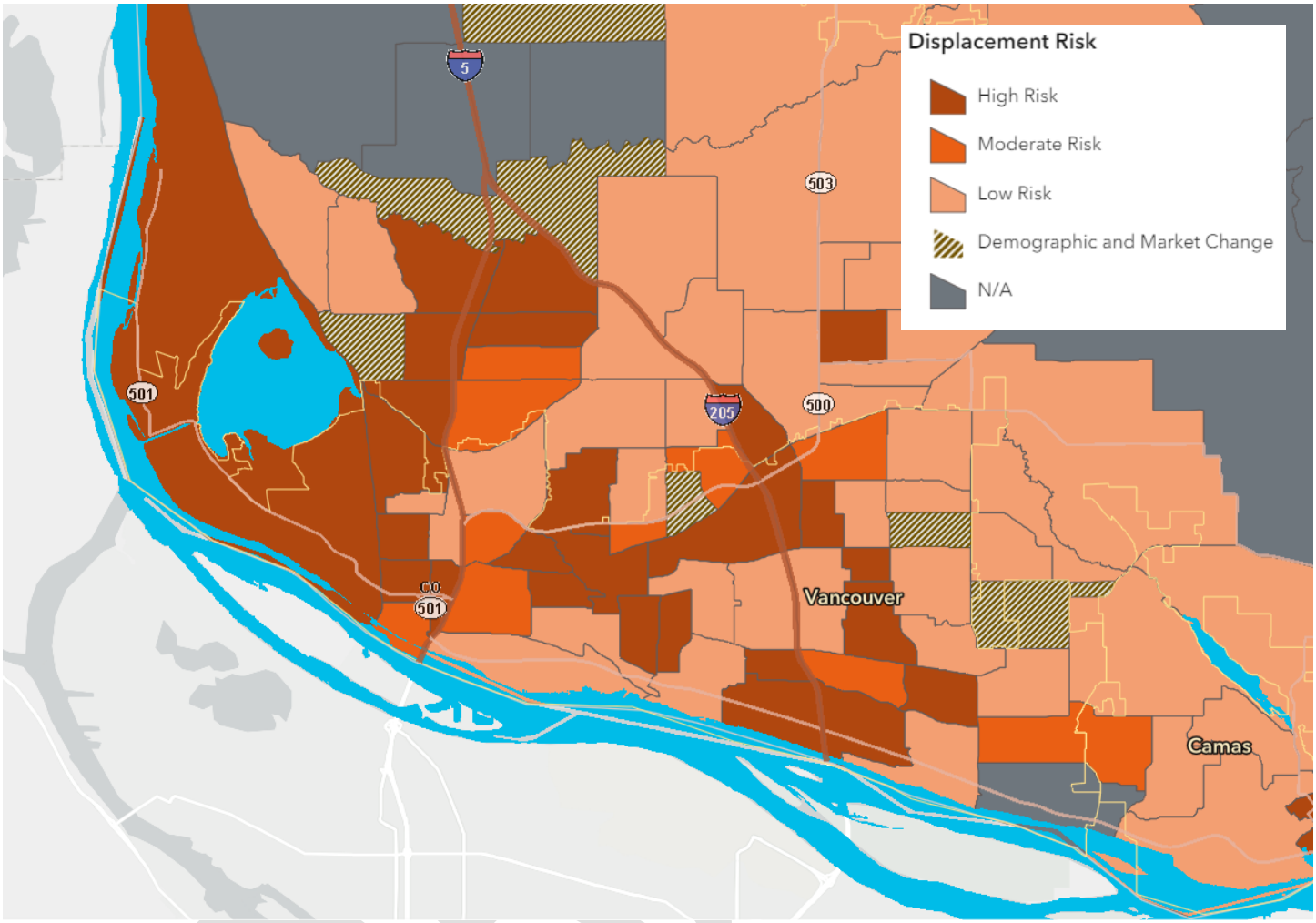
Exhibit 3-31: Housing Unit Targets by Income Band (2023-2045)

Household Type	Unit Need (2023-2045)
Emergency Shelter	1,374 (shelter beds)
Permanent Supportive Housing (PSH)	2,651
Below 30% AMI	4,371
30-50% AMI	5,890
50-80% AMI	5,788
80-100% AMI	3,351
100-120% AMI	3,175
120%+ AMI	12,902

Source: City of Vancouver, 2024.

Displacement of existing households is a concern in Vancouver: as rents and housing prices rise and development interest increases, residents are at risk of having to leave their homes and communities for lower-cost areas. The stress associated with being displaced can have negative health impacts. The City has identified Central Vancouver as particularly vulnerable, due to high rates of households with low incomes and renter households (City of Vancouver, 2025). The Washington State Department of Commerce has also published a displacement risk map, which shows areas on the west, north-central, and east sides of the city as being high risk based on market trends, demographic change, and social vulnerability (Exhibit 3-32) (Washington State Department of Commerce, 2024).

Exhibit 3-32: Displacement Risk



Source: Washington State Department of Commerce, 2023.

The City developed an anti-displacement plan in 2023, Reside Vancouver, which includes goals and recommendations to mitigate displacement through preservation, production, protection of people from eviction and discrimination, and financial prosperity (City of Vancouver, 2025).

Income and Living Wage Jobs

The unemployment rate in Vancouver is low, at approximately 5.6% (U.S. Census Bureau, 2023). However, approximately 11% of the population is living below the poverty level. Rates are much higher for Black or African American residents (21%) and Native Hawaiian and Other Pacific Islander residents (19%).

A living wage job is one where an individual can work full time and cover their household's basic cost of living. Statewide, the family living wage job, or a job with healthcare benefits that is sufficient for raising a family, is defined at $23 per hour (Revised Code of Washington, 2022).

Massachusetts Institute of Technology (MIT)'s living wage calculator estimates that, in Clark County, for a household with two working adults and two children, both adults must be making an average of $29.59 per hour to make a living wage, or $61,500 per adult (combined income of approximately $123,000) (MIT, 2025). A living wage for a single parent with one child is much higher per earner, at $43.16 per hour or $90,000 annually. For a single adult with no children, the living wage is $26.24 or approximately $55,000 total per year. Actual living wage numbers in Vancouver are likely to be higher than for the county as a whole.

The average annual salary in Clark County per the Washington State Employment Security Department (in industries covered by unemployment insurance) is $68,000. This average is above the living wage for a single working adult, or two working adults with two children, but is $22,000 short of a living wage for a single parent of one child.

Among the highest-paying industries are the management of companies and enterprises; finance and insurance; information industries; professional, scientific, and technical services; and wholesale trade. Lowest paying industries include accommodation and food services; arts, entertainment, and recreation; educational services; retail trade; agriculture, forestry, fishing, and hunting; and administrative and waste services (Exhibit 3-33). Vancouver's economy has been changing and professional and creative class jobs have been growing, making the city less dependent on traditional manufacturing industries to drive growth (EcoNorthwest, 2024).

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Exhibit 3-33: Industries and Wages (Q3 2024)

2-digit NAICS	Industry subsectors	Average employment	Average weekly wage	Estimated annual wage
52	Finance and insurance	6,608	$2,213	$115,076
55	Management of companies and enterprises	3,734	$2,203	$114,556
51	Information	3,716	$2,112	$109,824
54	Professional, scientific, and technical services	10,856	$2,031	$105,612
NEC	NOT ELSEWHERE CLASSIFIED	159	$1,912	$99,424
42	Wholesale trade	7,110	$1,720	$89,440
GOV	GOVERNMENT	26,819	$1,585	$82,420
23	Construction	18,324	$1,521	$79,092
31-33	Manufacturing	14,226	$1,490	$77,480
48-49	Transportation and warehousing	3,533	$1,416	$73,632
62	Healthcare and social assistance	30,825	$1,358	$70,616
53	Real estate and rental and leasing	3,146	$1,202	$62,504
56	Administrative and waste services	9,473	$1,118	$58,136
81	Other services, except public administration	5,718	$1,050	$54,600
11	Agriculture, forestry, fishing and hunting	576	$963	$50,076
44-45	Retail trade	18,894	$836	$43,472

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61	Educational services	1,763	$724	$37,648
71	Arts, entertainment, and recreation	2,828	$716	$37,232
72	Accommodation and food services	15,729	$593	$30,836
21	Mining	Not available	Not available	Not available
22	Utilities	Not available	Not available	Not available
TOTAL	Total	184,038	$1,375	$71,500

Source: Washington State Employment Security Department, 2024.

The Columbia River Economic Development Council (CREDC), serving Clark County, is focused on five strategic sectors, including software, computers and electronics, clean tech, life sciences, and technology enhanced production, which are industries that tend to have higher wages than the average (CREDC, 2025). The 2018-2023 Clark County Comprehensive Economic Development Plan outlines strategies for supporting these sectors, through becoming industry experts, strategically marketing industry clusters, and building a startup ecosystem (CREDC, 2024). The plan also defines strategies for supporting people in skills development, preparing youth for economic opportunity, attracting emerging talent, and promoting equity, diversity, and inclusion. CREDC has an objective to support economic opportunity in Vancouver, specifically, by supporting incentives, considerations for parking and transportation needs, arts and culture, efforts to improve downtown's appearance, and multi-family housing.

The ratio of debt to income is one measure of a household's ability to meet basic needs and build financial wellbeing. According to 2023 data from the United States Federal Reserve, the debt-to-income ratio in Clark County was 2.6, higher than the state average of 1.7 (Federal Reserve, 2024). While there are many factors that affect a household's debt and income, the primary way that the City can address this through land use is to facilitate the conditions for higher-paying industries to expand and create more job opportunities. Policies that help create connected and accessible neighborhoods, as discussed in the Community Connections section above, may also help reduce debt by minimizing the need for a car: 28% of Clark County residents have auto loans (Urban Institute, 2024). Affordable housing policies, as discussed above, could also reduce housing cost pressure and lessen household reliance on borrowing funds, whether in the form of actual housing debt or debt for emergencies and daily needs.

Key Findings and Implications

This section described the current context regarding population and health outcomes, physical activity, food access, community connections, exposure to health hazards, and housing and financial security in Vancouver. Chapter 5 builds on these findings to examine the three growth alternatives and includes recommendations to address health disparities as the city grows.

Population and Health Outcomes

Heart disease, respiratory diseases, and diabetes account for a high number of adult deaths in Vancouver. These diseases may be improved or prevented through physical activity, nutrition, and air quality, which Vancouver can support through planning.

Vancouver's population varies widely in terms of demographics and socioeconomic characteristics. Equity Index mapping suggests areas around Fruit Valley, Rose Village, Fourth Plain Village, and Mill Plain Boulevard have the greatest equity disparities.

Physical Activity

Access to parks and active transportation varies across the city. Priority areas for future park investment based on existing access and equity risk scores include Fruit Valley, Rose Village, Fourth Plain Village, and several other block groups across the city. Walkability in terms of proximity to destinations is strongest near downtown and along major corridors, and many of the vehicle trips from these areas are under 5 miles. These indicate opportunity areas for further bicycle and pedestrian infrastructure.

Food Access

Many households in Vancouver face food insecurity, with more than 15% receiving SNAP support and almost half of students receiving free and reduced lunch. Some parts of the city do not have any supermarkets within a mile. Food banks are distributed across the city and there are several community gardens and two farmers markets that also provide residents with access to food.

Community Connections

Access to amenities is greater in some parts of Vancouver than others: Fruit Valley, Rose Village, and several areas immediately to the west of I-205 and on the east side of the city have fewer amenities and diversity of amenities within walking distance. Challenges with access to childcare and access to social services are also present throughout Vancouver.

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Exposure to Health Hazards

Air quality is a hazard of particular concern in Vancouver due to elevated levels of $PM_{2.5}$ compared to the rest of the state. Heat islands are also present, particularly in areas with large amount of surface parking and other impervious surfaces. Tree canopy, which can mitigate air quality impacts and heat, varies significantly across Vancouver, with 19% cover on average for the whole city. Noise is also an issue around major roadways, rail lines, and the Portland International Airport. Vancouver is expected to see impacts from climate change, including heat, extreme precipitation and flooding, and smoke.

Housing and Financial Security

Approximately a fifth of housing units in Vancouver were built prior to 1970, which may correspond with exposures to substances such as lead and other housing quality concerns. Radon testing has also revealed several areas of concern.

Housing costs are rising rapidly, and housing cost burden affects a large amount of residents, especially renters. Displacement is a concern as prices rise and development interest increases, with varying risk levels across Vancouver. The average annual salary in the city is above the living wage for households without children and two-parent households but is below the living wage for single-parent households. 12% of the population is living below the poverty line, and rates are much higher for Black or African American residents and American Indian and Alaska Native residents. Overall, debt-to-income ratio is much higher in Vancouver than the state average.

Policy Audit

There are several existing policies in the City's adopted Comprehensive Plan that relate to health (City of Vancouver, 2011). Some key policies include:

- CD-15 Public Health and the built environment
  Promote improved public health through measures including but not limited to the following:
  - (a) Develop integrated land use and street patterns, sidewalk and recreational facilities that encourage walking or biking
  - (b) Recruit and retain supermarkets and other stores serving fresh food in areas otherwise lacking them. Discourage supermarkets and fresh food stores that do relocate from using non-compete clauses that prevent timely replacement of similar uses. Encourage stores that locate near sensitive populations or underserved areas to offer healthy food choices
  - (c) Assess and promote opportunities for growing food in home or community gardens. Consider guidelines for service provision levels.

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    - (d) Coordinate with Clark County Public Health to better integrate health impacts and land use and public facilities and service planning
- CD-17 Aging Populations
  Update policies, standards, and practices as necessary to accommodate anticipated aging of the local population, though measures such as:
    - (a) Develop integrated land use patterns and transportation networks that facilitate shorter vehicular trips, walking, or use of public transportation
    - (b) Review standards for specialty housing to ensure they are consistent with anticipated age-related housing needs
    - (c) Review standards and designations of conventional single and multi-family housing to ensure they are consistent with anticipated needs, including provisions for aging in place
    - (d) Review standards for roads and sidewalk design, signage, and lighting to address senior safety issues
- H-6 Special needs housing
  Facilitate housing for special needs populations dispersed throughout Vancouver and the region. Such housing may consist of residential-care facilities, shelters, group homes, or low-income housing, and should be located near transportation and other services such as health care, schools, and stores.

These policies address several key health topics, including food access, physical activity, community connections, and housing and financial security.

The Vancouver Climate Action Framework (2023), Vancouver Climate Adaptation Strategy (2022), and Clark County Natural Hazard Mitigation Plan (2023) also include policies relevant to exposure to health hazards, food access, and housing and financial security:

- Climate Action Framework
    - Strategy EQ-2
        - Build a more community-driven, circular economy. Reduce the carbon footprint of goods and services by building a community-driven economy to promote the reduction, reuse, and repair of goods and materials and expand downstream markets for waste products.
        - Work with City economic development partners to support small- and mid-sized businesses in the transition to a local, green economy that ensures equitable distribution of benefits and impacts.
        - Conduct outreach and provide resources to residents, business, schools, and community partners to improve our food system by limiting waste, promoting low carbon diets, expanding community gardens and markets, and securing surplus food to food-insecure
    - Strategy BE-1
        - Increase use and storage of renewable energy while reducing consumption

    - Work with Clark PUD to procure renewable energy ahead of Clean Energy Transformation Act (CETA) mandates and increase community-wide renewable electricity supply to 100%. Exceed state requirements for building efficiency. Work with businesses, property owners, and nongovernmental partners to establish policies that prevent displacement of those with low incomes and renters, and ensure equitable distribution of the costs and benefits of energy efficiency upgrades. Identify additional opportunities for climate resilient, renewable, affordable, and environmentally just forms of renewable energy systems and electrification.
    - Increase green space and tree plantings in identified heat islands and in areas with poor air quality.
- Climate Adaptation Strategy
    - Promote other forms of green infrastructure, especially in places suffering from extreme heat.
    - Prioritize investment in areas that have lower property values. Green infrastructure investments should be coordinated with affordable housing and other policies to avoid impacts of green gentrification and related displacement.
    - Support food security.
    - Consider opportunities to combine adaptation and food security efforts, such as through increasing the urban tree canopy with plantings of fruit and nut trees when/where appropriate. Plantings should be coordinated with fruit and nut tree maintenance education programs (e.g. plantings on public school properties) to relieve burden on Public Works.
- Natural Hazards Plan
    - VC-9— Develop a Plan and Agreement to Increase Elevation of Units within Lakeside Mobile Estates. Work with property owner on a plan and schedule for raising or removing mobile homes that are located in the 100-year floodplain, and identification of possible grant funding that can assist in the costs of such enhancements.

Vancouver's Parks, Recreation, and Cultural Services Comprehensive Plan (2022-2031) also supports future park access by identifying areas of greatest need (City of Vancouver, 2022). It found that many of these areas have not seen significant growth, so the City has not collected substantial park impact fees that would help fund future park development. The plan includes a capital facilities plan with more than 20 acquisition projects and more than 60 park improvement projects across the city, prioritized based on community needs, unique natural and cultural resources, improving interconnectivity, and partnership opportunities.

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4. Metrics and Evaluation Framework

Description of the Alternatives

As described in Chapter 1, there are three growth alternatives evaluated as part of the Draft EIS for the Comprehensive Plan periodic update:

No Action Alternative. The No Action Alternative, required by SEPA, is a future scenario that assumes future growth and development would occur in line with the currently adopted City Comprehensive Plan and development regulations, and recent amendments to state statutory requirements that contain self-executing provisions. The No Action Alternative assumes the implementation of House Bill (H.B.) 1110, which generally requires cities of at least 75,000 people to permit "middle housing" of at least four residential units per lot in all areas of the city where single-family housing is allowed. However, the No Action Alternative does not assume the implementation of other amendments to state law that do not contain self-executing provisions, such as H.B. 1220, which requires planning for and accommodating housing affordable to all economic segments of the population, and H.B. 1337, which requires cities like Vancouver to allow up to two accessory dwelling units (ADUs) on a residential lot assuming development regulations are met.

Under the No Action Alternative, the Comprehensive Plan land use designations would remain the same as they are today. The Comprehensive Plan Update and associated zoning code and development regulations would not be adopted. Exhibit 4-1 shows the City's zoning designations under the No Action Alternative.

Action Alternatives. Both Action Alternatives assume that future growth and development would occur in line with the proposed Comprehensive Plan Update and the associated revised zoning code and development regulations. The Action Alternatives assume implementation of all current amendments to state law that affect comprehensive planning and development processes, including H.B. 1110, H.B. 1220, and H.B. 1337.

Under both Action Alternatives, the Comprehensive Plan land use designations and associated zoning code would be renamed and simplified to a smaller set of place types. The locations and sizes of the proposed place types would differ between the two Action Alternatives, as would the distribution of new housing units and jobs. Both Action Alternatives are forecasted to exceed the City's minimum 2045 targets of at least 38,129 new housing units and 43,198 new jobs.

- **Alternative 1** would allow greater intensity and density of development in more areas of the city than the No Action Alternative but in fewer areas of the city than Alternative 2. These changes in land use designations would result in a higher capacity for new housing

units and jobs than the No Action Alternative but a lower capacity than Alternative 2. Based on market feasibility and redevelopment potential, Alternative 1 would have capacity for approximately 45,100 new housing units and 47,500 new jobs citywide, which is higher than the City's minimum 2045 planning targets of at least 38,129 new housing units and 43,198 new jobs. Exhibit 4-2 shows the proposed zoning under Alternative 1.

- **Alternative 2** would allow the greatest intensity and density of development in more areas of the city compared to the other alternatives. With these changes in land use designations, Alternative 2 would have the highest capacity for new housing units and jobs of all the alternatives. Based on market feasibility and redevelopment potential, Alternative 2 would have capacity for approximately 50,700 new housing units and 51,800 new jobs citywide, which exceeds the minimum City's 2045 planning targets of at least 38,129 new housing units and 43,198 new jobs. Exhibit 4-3 shows the proposed zoning under Alternative 2.

Of all the alternatives, Alternative 2 would allow the greatest density, intensity, and mix of land uses in the most areas of the city, and the No Action Alternative would allow the least. Alternative 1 would allow greater density, intensity and mix of land uses in more areas of the city than the No Action Alternative but generally less than Alternative 2.

The biggest differences in place types as measured by land area would be:

- Almost 50 percent more land area designated as Low-Scale Neighborhood under Alternative 1 compared to Alternative 2.
- Almost 50 percent more land area designated as Medium-Scale Neighborhood under Alternative 2 compared to Alternative 1.
- About double the land area designated as Regional Activity Center under Alternative 2 compared to Alternative 1.

Place type descriptions for the Action Alternatives are as follows:

- **Low-Scale Neighborhood:** Focuses on low-scale housing choices, typically with up to 6 units per parcel and building heights of up to 3 stories (maximum of 45 feet). Any lot would be allowed to have at least four units. Housing types include single-family homes, accessory dwelling buildings, and multifamily residential buildings sometimes referred to as "middle housing," including duplexes (two-unit structures), townhouses (attached single-family homes), quadplexes (four-unit structures), and sixplexes. Small-scale commercial activities like cafes, salons, professional services, and restaurants mostly serving the surrounding neighborhood would also be allowed.

- **Medium-Scale Neighborhood:** Focuses on medium-scale housing choices, typically with up to 12 units per parcel and building heights of 2 to 5 stories (maximum of 60 feet). Housing types include all of the types allowed in the Low-Scale Neighborhood plus additional multifamily building types, including courtyard buildings and multifamily mixed-use buildings. Civic/institutional buildings and commercial activities like cafes, restaurants, small offices, and other retail goods would also be allowed.
- **Mixed-Use Neighborhood:** Provides for a broad range of housing, commercial, and civic/institutional use types, with building heights of 3 to 8 stories (maximum of 90 feet). Housing types include multifamily buildings at a variety of scales. Commercial or retail uses may include professional offices, medical providers, cafes, restaurants, small grocery stores, markets, and other retail goods.
- **Regional Activity Center:** Includes lands that offer opportunities for economic, entertainment, civic, and housing needs, with minimum building heights of 3 stories and no maximum building heights. Size and makeup of this place type would vary based on location but would typically consist of compact, mixed-use development that maximizes residential, commercial, and open space opportunities. Typical housing options would be mixed-use residential, apartment, mid-rise, and podium buildings.
- **Institutional/Campus:** Includes lands that support academic, civic, or medical buildings up to 12 stories (maximum of 150 feet). Allowable housing types include townhouses, multifamily, and mid-rise buildings. Buildings for athletic facilities, event spaces, equipment or other accessory uses needed to support an educational, medical, or large institution would also be allowed.
- **Industrial/Employment:** Includes lands typically housing large-scale, single-tenant industrial, warehouse and flex space building and smaller, multi-tenant industrial buildings ranging from 2 to 12 stories (maximum of 150 feet). The buildings would be grouped to support and serve one another and to provide opportunities for employment clusters. Housing would not be allowed in this place type.
- **Heavy Industrial:** Includes lands that are currently zoned for heavy industrial uses, such as manufacturing and production, within the city and would remain unchanged. Housing would not be allowed in this place type.
- **Parks/Open Space:** Includes lands dedicated to public parks, open spaces, natural areas, trails, and greenways, intended to provide a full range of passive and active uses as well as environmental protection and enhancement.

Refer to the City's Draft EIS for more details on the growth alternatives.

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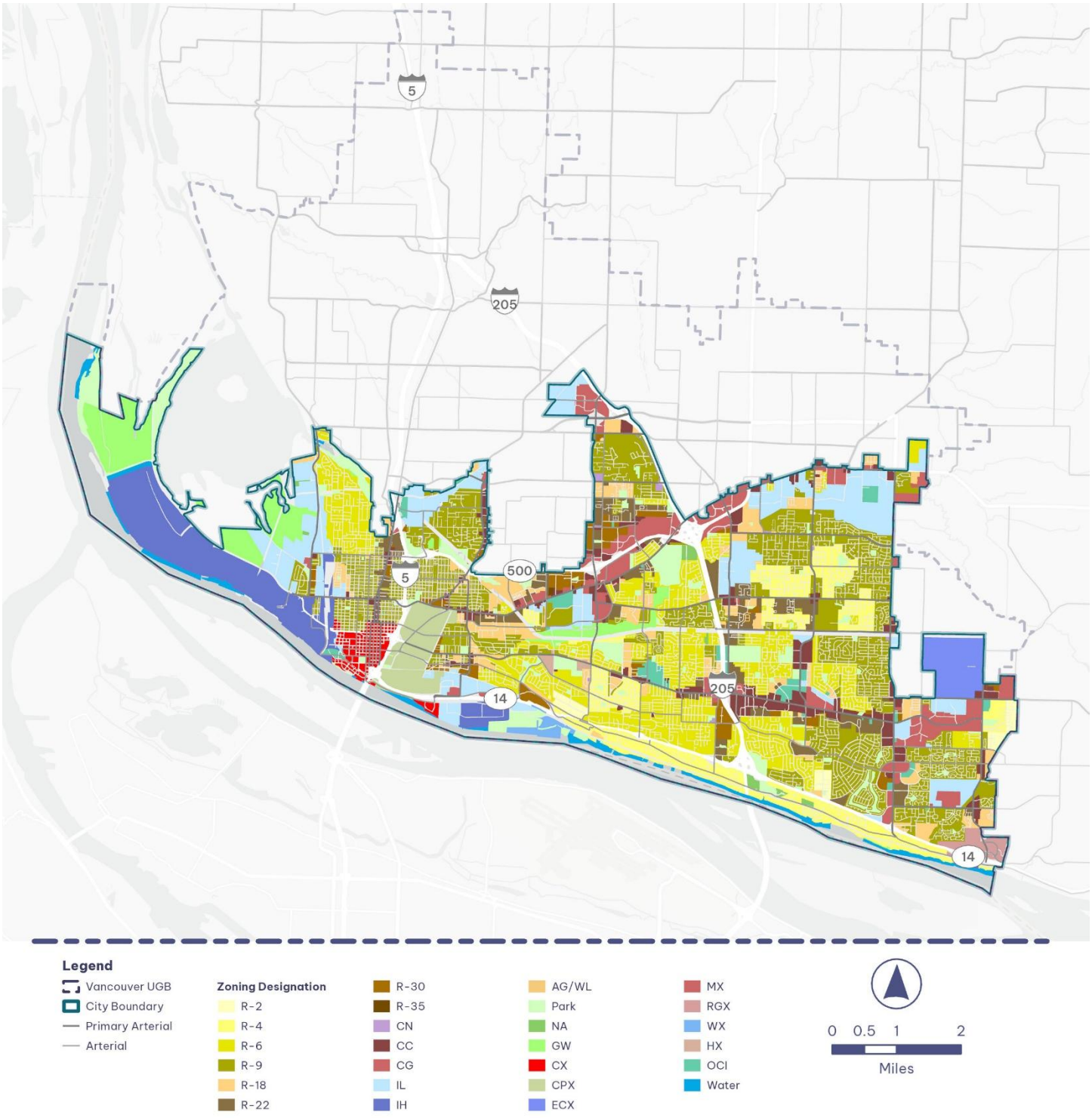
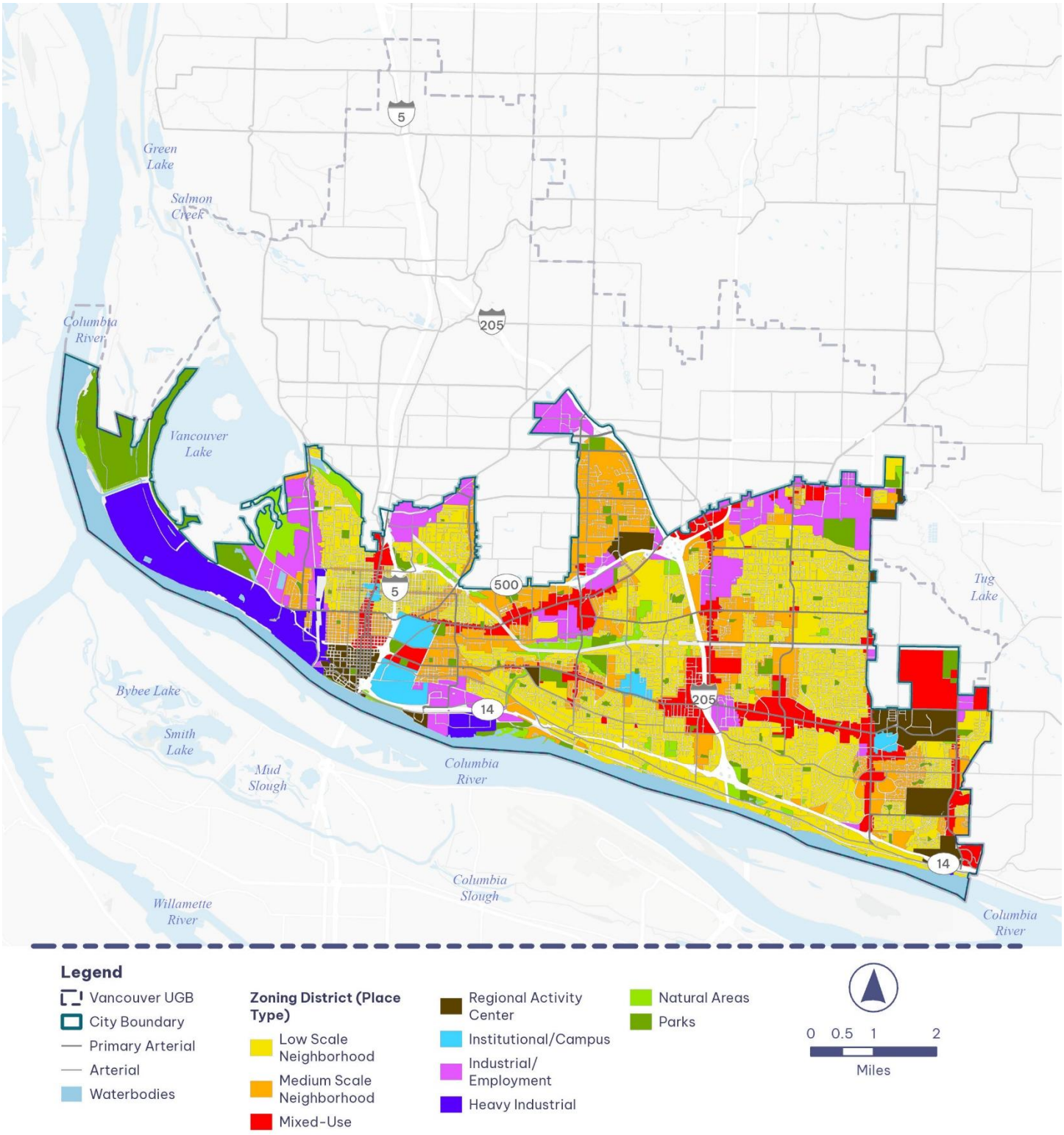
Exhibit 4-1: No Action Alternative Zoning Map



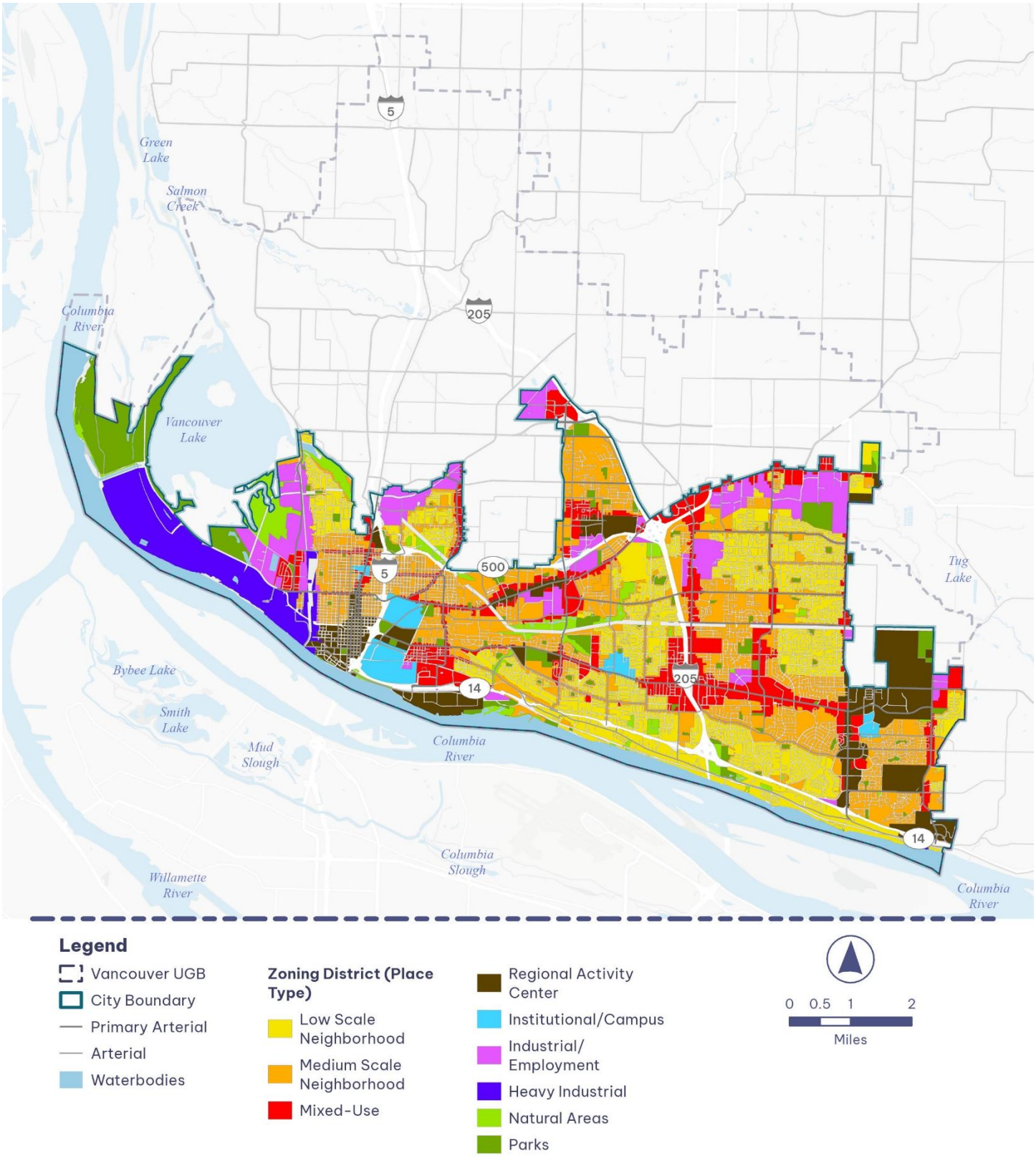
Source: City of Vancouver, 2025.

Exhibit 4-2: Alternative 1 Proposed Zoning Districts Map



Source: City of Vancouver, 2025.

Exhibit 4-3: Alternative 2 Proposed Zoning Districts Map



Source: City of Vancouver, 2025.

Metrics

There are 19 total metrics for this health analysis (Exhibit 4-4). The metrics relate to the scoped topics of physical activity, food access, community connections, exposure to health hazards, and housing and financial security.

There are two types of metrics included:

- **Impacts:** These metrics consider where growth is placed in relation to health hazards and gaps in health-related services. Related strategies may mitigate the impacts or address the gaps.
- **Strengths:** These metrics consider the health benefits built into each alternative. Related strategies may build upon the alternatives' strengths.

Exhibit 4-4: Health Metrics

Theme	Topic	Metric	Type
Physical Activity	*Parks Access*	Park acreage needed based on housing growth	Impacts
	Active Transportation	New housing outside of areas with high intersection density	Impacts
Food Access	*Access to Supermarkets*	Housing growth in areas with low access and potential for new stores	Impacts
Community Connections	*Connected and Accessible Neighborhoods*	Job growth in areas with high equity risk scores and low connectivity/accessibility	Strengths
	Commercial Displacement	"Underutilized" parcels and parcels with older buildings that are designated for mixed use or higher densities	Impacts
	Density and Mixed Uses	Increases to density and mixed uses	Strengths
Exposure to Health Hazards	*High $PM_{2.5}$ Concentration*	Housing growth in areas with high concentrations	Impacts
	High Ozone Concentration	Housing growth in areas with high concentrations	Impacts
	Tree Canopy Coverage	Housing growth in areas with low canopy coverage	Impacts
	Transportation Noise	Housing growth in areas with high noise	Impacts
	Heat Islands	Housing and job growth in heat islands	Impacts

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Theme	Topic	Metric	Type
	Proximity to Transit	Housing and job growth in areas not accessible by transit, and potential for new transit	Impacts
	*Vehicle Miles Traveled (Water Quality)**	Overall projected vehicle miles traveled per capita	Impacts
	Climate Exposure	Housing and job growth in areas exposed to climate hazards	Impacts
Housing and Financial Security	*Redevelopment of Older Housing*	New housing in areas with older buildings	Strengths
	Apartments of Three or More Stories (Radon Risk)	Housing growth in designations that allow apartments of three of more stories	Strengths
	Housing Capacity for All Income Bands	Housing capacity by income bands	Strengths
	Displacement Risk	Housing growth in areas of high displacement risk	Impacts
	Higher-Wage Jobs	Amount of and projected average wages of new jobs, based on land use designations	Strengths

** Reducing vehicle miles traveled is associated with improved water quality, see Literature Review below.*

The impact assessment in the next chapter considers which eight areas of the city, as shown in Exhibit 4-5, are most affected in the context of each metric.

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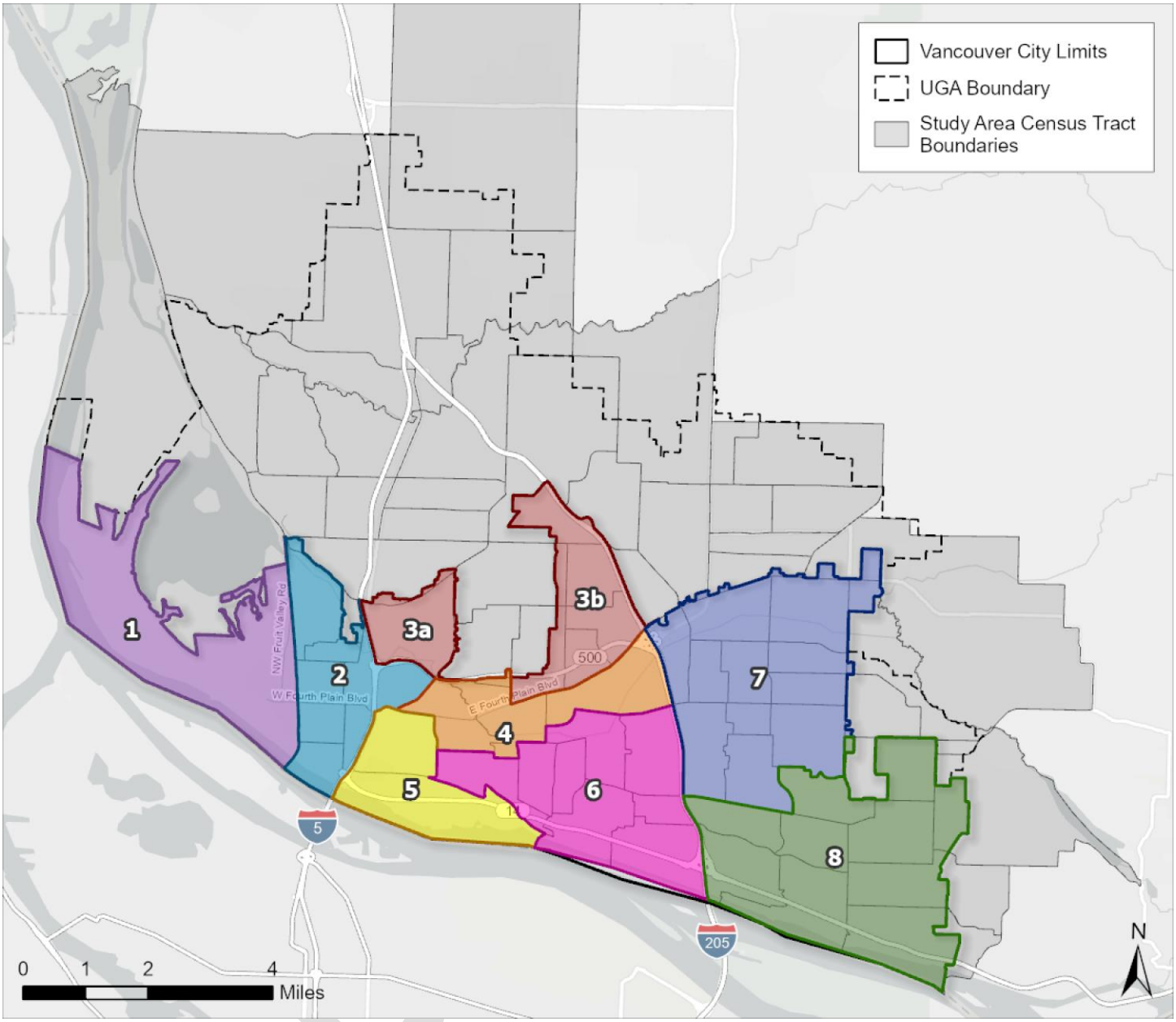
Exhibit 4-5: Analysis Areas



Source: City of Vancouver, 2025; BERK, 2025.

5. Impact Assessment and Strategies

This chapter evaluates the potential health impacts associated with each land use alternative. A brief literature review is included to inform the impact assessment. Key strategies for each topic are also discussed as part of the alternatives evaluation.

Literature Review

Physical Activity

Physical activity is a critical social determinant of health, according to the Washington State Department of Health (Washington State Department of Health, 2013). Parks have a positive association with physical activity and are therefore one way the built environment can encourage health (Washington State Recreation and Conservation Office, 2019; National Park Service, 2017). Walkable proximity to parks, specifically, has been found to have connections with physical activity (Washington State Recreation and Conservation Office, 2019; Trust for Public Land, 2023).

Active transportation interventions (such as street connectivity, sidewalks, trails, and bicycle infrastructure) and land use interventions (such as mixed uses, increased density, and proximity to destinations) are also associated with greater physical activity. One review of academic studies conducted by the U.S. Department of Health and Human Services found evidence to support this: physical activity increased among individuals in communities with new or improved projects or policies that combine transportation and land use components (Community Preventative Services Task Force, 2018). One 2022 study suggested that 100 intersections per square kilometer (or about 0.4 intersections per acre) is associated with greater likelihood of walking for transportation (Cerin, et al., 2022).

Food Access

Several studies have found a link between "food deserts" (neighborhoods with minimal food options) or "food swamps" (neighborhoods with fast food and snack food available but not fresh grocery staples) and poor health outcomes. One study from 2023 found that food swamps are associated with much higher likelihood of greater obesity-related cancer mortality (Bevel, et al., 2023). Another article reviewed the literature on food deserts, much of which emphasizes the link between access to supermarkets and health outcomes (Walker, Keane, & Burke, 2010).

Community Connections

Research has found connections between neighborhood design and health, including availability of amenities and social interaction (Elegbede, J. et al., 2020; Dannenberg, A. et al., 2003). Specific types of public spaces, such as parks and community centers, may be

particularly helpful for fostering social connections and reducing isolation (Kweon et. al, 1998).

Exposure to Health Hazards

Research has found connections between a variety of health hazard topics and land use planning. Trees and shrubs are known to be effective for removing air pollution and improving urban air quality, as well as reducing urban heat (Nowak, Crane, & Stevens, 2006; Trust for Public Land, 2016). Reducing vehicle miles traveled is connected to less stormwater runoff and improved water quality (Currey et al., 2015). Effective strategies identified for climate resiliency include designing buildings and infrastructure that are adaptable, using community-driven planning, and improving natural infrastructure such as green spaces, urban forests, and stormwater management (Kong, L. et al, 2022).

Housing and Financial Security

Research has found that housing affordability, quality, and stability are key to health and wellbeing. Affordable housing initiatives, housing quality improvements, and anti-displacement efforts can support health outcomes (Rolfe, S. et al., 2020). Planning for more living wage jobs also impacts health. Ensuring that households earn enough income to meet basic needs can reduce financial pressure, improve access to healthcare, and enhance overall wellbeing (Turcu, C. et al., 2012). Findings also suggest that residential displacement can have negative health outcomes, particularly related to mental health (Delong, 2023).

Alternatives Evaluation and Strategies

Key Findings

The following section summarizes key findings for consideration in the policy recommendations, with metrics falling under one of two types: 1) impacts or 2) strengths.

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Exhibit 5-1: Metrics Summary

Impacts	No Action									Alternative 1									Alternative 2								
	Impact	Areas of impact								Impact	Areas of impact								Impact	Areas of impact							
		1	2	3a	3b	4	5	6	7	8		1	2	3a	3b	4	5	6	7	8		1	2	3a	3b	4	5	6	7	8
Parks Access	◐		•	•	•	•	•	•	•	•	● +		•					•	•	•	● +		•	•				•	•	•
Active Transportation	●		•	•	•	•	•	•	•	•	● +		•	•	•	•		•	•	•	● +		•	•	•	•		•	•	•
Access to Supermarkets	◐		•	•				•	•	•	● +		•					•	•	•	● +		•	•	•			•	•	•
Commercial Displacement	◐	•	•	•	•	•	•	•	•	•	● +		•	•	•	•	•	•	•	•	● +		•	•	•	•	•	•	•	•
High $PM_{2.5}$ Concentration	●			•	•	•	•	•			◐ +						•	•			◐ +						•	•		
High Ozone Concentration	◐									•	● +									•	● +									•
Proximity to Transit	●	•		•				•	•	•	● +	•		•				•	•	•	● +	•		•				•	•	•
Tree Canopy Coverage	●	•	•		•		•	•	•	•	● +		•						•	•	● +		•				•		•	•
Vehicle Miles Traveled (Water Quality)	●	•	•	•	•	•	•	•	•	•	● +	•	•	•	•	•	•	•	•	•	● +	•	•	•	•	•	•	•	•	•
Transportation Noise	◐		•			•	•	•	•	•	◐ +		•		•		•	•		•	◐ +		•				•	•	•	•
Heat Islands	◐				•	•	•	•	•		● +	•				•		•	•	•	● +		•				•		•	•
Climate Exposure	●	•	•			•	•	•	•	•	● +	•				•	•		•		● +		•				•	•		•
Displacement Risk	●		•	•	•	•	•	•	•	•	● +		•					•	•	•	● +		•					•	•	•

Strengths	No Action	Alternative 1	Alternative 2
Connected and Accessible Neighborhoods	☆	★	★
Density and Mixed Uses		★	★
Redevelopment of Older Housing	☆	★	☆
Apartments of 3+ Stories (Radon Risk)	☆	★	★
Housing Capacity for All Income Bands		★	★
Higher-Wage Jobs	☆	★	★

Source: BERK, 2025.

Impacts
◐ Some Impact
● Strong Impact
\+ Opportunity for mitigation or to fill a gap

Strengths
☆ Somewhat strong
★ Very strong

Physical Activity

Metrics

- Park acreage needed based on housing growth *(Impacts)*
- New housing outside of areas with high intersection density *(Impacts)*

Overview

- All alternatives will need more investment in parks, especially the Action Alternatives
- Alternatives 1 and 2 also create greater opportunities to address existing gaps through park impact fees and new policies
- All alternatives place the majority of growth in areas with a lower density of intersections, which may impact walkability
- Alternatives 1 and 2 also create more opportunities for walkability through density, mixed uses, and opportunities for sidewalk development and connectivity

Evaluation

All alternatives will increase demand for parks and recreation as the city grows. Exhibit 5-2 shows the estimated amount of new park acreage that would need to be acquired and developed under each alternative to meet this standard based on the estimated 2045 capacity for new housing units and associated new residents.

Under all alternatives, Park Impact Fee District C would have the largest need for park land acquisition and development because it is projected to have the highest capacity for new growth. The No Action Alternative would have the lowest overall parks need because it would have the lowest projected level of population growth based on capacity for new housing units. Alternative 1 and Alternative 2 would have higher needs than the No Action Alternative because of their higher levels of projected new housing units and associated residents. While growth would create demand for more parks, it would also increase the amount of funding available from impact fees, which make it possible to fill gaps that otherwise would be challenging to address.

In the No Action Alternative, areas of housing capacity with low park access include parts of areas 2, 3a, 3b, 4, 5, 6, 7, and 8. In Alternatives 1 and 2, concentrations of housing growth in low access areas include parts of areas 2, 6, 7, and 8 (plus area 3a in Alternative 2).

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Exhibit 5-2: Projected Park Land Demand by Park Impact Fee District and Alternative (acres)

Park Impact Fee District	New Park Acquisition Demand[1] for No Action Alternative[2]	New Park Development Demand[1] for No Action Alternative[2]	New Park Acquisition Demand[1] for Alternative 1	New Park Development Demand[1] for Alternative 1	New Park Acquisition Demand[1] for Alternative 2	New Park Development Demand[1] for Alternative 2
A	76	54	75	53	65	46
B	134	95	70	50	126	89
C	199	141	477	338	509	361
Total	**408**	**289**	**622**	**441**	**700**	**496**

Notes:

1 The acreage of park acquisition demand under the alternatives was estimated as follows: 1) multiplying the total projected number of new housing units in each Park Impact Fee district by 2.3, which is the assumed average number of persons per household from the Our Vancouver Housing Needs Assessment ((EcoNorthwest, 2024)), to derive the estimated new population in each PIF district. 2) Dividing the estimated new population by 1,000 and multiplying the resulting number by 6, based on the City's goal of 6 acres per 1,000 residents, to calculate the estimated acreage demand for this new population. Totals may be affected by rounding.

2 The No Action Alternative is based on capacity only and does not account for feasibility of redevelopment, whereas Alternatives 1 and 2 include assumptions related to market feasibility and redevelopment.

Source: WSP, 2025.

All alternatives include most of their capacity or growth in areas that do not have high intersection density (more than 0.4 intersections per acre) (Exhibit 5-3). Higher intersection density is associated with greater likelihood of walking for transportation. Therefore, other urban design considerations will be needed to support walkability in growth areas. Alternatives 1 and 2 create more density and opportunities for mixed uses than the No Action Alternative. Alternatives 1 and 2 also plan for more development, which creates more opportunities for improved sidewalks and pedestrian connectivity. Affected areas are similar across all the alternatives, including parts of area 2, 3a, 3b, 4, 6, 7, and 8. Part of area 5 is also affected in the No Action Alternative.

Exhibit 5-3: Growth in Areas Without High Intersection Density

	No Action	Alternative 1	Alternative 2
Units	24,000*	41,000	48,510
Percent of Units	81%*	91%	96%

**Note: The No Action is based on capacity only and does not account for feasibility of redevelopment, whereas Alternatives 1 and 2 include assumptions related to market feasibility and redevelopment.*

Source: BERK, 2025.

Strategies

Features of the Alternatives

- The Comprehensive Plan periodic update includes an opportunity to consider future transportation improvements based on growth. The Action Alternatives therefore may be better positioned to make targeted investments in non-motorized access, prioritizing equity.
- Growth under the Action Alternatives especially could leverage park impact fees to fill gaps in park access.

Other Considerations

City-Led Opportunities

- Identify strategic property acquisitions before expected growth occurs that could later be developed into parks through park impact fees *(related to draft Policy 76: Broaden Equitable Access to Natural Spaces and Parks, Policy 79: Improve Connectivity Between Parks and Open Spaces, and Policy 119: Acquire Land for Public Parks)*.
- Adopt street standards that support active transportation *(related to draft Policy 63: Street Standards)*.
- Consider a pilot program to close certain residential streets to through traffic, as discussed in Appendix 3. Case Studies *(related to draft Policy 66: Community Streets)*.
- Continue working towards transportation safety improvements for pedestrians and cyclists, with targeted investments in known collision areas and overall improvements in active transportation, to eventually support better "safety in numbers" *(related to draft Policy 62: Support Active Transportation Investments, draft Policy 64: Multimodal Access Through Street Connectivity, draft Policy 65: Low-Stress Bicycle and Small Mobility Network, and draft Policy 120: Community Safe Routes)*.
- Review the City's land use code for opportunities to encourage pedestrian scale design, such as transparent frontages, surface parking, and driveways at the rear of buildings,

weather protection, street trees, and public art *(related to draft Policy 59: Pedestrian Oriented Building and Site Design)*.

Partnership Opportunities

- Partner with schools and other public facilities to add recreation facilities and benefit from multiple funding and implementation streams (see Appendix 3. Case Studies) *(related to draft Policy 76: Broaden Equitable Access to Natural Space and Parks and draft Policy 115: Sustainable Parks Funding)*.
- Engage neighborhoods in tactical, community-led short-term and long-term phased park and street improvements, especially in underserved areas (see Appendix 3. Case Studies) *(related to draft Policy 66: Community Streets and draft Policy 62: Support Active Transportation Investments)*.

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Food Access

Metrics

- New housing in areas with low access to supermarkets and potential for new stores *(Impacts)*

Overview

- All alternatives place some capacity or growth in areas without existing access to supermarkets
- Alternatives 1 and 2 place a greater proportion of growth in these gap areas
- Alternatives 1 and 2 also create greater opportunities to address existing gaps by creating the density supermarkets need to be feasible

Evaluation

All alternatives place the majority of growth in areas without an existing supermarket within a mile walkshed. However, Alternatives 1 and 2 are also more likely to create opportunities for new supermarkets by allowing more mixed-use development and higher housing densities that could support new retail locations.

Generally, a parcel needs 6,000 to 8,000 households within a 1-2 mile radius to feasibly support a new supermarket (Gibbs, 2012). Assuming 6,000 households per 1.5 mile radius as a threshold, this is about 1.3 households per acre.

In the areas of Vancouver that are currently more than a mile from a supermarket, the average density is 0.7 units per acre in the No Action Alternative, 1.5 units per acre in Alternative 1, and 1.6 units per acre in Alternative 2. Alternatives 1 and 2 are therefore over the density threshold and could support new supermarkets in gap areas whereas the No Action Alternative may not create enough density to do so. Approximately 5 new supermarkets could be supported in gap areas under Alternatives 1 and 2 given the total number of households and average density of those households.

Alternatives 1 and 2 would also be better positioned to support small corner stores due to this density and support for mixed uses. Around 1,000 households are needed to support these uses (MRSC, 2024).

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Exhibit 5-4: New Housing Units without Supermarket Access

	No Action	Alternative 1	Alternative 2
Units	13,900*	31,000	33,800
Percent of Units	47%*	69%	67%
Potential new supermarkets supported @ 6,000 households in 1.5 mile radius	0	5	5

**Note: The No Action is based on capacity only and does not account for feasibility of redevelopment, whereas Alternatives 1 and 2 include assumptions related to market feasibility and redevelopment.*

Source: BERK, 2025.

In the No Action Alternative, areas of housing capacity outside of supermarket access include 2, 3a, 6, 7, and 8. Alternatives 1 and 2 have concentrations of housing growth outside of supermarket access in parts of areas 2, 6, 7, and 8 (and 3a and 3b in Alternative 2).

Strategies

Features of the Alternatives

- Density increases and more mixed use under Alternatives 1 and 2 are likely to create more opportunities for new supermarkets, expanding access to food for current and future residents.

Other Considerations

City-Led Opportunities

- Provide policy and programmatic support for community gardening, food banks, farmers markets, and other food access initiatives across Vancouver. This could include zoning allowances and incentives that promote urban agriculture (see Appendix 3. Case Studies) *(related to draft Policy 80: Community Gardens)*.
- Continue implementing the Vancouver Local Food Systems Action Plan *(related to draft Policy 81: Increase Food Access)*.
- Facilitate the success of supermarkets in areas with low access. Incentivize and/or remove barriers to the development of commercial space suitable for supermarkets. This could include tax incentives, density exemptions, or other tools (see Appendix 3. Case Studies) *(related to draft Policy 81: Increase Food Access)*.
- Review city code for opportunities to expand access to fishing, gathering, and raising livestock and supporting the availability of culturally-specific foods *(related to draft*

Policy 80: Community Gardens, draft Policy 101: Engage with Tribal Community Members, and draft Policy 107: Historic and Culturally Significant Resources).

- Integrate food into public spaces and landscaping, such as planting edible plants and adding grills and food preparation areas in parks *(related to draft Policy 76: Broaden Equitable Access to Natural Spaces and Parks).*
- Consider allowing mobile farmers markets and food trucks in locations with low access (see Appendix 3. Case Studies) *(related to draft Policy 81: Increase Food Access).*

Partnership Opportunities

- Explore partnerships with community organizations, faith organizations, and existing commercial uses to distribute healthy food in areas of need (see Appendix 3. Case Studies) *(related to draft Policy 81: Increase Food Access).*
- Maintain partnership with the Vancouver Farmers Market to improve food access and other economic and social benefits to the community *(related to draft Policy 81: Increase Food Access).*

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Community Connections

Metrics

- Job growth in areas with high equity risk scores and low connectivity/accessibility *(Strengths)*
- "Underutilized" parcels and parcels with older buildings that are designated for mixed use or higher densities *(Impacts)*
- Increases to density and mixed uses *(Strengths)*

Overview

- All alternatives place some capacity or growth in areas with low access to services. All alternatives create some risk of commercial displacement.
- Alternatives 1 and 2 place a greater proportion of growth in areas with low access to services, creating more opportunity for future services. They also have greater commercial displacement potential.
- Alternatives 1 and 2 also create greater opportunities to mitigate commercial displacement by creating opportunities for mixed uses.

Evaluation

While the three alternatives distribute capacity and growth in different ways, they all place a substantial amount of job growth in areas with high equity risk scores that are not particularly connected and accessible. More than 21% of the capacity or growth in each possibility is in areas with "High" or "Very High" equity risk scores and low connectivity and accessibility scores. Alternatives 1 and 2 place more than twice as many jobs in these areas than the No Action Alternative.

Job growth in these areas suggests an increase in commercial space and therefore more services. Proximity to services can benefit resident wellbeing in terms of access to healthcare, food, and daily needs, as well as opportunities to interact with others. This may be particularly impactful in areas with high equity risk scores, which have greater social and economic inequities.

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Exhibit 5-5: New Jobs in Areas with High Equity Risk Scores and Low Connectivity/Accessibility

	No Action	Alternative 1	Alternative 2
Jobs	4,000*	10,200	10,800
Percent of Jobs	24%*	22%	21%

**Note: The No Action is based on capacity only and does not account for feasibility of redevelopment, whereas Alternatives 1 and 2 include assumptions related to market feasibility and redevelopment.*

Source: BERK, 2025.

The three alternatives also include a different mix of land uses. Increases to mixed use designations and increased density can support access to services by providing space for businesses and encouraging the concentrations of residents needed for businesses to be viable. Alternatives 1 and 2 have significantly more potential for mixed-use neighborhoods and higher densities than the No Action Alternative (

Exhibit 5-6). The No Action Alternative has minimal opportunities for mixed uses and higher density housing and therefore is likely to have less access to services.

Exhibit 5-6: Mixed Uses and Density

	No Action	Alternative 1	Alternative 2
Mixed Use and Regional Activity Center Gross Acreage %	0%* (Mixed Use zoning is minimally applied)	11%	16%
New Housing Units in Mixed Use/ Regional Activity Center or Medium Scale and Higher %	15%*	67%	77%

**Note: The No Action is based on capacity only and does not account for feasibility of redevelopment, whereas Alternatives 1 and 2 include assumptions related to market feasibility and redevelopment.*

Source: BERK, 2025.

Commercial displacement is likely to occur to some extent under all alternatives as the city will experience some amount of growth and development. Parcels that are considered "underutilized" based on building value per acre (per the Clark County 2023 Vacant and Buildable Lands Model) are considered more likely to redevelop than those that are fully

"built" (Clark County, 2023). Older buildings may also be more likely to redevelop based on their condition. Parcels with mixed use, medium density, or high density land use designations may be more likely to redevelop into higher density uses, with potential commercial displacement impacts.

Alternatives 1 and 2 include more of these zoning districts and therefore may have higher potential for commercial displacement and need for mitigation (Exhibit 5-7). This includes more than 1,000 commercial buildings on parcels considered "underutilized" that are in medium/high density residential or mixed use/regional activity center designations. However, Alternatives 1 and 2 would also create more opportunity for new business spaces and anti-displacement measures. The No Action Alternative would rely on existing policies and would be less strong in terms of anti-displacement.

Exhibit 5-7: Commercial Displacement Potential

	No Action	Alternative 1	Alternative 2
Commercial Buildings on "Underutilized" Parcels, Land Use Designation Medium/High Density Residential or Mixed Use / Regional Activity Center	1 – most buildings in these designations are not considered "underutilized"	1,000	1,400
Commercial Buildings Built Pre-1985, Land Use Designation Medium/High Density Residential or Mixed Use / Regional Activity Center	34	143	333

**Note: The No Action is based on capacity only and does not account for feasibility of redevelopment, whereas Alternatives 1 and 2 include assumptions related to market feasibility and redevelopment.*

Source: BERK, 2025

Strategies

Features of the Alternatives

- Density increases and more mixed use under Alternatives 1 and 2 are likely to create more opportunities for access to services and mitigate commercial displacement.

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Other Considerations

City-Led Opportunities

- Support the ability of small businesses to locate in neighborhoods by requiring or incentivizing the development of small commercial spaces and lowering parking requirements (see Appendix 3. Case Studies) *(related to draft Policy 34: Leverage City-Owned Assets for Affordable Commercial Space, draft Policy 45: Shared Parking, and draft Policy 47: Maximize the utilization of existing on street parking)*.
- Consider anti-displacement policies such as incentives for setting aside small business space in new developments, providing affordable commercial leasing opportunities on City-controlled properties, or requiring community benefits agreements that protect existing businesses *(related to Draft Policy 96: Reduce displacement in the face of new growth)*.
- Consider programmatic opportunities to address the social needs of the community, through group recreation, community events, or other programs *(related to draft Policy 69: Increase Access to Community Spaces and draft Policy 77: Community Centers)*.
- Review land use code for potential barriers to the creation of new childcare facilities *(related to draft Policy 30: Support Access to Childcare and draft Policy 78: Resources for Youth and Aging Populations)*.

Partnership Opportunities

- Provide flexibility in neighborhood commercial spaces, such as a short-term program to fill vacant spaces or add pop-ups (see Appendix 3. Case Studies) *(related to draft Policy 34: Leverage City-Owned Assets for Affordable Commercial Space)*.
- Build on the findings of the Raising Clark County project to improve childcare access in Vancouver and support public-private partnerships *(related to draft Policy 30: Support Access to Childcare and draft Policy 78: Resources for Youth and Aging Populations)*.

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Exposure to Health Hazards

Metrics

- New housing units in areas with high $PM_{2.5}$ concentration *(Impacts)*
- New housing units in areas with high ozone concentration *(Impacts)*
- New housing units in areas with low tree canopy coverage *(Impacts)*
- New housing units in areas with high transportation noise *(Impacts)*
- New housing units and jobs in heat islands *(Impacts)*
- New housing units and jobs not accessible to transit and potential for new transit *(Impacts)*
- Overall projected VMT (water quality) *(Impacts)*
- Growth in areas with climate exposures *(Impacts)*

Overview

- All alternatives expose some amount of new housing to air quality hazards, noise, heat, and climate hazards, and have water quality impacts.
- The Action Alternatives include better mitigation of impacts through policy changes that are part of the periodic update.
- The Action Alternatives also include opportunities to address gaps, such as by requiring new developments to add trees or otherwise address heat islands.

Evaluation

Based on the distribution of growth and capacity across the city, all alternatives expose some amount of new housing units to air quality hazards. This includes high $PM_{2.5}$ concentration and ozone concentration, as defined as scoring 9 or 10 for these exposures on the Washington State Environmental Health Disparities Map (Washington State Department of Health, 2022). Per this source, $PM_{2.5}$ is highest in the middle of the city while ozone is highest towards the east.

All the alternatives include at least 18% of their housing capacity or growth in areas with high $PM_{2.5}$ concentration and at least 16% in areas with high ozone concentration. Residents of this housing would be more exposed to air quality health impacts than in some other parts of the city.

In the No Action Alternative, areas with high capacity in air quality hazard areas include 3a, 3b, 4, 5, and 6 for $PM_{2.5}$ and area 7 for ozone. In the Action Alternatives, areas 5 and 6 have the highest growth and exposure to $PM_{2.5}$ and area 8 is of more concern for ozone.

The Action Alternatives, however, would encourage a walkable, compact, and mixed-use style of development in more areas of the city than the No Action Alternative, and over time,

would be more likely to shift vehicle trips to zero-emission modes, facilitate shorter trips, and reduce air pollutant emissions.

Exhibit 5-8: New Housing Units in Areas with Air Quality Impacts

	No Action	Alternative 1	Alternative 2
High $PM_{2.5}$ concentration			
Units	10,100*	8,000	9,700
Percent of Units	34%*	18%	19%
High Ozone Concentration			
Units	4,800*	15,100	16,700
Percent of Units	16%*	33%	33%

**Note: The No Action is based on capacity only and does not account for feasibility of redevelopment, whereas Alternatives 1 and 2 include assumptions related to market feasibility and redevelopment.*

Source: BERK, 2025.

All alternatives also place at least 57% of their housing capacity or growth in areas with low tree canopy cover (defined as those Census tracts with less than the current citywide average of 19%, using City data) (City of Vancouver, 2025; City of Vancouver, 2020). Residents of these areas could see fewer air quality benefits from trees (Exhibit 5-9Exhibit 5-9).

In the No Action Alternative, areas with capacity and low canopy cover include areas 1, 2, 3b, 5, 6, 7, and 8. In the Action Alternatives, affected areas with growth include 2, 7, and 8 (plus 5 for Alternative 2).

Exhibit 5-9: New Housing Units in Areas with Low Tree Canopy Cover

	No Action	Alternative 1	Alternative 2
Units	16,800*	27,800	30,900
Percent of Units	57%*	62%	61%

**Note: The No Action is based on capacity only and does not account for feasibility of redevelopment, whereas Alternatives 1 and 2 include assumptions related to market feasibility and redevelopment.*

Source: BERK, 2025.

All alternatives place some housing unit growth in areas with existing transportation noise above 55 dBA, per mapping from the USDOT (Exhibit 5-10). Distribution of growth is such that all the alternatives place a similar proportion of new housing unit or unit capacity in areas with high transportation noise: approximately 6%. Concentrations of growth in high transportation noise areas in all alternatives are primarily near key corridors such as I-5, I-205, SR-14, and Mill Plain Boulevard. Since Alternatives 1 and 2 would grow beyond the capacity of the No Action, they would place a greater total number of units in transportation noise areas, but they also have stronger opportunities for mitigation through new policies. Construction noise associated with new development would also be likely under all alternatives.

Exhibit 5-10: New Housing Units in Areas with High Transportation Noise

	No Action	Alternative 1	Alternative 2
Units	1,600*	2,800	3,100
Percent of Units	6%*	6%	6%

**Note: The No Action is based on capacity only and does not account for feasibility of redevelopment, whereas Alternatives 1 and 2 include assumptions related to market feasibility and redevelopment.*

Source: BERK, 2025.

All alternatives place some housing and job growth in urban heat islands, defined as those areas with Medium-High or Higher heat exposure scores in the City's Climate Index (BERK Consulting, 2024). At least 41% of housing units and 39% of jobs under all alternatives are in high heat exposure areas (Exhibit 5-11). Areas with high heat exposure could be positively impacted by growth over time, as new development is required to incorporate trees and plantings. The Action Alternatives have stronger opportunities to address heat islands through new policies.

Areas of housing and/or job capacity in heat islands in Alternative 1 include 3b, 4, 5, 6, and 7. In the Action Alternatives, areas 2, 5, 7, and 8 are of most concern based on where growth is expected.

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Exhibit 5-11: New Housing Units and Jobs in Heat Islands

	No Action	Alternative 1	Alternative 2
Units	14,400*	22,400	20,800
Percent of Units	49%*	50%	41%
Jobs	11,500*	27,600	30,700
Percent of Total Projected Capacity for New Jobs	39%*	61%	61%

**Note: The No Action is based on capacity only and does not account for feasibility of redevelopment, whereas Alternatives 1 and 2 include assumptions related to market feasibility and redevelopment.*

Source: BERK, 2025.

All alternatives also place at least one third of housing capacity or growth and at least 37% of job capacity or growth in areas without transit access within one mile. However, Alternatives 1 and 2, due to higher housing densities, may create opportunities for viable new transit routes, which could reduce transportation air quality and noise impacts over time. As described in

Exhibit 5-6 in Community Connections above, Alternatives 1 and 2 put more than 67% of their new housing units in Mixed Use, Regional Activity Center, or medium scale and higher designations. These designations are much more likely to support new transit routes and stops (PSRC, 2015). The growth pattern of the No Action Alternative would be harder to serve with new transit improvements, with lower densities than the other alternatives and only 15% of new units located in similar designations.

Under the No Action Alternative, areas with housing and job capacity with low transit access include 1, 3a, 6, 7, and 8. In the Action Alternatives, growth areas with low transit access include 3a, 6, 7, and 8.

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Exhibit 5-12: New Housing and Jobs without Transit Access

	No Action	Alternative 1	Alternative 2
Units	9,900*	20,100	19,600
Percent of Units	33%*	45%	39%
Jobs	6,200*	21,600	22,900
Percent of Jobs	37%*	46%	44%

**Note: The No Action is based on capacity only and does not account for feasibility of redevelopment, whereas Alternatives 1 and 2 include assumptions related to market feasibility and redevelopment.*

Source: BERK, 2025.

All alternatives result in an increase of overall vehicle miles traveled (VMT), per modeling completed as part of the City's Comprehensive Plan Environmental Impact Statement. However, VMT per household is expected to decrease as investments are made in other travel modes. Alternatives 2 and 3 result in a lower VMT per household than the No Action Alternative but a greater total VMT as they plan for greater growth. Therefore, water quality impacts at the citywide scale may be greatest under Alternatives 2 and 3, but these alternatives also mitigate the overall increase by minimizing VMT per household.

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Exhibit 5-13: Modeled Existing and Future Daily Vehicle Miles Traveled in Vancouver

Vehicle Type	Existing (2023)	No Action Alternative (2045)	Alternative 1 (2045)	Alternative 2 (2045)
All Vehicles Except Trucks	3,949,553	4,783,852*	5,343,949	5,465,254
Trucks (in Passenger Car Equivalent)	215,391	544,077*	541,923	541,302
Total	**4,315,718**	**5,327,928***	**5,885,872**	**6,006,556**
VMT Per Household (average miles per day)[1]	**45.6**	**44.9***	**42.5**	**41.9**

**Note: The No Action is based on capacity only and does not account for feasibility of redevelopment, whereas Alternatives 1 and 2 include assumptions related to market feasibility and redevelopment.*

[1] VMT per household assumes 94,587 households in existing conditions (2023). For 2045, VMT per household is based on assumptions of 118,607 households in the No Action Alternative, 138,517 households in Alternative 1, and 143,473 households in Alternative 2, calculated by adding estimated new housing unit capacity to 2023 estimated household data from Clark County.

Source: RTC 2025; WSP, 2025.

All alternatives include growth in areas of high climate exposure (Exhibit 5-14). Under all alternatives, about a quarter of the growth or capacity is in areas that are more susceptible to extreme heat, extreme precipitation and flooding, and/or air quality, smoke, and fire. However, Alternatives 1 and 2 include the development of a new Climate Element of the Comprehensive Plan, which includes policies specifically aimed at improving the city's resilience to climate hazards. Therefore, Alternatives 1 and 2 are stronger in terms of climate resilience than the No Action Alternative.

In Alternative 1, areas with capacity that are in high climate exposure areas include 1, 2, 4, 5, 6, 7, and 8. In the Action Alternatives, key areas of growth in exposure areas include 2, 5, 6, and 8.

Exhibit 5-14: New Housing in High Climate Exposure Areas

	No Action	Alternative 1	Alternative 2
Units	7,600*	11,000	11,800
Percent of Units	26%*	25%	23%

**Note: The No Action is based on capacity only and does not account for feasibility of redevelopment, whereas Alternatives 1 and 2 include assumptions related to market feasibility and redevelopment.*

Source: BERK, 2025.

Strategies

Features of the Alternatives

- Greater development in urban heat areas and low canopy cover areas under Alternatives 1 and 2 creates more opportunities for new trees and vegetation.
- The new Climate Element developed under the Action Alternatives includes a range of policies aimed at improving community resilience to climate hazards.
- Opportunities for expanded transit access can help mitigate air quality and noise impacts of growth. The Action Alternatives include a growth pattern that is more feasible to serve with transit.

Other Considerations

City-Led Opportunities

- Review vegetation requirements for new development and require or incentivize greater investment in trees and plants in areas with high heat and low tree canopy cover. This could also include green roofs and permeable pavement (see Appendix 3. Case Studies) *(related to draft Policy 4: Reduce Urban Heat Island Effect, draft Policy 5: Incorporate Green Infrastructure into Development, draft Policy 14: Equitable Distribution of Tree Canopy, and draft Policy 114: Reduce Climate Impact Exposure to Vancouver's Neighborhoods)*
- Create a policy related to indoor air quality, including standards for new development and a program for retrofitting existing homes *(related to draft Policy 20: Indoor Air Quality)*.
- Provide temporary or permanent shade structures in parks or rights of way to supplement the existing shade capacity of newly planted trees (see Appendix 3. Case Studies) *(related to draft Policy 4: Reduce Urban Heat Island Effect and draft Policy 114: Reduce Climate Impact Exposure to Vancouver's Neighborhoods)*
- Develop or modify design standards to integrate exterior building features that reduce the impacts of climate change and increase resilience (see Appendix 3. Case Studies) *(related to draft Policy 4: Reduce Urban Heat Island Effect, draft Policy 5: Incorporate*

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Green Infrastructure into Development, and draft Policy 114: Reduce Climate Impact Exposure to Vancouver's Neighborhoods)

- Consider mitigation strategies around major corridors and areas of poor air quality, such as enhancing tree canopy cover and vegetation through street trees, incentivizing tree planting on private property, and strategically locating parks and open spaces *(related to draft Policy 14: Equitable Distribution of Tree Canopy and draft Policy 22: Reduce Environmental Health Disparities from Pollution)*
- Reduce and mitigate noise pollution through soundproofing measures, incentives, and other strategies *(related to draft Policy 21: Mitigate Noise Pollution and Policy 22: Reduce Environmental Health Disparities from Pollution)*
- Create educational opportunities for residents to learn about proper disposal of household chemicals and water quality best practices (see Appendix 3. Case Studies) *(related to draft Policy 10: Stormwater Management)*.
- Implement policies that support water quality improvements through stormwater management and filtration *(related to draft Policy 10: Stormwater Management)*.
- Consider implementing policies in support of electric vehicles, which do not emit the same air quality hazards as conventional vehicles. This could include creating public charging stations, transitioning parts of the City's fleet where appropriate, or creating developer requirements or incentives *(related to draft Policy 17: Low Carbon Fuels and Policy 57: Low Carbon Transportation Alternatives)*.

Partnership Opportunities

- Work with C-TRAN to plan transit investments where future growth is expected to occur and transit is not yet available. The Action Alternatives plan for growth along major corridors, creating opportunities for transit-oriented development if new bus stops are added *(related to draft Policy 53: Invest in Underserved Areas and Policy 89: Regional Planning)*
- Create opportunities for community-led action plans to address needs in specific areas with proximity to highways and other pollution sources *(related to draft Policy 22: Reduce Environmental Health Disparities from Pollution)*.
- Collaborate with Washington State University (WSU) Vancouver Extension and their Water Research Center to monitor water quality trends *(related to draft Policy 10: Stormwater Management)*.
- Continue to monitor air quality and consider opportunities for partnerships *(related to draft Policy 22: Reduce Environmental Health Disparities from Pollution)*.
- Consider partnering with local libraries and schools to provide emergency cooling and heating shelters *(related to draft Policy 3: Disaster Recovery and Emergency Response)*.

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Housing and Financial Security

Metrics

- New housing in areas with older buildings *(Strengths)*
- New housing in designations that allow apartments of three or more stories *(Strengths)*
- Housing capacity for all income bands *(Strengths)*
- New housing units in areas of high displacement risk *(Impacts)*
- Amount of and projected average wages of new jobs, based on land use designations *(Strengths)*

Overview

- All alternatives will result in some redevelopment of older buildings that may be of poorer quality and development of new buildings of three or more stories that may better protect residents from radon exposure.
- All alternatives are expected to have some displacement impacts, but Alternatives 1 and 2 include anti-displacement policies to help mitigate such impacts while the No Action Alternative does not.
- Alternatives 1 and 2 also include better options for housing affordability at all income bands.
- All alternatives create jobs with similar average wages, but Alternatives 1 and 2 create opportunities for encouraging specific industries.

Evaluation

All alternatives place a similar percentage of capacity or growth on parcels with older buildings (32-38%), however the number of units is higher under Alternatives 1 and 2. This may look like redevelopment of older buildings, which are more likely to have health hazards such as lead or poor insulation. Older buildings, however, also tend to be more affordable, so there is a health tradeoff.

Exhibit 5-15: New Housing Units on Parcels with Older Buildings

	No Action	Alternative 1	Alternative 2
Units	10,100*	17,200	16,400
Percent of Units	34%*	38%	32%

**Note: The No Action is based on capacity only and does not account for feasibility of redevelopment, whereas Alternatives 1 and 2 include assumptions related to market feasibility and redevelopment.*

Source: BERK, 2025.

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All alternatives place growth in designations that allow three or more stories, but Alternatives 1 and 2 place substantially more growth in those areas. Units at or above the third story have less risk of radon exposure.

Exhibit 5-16: New Housing Units in Designations that Allow Three or More Stories

	No Action	Alternative 1	Alternative 2
Units	10,600	30,200	39,000
Percent of Units	32%	67%	77%

**Note: The No Action is based on capacity only and does not account for feasibility of redevelopment, whereas Alternatives 1 and 2 include assumptions related to market feasibility and redevelopment.*

Source: BERK, 2025.

All of the alternatives would provide new housing units throughout the city; however, there would be varying capacity for housing that serves all income bands. In general, it is assumed that alternatives with a higher capacity for new housing units would allow for the greatest opportunity to construct different housing typologies, which in turn have the potential to be more affordable for a broader range of income levels. The No Action Alternative would have the least potential for addressing identified needs. Under this alternative, more than 40% of the new housing would need to be constructed for incomes of less than 80% AMI to meet needs. The No Action Alternative also does not include additional policy or zoning provisions to address the need for more diversity in housing supply. Alternatives 1 and 2 include greater capacity for new housing units with a broader range of typologies, as well as code updates that make requirements easier and simpler to understand. Alternatives 1 and 2 therefore have the most potential to address housing affordability needs.

All alternatives are likely to have some impact on residential displacement due to growth and redevelopment. Under all alternatives, at least 14% of housing unit capacity or growth is located in areas defined as high risk in the Washington State Displacement Risk Map (Exhibit 5-17) (Washington State Department of Commerce, 2024). The No Action Alternative places a higher proportion of growth in areas with higher displacement risk. Alternatives 1 and 2 place a lower proportion and similar or lower overall number of units in these areas and include anti-displacement policies as part of the Comprehensive Plan periodic update.

Areas with high displacement risk and housing capacity under the No Action Alternative include 2, 3a, 3b,4, 5, 6, 7, and 8. In the Action Alternatives, areas of growth and high risk include 2, 6, 7, and 8.

Exhibit 5-17: New Housing Units in Displacement Risk Areas

	No Action	Alternative 1	Alternative 2
Units	9,400*	6,500	8,500
Percent of Units	32%*	14%	17%

**Note: The No Action is based on capacity only and does not account for feasibility of redevelopment, whereas Alternatives 1 and 2 include assumptions related to market feasibility and redevelopment.*

Source: BERK, 2025.

Land use mix can have an impact on wages due to the types of jobs that can be created in different districts. For example, a heavy industrial area would include capacity for manufacturing jobs, while a mixed-use area may include a combination of healthcare, retail, service industry, and professional services jobs. Data from the US Census provides average wages for a range of industries in the Portland metropolitan area (Exhibit 5-18) (U.S. Census Bureau, 2023).

While Alternatives 1 and 2 create many more jobs (47,500-51,800) than the No Action Alternative has capacity for (16,600 jobs), the overall average wage of new jobs is expected to be similar. All alternatives focus most of their new job growth in industrial and mixed use or commercial land use designations, making their average wages comparable. The Action Alternatives have better opportunities to adjust policies to encourage specific industries and workforce development, however.

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Exhibit 5-18: Land Use and Job Mix

Place Type	Types of Jobs	Average Annual Wages
Heavy Industrial	Manufacturing	$77,000
Institutional/Campus	Public Administration, Education, Hospital	$85,000
Industrial Employment	Warehousing, Specialty Trade Contractors	$69,000
Low Scale Neighborhood	Retail, Food/Drink Services	$39,000
Medium Scale Neighborhood	Retail, Food/Drink Services	$39,000
Mixed Use	Healthcare, Retail, Food/Drink Services, Professional Services	$72,000
Regional Activity Center	Healthcare, Retail, Food/Drink Services, Professional Services	$72,000

Source: US Census, 2023.

Strategies

Features of the Alternatives

- The City's existing Housing Action Plan identifies strategies to increase housing supply and address affordability that would be implemented under all alternatives.
- The Action Alternatives include additional housing policies to ensure housing options for all income bands.
- The Action Alternatives include additional anti-displacement policies.

Other Considerations

City-Led Opportunities

- Pursue workforce development initiatives, small business assistance programs, and efforts to retain manufacturing, construction, and skilled trades jobs (see Appendix 3. Case Studies) *(related to draft Policy 35: Expand Workforce Development and Career Pathways and draft Policy 113: Build a Resilient Economy)*.
- Help communicate home rehabilitation opportunities and radon testing options through City channels *(related to draft Policy 22: Reduce Environmental Health Disparities from Pollution)*.

Partnership Opportunities

- Build on the work of CREDC and collaborate regionally to support the software and electronics, clean tech, life sciences, and technology-enhanced production sectors, which tend to be higher-paying industries. This could include a marketing campaign positioning Vancouver as a hub for innovation *(related to draft Policy 35: Expand Workforce Development and Career Pathways and draft Policy 113: Build a Resilient Economy)*.

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Tradeoffs and Cobenefits

Cobenefits

Several cobenefits and connections emerge when considering the relationships across metrics. Some features of the growth alternatives cascade into benefits across a range of health considerations. Others have cobenefits for emissions reduction ( ) or equity ( ).

Density and Mixed Uses and Other Health Metrics

Density and mixed uses have connections to a range of other health topics (Exhibit 5-19). More density and opportunities for mixed use development make it more feasible for businesses to open new locations, creating more connected and accessible neighborhoods and better food access. These in turn create less reliance on driving, which can improve physical activity, and lower vehicle miles traveled (with air quality, noise, and emissions benefits).

Density also provides more housing options, including apartments and other housing types that are more likely to serve people making under the area median income.

Both Action Alternatives emphasize density and mixed uses, with Alternative 2 especially strong in this area.

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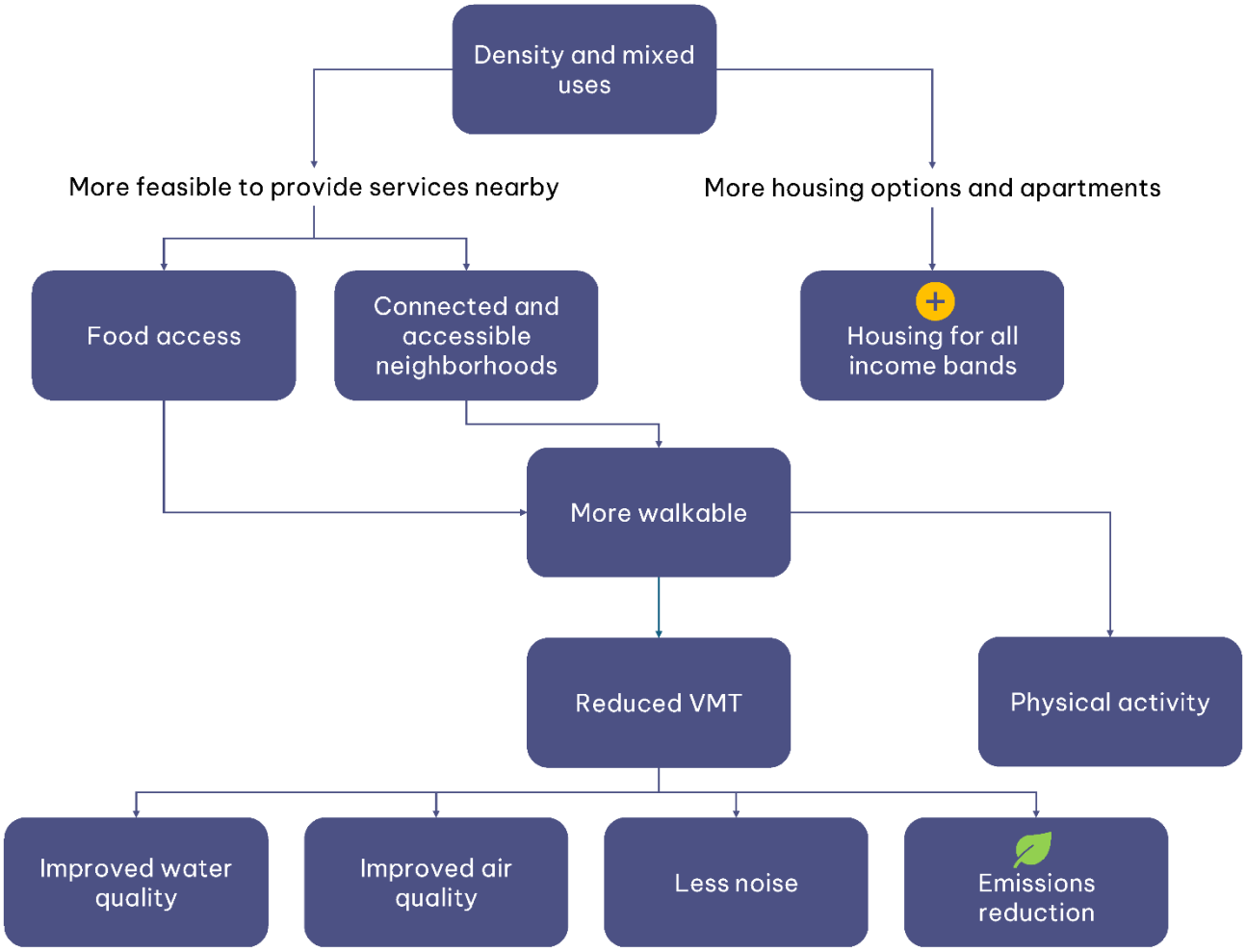
Exhibit 5-19: Density and Mixed Uses and Other Health Metrics



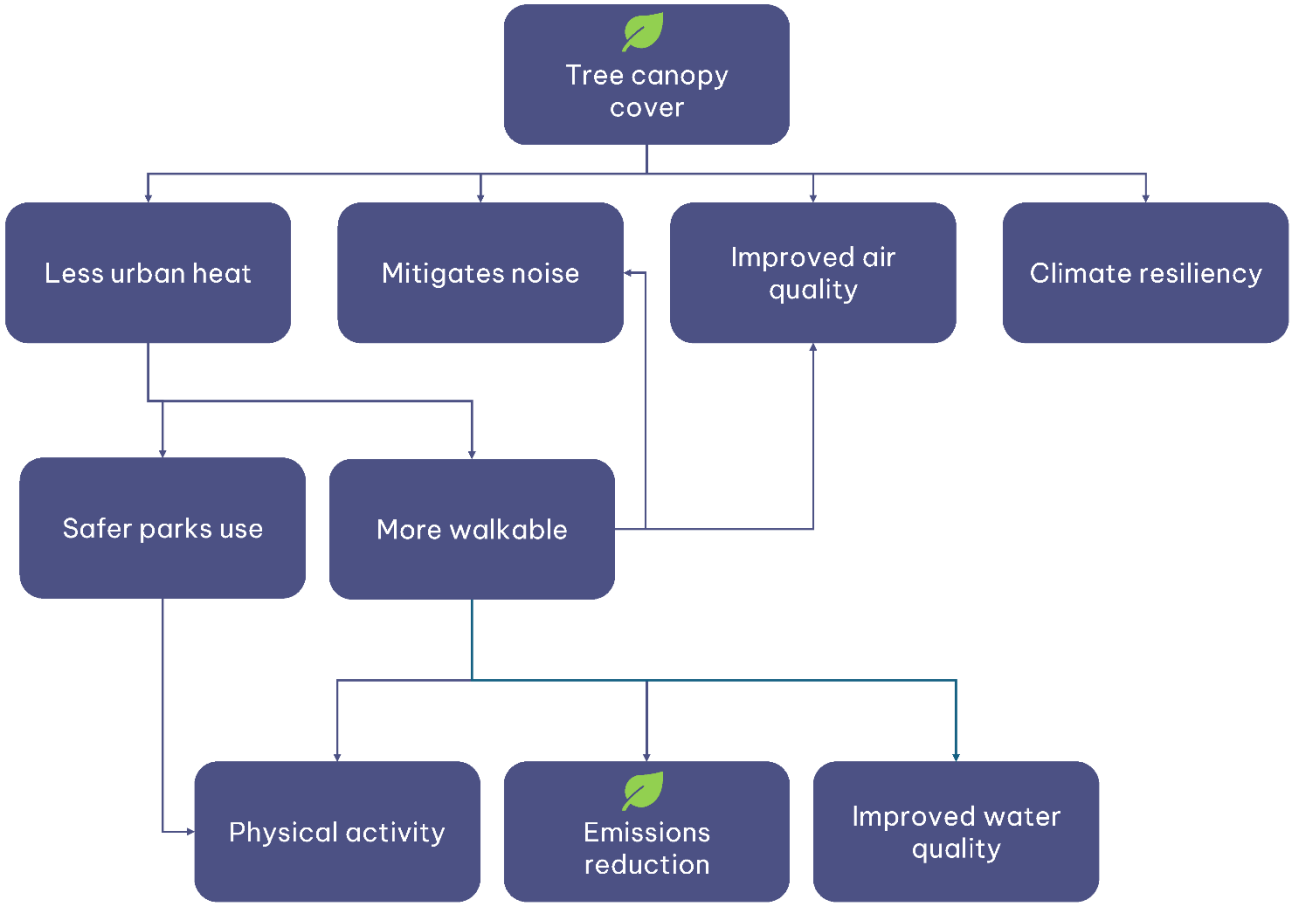
Source: BERK, 2025.

Tree Canopy Cover and Other Health Metrics

Tree canopy cover also has connections to other health topics (Exhibit 5-20). It helps to reduce urban heat, which makes parks safer to use and biking and walking safer modes of transportation in summer. This can result in more physical activity, as well as lower emissions and less noise from less vehicle use. Tree canopy cover also has direct benefits for mitigating noise, improving air quality, and improving climate resiliency to extreme precipitation as well as heat.

The Action Alternatives create more opportunities for expanded tree canopy cover by directing much of the growth in areas without existing trees, and through policy changes that support more tree canopy.

Exhibit 5-20: Tree Canopy Cover and Other Health Metrics



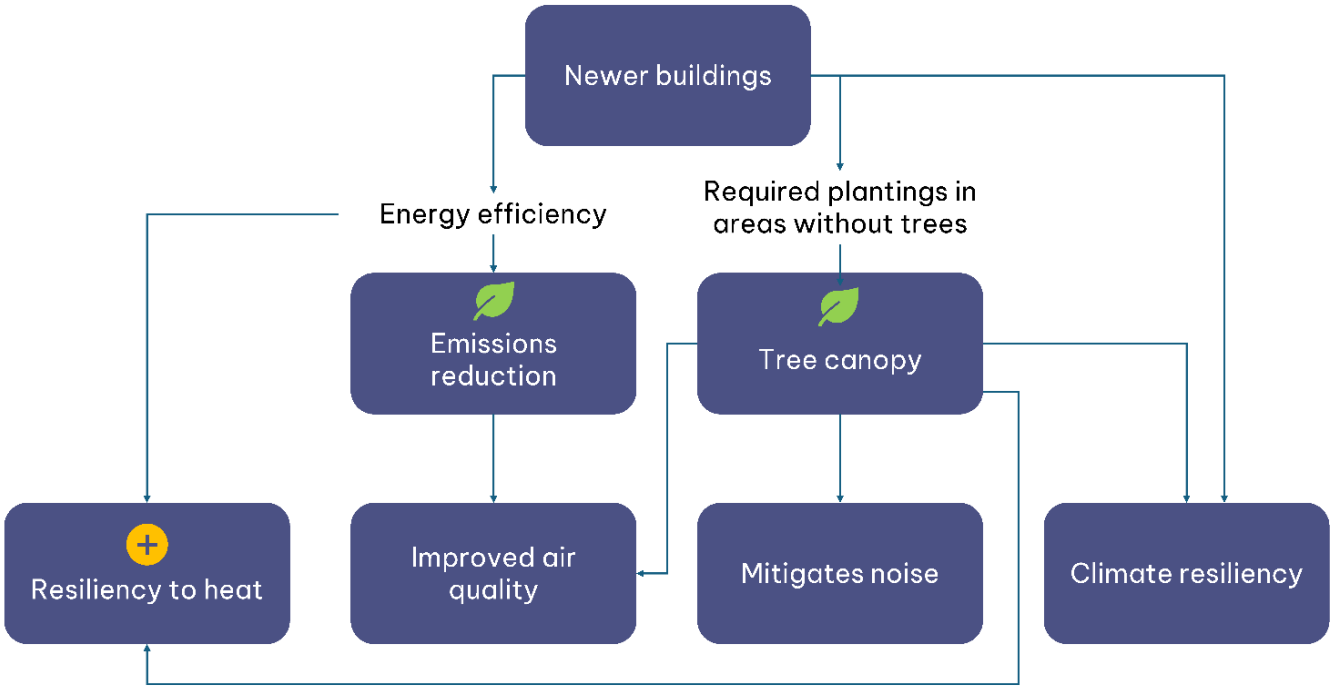
Source: BERK, 2025.

Newer Buildings and Other Health Metrics

An increase in the proportion of newer buildings can also relate to health metrics beyond exposure to health hazards (Exhibit 5-21). Newer buildings tend to be more energy efficient, which results in lower emissions and lower costs for air conditioning and filtration, with cobenefits for air quality. Lower energy costs have the equity cobenefit of making air conditioning more accessible in heat events. New development can also help increase the amount of vegetation in areas without much tree canopy cover, as it is required to include a certain amount of trees and green space. This has benefits in turn for air quality, heat, noise, and climate resiliency. Finally, newer buildings may be more resilient to climate impacts such as extreme precipitation, flooding, and fire.

The Action Alternatives result in more new buildings than the No Action Alternative.

Exhibit 5-21: Newer Buildings and Other Health Metrics



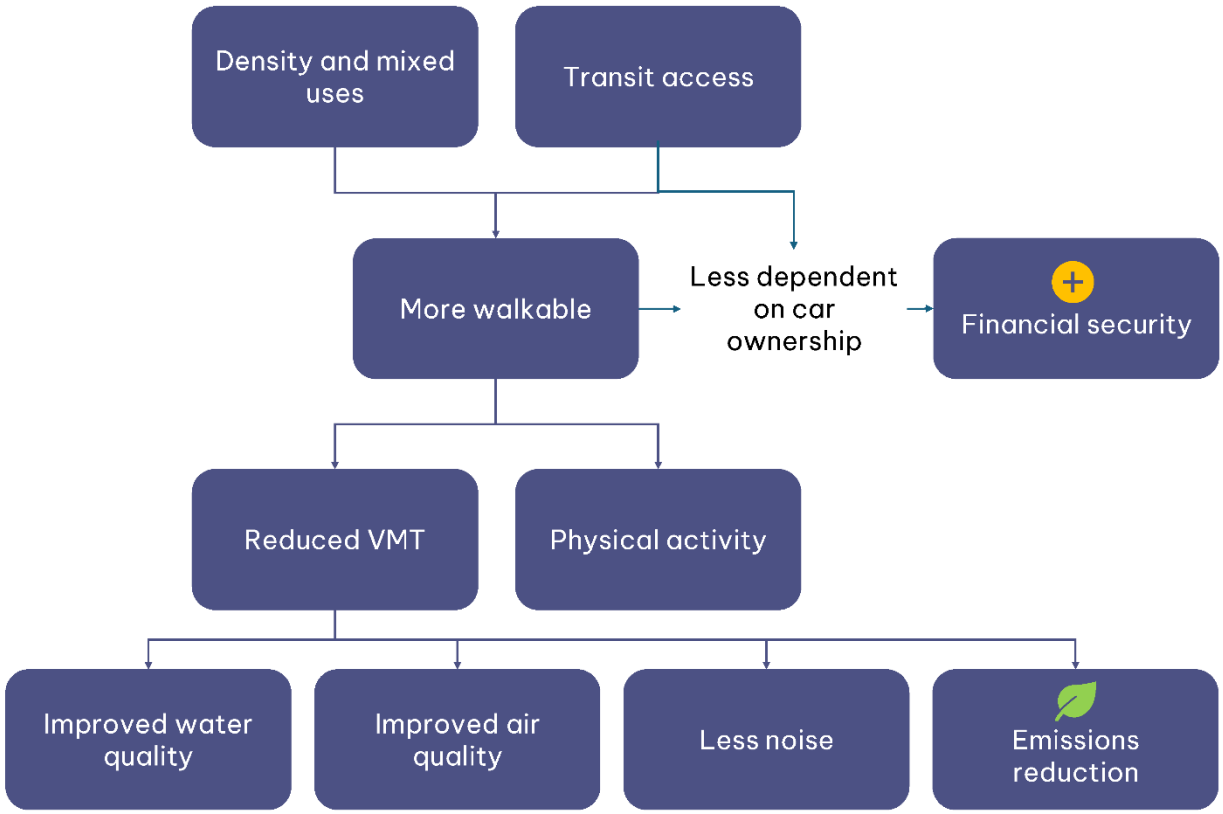
Source: BERK, 2025.

Density, Mixed Uses, and Transit Access

When combined, density, mixed uses, and transit access can have benefits for walkability, which has other health benefits itself (Exhibit 5-22). Transit-oriented development and mixed uses could result in more walking and biking trips for daily needs, and use of transit to reach other destinations. The additional walking to and from transit has benefits for physical activity. Transit access also has benefits for reducing vehicle dependency, resulting in improved air quality, less noise, and lower emissions.

The Action Alternatives emphasize density and mixed uses, and place growth in such a way that could be served by future transit lines, where transit doesn't currently exist. The No Action Alternative focuses on lower densities, which are also harder to serve with transit.

Exhibit 5-22: Density, Mixed Uses, and Transit Access



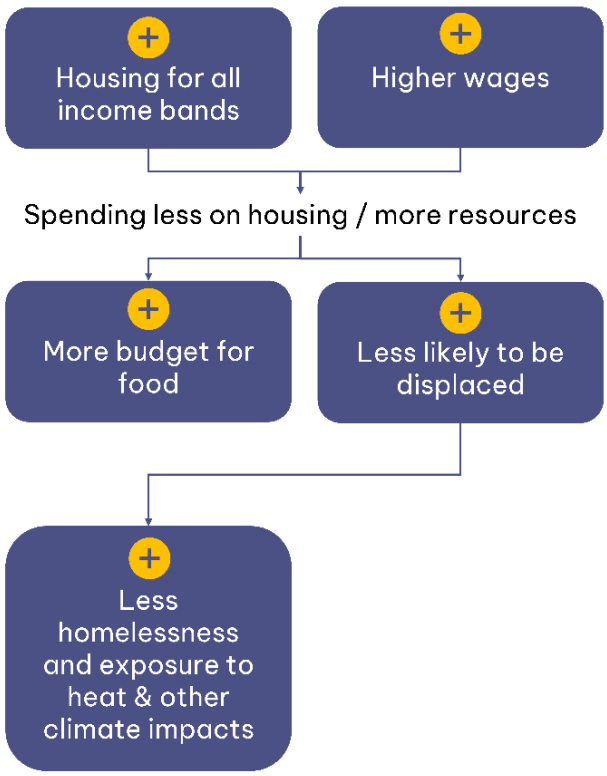
Source: BERK, 2025.

Housing Affordability and Higher Wages

When combined, housing affordability and higher wages can have far-reaching benefits to health (Exhibit 5-23). Spending less on housing and having more resources overall can lead to being able to afford more or healthier food, and lower displacement risk. This could also prevent homelessness for households that otherwise may be at risk, therefore also preventing exposure to heat and climate hazards.

The Action Alternatives include housing capacity for all income bands and policies to remove barriers to the development of that housing. While all alternatives have capacity for jobs at a similar average wage, **the Action Alternatives present an opportunity to encourage specific industries and workforce development programming, which could lead to higher wages over time**.

Exhibit 5-23: Housing Affordability and Higher Wages



Source: BERK, 2025.

Tradeoffs

Density, Newer Buildings, and Displacement

Some amount of older housing redevelopment and displacement will occur regardless of density allowances. However, if more density and flexibility is possible, development interest may grow. While there are health benefits associated with more density, it may also have impacts on residential and commercial displacement. Policies should be considered to ensure that new development includes housing units and commercial spaces that meet the needs of the businesses and households that are already in Vancouver.

The Action Alternatives include the greatest density and amount of newer buildings, which could lead to displacement impacts, however they also include the greatest mitigation opportunities.

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6. Community Engagement Summary

This HIA included community engagement primarily in two ways. The HIA used findings from the 2024 Clark County Community Needs Assessment survey to understand baseline conditions for access to services. The HIA was also brought to two Climate Community Working Group meetings in August 2024 and September 2025. This group of representatives from various community organizations, convened as part of the Comprehensive Plan Periodic Update, provided input on initial findings and the full HIA draft.

7. Next Steps

As the City completes the 2025 Comprehensive Plan Periodic Update and associated environmental review, this HIA will assist decision makers in considering specific mitigation and policy actions. Vancouver will also select a "Preferred Alternative" based on the analysis in the HIA and DEIS, which will be carried forward in the adopted plan.

Draft Policy 111: Monitoring Progress specifies that the City will "regularly review progress towards implementation of the Vancouver Comprehensive Plan goals and policies using the metrics identified for each policy." The City is also required to complete a 5-year progress report on the implementation of its Climate Element of the Comprehensive Plan. For Vancouver, this will be due in 2030. Many policies that relate to climate resiliency and emissions reduction are also related to health, so this will also be an opportunity to report on health-related outcomes of the plan.

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Acronyms

ADU	Accessory Dwelling Unit
AMI	Area Median Income
BRT	Bus Rapid Transit
CAP	Criteria Air Pollutant
CDC	Centers for Disease Control
COPD	Chronic Obstructive Pulmonary Disorder
CREDC	Clark Regional Economic Development Council
CSA	Community Supported Agriculture
dBA	A-weighted decibels (unit of noise measurement)
DEIS	Draft Environmental Impact Statement
EBT	Electronic Benefits Transfer
EIS	Environmental Impact Statement
EMS	Emergency Medical Services
EPA	Environmental Protection Agency
HIA	Health Impact Assessment
NO2	Nitrous Dioxide
O_3	Ozone
PIF	Park Impact Fee
$PM_{2.5}$	Particulate Matter 2.5 (2.5 micrometers or less in diameter)
PUD	Public Utility District
SDOH	Social Determinants of Health
SEPA	State Environmental Policy Act (Washington State)
SNAP	Supplemental Nutritional Assistance Program
SR	State Route
USDOT	United States Department of Transportation
VMT	Vehicle Miles Traveled
WHO	World Health Organization
WSU	Washington State University

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Appendices

1. Current Health-Related Programs in Vancouver

Topic	City	County	School, Nonprofit, and Business Partners	Other
Physical Activity	Parks and trails system Parks planning Biking and walking infrastructure Transportation planning Community centers and programs	Walk, Run, Ride, or Roll website	School sports School facilities YMCA Private gyms	Private sports clubs Adult recreation league sports
Food Access	Community gardening Urban agriculture	Clark County SNAP-Ed Program	Free and reduced school lunches Clark County Food Bank and partners Farmers markets Supermarkets Urban Abundance programs CSAs	
Community Connections	Parks Community centers and programs Community events Community and Neighborhood Grants	Clark County Community Services	Schools Healthcare facilities Small businesses Social services Childcare Libraries	

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Topic	City	County	School, Nonprofit, and Business Partners	Other
Exposure to Health Hazards	Tree canopy Water quality monitoring Emergency preparedness Climate resiliency planning Fire Police EMS	Heat Watch Project Clark Regional Emergency Services Agency Hazard mitigation planning	Healthcare facilities Social services Fourth Plain Forward Climate Adaptation Taskforce	Southwest Clean Air Agency Federal Superfund program
Housing and Financial Security	Planning for housing affordability Economic development planning	Columbia River Economic Development Council Property tax relief	Affordable housing providers Shelter providers Fourth Plain Forward Financial Education	Federal Housing Choice Vouchers

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2. Tradeoffs and Cobenefits Matrix

→ Strategies that have magnified health benefits when combined

⇆ Strategies that may represent a health tradeoff when combined

Strategies have a magnified emissions reduction cobenefit when combined

Strategies have a magnified equity cobenefit when combined

\- No major connection

	Connected and accessible neighborhoods	$PM_{2.5}$ and ozone	Noise	Urban heat	Housing in areas with older buildings	Greater % of new housing as apartments	Areas with high displacement risk	Proximity to parks	Proximity to supermarkets	Climate impacts	Proximity to transit	More jobs in higher wage sectors	Housing for all income bands
Connected and accessible neighborhoods		→ More connected and accessible neighborhoods -> lower VMT -> lower air quality impacts	→ More connected and accessible neighborhoods -> lower VMT -> lower noise from traffic	Strategies that reduce urban heat + Connected and accessible neighborhoods = More comfortable to walk/bike -> lower VMT & emissions	-	→ Higher density -> more feasible to provide certain services, greater density of services -> more likely to result in connected and accessible neighborhoods	-	→ Better park access near housing -> supports connected and accessible neighborhoods	→ Proximity to supermarkets -> supports connected and accessible neighborhoods -> may result in desirable locations for new stores	→ Better access to services -> resiliency to climate impacts	Connected and accessible neighborhoods + proximity to transit = walkability locally and transit connections for longer distances, lower VMT & emissions	Higher wages + Proximity of housing and services/jobs = can afford to live closer to work and services, less time burden of commuting and daily errands -> lower VMT & emissions	Housing options at all income bands + Proximity of housing and services/jobs = can afford to live closer to work and services, less time burden of commuting and daily errands -> lower VMT & emissions

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	Connected and accessible neighborhoods	$PM_{2.5}$ and ozone	Noise	Urban heat	Housing in areas with older buildings	Greater % of new housing as apartments	Areas with high displacement risk	Proximity to parks	Proximity to supermarkets	Climate impacts	Proximity to transit	More jobs in higher wage sectors	Housing for all income bands
$PM_{2.5}$ and ozone			→ Strategies to address transportation noise via VMT reduction -> Strategies to address air quality via VMT reduction	→ Greening urban heat areas -> improved air quality	→ Newer buildings -> better indoor air quality	→ Higher density -> lower VMT -> lower air quality impacts	-	→ More parks with trees and vegetation -> improved air quality Strategies that improve air quality -> parks more comfortable and safe to use	→ Easier to walk or bike to supermarkets -> lower VMT -> lower air quality impacts	→ Climate impacts -> worse air quality Some climate resiliency strategies (for example, more indoor recreation facilities, air conditioning, tree planting) -> air pollution mitigation	→ More people taking transit -> lower VMT -> lower air quality impacts	→ Higher wages -> can afford to live closer to work and services -> lower VMT -> lower air quality impacts	→ Housing options at all income bands -> can afford to live closer to work and services -> lower VMT -> lower air quality impacts
Noise					→ Newer buildings -> better noise mitigation	-	-	→ More parks with trees and vegetation -> mitigates noise	→ Easier to walk or bike to supermarkets -> lower VMT -> lower noise impacts	-	→ More people taking transit -> lower VMT -> lower noise impacts	→ Higher wages -> can afford to live closer to work and services -> lower VMT -> lower noise impacts	→ Housing options at all income bands -> can afford to live closer to work and services -> lower VMT -> lower noise impacts

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	Connected and accessible neighborhoods	$PM_{2.5}$ and ozone	Noise	Urban heat	Housing in areas with older buildings	Greater % of new housing as apartments	Areas with high displacement risk	Proximity to parks	Proximity to supermarkets	Climate impacts	Proximity to transit	More jobs in higher wage sectors	Housing for all income bands
Urban heat					→ Newer buildings -> more efficient cooling	-	-	→ More parks with trees and vegetation -> cooling, refuge during heat events Strategies that reduce heat -> parks more comfortable and safe to use	-	→ Climate impacts -> more heat impacts Some climate resiliency strategies (for example, more indoor recreation facilities, air conditioning, tree planting) -> heat mitigation	-	→ + Higher wages -> greater adaptive capacity to heat impacts (for example, can afford air conditioning)	→ + Housing options at all income bands -> fewer people living unsheltered or in low quality housing -> better safety during heat events
Housing in areas with older buildings						-	→ Redevelopment in areas with older buildings -> likely impacts to displacement	-	-	→ Newer buildings -> potentially more resilient to climate impacts	-	-	⇆ Redevelopment in areas with older buildings -> loss of some naturally occurring affordable housing, housing for all income bands needs to balance various strategies for long-term needs

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	Connected and accessible neighborhoods	$PM_{2.5}$ and ozone	Noise	Urban heat	Housing in areas with older buildings	Greater % of new housing as apartments	Areas with high displacement risk	Proximity to parks	Proximity to supermarkets	Climate impacts	Proximity to transit	More jobs in higher wage sectors	Housing for all income bands
Greater % of new housing as apartments							Short term: ⇄ Rezoning for higher densities -> land is more valuable and more likely to redevelop -> potential for displacement Long term: → Apartments more likely to provide housing for middle- and lower-income bands -> availability of housing options at all income levels mitigates displacement	-	→ Higher density -> may result in desirable locations for new stores	-	 Higher density + Proximity to transit = transit-oriented development -> lower VMT and emissions	 Higher wages + More housing options = can afford to live closer to work and services, less time burden of commuting and daily errands -> lower VMT & emissions	→ Apartments more likely to provide housing for middle- and lower-income bands -> availability of housing options at all income levels
Areas with high displacement risk								-	-	-	-	→ Higher wages -> less vulnerable to displacement	→ Housing options at all income bands -> households are less likely to be displaced; displaced households have somewhere to move to in the same city or neighborhood

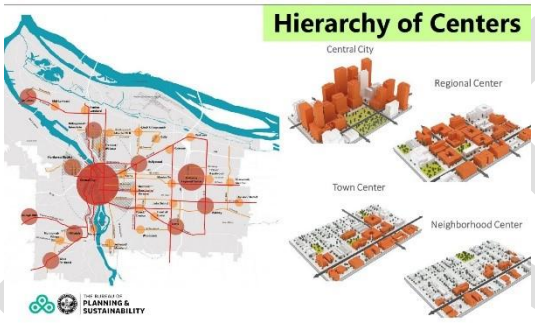
	Connected and accessible neighborhoods	$PM_{2.5}$ and ozone	Noise	Urban heat	Housing in areas with older buildings	Greater % of new housing as apartments	Areas with high displacement risk	Proximity to parks	Proximity to supermarkets	Climate impacts	Proximity to transit	More jobs in higher wage sectors	Housing for all income bands
Proximity to parks									-	→ More parks with trees and vegetation -> cooling, refuge during heat or other events Strategies that address climate resiliency -> parks more comfortable and safe to use	-	-	+ Housing options at all income bands + Proximity to parks = Households at all incomes can access health benefits of parks
Proximity to supermarkets										→ Better access to supermarkets -> resiliency to climate impacts (for example, ability to stock up on supplies prior to a potential power outage or other event)	-	+ Higher wages -> greater ability to afford foods, less dependent on “budget” stores	+ Housing options at all income bands -> less budget spent on housing, more available for food Housing options at all income bands + Better access to supermarkets -> Households at all incomes have good access to supermarkets

	Connected and accessible neighborhoods	$PM_{2.5}$ and ozone	Noise	Urban heat	Housing in areas with older buildings	Greater % of new housing as apartments	Areas with high displacement risk	Proximity to parks	Proximity to supermarkets	Climate impacts	Proximity to transit	More jobs in higher wage sectors	Housing for all income bands
Climate impacts											-	→ + Higher wages -> greater adaptive capacity to climate impacts (for example, can afford air conditioning, home retrofits, etc.)	→ + Housing options at all income bands -> fewer people living unsheltered or in low quality housing -> better safety during climate events
Proximity to transit												+ 🍃 Higher wages -> Can afford to live where more transit options available -> lower VMT & emissions	+ 🍃 Housing options at all income bands -> Can afford to live where more transit options available -> lower VMT & emissions
More jobs in higher wage sectors													+ 🍃 Higher wages + Housing options at all income bands = can afford to live closer to work and services, less time burden of commuting and daily errands -> lower VMT & emissions
Housing for all income bands													

3. Case Studies

Examples of health-related initiatives in other parts of the Pacific Northwest and United States provide insights into potential strategies for Vancouver.

Connected and accessible neighborhoods

Description	Examples	Potential Policy/ Strategy for Vancouver
Ability to have a range of housing types for all ages and incomes in where people can easily walk or bike to groceries, cafes, shops and services, healthcare, schools and open space. Articles and Studies: • Can 15-Minute Cities Work in America? Bloomberg article on MIT Study, February 2024 • NLC: Exploring the 15-Minute City Concept and Its Potential for Communities of All Sizes, June 2023 • NAR: Implementing 15-Minute Cities: Where to Start? April 2021	**Portland, Oregon** 20-minute neighborhood concept since 2010: expanding pedestrian and bicycle infrastructure and trails, redesigning streets for community use, investing in arts and culture facilities as incubators and building affordable housing. Hierarchy of Centers for 15-minute City, July 2023, CNU, Portland, Oregon.  *Lessons Learned:* Thesis, University of Washington, 2022, comparing Portland 2010 and 2020 and increase in accessibility across numerous metrics, but still higher VMT. **Olympia, Washington**: City of Olympia is updating its neighborhood centers strategy, April 2024. Five centers were identified for potential success across metrics in 2022: Jolt News, July 2022. Issue has been lack of street connectivity and sidewalk infrastructure: Jolt News, April 2024. **Low cost, rapid implementation, pop-up businesses/retail incubator programs** for BIPOC businesses, arts/culture: • Downtown Bothell Pop Shops on Main • Seattle Waterfront Promenade Pop Ups • Seattle Small Businesses in Vacant Storefronts	Land Use Alternatives addressing nodes and housing types, coordinated with transportation, and parks and recreation plans. Flexibility in neighborhood commercial spaces (short term program to fill vacant spaces or add pop-ups; longer term code to require or incentivize small spaces, limit parking for small businesses).

Growth near transit

Description	Examples	Potential Policy/ Strategy
Promote active living by helping to improve pedestrian, bicycling, and transit spaces. People may not walk, bicycle, or take transit because they may be unsafe, unavailable, or unreliable. Better infrastructure means people have more ways to get regular physical activity. Promoting transit-oriented development such as increased housing density in places with existing/ planned transit can support the success of more frequent transit. Articles and Studies: • Relationships between density, transit, and household expenditures in small urban areas, 2020 • Minneapolis St Paul, Density & Activity Near Transit, Local Planning Handbook, 2018	Portland (OR) Metro, Transit-Oriented Development Program: Grants, site acquisition, and partnerships to build housing along transit; cut sheets for several years; strategic plan 2023. Spokane TOD Framework Study (2022): The study identifies recommendations for aligning policies, regulations, and investments in public infrastructure along Spokane's current and future high-frequency transit corridors and includes plans for integrated TOD and multi-modal access within a portion of the rapid transit line. Redmond 2050 continues to focus growth on Redmond's centers in a way that addresses needs and goals related to equity, sustainability, and resiliency. The City has developed increased floor area ratios, densities, and identified multimodal improvements around station areas, as well as developing fast-track permitting tools (planned action, infill exemption). Mountlake Terrace Municipal Code Ch. 19.50: Lists regulations and standards to implement a vision for the town center as a blend of attractive transit-oriented uses connected to the light rail transit station, civic campus, and surrounding neighborhoods. Light rail station underway with public and private development: Herald article, April 2024	Use Transportation System Plan and Active Trip Potential to identify best locations for improvements in non-motorized access. Prioritize equity in access, safety, and efficiency in the Capital Facility Plan in the allocation of resources. Promote greater mixed uses and densities in proximity to transit.

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Park and recreation access

Description	Examples	Potential Policy/ Strategy
Increase access to parks within a 10-15 minute walk to promote active living and health. Articles and Studies: • Trust for Public Land, Parks Promote Health, 2023. with Creative Strategies to Address Gaps reviewing 100 communities • National Park and Recreation Association, Parks and an Equitable Recovery, 2021 • NRPA, Greening Without Gentrification, November 26, 2019	Improving Systems to Achieve Equitable Park Access: Using Policy to Overcome Acquisition Challenges in Tukwila, Washington, with new equity policy and tax levy. Other communities in examples. NYC Community Parks Initiative: Addresses targeted investments and programming across neighborhoods with equity focus. Chicago Green Schoolyards Program Case Study: City Parks Alliance. Partnership with schools to improve playgrounds in underserved areas. Puget Sound Regional Council, Stormwater Parks program. Seattle linear parks/ green infrastructure. Aspen Institute's Project Play team reports on how well youth are being served in defined geographic areas, across country including Seattle-King County, Tacoma-Pierce County: Only 19% of Pierce County youth receive 60 minutes of daily physical activity , below the national (24%) and state (23%) averages. The State of Play-Pierce County advisory group aspires to increase Pierce County's physical activity rate to at least the national average, if not higher, through collective and individual actions.	Address equity and park investments in Capital Facilities Plan through levels of service on distribution, quality, and amount. Leverage schools and stormwater or other public facilities to add park and recreation facilities that can serve as hubs and create multiple funding and implementation streams. Engage neighborhoods in tactical short-term as well as long term phased park improvements especially in underserved areas. Optimize the open space already in hand, such as streets and alleyways, schoolyards, and brownfield redevelopment. Develop anti-displacement strategies related to park and green infrastructure.

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Heat island mitigation

Description	Examples	Potential Policy/ Strategy
Increase resilience to extreme heat. Recognize health impacts to sensitive populations. Adapt urban environments through canopy cover, pavement/roof treatments, and smart growth. Articles and Studies: • EPA Heat Island Cooling Strategies • EPA Reduce Heat Island Effect	Sacramento Metropolitan, 2019, Urban Heat Island Mitigation Plan: Pilot projects, best practices, implementation mechanisms across West Coast. Vegetation cover, cool pavement, cool and green roofs, electric vehicles, and smart growth. *Example Portland Eco Roof* Heat Island Community Actions Database, August 2023: EPA database of examples of policies, codes, and programs across country. Can filter examples. Redmond 2050 updates to Green Building Incentive Program (RZC 21.67). LEED Heat Island Reduction Measures: Sustainable Sites.	Enhance Vancouver Urban Forestry Program and implement Management Plan Address building and street adaptations for cool/green roofs and pavement.

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Tree canopy, urban shade, landscaping, green infrastructure

Description	Examples	Potential Policy/ Strategy
Natural and built solutions that decrease temperatures and improve water quality in an urban environment. **Tree Canopy:** Tree canopy covers the ground and shades the area below it. **Green Infrastructure**: Stormwater management systems that mimic nature's ability to soak up and store water. Articles and Studies: • Urban Greening, Climate Action for Healthy People, Healthy Places, Healthy Planet: Urban Greening & Green Infrastructure, Climate Change and Health, 2016 • Building green infrastructure to enhance urban resilience to climate change and pandemics, 2021 • Green Infrastructure and Gentrification: Harness the Benefits, Avoid the Displacement, by Renee Mazurek, Apr 24, 2023	King Conservation District, Puget Sound Urban Tree Canopy and Stormwater Management Handbook, 2021. Port of Seattle, Student engagement model, tree canopy enhancement projects, June 2022. City of Clovis, Urban Greening Master Plan, 2015 and Fontana Urban Greening Master Plan, ASLA Award, 2020: Green Streets and Places. Denver Green Infrastructure Implementation Plan.	Increase tree canopy cover to boost carbon sequestration, reduce heat islands, and improve air quality, prioritizing overburdened communities. (Menu of Measures). Provide temporary or permanent shade structures in parks or in rights of way to supplement the shade capacity of newly planted trees. Develop or modify design standards to integrate exterior building features that reduce the impacts of climate change and increase resilience. (Menu of Measures).

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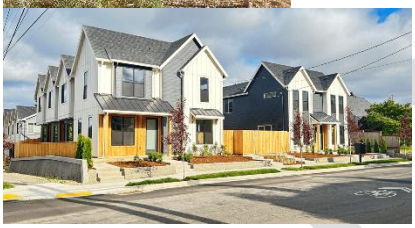
Mixed uses and Housing variety

Description	Examples	Potential Policy/ Strategy
Increase opportunities for physical activity, reduced greenhouse gases, and improved community connections through mixed use neighborhoods. Increase access to housing ownership and affordability. Increase amenities that support quality of life. Articles and Studies: • What is a Mixed-Use Neighborhood?, Blue Zones 2020 • Impacts of Affordable Housing on Health, Center for Housing Policy, 2015 *[See also Connected and accessible neighborhoods and Growth near transit]*	Middle Housing in 6 cities, Sacramento, Portland, Minneapolis.  Title X: Middle Housing Toolkit: Objective Design + Development Standards (ODDS), Puget Sound Region. Expanding affordable housing opportunities, case studies: Policy and zoning. Port Orchard Municipal Code Sec. 20.139.055: Provides side-by-side duplex and attached house design standards (July 2024). ULI Case Studies: Select mixed use or district/corridor, and cities.	Land Use Alternatives, focusing on mixed uses in focal points as well as middle housing implementation across low density residential areas. Consider inclusionary housing and regulatory incentives for mixed use and infill housing (density or FAR bonuses, SEPA infill exemptions, MFTE, etc. per housing needs assessment and housing action plan).

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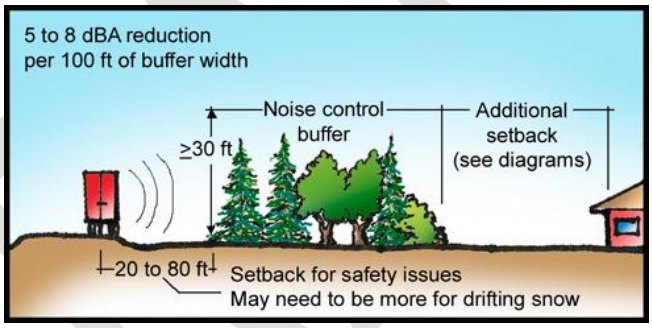
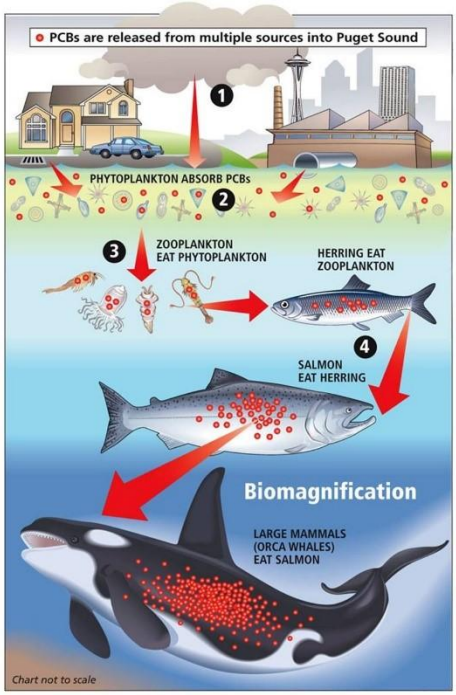
Buffering from highways / Reduce air and noise pollution

Description	Examples	Potential Policy/ Strategy
Address right of way treatments and abutting site and building design to reduce exposure to air pollution and noise due to high volume roadways. Articles and Studies: • EPA, Living Close to Roadways: Health Concerns and Mitigation Strategies • Urban Institute, The Polluted Life Near the Highway, 2022 • University of Washington Mobile Observations of Ultrafine Particles (MOV-UP) study • Noise abatement requirements under HUD in areas subject to noise	Air Quality and Land Use Planning, 2023: Review of Literature by Bellevue, with Mitigation Strategies – land use (limiting sensitive uses), urban design, barriers/walls/vegetation, highway lids, building design and ventilation. USDA Air Quality and Conservation Buffers: Manual to enhance visual quality, control noise levels, control air pollutants and odor. A 65 to 600 ft wide buffer may reduce particulate pollution by 40 to 75 percent although many factors will affect pollutant removal  Community Air Action Planning, Oregon: New program. West Oakland Community Action Plan: Community led, addressing port and industrial area. Has annual reports and monitoring. Tacoma Air Quality Pilot Program: Test prototype air sensors for potential for measurable observations that can be compared to Tacoma's Equity Index.	Adapt urban landscape to reduce exposure of overburdened populations and sensitive uses to air pollution and noise through vegetation, site, and building design. Create opportunities for community led action plans to address needs of communities in subareas near industrial, port, and highway locations.

Water pollution

Description	Examples	Potential Policy/ Strategy
Implement land use strategies to minimize water pollution and reduce contamination. Articles and Studies: • Water Quality: Agencies Should Take More Actions to Manage Risks from Harmful Algal Blooms and Hypoxia, 2022 • Water Infrastructure: Technical Assistance and Climate Resilience Planning Could Help Utilities Prepare for Potential Climate Change Impacts, 2020 • Urban Water: Strategies That Work, 2013	King County Clean Water Healthy Habitat Strategic Plan, 2020.  *Source: Impact of Water Pollution on the Environment State of Salmon, n.d.* Adopt a Storm Drain – Sweep Up, Rake Up, Pick Up, Tacoma: Individuals, organizations and businesses can participate to adopt a storm drain in their neighborhood and commit to keeping it clear of litter, debris, and pollution. The program's goal is to reduce stormwater pollution.	Collaborate with WSU Vancouver Extension and utilize their Water Research Center through staying up to date on water quality trends in the state. Create educational opportunities for residents to learn about proper disposal of household chemicals and water quality best practices.

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Conservation of forest and agricultural land, urban farms and forests

Description	Examples	Potential Policy/ Strategy
Protection of contiguous forest canopy and urban farms in cities to provide ecosystem services and food security. Urban farms are likely privately owned and larger than a community garden. Community forests may have recreation elements, but a primary goal is conservation of larger forest patches in urban area. Articles and Studies: • MRSC, Local Government-Supported Urban Agriculture Adds Equity and Climate Change Benefits for the Public, May 2024 • Healthy Food Policy, Project, Zoning for Urban Agriculture, 2024 • DNR's Urban and Community Forestry program	**Kitsap County**: Port Gamble Heritage Park Master Plan, 2011-2021, 3500 acres. **Clark County:** 78th Street Heritage Farm Master Plan, 2020-2024. NRCS: Urban Agriculture and Climate Change in the Northwest, includes Village Gardens, **Portland.** Community Forest Lands (ACFL): **Anacortes,** Washington. 	Enhance Vancouver Urban Forestry Program and implement Management Plan. Promote urban agriculture with zoning allowances and incentives. Consider models of affordable housing and agriculture ("agrihood").

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Community gardens

Description	Examples	Potential Policy/ Strategy
Implement a community garden program to promote community wellbeing, resiliency of local food systems, and support environmental stewardship. Articles and Studies: • Public Health Benefits of Community Gardens, 2024 • Community gardens and their effects on diet, health, psychosocial and community outcomes: a systematic review, 2022 • Community Gardening: Stress, Well-Being, and Resilience Potentials, 2020	P-Patch Gardening Program, Seattle. Community Garden Program, Bellingham. Community Garden Program, Auburn. Community Gardens, Tigard, Oregon.	Encourage the expansion and maintenance of community gardens by ensuring equitable access to land and offering educational resources for new gardeners.

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Healthy streets

Description	Examples	Potential Policy/ Strategy
Open more public spaces for people to use by closing streets to pass through traffic. Closed streets are open to people walking, biking, and playing. This initiative improves community connections and individual health. Articles and Studies: • Rethinking Streets to Drive Commerce and Connection – Not Just Cars, 2024 • Ditch Cars for Open – and Equal – Streets, 2022 • The Benefits of Closing a Street, 2017	Healthy Streets, Seattle. Healthy Streets, Bellevue. Safe Streets, Spokane. Slow Street Program, San Francisco. Open Streets, New York. Open Streets, Washington, D.C. 	Implement Main Street pilot program to close residential streets to through traffic. Closed streets may improve safety for people walking, biking, and playing and enhance community connection. Consider utilizing the Safe Streets and Roads for All Grant Program to finance the pilot program.

Emergency shelter spaces, resilience hubs, neighborhood meeting points

Description	Examples	Potential Policy/ Strategy
Provide temporary daytime or overnight shelter or resources to protect community members. Articles and Studies: • MRSC, Severe Weather Shelters for Winter and Beyond, 2022 • Severe Weather Shelters, Washington State Resources • Urban Sustainability Directors Network, Resilience Hubs	Clark Regional Emergency Services Agency (CRESA). Hazard Sheltering, Spokane. Extreme Heat and Cooling Centers, Snohomish County. Seattle, Citywide Resilience Hub Plan. Resilience Hub Pilot Project, Washington D.C.	Consider partnering with local libraries and schools to provide emergency cooling and heating shelters. Develop resilience hubs — community-serving facilities that are designed to support residents, coordinate communication, distribute resources, and reduce carbon pollution while enhancing quality of life. (Menu of Measures)

DRAFT

Food access

Description	Examples	Potential Policy/ Strategy
Neighborhoods or places where access to affordable, healthy food options (especially fresh fruits and vegetables) is restricted or nonexistent. Articles and Studies: • Food Insecurity among the Overall Population in Clark County, 2019 • Downtown Vancouver's Block 10: The Grocery Gap, 2019 • Assessment of Healthy Food Availability in Washington State–Questioning the Food Desert Paradigm, 2017 • Characteristics and Influential Factors of Food Deserts, 2012	• What 5 Cities are Doing to Change the Way America Eats, January 2016. • Farmbrite, Combating Food Deserts: How Some US States Are Leading the Way, December 2023. • Clark Food & Farm Network.	Review and amend existing zoning policies that restrict supermarket development in areas with low access to fresh and healthy foods. Partner with faith-based and neighborhood organizations to provide healthy and fresh food. Prioritize areas with the greatest need. Utilize Vancouver's Local Food Action Plan. Explore converting underutilized public land to urban farms. Consider allowing mobile farmers markets and food trucks to serve more neighborhoods.

DRAFT

Access to healthcare and social services

Description	Examples	Potential Policy/ Strategy
Clark County, Community Health Assessment and Improvement Plan: *Access to health care means having "the timely use of personal health services to achieve the best health outcomes." Access to health care consists of four components: ● Insurance coverage: insured people are more likely to receive medical care and less likely to have poor health status; ● Primary care provider: having a usual source of care is associated with adults receiving recommended screening and prevention services; ● Timeliness: ability to get health care when the need is recognized; and ● Workforce: capable, qualified, culturally competent providers.* US Department of Health and Human Services, Access to Health Services, Healthy People 2030: *Social services are programs and services that improve the wellbeing of individuals, families, and communities.*	Parkland-Spanaway Blue Zones Project, with MultiCare, Virginia Mason, and Pierce County. Includes Life Radius Approach. 	Through partnerships with Clark County Health, distribution of Vancouver's human services funding, and land use growth strategy that improves access to health, social, recreational, and food resources.

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Parks, Recreation & Cultural Services

7

Introduction

The Parks, Recreation and Cultural Services chapter of the *Our Vancouver Comprehensive Plan* captures the vision, mission, goals, and policy recommendations from the recently adopted *Vancouver Parks, Recreation & Cultural Services Comprehensive Plan* (*VPRCS Comprehensive Plan*) and brings forward key land use recommendations based on existing conditions within Vancouver, and recent studies conducted through the *Our Vancouver* comprehensive planning process.

The VPRCS Comprehensive Plan, adopted in 2022, provided an in-depth analysis of existing parks, recreation and cultural services conditions within Vancouver and identified 10-year goals which are currently being implemented. This chapter seeks to carry through pertinent information from the *VPRCS Comprehensive Plan* through a land use planning lens – looking to provide an overview of existing programs and system structures that affect future land use decisions – and provide guidance on how the City can balance growth with the provision of parks and recreation. Building on the robust engagement process from the *VPRCS Comprehensive Plan*, the *Our Vancouver* planning process focused on engaging with Vancouver residents through the Community Survey, Community Partner discussions, and community working groups, in-person engagement events and online

Vision: Parks and Recreation

We strive for a future where all people enjoy increased access to cultural events, public art, natural areas, parks, community and green spaces, and an expansive network of trails and greenways. We recognize that art, culture and open spaces are critical elements of community health, wellness and quality of life. We commit to building inclusive and safe public spaces that reflect the diversity of our community without cost barriers, while conserving and preserving natural areas and adapting to climate change. Embracing native plants and species, we aim to create biodiverse havens that enhance ecological resilience. With a focus on health and well-being, our parks will offer diverse recreational opportunities and engaging programming, ensuring a thriving and interconnected community for generations to come.

resources, asking respondents to provide feedback on a variety of topics related to parks and recreation in Vancouver. This feedback served as the baseline for developing the vision and goals for this chapter.

VPRCS Comprehensive Plan Overview

The parks system in Vancouver is owned, maintained and managed by the City of Vancouver~~'s~~ Parks, Recreation, and Cultural Services Department. The Department is also tasked with creating and updating a parks plan to guide the future acquisition and development of parks within the city. The State of Washington's Growth Management Act (GMA) requires that parks plans are updated in coordination with updates to land use plans and development regulations every eight years in order to ensure that city and county policies reflect state statutes.

In this case, the *VPRCS' Comprehensive Plan* was adopted prior to the *Our Vancouver* planning process and the most current Environmental Impact Statement (EIS), both of which will inform future discussions and updates to the next Vancouver parks plan. The work undertaken for the *VPRCS Comprehensive Plan*, in similar fashion to this planning process, included a heavy focus on community outreach and engagement ensuring that the vision, mission, community goals and policies were reflective of the voices and needs of the Vancouver community. The following sections provide an

Community Feedback

- Increase equitable access to parks and open spaces for all Vancouver community members –both for non-white and low-income residents, and in areas that are currently underserved such as East Vancouver.
- Maintain, improve and expand on existing parks and amenities – including expanded tree canopy, and the introduction of shelters, shade structures or areas, and integration of upgraded facilities for playgrounds, restrooms and parking.
- Accommodate cultural spaces, programming and community centers addressing specific needs and low-cost and free activities, particularly for Vancouver's youth.
- Encourage community connection through city parks, community centers, libraries, farmers markets and gathering places like the waterfront.
- Diversify recreation offerings for both outdoor and indoor recreation spaces including community pools, playgrounds, skateparks and pumptracks, museums, community events, gardens, art and performance spaces, trails and dog parks."
- Implement climate resilience design principles through use of native plans, protections of natural ecosystems, and maintaining and expanding the city's tree canopy and naturalized landscapes.

overview of critical content from the *VPRCS Comprehensive Plan*, which is included as Appendix X of this document.

Vision and Essential Spaces Framework

The concept of Essential Spaces was selected as the primary theme for the *VPRCS Comprehensive Plan*, centering on the idea that the role of parks, recreation, trails, natural areas, and cultural services contribute heavily to the physical, mental, and economic health of the Vancouver community. What the City has defined as "Essential Spaces" provide enormous benefits to residents, workers, and visitors through the direct impact they have on society, the local economy, sustainability efforts, and community health. These impacts are further illustrated in Figure 1.

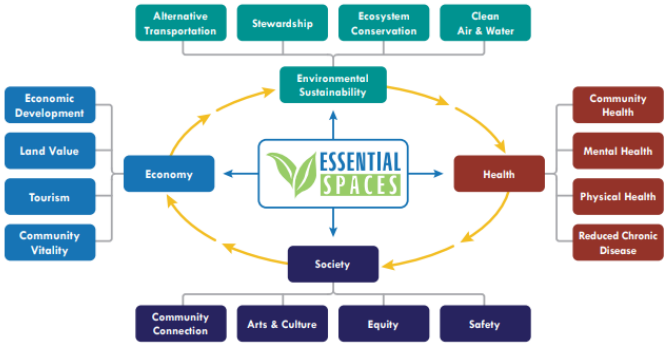


Figure 1 Essential Spaces Graphic, VRPCS Comprehensive Plan 2022

A planning framework was created for the *VPRCS Comprehensive Plan* that captures community values, the City's commitment to Diversity, Equity, and Inclusion (DEI), and additional objectives identified by Vancouver's City Council including climate action and safety. All together, these guiding principles emphasize the importance of the stewardship of public resources, inclusive access, and the creation of inclusive spaces.

VPRCS Vision and Community Goals

The *VPRCS Comprehensive Plan* includes a vision, a mission statement, and eight community goals defined through the planning and outreach process. These goals provide the foundation for the plan focusing on how the city can enhance its parks, recreation facilities, natural areas, and cultural services. The table below illustrates how the *VPRCS Comprehensive Plan* community goals relate to the Our Vancouver Comprehensive Plan goals.

Table 1 VPRCS Comprehensive Plan Community Goals vs. Our Vancouver Comprehensive Plan Goals

VPRCS Community Goals	Complementary Comprehensive Plan Goal
Provide safe and equitable access to parks, natural areas and public arts and cultural spaces for all residents.	PR-2 Parks, Trails, and Natural Spaces: Vancouver's residents have access to a well-connected and expanded network of developed parks, trails, and natural areas that support outdoor recreation, biodiversity, and climate resilience, that serve as vital hubs for community gatherings, cultural events and a shared sense of place.
Provide an interconnected system of park properties and public spaces that support alternative modes of transportation, public health, recreational opportunity and environmental stewardship.	
Preserve Vancouver's historic and cultural heritage.	PR-4 Thriving Cultural Landscape: Vancouver supports a thriving cultural landscape for residents and visitors

	by investing in public art, cultural centers and facilities, historic preservation, and supporting community centered initiatives and opportunities for creative expression that reflect the city's diverse identities and historic roots.
Expand Level of Service and Equity Gap Analysis to inform and guide project and funding opportunities and priorities.	PR-1 Increase Community Health Through Recreation Vancouver has safe and equitable access to a quality and diverse system of parks, natural areas, amenities, recreational facilities and programs that promote physical and mental well-being, cater to the varied interests and needs of community members and contribute to a vibrant and active community.
Update Improvement Level definitions to include innovative approaches that meet the needs of a growing and diversifying community.	CF-2 Inclusive and Affirming Environments: Vancouver's public spaces and neighborhoods are inclusive and affirming across race, class, age, sex, gender identity, ability, religion, national origin and citizenship status, creating a sense of belonging and safety.
Maintain and enhance parks, trails, natural areas, culture and heritage spaces, recreation facilities and community assets to meet identified standards.	PFS-1 Public Facilities and Services: Vancouver has high-quality public facilities, services, and utilities that are affordable, efficient, well maintained, and meet the needs of a growing population.
Establish and meet goals outlined in the departmental program areas.	PR-3: Community Health and Wellness: Vancouver community members have access to high-quality public spaces that support physical and mental wellbeing, active lifestyles, connection to nature, and sense of community belonging.
Reflect the community we serve through creative public engagement, collaborative planning and culturally responsive communication.	EI-1: Equitable Community: All community members have equitable and inclusive access to opportunities and resources, including communities most impacted by past and present exclusionary practices.

Source: VPRCS Comprehensive Plan

Vancouver's Park and Recreation System

As of 2022, publicly accessible lands in Vancouver were estimated at approximately 3,800 acres or roughly 12 percent of the City's total land area, where approximately 1,700 acres are identified as City owned park lands, comprised of 113 sites. The city also operates the Firstenburg and Marshall/Luepke Community Centers, which feature swimming pools, gyms, fitness amenities, a climbing wall, senior centers, and community rooms.

Table 2 Park System Inventory

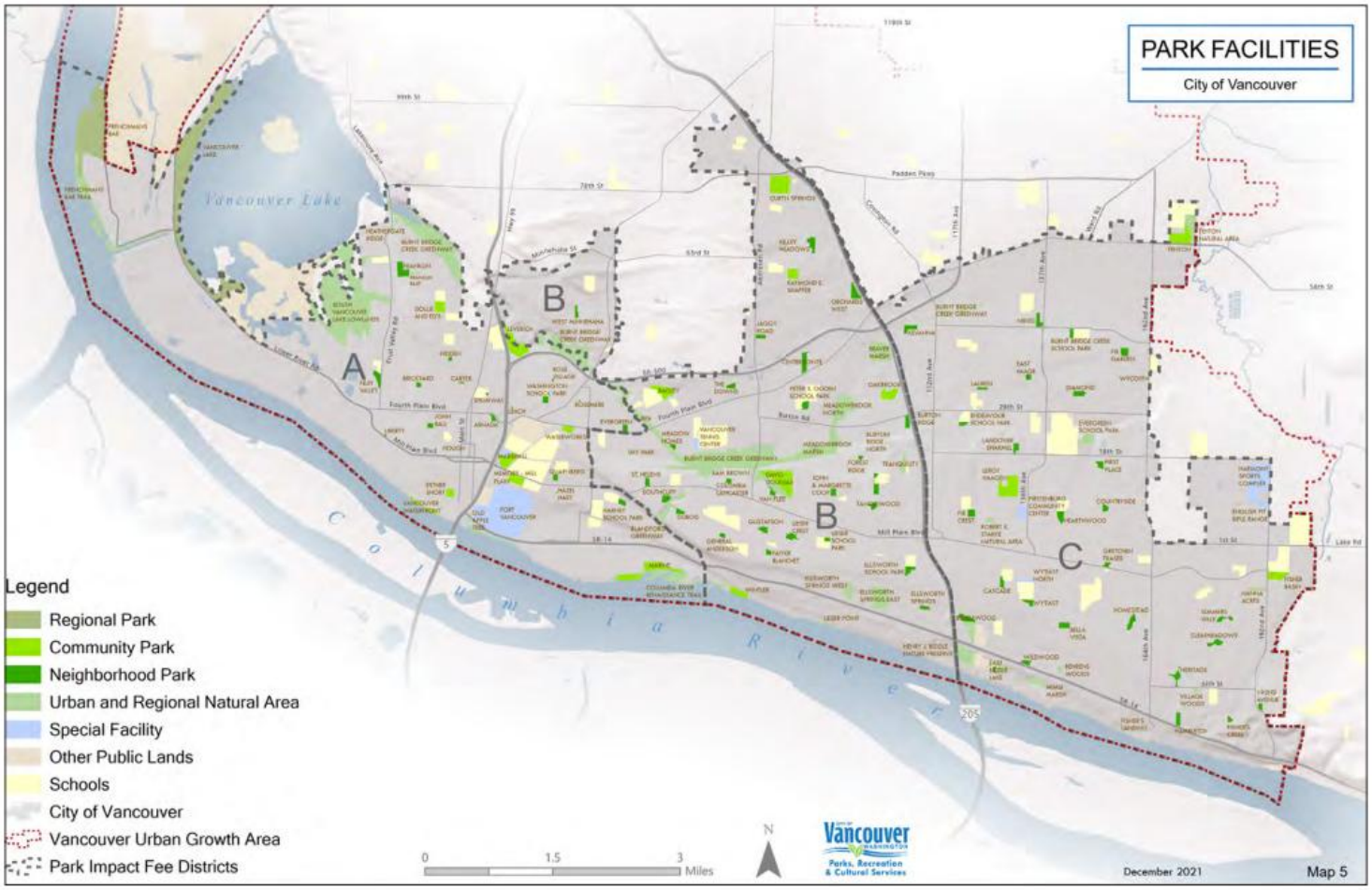
Park Type	Number of Sites	Area
Neighborhood Park	91 Sites (Includes 11 undeveloped sites, 55 developed sites, and 25 school sites)	314.84 acres
Community Parks	17 Sites (Includes 4 undeveloped sites and 13 developed sites)	287.69 acres
Regional Parks	2 Sites	489.40 acres
Urban Natural Areas	22 Sites	280.11 acres
Special Facility	9 Sites (Includes 3 developed City of Vancouver sites, 2 developed Clark County sites, 1 developed school site, and 3 developed sites managed by other providers)	332.91 acres
Regional Natural Areas	7 Sites (Includes 6 undeveloped City of Vancouver sites and 1 undeveloped Clark County site)	1,044.58 acres
Total Park Acreage		2,749.53 acres
NOTE: This table reflects updates to the number of sites and acreage since the VPRCS Comprehensive Plan as part of the Environmental Impact Assessment for the Our Vancouver project.		

Source: VPRCS Comprehensive Plan

The city continuously invests in its park system primarily through park acquisitions, park development, or rebuilding or renovating existing parks, diversifying the types of parks and spaces available to the Vancouver community. In order to accomplish this, the VPRCS Department relies on an organizational framework for its parks that includes park classification types, maintaining a parks inventory, setting and recording parks Level-Of-Service (LOS) standards, utilizing diverse funding mechanisms, and planning for parks acquisitions and capital improvements.

Figure 2 below, Vancouver Park Facilities Map, illustrates the city's boundaries, delineates the Park Impact Fee Districts, and includes Regional Parks, Community Parks, Neighborhood Parks, Urban and Regional Natural Areas, Special Facilities, Other Public Lands, and Schools.

Figure 2 Vancouver Park Facilities Map



Source: VPRCS Comprehensive Plan

Parks System Classifications

The City of Vancouver is transitioning from a traditional core-and-suburb model to a denser, mixed-use urban environment. This evolution demands adaptive planning to address changing zoning, densities, mobility, and park needs. The city's park system is organized into eight classification types based on landscape characteristics, access, development potential, local park needs and use patterns. These classifications guide the optimal use of parkland, ensuring diverse recreational opportunities through strategic funding and a balance between natural resource protection and park development.

Together, Vancouver's parks provide spaces for play, connection, and environmental stewardship, forming a resilient network that supports recreation, wellness, and habitat conservation. The current parks classifications are outlined in Table 3, below, and include both pre-existing park types in Vancouver and two new additional classifications, Civic Plazas and Linear Parks, that were introduced in the 2022 *VPRCS Comprehensive Plan*.

Table 3 VPRCS Comprehensive Plan Parks Classifications

Type	Description
Neighborhood Parks	Typically, 3–5 acres, offering amenities like playgrounds, sport courts, turfed areas, gardens, native plant resource areas, pathways and trails, and picnic areas. These parks are designed for non-organized recreational opportunities that support healthy lifestyles, neighborhood identity, social interaction, and the preservation of natural resources.
Community Parks	Ranging from 20–100 acres, these parks serve as hubs for organized recreation and events for a broad segment of the population. In addition to typical of a Neighborhood Park, Community Parks feature sports fields, skate parks, picnic shelters, community gardens, trails, event spaces, public art, cultural features. These parks typically include more support facilities such as parking and restrooms, and may also integrate natural areas, passive recreation spaces, and community facilities like community centers or senior facilities.
Linear Parks	Developed landscaped areas or other lands that follow linear natural or man-made corridors like rivers, abandoned railroad rights-of-ways, canals, and utility corridors. Linear Parks typically feature trails, signage, seating, landscaping, small play areas, and viewpoints and are intended to expand the network and connectivity of trails and pedestrian corridors.
Civic Plazas	Found in urban centers or town squares, civic plazas are public gathering spaces with landscaping, seating, performance and vendor areas, public art, and fountains. They encourage community connection and may be managed in partnership with other entities.
Regional Parks	Usually over 50 acres, Regional Parks provide facilities for a wide range of activities, including sports fields, extensive trail systems, and large picnic areas or shelters. These parks also typically include passive recreation space and unique natural features in addition to support facilities such as parking and restrooms.
Natural Areas	Ranging from a single-acre to hundreds, natural areas provide opportunities for nature-based recreation and education, such as bird-watching, walking, biking, hiking, biking, serving both local and regional needs.
Special Facilities	Special Facilities, or special use areas, are stand-alone facilities that do not have a minimum size. They include community centers, aquatic centers, sports complexes or skate parks.
Trails	Trails are not considered a Park Classification but rather an improvement / amenity.

Source: VPRCS Comprehensive Plan

Parks and Recreation System Evaluation

Vancouver's park system strives for equitable access through careful geographic distribution and service area standards. In simpler terms, the city aims to provide residents with access to a park within a certain distance of their homes – a ½-mile service area, or 10-minute walk along public rights-of-way is recognized as a reasonable expectation for residents. This is aligned with national best practice as predicated by the National Parks and Recreation Association (NPRA) which establishes national guidelines for service area standards.

Parks in Vancouver have different indicated service areas depending on classification. For example, Vancouver's Neighborhood Parks are designed to serve residents within a ½-mile radius, which equates to approximately a 10-minute walk. Community Parks, on the other hand, serve larger areas ranging from ½ mile to 3 miles, offering both walkable access and broader community coverage. Figure 3, below, illustrates how these walksheds (illustrated in green as park service areas) are determined by following public rights-of-way and easements from all access points to park sites, ensuring an accurate representation of accessible routes for residents.

The city relies heavily on service area mapping to determine which locations are served by parks, and to identify gaps where new parks or services may be needed.

In the update to the *VPRCS Comprehensive Plan*, staff identified the need to expand on typical park metrics to reflect existing conditions and better assess the equitable distribution of parks across Vancouver. The VPRCS Comprehensive Plan developed a two-part methodology that involves combining demographic analyses and park scoring to guide reinvestment priorities. This methodology, though complex, reflects national best practice through layering equity considerations into the criteria:

Figure 3 Park Service Area Diagram

Source: VPRCS Comprehensive Plan

- A detailed GIS analysis is performed at the Census Block level to identify areas with the greatest need for park access, focusing on populations such as residents under 18 and over 65, people of color, communities below the poverty level, households with low median income, individuals with disabilities, areas with high obesity rates, and regions of high population density per acre.
- Evaluation of park property using a comprehensive scoring matrix that measures factors related to quantity, quality, safety, sustainability, and accessibility.

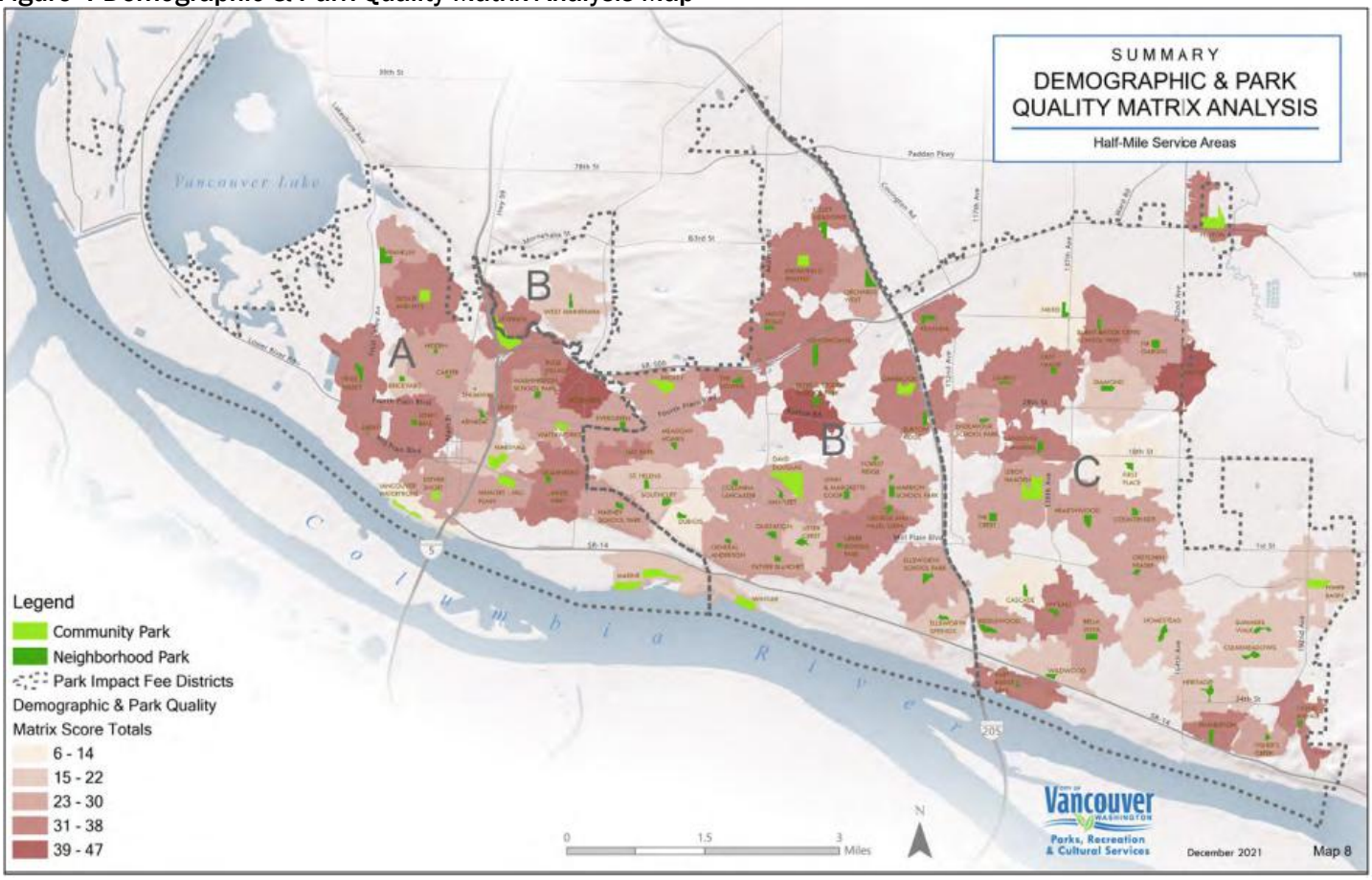
- Incorporating additional criteria including the (1) baseline ½-mile service area, (2) gaps between existing LOS and adopted standards, (3) current development status, (4) time since acquisition, (5) potential for improved accessibility, (6) safety, (7) resource protection, (8) diversity of recreation opportunities, (9) condition and lifespan of assets, (10) need for safety enhancements, (11) sustainability of infrastructure and natural resources, and (12) accessibility for people with physical limitations.

The outcome of this analysis was a matrix that prioritizes projects for reinvestment, ensuring that resources are allocated where they will have the greatest community impact and maximize the overall value of the park system for Vancouver residents.

It is anticipated that Vancouver will experience an increased demand for youth activities, after-school programs, and programming for active older citizens as it continues to grow, with an expanding need for intergenerational recreation opportunities and the implementation of inclusive design practices to welcome a more diverse community of residents. By establishing a baseline methodology, the city has created a tool that can be regularly utilized to evaluate residents' access to Vancouver's park and recreation system. This tool can be further refined and tailored to the city's needs as future policy work is undertaken as part of the next parks plan update.

Figure 4, on the next page, illustrates how demographic information is layered with park quality data to create composite scores which can help decision-makers prioritize available funding for future parks planning purposes.

Figure 4 Demographic & Park Quality Matrix Analysis Map



Source: VPRCS Comprehensive Plan

Park Demand, Park Need & Total Level-of-Service (LOS)

The City of Vancouver utilizes three calculations to guide the monitoring of its parks system: (1) Level-of-Service (LOS) (2) Park Demand and (3) Park Need where:

- Level-Of-Service (LOS) is measured as the number of park acres per 1,000 residents.
- Park Demand is the acres of parkland needed to serve a population at a set standard.
- Park Need identifies the acreage required to bring the LOS into alignment with the standard

The city updated these calculations in the *VPRCS Comprehensive Plan,* reviewing its inventory of parks, recreation facilities, natural areas, and trails owned and operated by VPRCS. The city uses this inventory to identify acreage by park classification and measure existing conditions against set LOS standards looking at how many acres are needed to be acquired and/or developed. VPRCS utilized the following standards for Neighborhood Parks, Community Parks, and Urban Natural Areas classifications in the 2022 plan update.

- *Park Acquisition*: 6 acres per 1,000 residents
- *Park Development*: 4.25 acres per 1,000 residents

Table 4 outlines the city adopted acquisition and development standards for Neighborhood Parks, Community Parks, and Urban Natural Areas.

Table 4 VPRCS Comprehensive Plan Park Acquisition and Development Standards

City of Vancouver	Neighborhood Park		Community Park		Urban NA	Total Park Acres	
Standard	Acquire	Develop	Acquire	Develop	Acquire	Acquire	Develop
Acres /1,000	2.00	2.00	3.00	2.25	1.00	6.00	4.25

Source: VPRCS Comprehensive Plan

Tables 5 and 6 detail the calculated Park Demand and Park Need established in 2022, differentiated by Park Impact Fee (PIF) Districts (A, B, or C). Park Demand calculations indicate a need for approximately 1,200 additional acres of parkland, of which over 800 acres need to be developed to adequately serve Vancouver's 2022 population. Park Need indicates that the city needed to acquire approximately 440 acres of parkland to bring its existing acreage into alignment with its LOS.

Table 5 VPRCS Comprehensive Plan Park Demand 2022

Park District	Population	Neighborhood Park (Acres)		Community Park (Acres)		Urban NA (Acres)	Total Park Acres	
		Acquire	Develop	Acquire	Develop	Acquire		Develop
A	38,770	77.5	77.5	116.3	87.2	38.8	232.6	164.8
B	61,324	122.6	122.6	183.9	138.0	61.3	367.9	260.6
C	94,592	189.2	189.2	283.8	212.8	94.6	567.6	402.0
Total	194,686	389.35	389.35	584.02	438.02	194.67	1168.05	827.37

Source: VPRCS Comprehensive Plan

Table 6 VPRCS Comprehensive Plan Park Need 2022

Park District	Population	Neighborhood Park (Acres)		Community Park (Acres)		Urban NA (Acres)	Total Park Acres	
		Acquire	Develop	Acquire	Develop	Acquire	Acquire	Develop
A	38,770	23.1	23.8	16.0	0.3	0.1	39.2	24.1
B	61,324	0.6	15.1	76.4	40.1	28.4	105.4	55.2
C	94,592	51.5	68.7	218.3	170.6	20.3	290.2	239.3
Total	194,686	75.2	107.6	310.7	211.0	48.8	434.8	318.6

Source: VPRCS Comprehensive Plan

Table 7 highlights the city's total Level-of-Service (LOS), combining Neighborhood and Community Park categories. Across measurable park classifications, the City of Vancouver provides 4.46 acres of parklands per 1,000 residents citywide – which falls short of the City's standard of 6 acres acquired Neighborhood and Community Parks per 1,000 residents, and national guidelines provided

by the National Recreation and Parks Association which indicates 10.2 acres/1,000 residents as best practice.

Table 7 Total Level-of-Service (LOS)

City-Wide Level of Service (Acres/1,000 Population)	
Neighborhood & Community Parks	3.02
Urban Natural Areas	1.44
Total	4.46

Source: VPRCS Comprehensive Plan

While the city focuses LOS calculations on Neighborhood Parks, Community Parks, and Urban Natural Areas, other park classifications are also assigned acquisition standards. The *VPRCS Comprehensive Plan* set acquisition standards for Regional Parks (10 acres / 1,000 residents) and also introduced two new park classifications – Civic Plazas and Linear Parks, to provide outdoor park spaces in compact urban areas where traditional park parcels are limited – but did not assign a standard of service. Regional Natural Areas and Special Facilities are also included as park classifications without assigned acquisition standards. As indicated in Table 3, trails are not currently considered a park classification, but rather an improvement or amenity. A detailed overview of acquisition and development standards, and 2022 LOS by park classification is provided in Table 8 below.

Table 8 2022 Park Classification Acquisition and Development Standards vs LOS

Park Classification	Acquisition / Development Standards	2022 Acquisition LOS (All PIF Districts)
Neighborhood Park	2 acres/2 acres per 1,000 residents	1.62 acres/1,000 residents
Community Park	3 acres/2.25 acres per 1,000 residents	1.40 acres/1,000 residents
Regional Park	10 acres/1,000 residents	6.80 acres/1,000 residents
Urban Natural Area	1 acre/1,000 residents	1.44 acres/1,000 residents
Regional Natural Area	No Adopted Standard	No Adopted Standard
Linear Park	No Adopted Standard	No Adopted Standard
Civic Plaza	No Adopted Standard	No Adopted Standard
Special Facilities	No Adopted Standard	No Adopted Standard

Source: VPRCS Comprehensive Plan

Recreation and Cultural Services

Recreation in Vancouver is designed to support a wide range of activities for residents of all ages, abilities, and backgrounds. It includes structured programs such as aquatics, sports, and fitness, as well as informal opportunities for play, leisure, and social connection. The city's recreation facilities include community centers, pools, and sports fields.

Figure 5 Firstenburg Pool

Public input played a key role in shaping recreation priorities established in the *VPRCS Comprehensive Plan*. Through surveys, outreach events, and stakeholder meetings, residents expressed strong interest in more trails, youth programs, water play features, and outdoor fitness equipment. These preferences are reflected in recommendations identifying a need for upgrades to existing facilities and the development of new amenities that support active lifestyles and social interaction. Engagement also identified barriers to recreation such as cost, transportation, and physical accessibility. Recommendations for addressing community feedback include increasing parks and open space in East Vancouver, investing in safe multimodal infrastructure that connects people to parks and open space, improving ADA compliance, and offering culturally responsive programming.

Source: VPRCS Comprehensive Plan

Figure 6 Día de Muertos Celebration

Source: City of Vancouver

Cultural Services are recognized as an essential component of the city's identity, greatly impacting its sense of vitality and quality-of-life. The *VPRCS Comprehensive Plan* prioritizes equitable access to cultural services, acknowledging that historically marginalized communities often face barriers to participation.

The *VPRCS Comprehensive Plan* highlights the need to expand culturally relevant programming and support for underrepresented groups, including Indigenous peoples, communities of color, LGBTQ+ residents, and people with disabilities. Strategies include increasing funding for community-led cultural initiatives, improving accessibility in cultural venues, and fostering partnerships with local artists and cultural organizations. The Cultural Services chapter of the *VPRCS Comprehensive Plan* identifies gaps in cultural infrastructure, including limited performance spaces, inadequate support for public art, and a need for flexible venues that can host a variety of cultural activities. Recommendations include investing in new cultural facilities, upgrading existing spaces, and integrating arts and culture into park and public space design. In late 2024, the City adopted a Cultural Access Program that will support improved and expanded cultural resources in the future, as it will generate approximately $7 million annually to improve access to arts, culture, heritage, and science across the community. Vancouver also seeks to make better use of schools, libraries, and other civic buildings as cultural hubs.

Preferred Alternative and Future Parks Planning

Gaps in Level-Of-Service (LOS) provide the basis for the city's land acquisition planning along with park impact fee allocation, measuring LOS and long-term planning for equitable access to recreation and green space throughout the city. Acquisition standards contribute to the city's goals for climate adaptation, tree canopy preservation, improved air quality, environmental justice, and prioritizing natural areas in historically underserved neighborhoods. These standards also assist the city in meeting the requirements of the Washington State Growth Management Act (GMA), which states that comprehensive plans must keep pace with projected population and development trends.

Priorities for parkland acquisition consider the four key criteria:

- **Geographic Equitable Access** to ensure all residents have equitable access to a park within a 10-minute walk (½ mile) (*VPRCS Comprehensive Plan*).
- **Population Growth and Development Trends** highlight new parks in rapidly growing neighborhoods, particularly east of I-205, where future residential density and family households are projected to increase (*VPRCS Comprehensive Plan*).
- **Network Connectivity and Access** prioritize sites that strengthen the citywide network of parks, trails, and greenways (*VPRCS Comprehensive Plan*).
- **Environmental Factors** protect lands that provide ecological value, such as tree canopy, wildlife habitat, flood mitigation, and climate resilience (EIS Report).

In an updated analysis conducted as part of the *Our Vancouver* planning process, Vancouver has identified a need to acquire 372.47 acres of parkland and develop 382.71 acres of parkland to meet its current metrics for LOS in 2025.

Table 9 Existing (2025) City Parks and Natural Areas Demand, Inventory, and Need by District (in acres)

Park Impact Fee By District	Acquisition Demand	Acquisition Inventory	Acquisition Need	Development Demand	Development Inventory	Development Need
A	246.43	217.12	29.31	174.56	124.50	50.05
B	388.10	327.73	60.37	274.91	207.82	67.08
C	600.13	317.33	282.80	425.09	159.52	265.57
Total	**1,234.66**	**862.19**	**372.47**	**874.55**	**491.84**	**382.71**

Source: City of Vancouver 2025
Note: Park Impact Fee District boundaries are shown in Figure 28. Demand calculated based on estimated 2025 population of 41,072 in PIF A, 64,684 in PIF B, and 100,021 in PIF C. Assumes LOS standard of 6 acres per 1,000 residents of acquisition need and 4.25 acres per 1,000 records for park development need. Need is calculated by subtracting the inventory (as of 2025) from the future projected demand.

As Vancouver continues to grow, the city will need to regularly evaluate the acquisition standards to reflect changes in population, community priorities, and new development. Population projections

through 2045 indicate a need to acquire 823.81 acres of additional parkland and develop 702.41 acres to adequately serve the community.

Table 10 Future (2045) City Parks and Natural Areas Demand, Inventory, and Need by District (in acres)

Park Impact Fee By District	Acquisition Demand	Acquisition Inventory	Acquisition Need	Development Demand	Development Inventory	Development Need
A	333.54	217.12	119.42	238.38	124.50	113.88
B	529.97	327.73	202.23	375.39	207.82	167.57
C	819.49	317.33	502.16	580.47	159.52	420.96
Total	**1,686.00**	**862.19**	**823.81**	**1,194.25**	**491.84**	**702.41**

Notes: a) Park Impact Fee District boundaries are shown in Figure 28. B) Demand calculated based on estimated 2045 population of 56,090 in PIF A, 88,328 in PIF B, and 136,582 in PIF C, for a total population of 281,000 citywide. Assumes LOS standard of 6 acres per 1,000 residents of acquisition need and 4.25 acres per 1,000 records for park development need. Need is calculated by subtracting the inventory (as of 2025) from the future projected demand. Note: These citywide projections assume that the 2045 population distribution would be similar to the 2025 population distribution. The projections do not account for differences between the alternatives in housing capacity distribution by PIF district.

Competing land use interests will present challenges for the city in meeting these goals, but the *VPRCS Comprehensive Plan* outlines a plan for acquisitions, capital assets, and planned investments to begin implementation of measures to improve Level-Of-Service (LOS).

To address LOS deficiencies, the *VPRCS Comprehensive Plan* identified several measures to be addressed in future parks plan updates. These include (1) identifying opportunities to acquire new community park sites or enhance larger neighborhood parks with community-level amenities; and (2) improving parks with low Level-of-Service (LOS) by adding amenities, increasing user capacity, and enhancing both natural and built environments to promote sustainability and recreational diversity.

The *VPRCS Comprehensive Plan* also identifies the need to explore alternative metrics for measuring LOS and setting classification standards. The addition of two new park classifications, Civic Plazas and Linear Parks, will provide additional options for recreation as the city experiences growth through the 2045 horizon of the *Our Vancouver* Comprehensive Plan, and the city will need to focus efforts on updating acquisition standards and PIFs through an updated nexus study prior to the adoption of the next update to the *VPRCS Comprehensive Plan*.

National Best Practices in Park System Planning

Many factors influence how cities establish guidelines for their park systems. In recent years, many cities have revisited how they designate parks, set Levels-of-Service (LOS), and manage facility and asset investments in response to demographic shifts, climate considerations, equity priorities, and fiscal pressures. The following section summarizes current national best practices relevant to Vancouver's future park system planning.

Park Designation, System Definitions, and Classifications

Setting city-wide criteria helps prioritize park designations, land acquisitions, capital investments, and maintenance while aligning service expectations. Vancouver currently uses a classification system for its parks, open spaces, and trails. As the city continues to grow, it may consider adding new park classifications and expanding its LOS standards to anticipate future land acquisitions or expansions and diversify opportunities for capturing additional parklands. The introduction of Civic Plazas and Linear Parks as new classifications paves the way for the city to reconsider how it is providing parks and recreation spaces in an urbanizing environment.

Most cities reexamine their park designation criteria and system definitions during updates to their Parks, Recreation, and Open Space Plans (typically every 8 to 10 years), with refinements to LOS standards or equity priorities every 3 to 5 years. These updates generally align with planning cycles and shifts in growth patterns, policy direction, or asset management frameworks rather than a fixed schedule. This aligns with NRPA's suggestion that comprehensive park system plans be updated roughly every 10 years with mid-cycle check-ins.

System Definition and Access

Traditionally, Level-of-Service (LOS) has been measured using acres of parkland per 1,000 residents. While still relevant, many cities now use a broader LOS framework that incorporates access, equity, investment, and quality. The National Recreation and Park Association (NRPA) uses a benchmarking metric of 10.2 acres per 1,000 residents (NRPA 2025 Agency Review) which is higher than Vancouver's current 6.0 acres per 1,000 residents.

Figure 7 NRPA Park Metrics

Source: NRPA Park Metrics | Research | National Recreation and Park Association | NRPA

Beyond acreage, cities are increasingly evaluating whether all residents have meaningful access to parks using metrics such as:

- 10-minute walk proximity, measured using walkshed analysis
- Quality of amenities, such as playgrounds, restrooms, or trails
- Equitable distribution across neighborhoods

Another emerging Level-of-Service (LOS) approach evaluates the condition and functionality of park and facilities assets such as playgrounds, restrooms, and trails. The NRPA's dataset, accessed through Park Metrics, allows agencies to compare operational metrics such as staffing and maintenance burden. The Trust for Public Land (TPL's) ParkScore index reflects these trends by assigning points based on acreage, investment, amenities, access, and equity. Its investment and amenity metrics also consider per-resident spending and available facilities.

Figure 8 Trust for Public Land ParkScore

Source: ParkScore® 2025 Scoring Metrics - Trust for Public Land

Equity-Focused Level-of-Service (LOS) Trends

Current best practices emphasize that LOS should account for underserved populations, spatial equity, and equitable access to both parks and park quality. The ParkScore report supports this by highlighting how investment, access, and distribution trends evolve over time, noting that residents of larger cities increasingly rely on parks for connection, well-being, and community togetherness.

Holistic Assessment of Publicly Accessible Parklands

When assessing park distribution, the Trust for Public Land (TPL) takes a more holistic approach by evaluating all publicly accessible parks, trails, and open spaces regardless of ownership. Today, cities recognize that people often do not distinguish between city parks, state parks, or school play areas. Instead, people perceive all of these as part of the public realm. The publicly accessible parks may account for:

- City-managed parks
- County Parks or open spaces
- State or Federal Lands
- School district playfields
- Nonprofit-managed open spaces
- Other publicly accessible green spaces

These methods are useful for examining a more complete understanding of distribution, proximity, and service gaps.

Considerations for Vancouver

Vancouver's park classifications adequately reflect existing conditions and provide distinction for park types currently seen across the city, however, as Vancouver continues to grow and strive for a higher Level-of-Service (LOS), additional consideration should be given to park types and intended purpose, park hierarchy, acquisition and development standards, and PIF program updates.

Based on peer communities in Washington and across the United States, Vancouver should explore:

- Explore enhanced focus on ecological value of property in planning efforts.
- Park hierarchy will need to be addressed as new park classifications are added. Vancouver should consider adding more detail to the Linear Parks classification that reflects how these spaces should function in contribution to the park system.
- Based on the *Our Vancouver* park system need cost analysis, consider adoption of proposed minimum standard of 1 acre / 30,000 residents for Civic Plazas. Additional standards for Community Centers, Regional Trails and Sports Complexes should also be considered. An updated nexus study should be conducted to affirm proposed standards are compliant with state regulations.
- Current Park Impact Fees (2025 rates) are estimated to support only 30% of the actual cost of acquisition and development. This deficit is anticipated to grow due to inflation and the use of partial impact fee waivers. Consideration should be given to increasing PIF rates to generate a proportionate share of the resources necessary to adequately serve residential development – in addition to review of incentives for private park development, impact of fee waivers on Level-of-Service to low-income areas, and application of program to non-residential development.

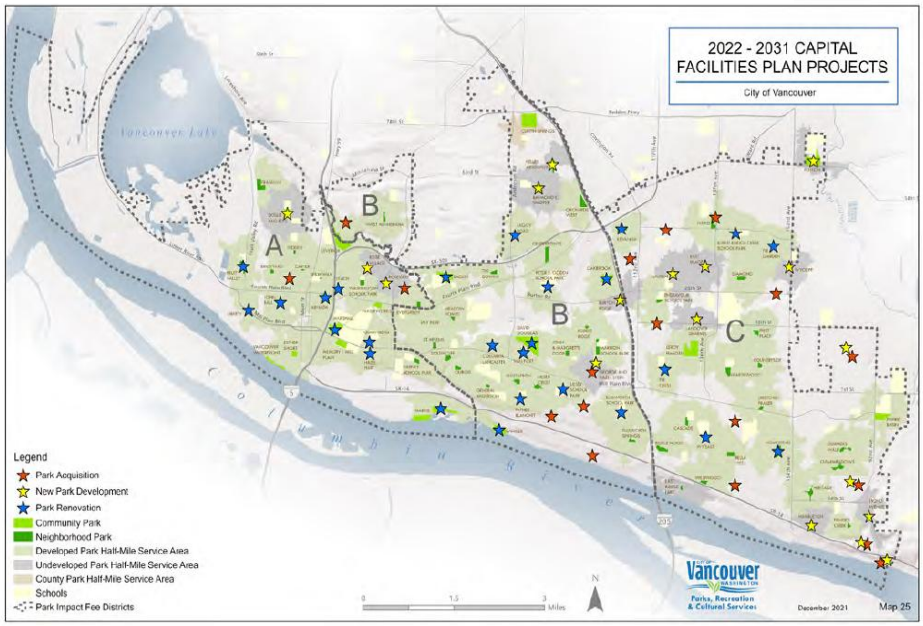
Proposed Capital Assets and Acquisition Planning

Vancouver's capital projects utilize investment and allocated funds to meet the needs of Vancouver's parks and recreation system, based on Level-of-Service (LOS) standards, growth projections, and equity indicators. The planning process for new park land is data-driven and community-informed, incorporating structured evaluation from feasibility analysis through community input and City Council approval (*VPRCS Comprehensive Plan*, EIS Report).

Capital Facilities Plan

Vancouver's Capital Facilities Plan (CFP) provides a six- to ten-year roadmap for capital projects, including major park and recreation investments, as well as the annual Capital Improvement Program (CIP). The CIP identifies near-term project priorities based on system needs, available funding, and coordination with other infrastructure investments. Capital improvements include physical changes to the park system, such as park, trail, or facility upgrades, as well as new park land acquisition.

Figure 9 Capital Facilities Plan Projects Map



Source: VPRCS Comprehensive Plan

Planned Investments

As part of the *VPRCS Comprehensive Plan*, approximately $166 million in planned capital projects are identified between 2022 and 2031. These investments include new park acquisitions, major park renovations, trail expansions, and system-wide accessibility improvements, as Vancouver continues to keep pace with population growth, new development, and environmental changes (*VPRCS Comprehensive Plan*). A minor update to the *VPRCS Comprehensive Plan* is anticipated to occur following the adoption of the Our Vancouver plan to reflect policy changes and updates to investment strategies.

East and Central Vancouver, along with the Evergreen, Burton, and Fourth Plain Boulevard corridors, have been identified as areas suitable for future investments. These locations are expected to experience increased population growth and higher-density residential development, resulting in a gap in park acreage per capita, as well as a focus on equitable access (Community Atlas Existing Conditions, EIS Report).

Implementation and Funding Sources

Implementation for Vancouver's parks and recreation system is guided by adopted plans, policies, and funding tools that align with city-wide growth and planning objectives. Funding for implementation comes from a combination of federal and state grants, and partnerships with private and nonprofit organizations. These sources provide a guide for the city to maintain existing facilities, acquire new park land, and expand recreation facilities.

The City of Vancouver has a variety of funding sources available supporting both capital improvements and ongoing operations Which are further outlined below:

- Dedicated Funding Streams. Cities and counties may allocate dedicated sources, such as property taxes, sales taxes, business license surcharges and impact fees (residential and non-residential), specifically for parks and recreation. These revenues can support both ongoing operations and capital improvements in a stable, ongoing way. The City currently utilizes impact fees, a business license surcharge, and a local Real Estate Excise Taxes (REET) to provide dedicated, ongoing Parks funding.

- Bonds and Levies. Bonds and levies may be used independently or in combination. When used together, bonds and levies can finance both the initial cost of improvements and the ongoing resources needed to support them. This combined approach offers a broader range of funding options than using either tool separately, and in most cases requires voter approval.
    - Bonds. Bonds are a debt-financing tool that allows jurisdictions to raise money upfront for large capital projects such as park development or major renovations. Repayment is typically made over time through property taxes or other dedicated revenue streams. In Washington, general obligation bonds usually require voter approval and are repaid through property taxes, while revenue bonds are repaid from specific program revenues (e.g., user fees) and typically do not require a public vote. This type of funding is focused for specific projects and is not necessarily a stable ongoing source of funding for a variety of parks related capital improvement projects.
    - Levies. Levies are property tax measures that raise revenue directly, either on a temporary or permanent basis. They are commonly used to fund park operations, maintenance, or smaller-scale capital improvements. Most levies require voter approval, often through a simple majority or, in some cases, a supermajority with minimum turnout thresholds.

- Park and Recreation Districts. Washington law authorizes the creation of park and recreation districts, service areas, and metropolitan park districts. These permanent entities may levy property taxes, issue bonds, and generate other revenues dedicated to parks. A guiding principle is that there should be a clear connection between the population served and the taxes or levies imposed.

- Grants: State and federal grant programs can provide funding for park acquisition, development, restoration, and programming. Grants are often tied to specific policy goals, such as conservation or community health, and supplement local revenue sources rather than providing ongoing funding.

- Tax Increment Financing: TIF districts capture increases in property tax revenue generated by new development within a designated area. The incremental revenue can be directed to fund a variety of infrastructure investments, including park facilities, often as part of broader subarea plan implementation and associated redevelopment efforts. The City of Vancouver currently does not have a TIF district but is actively studying their applicability to priority redevelopment areas in the city.

- Other Revenue Strategies:
    - User Fees and Charges: Fees for activities such as sports leagues, equipment rentals, or special events can generate revenue to help offset operational costs. These fees are typically structured to recover a portion of costs while maintaining access for a broad range of users. They do not typically generate revenue for parks system improvement or expansion.
    - Fundraising, Advertising and Naming Rights: Donations from individuals, foundations, or businesses, as well as organized fundraising efforts such as capital campaigns or crowdfunding, can provide additional support for parks projects. These sources are generally project-specific, vary in scale and do not provide ongoing funding.

Goal: PR-1

Increase Community Health Through Recreation

Vancouver has safe and equitable access to a quality and diverse system of parks, natural areas, amenities, recreational facilities and programs that promote physical and mental well-being, cater to the varied interests and needs of community members and contribute to a vibrant and active community.

Key Implementation Actions

✓ TBD

✓ TBD

✓ TBD

✓ TBD

✓ TBD

Vancouver's parks and recreation system will support the health of the community by creating opportunities for play, connection, engagement, and creative expression. Currently, Vancouver's parks, trails, and facilities are inclusive places to engage in physical fitness, mental well-being, and social belonging. Through intentional design and equitable distribution, Vancouver's diverse system will enhance quality of life throughout the City, connecting neighbors and nature.

Recreation is a core public service that enriches the City's livability and resiliency. Vancouver's recreational programs offer lifelong health by encouraging outdoor activity, building intergenerational relationships, and supporting inclusive events that celebrate Vancouver's diversity. Vancouver's facilities are designed and operated to be inclusive, accessible, and responsive to the needs of the community.

Community health and well-being for all ages and abilities are an important part of Vancouver's outdoor plan and recreation. According to the *Community Atlas (2023)*, one in five residents is under 18, and nearly 15 percent are over 65, emphasizing a need for more intergenerational recreation

opportunities. Youth programs provide safe and structured spaces for play, learning, and teamwork, while senior and adaptive recreation programs promote mobility, connection, and mental wellness.

Looking at both local and national trends, access to recreation and green spaces reduces the risk of chronic diseases and improves mental health, strengthening the City's dedication to inclusive and equitable recreation access (*VPRCS Comprehensive Plan*, EIS Report).

The supporting policies with this goal will support investment in recreation programs, facilities, and public spaces that promote physical activity, mental well-being, and social connection for people of all ages and abilities. The policies emphasize equitable access through universal design, inclusive programming, and programs and infrastructure that support youth, aging populations, and underserved communities. While there is an emphasis on equity and a sense of place, the policies also prioritize the coordination of capital investments to align with health and equity objectives.

Supporting Policies			Related Goals
51	**Universal Design**	Incentivize universal design principles in private development. Support accessibility retrofits for existing homes and prioritize affordable housing options tailored to multi-generational living, aging in place, and a wide range of abilities.	**EI-2** Universal Design and Access **H-2** Diverse and Accessible Housing
75	**Climate Resilient Spaces**	Incorporate elements of climate resiliency into new privately and publicly developed public spaces.	**CL-1** Resiliency and Climate Adaptation **CF-1** Social Infrastructure **PFS-3** Infrastructure Enhances Public Safety
78	**Resources for Youth and Aging Populations**	Prioritize programs and infrastructure that support youth and aging populations, including safe play areas, accessible housing, robust childcare, public facilities and community programs that foster multigenerational interaction.	**EI-3** Youth and Aging Population Focus **PFS-1** Public Facilities and Services
126	**Align Capital Improvement Program (CIP) and Capital Budget Decisions**	Maintain a prioritization process that aligns CIP projects to the goals and policies of the comprehensive plan. Use the CIP, as amended annually, to prioritize the financing of capital facilities within projected funding capacities and ensure that capital budget decisions conform with the comprehensive plan.	**PFS-2** Government Services and Financing

128	**Asset Management**	City transportation, water, sewer, and surface water facility assets shall be systematically managed to balance full life cycle costs, performance, risk, and service levels, using best management practices and data. Public infrastructure and facility investments will leverage existing investments to support efficient and equitable growth.	**PFS-2** Government Services and Financing **TM-1** Integrated Transportation and Connectivity

Goal: PR-2 Parks, Trails, and Natural Spaces

Vancouver's residents have access to a well-connected and expanded network of developed parks, trails, and natural areas that support outdoor recreation, biodiversity, and climate resilience, that serve as vital hubs for community gatherings, cultural events and a shared sense of place.

Key Implementation Actions

✓ TBD

✓ TBD

✓ TBD

✓ TBD

✓ TBD

Vancouver's parks, open spaces, and trail network connect people to the outdoors, strengthening the City's environmental health, recreation opportunities, and social vitality. Land acquisition and preservation efforts ensure that environmentally sensitive areas are protected, and new parks and open spaces expand in line with the City's population growth.

As Vancouver continues to grow, capital investments will focus on linking parks and communities, improving connectivity and access for walking, biking, and active transportation. Expanding trail networks and greenway corridors will help address service gaps and promote equitable access to outdoor spaces, particularly in East and Central Vancouver, where access to parks and trails remains limited. Natural areas also play a critical role in the City's climate adaptation strategy. Vancouver's park lands and natural areas offer community health benefits and provide relief against heat island effects, flooding impacts, and the increasing urban tree canopy. According to the *Community Atlas (2023)*, neighborhoods with higher canopy coverage and access to natural spaces have higher public health outcomes and greater resilience to climate impacts. The policies associated with this goal support the expansion and maintenance of Vancouver's connected network of parks, trails, and open spaces that provide environmental, recreational, and social benefits. There is a strong emphasis on climate resilience, preservation of sensitive lands, and creation of community streets and green corridors that bring nature into the urban environment.

Supporting Policies			Related Goals
4	**Reduce Urban Heat Island Effect**	Minimize impacts of the urban heat island effect, reduce temperature disparities for equity priority neighborhoods, and safeguard vulnerable populations from the adverse effects of extreme heat through proactive measures.	**CL-1** Resiliency and Climate Adaptation **CL-2** Increase Biodiversity and Enhance Natural Spaces **CL-4** Environmental Health
10	**Stormwater Management**	Focus on improving water quality and prevent flooding through managing stormwater flows, encouraging natural filtration of precipitation to ground water, reducing runoff, mitigating flood risks by advancing systems that manage stormwater effectively, and enhancing local water quality in the watershed	**CL-1** Resiliency and Climate Adaptation **CL-2** Increase Biodiversity and Enhance Natural Spaces **PFS-1** Public Facilities and Services
26	**Conserve Land for Open Space and Preservation**	Acquire environmentally sensitive land with ecological benefits for the purpose of conservation.	**CL-2** Increase Biodiversity and Enhance Natural Spaces
66	**Community Streets**	Develop guidance and encouragement for community use of the right-of-way, including plazas, parklets, “streateries,” open streets events, public art, and demonstration projects.	**TM-1** Integrated Transportation and Connectivity **TM-4** Eliminate Traffic Fatalities (Vision Zero)
79	**Improve Connectivity Between Parks and Open Spaces**	Create an expansive network of linear parks that encourage active transportation, improve community health and wellbeing, enhance tree canopy and stormwater management, and link parks and open space with housing.	**PFS-1** Public Facilities and Services **CL-2** Increase Biodiversity and Enhance Natural Spaces

82	**Regional Trail and Open Space Networks**	Work with nonprofit and private partners, Clark County and adjacent cities to build out the regional trail network for recreation and active transportation purposes.	**TM-1** Integrated Transportation and Connectivity
114	**Reduce climate impact exposure to Vancouver's neighborhoods**	Establish development regulations that incorporate best practices for reducing the risk of wildfire, extreme heat, flooding, and other climate-exacerbated hazards.	**CL-1** Resiliency and Climate Adaptation
115	**Sustainable Parks Funding**	Identify and implement new funding strategies to support robust parks and natural area investments, ongoing maintenance and operation costs, and provide equitable access and level of service to all community members.	None
119	**Acquire Land for Public Parks**	Acquire and reserve land for the development of parks for public use and recreation in areas experiencing growth, prioritizing underserved neighborhoods and areas currently not meeting parks service standards.	None
120	**Community Safe Routes**	Create safe walking connections through programs that identify and invest in Safe Routes to Schools and Community Safe Routes that link people to transit and other important community destinations.	TM-1, TM-2, PFS-3, PR-2
131	**Pilot Projects**	Encourage the use of short-term pilot projects for park, transportation, and infrastructure improvements before making long-term investments to foster innovation, test feasibility, and increase community buy-in.	**CF-4** Innovation **TM-2** Change Travel Behavior
135	**Program Underutilized Spaces**	Encourage the thoughtful reuse and activation of underutilized lands —such as space beneath freeway viaducts, oddly shaped parcels, utility corridors, temporarily vacant lots - and other non-developable remnants—by establishing public private partnerships to program them to serve community, cultural, and environmental needs.	**CF-1** Social Infrastructure **CF-4** Innovation **LU-4** Efficient Use of Land

Goal: PR-3 Community Health and Wellness

Vancouver community members have access to high-quality public spaces that support physical and mental wellbeing, active lifestyles, connection to nature, and sense of community belonging.

Key Implementation Actions

- ✓ TBD
- ✓ TBD
- ✓ TBD
- ✓ TBD
- ✓ TBD

Parks and community spaces play an important role in supporting a community's overall health and well-being. Access to nature, opportunities for physical activity, and healthy food options contribute to individual physical, mental, and social wellness.

Vancouver's parks and recreation system connect residents to spaces and programs that encourage active living, stress reduction, and social connection. Parks, community centers, and recreation facilities function as part of the City's broader wellness network, providing inclusive environments that support physical and mental wellbeing and complement other community health services.

This goal helps address these benefits and recognizes neighborhoods within the City with higher rates of food insecurity and chronic disease, particularly in areas with limited access to fresh produce and outdoor recreation opportunities. Addressing these disparities requires a coordinated approach that integrates park amenities, community gardens, and wellness programming into everyday public spaces (*Community Atlas (2023)*.

In collaboration with the *Vancouver Parks, Recreation & Cultural Services Comprehensive Plan (2022–2031)*, there is a need for continued investment in programs that promote lifelong wellness, including fitness classes, adaptive recreation, nature-based therapy, and nutrition education. Partnerships with local health providers, school districts, and nonprofit organizations can help extend these opportunities.

Exposure to green spaces has also been proven to lower stress, improve concentration, and encourage a sense of social belonging, benefiting youth, older adults, and residents who experience higher health risks. Policies supporting this goal emphasize collaboration among parks, health, and social service partners to increase community wellness and provide equitable high-quality public spaces.

Supporting Policies			Related Goals
54	**Support Mental Health Access**	Partner with nonprofits to help expand access to culturally inclusive mental health, behavioral health, and physical health resources.	None
76	**Broaden Equitable Access to Natural Spaces and Parks**	Site new accessible and attainable housing close to existing and future parks, ensuring equitable access to existing facilities, and investing in new and improved facilities in underserved neighborhoods.	**CL-4** Environmental Health **H-1** Housing Production
77	**Community Centers**	Establish multipurpose community centers offering social, recreational, educational, and cultural programming, especially in underserved areas.	**CL-4** Environmental Health **PFS-1** Public Facilities and Services
80	**Community Gardens**	Expand access to community gardens and incentivize urban agriculture to improve food security and increase healthy food options.	None
81	**Increase Food Access**	Incentivize and remove regulatory barriers to locating grocery stores and neighborhood markets near housing and in underserved neighborhoods.	**LU-1** Connected and Accessible Neighborhoods
133	**Native Landscapes**	Incorporate native plantings, food forests, and agroforestry into parks and public spaces to support food security, ecological health, and cultural knowledge sharing.	**CL-2** Increase Biodiversity and Enhance Natural Spaces **EO-3** Circular and Sustainable Economy

Goal: PR-4 Thriving Cultural Landscape

Vancouver supports a thriving cultural landscape for residents and visitors by investing in public art, cultural centers and facilities, historic preservation, and supporting community centered initiatives and opportunities for creative expression that reflect the city's diverse identities and historic roots.

Key Implementation Actions

- ✓ TBD
- ✓ TBD
- ✓ TBD
- ✓ TBD
- ✓ TBD

Cultural spaces, parks, and public facilities are essential to Vancouver's uniqueness and sense of place. The park system provides community gathering spaces for creative expression and cultural learning that strengthen social connections. The City's cultural programs honor Indigenous heritage, highlight local artists, and promote diverse community voices through events, exhibits, and performances that reflect Vancouver's evolving character.

As Vancouver continues to grow, its population becomes increasingly diverse, with cultural heritage and multilingual communities shaping the City's neighborhoods and public life (*Community Atlas (2023)*). Expanding access to cultural programming and facilities helps create shared experiences across generations and cultural groups, particularly in areas where residents have fewer opportunities for arts engagement.

Partnerships with schools, cultural organizations, and local artists extend opportunities for education, performance, and creative expression beyond traditional venues. Preserving and interpreting historic sites also plays an important role in maintaining the City's identity.

Policies supporting this goal prioritize collaboration among cultural organizations, Indigenous partners, and community groups to advance arts education, heritage preservation, and equitable access to cultural experiences.

Supporting Policies			Related Goals
23	**Inclusive Use of Technology**	Utilize an equity lens to evaluate, assess, develop, and implement any use of smart technology to reduce embedded biases, and ensure that residents are not discriminated against or systemically or interpersonally harmed.	**CE-4** Innovation
52	**Incorporate Community Outcomes into Development**	Develop mechanisms to integrate community benefits into private development that requires discretionary land use review and City-led redevelopment projects.	**H-4** Prevent Displacement
70	**Increase Access to Space for Artists and Creatives**	Establish partnerships that increase access to shared, affordable spaces serving artists and arts and cultural organizations.	**CF-1** Social Infrastructure
71	**Expand Representation in Public Art**	Ensure publicly funded art projects and installations reflect and incorporate the experiences of historically excluded and underrepresented voices in the physical and cultural landscape of the City.	**CF-1** Social Infrastructure **CF-2** Inclusive and Affirming Environments
72	**Culturally Responsive Design**	Develop standards for public spaces and buildings that incorporate culturally-specific design principles and art installations and reflect the diverse history and heritage of Vancouver communities.	**CF-1** Social Infrastructure **CF-2** Inclusive and Affirming Environments
73	**Center Impacted Voices in the Development of Community Spaces**	Engage community organizations and individuals representing diverse lived and cultural experiences in the planning, design and programming of community spaces.	**CE-1** Social Infrastructure **EI-4** Transparent and Inclusive Governance **PR-4** Thriving Cultural Landscape
74	**Multilingual and Culturally Competent Services**	Ensure all city services are accessible in multiple languages and delivered with cultural competency.	**CE-2** Inclusive and Affirming Environments **H-3** Reduce Homelessness **PR-4** Thriving Cultural Landscape

101	**Engage with Tribal Community Members**	Foster meaningful partnerships with tribal communities and land stewards, integrating their knowledge, priorities, and cultural perspectives into local decision-making processes.	**EI-1** Equitable Community **EI-4** Transparent and Inclusive Governance **CL-2** Increase Biodiversity and Enhance Natural Systems
102	**Tracking Progress and Reporting Back**	Build transparency and accountability with the community through regular tracking of plan implementation and consistently reporting out on progress in an accessible manner.	**EI-4** Transparent and Inclusive
107	**Historic and Culturally Significant Resources**	Protect and preserve significant cultural, historic, archeologic, and ecologic community resources. Promote preservation, restoration, and rehabilitation of historic and architecturally significant structures.	**CF-2** Inclusive and Affirming Environments **CL-1** Resiliency and Climate Adaptation **CL-2** Increase Biodiversity and Enhance Natural Systems
117	**Access to Arts and Cultural Programs**	Improve access to arts, cultural, and heritage programs by reducing barriers to participation, prioritizing underserved and historically marginalized communities, and investing in related programs.	**EI-1** Equitable Community
118	**Increase Cultural Capacity**	Strengthen Vancouver's cultural sector by investing in capacity building across arts, culture and heritage organizations as an economic and cultural driver of the community.	None

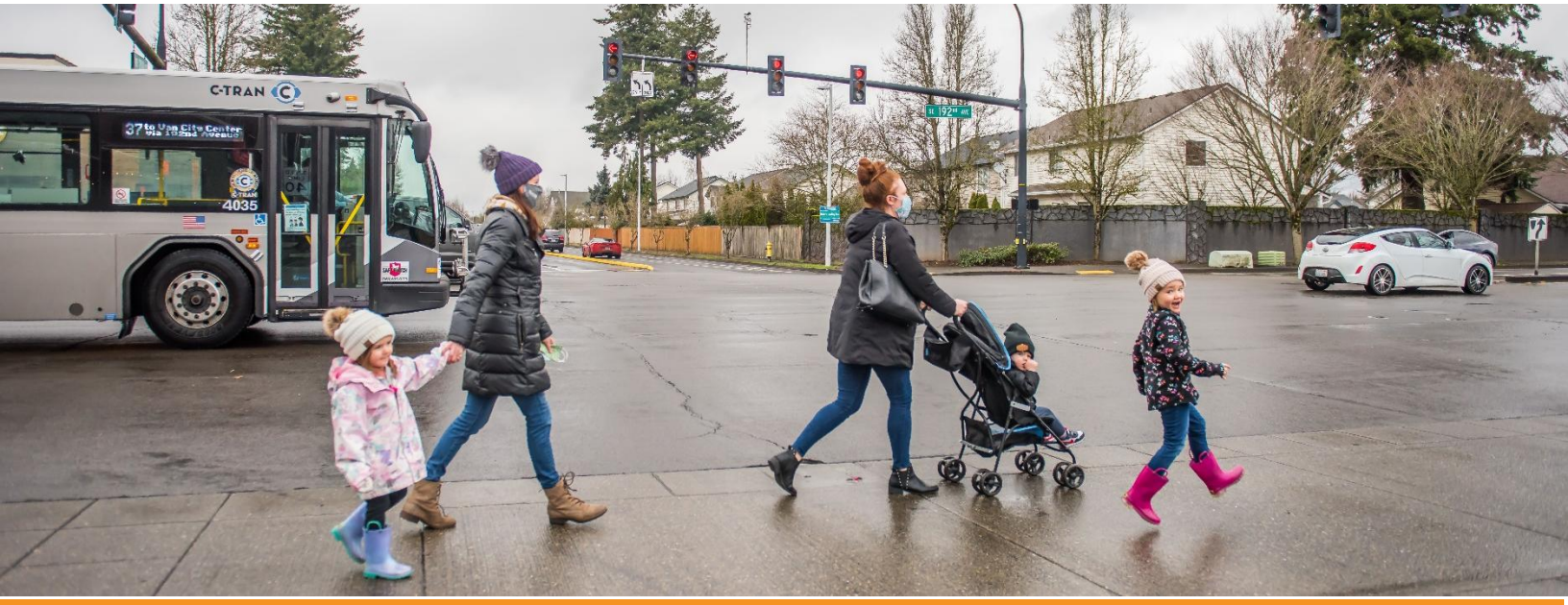
Transportation & Mobility.

8

OUR VANCOUVER

Introduction

Vancouver's transportation system reflects historic development patterns that prioritized vehicle movement over multimodal access, contributing to high vehicle dependence, safety risks, and gaps in pedestrian, bicycle, and transit networks. Much of the policy work undertaken by the City over the last decade aims to address these conditions, improving access to opportunity, and advancing safety and climate goals. This chapter relies heavily on the 2024- 2044 Transportation System Plan (TSP). The TSP was developed over the course of three years and formally adopted by City Council in January 2024. Development of the TSP included extensive outreach and coordination between City staff and City Council, the Transportation and Mobility Commission, a technical advisory committee, and community members. Though adopted in early 2024, the TSP may undergo a minor update after completion of the comprehensive plan to ensure alignment with the goals and policies of this chapter



Vision: Transportation and Mobility

In Vancouver, transportation is safe and accessible for everyone, regardless of where they live or their socioeconomic status. We commit to building an equitable and connected network of streets, paths and trails that are safe and comfortable for people walking, driving, rolling, using small mobility devices and taking transit. By prioritizing reliability and frequency, our public transportation system allows people to move around the community easily and safely. We embrace multi-modal options such as bicycles and small mobility devices like scooters and commit to breaking down barriers and removing financial obstacles to using these travel options. Through strategic partnerships, we will establish integrated transportation hubs, fostering safe, climate-friendly, and accessible pathways to essential resources and opportunities in Vancouver and across the region.

and account for and integrate the City's updated growth concept. The TSP is adopted by reference and referenced frequently to fulfill requirements of the Growth Management Act. The TSP is included as Appendix X.

The TSP includes its own goals, policies and programs that work in coordination with and are informed by the comprehensive plan goals, policies, and implementation actions.

Transportation System Plan Goals

The TSP's vision and goals guide future transportation investments and align resource allocation to community values, and align with and complement the goals and policies of the Comprehensive Plan. The primary Plan goals of safety, equity and climate align with City Council's priorities for the city. The remaining three goals focus on transportation choice, regional connectivity, and maintaining city assets.

Transportation System Plan Big Ideas

The TSP organizes its policies and programs under the framework of six 'big ideas' that reflect community-supported values. The TSP goals set the vision and the big ideas define how to get there. The TSP big ideas align with and complement the goals and policies of the comprehensive plan, as shown in Table 1.

Table 1 Transportation System Plan Big Ideas and Comprehensive Plan Goals

TSP Big Idea	Complementary Comprehensive Plan Goal
Support Thriving Neighborhoods. Make walking and rolling, small mobility, and transit options convenient for neighborhood travel.	LU-1: Connected and Accessible Neighborhoods: Vancouver neighborhoods are places where community members can walk, bike, or roll to a diverse mix of community and open spaces, services, retail, fresh food, healthcare and educational opportunities and amenities within 15 minutes or less (1/4 mile).
Create **complete corridors** that connect growth areas, support business, serve transit, and maximize safety. AND **Connect people to transit**. Fill sidewalk gaps, add safe crossings, and support speed and reliability projects that keep transit moving efficiently.	TM-1: Integrated Transportation and Connectivity: Vancouver is served by a reliable, frequent, and accessible transportation system that seamlessly connects residents to key areas of the city and the region.
Build low-stress networks. Make the walking, rolling, bicycling, and small mobility networks inviting for all ages and abilities.	EI-2: Universal Design and Access: Public spaces, infrastructure, information platforms and public and private buildings are universally designed and meet best practices for accessibility and inclusion.

Make growth a benefit for all. Manage growth by leveraging investments from new development and use parking and demand management policies to support livability.	EO-4: Inclusive and Community-Centered Economic Growth: Economic growth provides benefits and opportunities to all community members, supports upward mobility, and provides opportunities for wealth creation.
Embrace the future. Adopt new technologies and track data to help meet our goal of carbon neutrality by 2040.	**CE-4: Innovation:** Vancouver community members are empowered to explore creative solutions, innovative methods, entrepreneurship, calculated risk-taking, and bold solutions that drive progress, address systemic inequities, and improve quality of life within neighborhoods.

Community Feedback

- Desire for land use and transportation to be coordinated so that transit and active transportation options are near housing, jobs, parks, and essential services.
- Concerns about vehicle traffic safety and congestion, including noise and air pollution, speeding, unsafe crossings, industrial traffic, potholes, and the need for traffic calming.
- Strong support for active transportation options—walking, biking, and micromobility—and desire for more sidewalks, curb ramps, protected bike lanes, greenways, and access to scooters/bike share.
- Strong demand for expanded, reliable transit service, including more bus routes, fast and frequent service, and regional connections, especially among younger community members.
- Transit must be accessible, safe, and comfortable, including better stop amenities (shelters, lighting) and a welcoming and secure space.
- Mixed views on parking and how much land should be dedicated to it- some think parking takes up too much space, others fear losing parking near homes and businesses.
- Make sure freight can move efficiently while mitigating negative impacts on neighbors and other transportation options.

Existing Transportation System and Framework

Vancouver's transportation system is a part of a regional network in southwest Washington and across the Columbia River to Portland and surrounding cities. The City coordinates with Clark County, neighboring Cities, WSDOT, C-TRAN, the Southwest Washington Regional Transportation Council (RTC), and the tri-county Metro Regional Government in Oregon to facilitate updates to Vancouver's transportation network and assess land use assumptions. The sections below describe

the city's street network and transportation programs and tools used to assess the effectiveness and efficiency of the transportation system.

Street Network

The city's street network is the backbone of the transportation system. City streets and sidewalks account for nearly 20% of Vancouver's total land area – approximately four times the land dedicated for parks. The TSP provides an inventory of modal networks throughout Vancouver, including walking and rolling, bike and small mobility, enhanced transit corridors, freight corridors, as well as overlap of these networks.

The modal networks, described below, provide a policy framework and a roadmap for capital investment. Full maps are available in the TSP Networks chapter of the TSP.

The Pedestrian, or "Walking/ Rolling Network" identifies pedestrian corridors and pedestrian centers. Pedestrian corridors represent places where high levels of walking or rolling are expected.

- **Primary Pedestrian Corridors** include a transit route or routes, provide a continuous east-west or north-south connection, include major multi-use paths, and/or connect to the interstate bridges.
- **Secondary Pedestrian Corridors** connect to schools and parks and fill gaps in the network.

The Bicycle and Small Mobility (BSM) Network aims to provide low-stress transportation facilities within a half mile of all residents that can safely accommodate a variety of users. The facility type required to feel safe and attractive to various users is dependent upon the roadway characteristics it is located on.

- Facility types that make up the BSM Network include protected or buffered bicycle lanes, multi-use paths, unpaved trails, striped bike lanes, and neighborhood greenways.

The Enhanced Transit Network consists of enhanced transit corridors where the City will focus on supporting access to transit and transit priority.

- Corridors were identified based on existing and planned frequent service, equity considerations and growth centers.

The Freight Network includes existing critical freight corridors, which consist of the federally designated National Highway Freight Network and Truck Freight Economic Corridors, as well as Freight Access Streets, which are designated by the City based on local freight volumes.

The Roadway Network is defined by local, regional and federal functional roadway classifications. The Vancouver public roadway functional classification is defined in Title 11 of the Vancouver Municipal Code.

In addition to the street network, Vancouver's transportation network also includes Pearson Field Airport, a general aviation airport located directly east of I-5 and just north of Highway 14 and the Columbia River. The airport is operated by the City of Vancouver, which owns 61.8 acres of the airport site. The remaining 72.6 acres are owned by the National Park Service and located within the Vancouver National Historic Reserve.

Concurrency and Multimodal Level of Service

The GMA requires cities to adopt concurrency standards and ensure transportation projects, programs, and services needed to serve growth are regionally coordinated and in place either at the time of development or within six years. This occurs through coordination of the transportation system and the adopted land use map and assessment of level of service. The TSP also calls for a shift to a more multimodal approach in measuring concurrency (a measure of transportation system capacity to support development) that measures level of service for travel modes beyond just vehicles.

The City of Vancouver Multimodal Level of Service (MMLOS) will measure network completeness and level of traffic stress (LTS). The network completeness assesses the existing facility against its prescribed

Equity Lens

Historically, Vancouver and many other Washington cities have measured capacity using auto performance metrics, such as peak hour vehicle speed and intersection throughput. This autocentric approach hindered broader improvements to the multimodal system and focused on those who primarily drive to get to where they need to go. The revised concurrency policy measures conditions and performance of all modes, including walking, biking, transit and vehicles.

facility type based upon the 2024–2044 Transportation System Plan[1] modal networks. The prescribed facilities are determined by the roadway speed, traffic volumes, and adjacent land use to ensure that pedestrians, bikes and small mobility users have LTS 1 or 2[2] on the primary and secondary modal corridors. For transit, the City will invest in transit supportive infrastructure and design on the Enhanced Transit Modal Network to support speed, reliability and quality infrastructure for transit riders.

In order to bring transportation facilities and services to the established MMLOS, the City will pursue programs and policies from the TSP, such as the Complete Corridors program, leverage development with traffic impact analyses and the traffic impact fee (TIF) program, and the safe routes to school program, in addition to the goals and policies of this plan. The TSP addresses multimodal level of service in policy CC2.2, Multimodal Concurrency Standard: *Update concurrency requirements to ensure that developments and capital projects consider multimodal impacts and contribute to mode shift*.

[1] Vancouver Moves: Transportation System Plan
[2] Level of Traffic Stress

Active Transportation

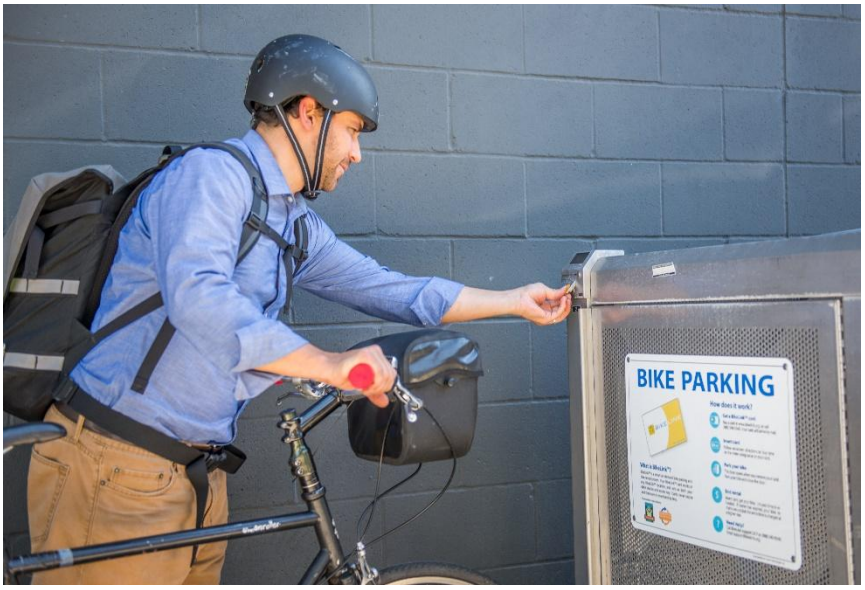
Active transportation is an integral part of the city's transportation system. The TSP includes two big ideas that support active transportation in Vancouver. One of the TSP's big ideas is to "**create complete corridors**" that connect growth areas, support businesses, serve transit, and maximize safety. The city's arterial network (which includes streets like Mill Plain Boulevard, 112th Avenue, and Andresen Road) acts as the backbone of its transportation network. They service major destinations, typically have transit service, and are often the most direct route with high demand for travel. These corridors are also fast, wide, and have the greatest number of crashes. Rethinking how the City plans, designs, and measures success on these streets is necessary to have a safe and comfortable pedestrian and bike and small mobility network.

The second applicable big idea is "**build low-stress networks**". The goal of this is to make the pedestrian and bike and small mobility (BSM) networks safe and inviting for all ages and abilities. The BSM network today consists of lower-stress neighborhood streets isolated by higher-stress collector and arterial streets. This makes it challenging to bike outside of neighborhoods and specific corridors and reduces access to key destinations and opportunities. Sidewalks are missing on nine miles of arterial streets — the fastest and most daunting places to walk or roll. Adopting a citywide low-stress network for BSM and walking and rolling must be complemented by policies and programming (wayfinding, education) that further facilitate use of these networks.

Transportation Demand Management (TDM)

TDM is supported by the TSP's big idea to "**make growth a benefit for all**". To do this, Vancouver will manage growth by leveraging investments from new development and use parking and demand management policies to support livability. With growth comes the need to update development standards to ensure necessary infrastructure is in place to accommodate new trips. These updates present an opportunity to right-size parking, balancing vehicle accessibility with the need to preserve valuable land for housing, recreation, and other uses. Demand management policies and

programs pair well with infrastructure—the design of streets can make it easy to walk, roll, or bicycle while programs incentivize multimodal choices.



Since 2006, the City of Vancouver has managed the Clark County **Commute Trip Reduction Program** on behalf of Clark County. Employers with 100+ full-time employees commuting during peak commute hours must participate. There are 56 affected worksites countywide, reaching about 11,000 employees. The 2025-2029 Commute Trip Reduction Plan's goals include establishing performance measures, developing strategies to reduce employee drive-alone commutes, and alignment with other regional plans.

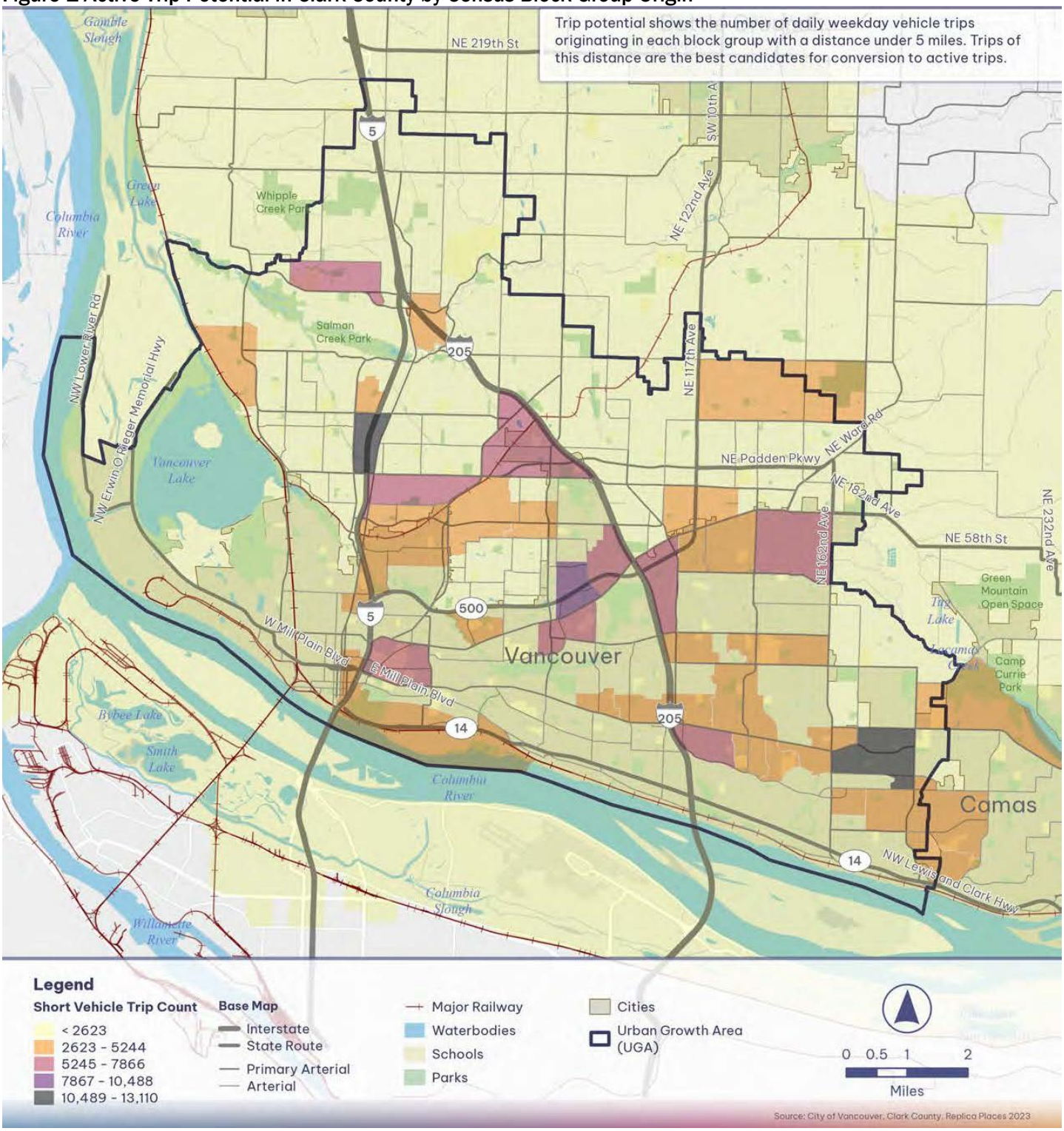
In February 2025, the "**Downtown Access, Mobility and Parking Plan: Focusing on People**" was approved by City Council. This plan includes three goals: adopt new pricing practices for parking, expand public parking supply through shared parking, and enhance downtown mobility options. The plan includes 16 specific actions – new policies, initiatives, or investments – designed to help the City achieve the plan goals. The plan calls for a five-year implementation period.

Updating pricing practices in downtown will incorporate demand-driven pricing strategies to create a user friendly "park once" environment that benefits those who drive downtown, encourages people to walk between destinations without moving their car, and maximizes utilization of the on-street parking supply. Enhancing downtown mobility options will provide new options for people to adopt car-free behaviors to get to and around downtown. This will help to reduce demand for car trips between downtown destinations. In the future, pricing strategies can be applied elsewhere in the City where land uses and transportation options make this practicable.

Transportation Forecast

Over the next twenty years there is strong potential for increasing active transportation trips in every part of the city and region. Over one-third of vehicle trips in Vancouver are less than 4 miles and are therefore potential candidates for conversion to active transportation trips. In order to convert motor vehicle trips to active trips and reduce greenhouse gas emissions, the City will focus land use and transportation strategies in the areas surrounding Clark College, the Vancouver Mall, Walnut Grove, the Hewlett-Packard campus/Columbia Tech Center, and the eastern end of SE Mill Plain Boulevard. Figure 1 shows the concentration of short vehicle trips by location, with areas with more of these trips indicating a higher potential for future conversion to active trips.

Figure 1 Active Trip Potential in Clark County by Census Block Group Origin



Vehicle Miles Traveled (VMT)

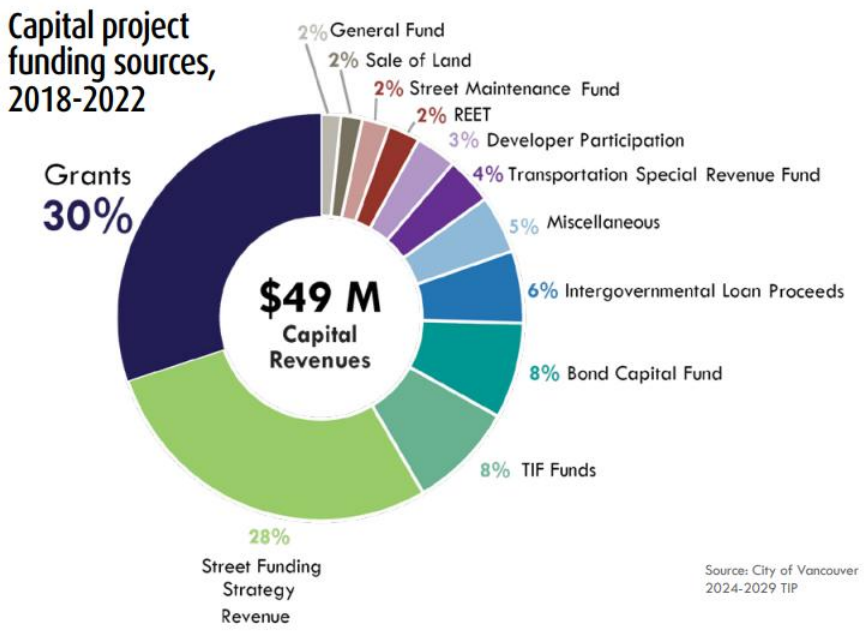
Measuring and projecting VMT provides another way to assess how changes in land use over the next twenty years will affect the transportation system. Growth and development by 2045 will increase VMT to some extent from current conditions. However, VMT per household is projected to be slightly lower by 2045, due to an increase in mixed use areas which reduce the length and frequency of vehicle trips. See details in Table 2.

Table 2 Modeled Existing and Future Daily Vehicle Miles Traveled in Vancouver

Vehicle Type	Existing Vehicle Miles Traveled (2023)	Modeled Vehicle Miles Traveled (2045)
All Vehicles Except Trucks	3,949,553	TBD
Trucks (in passenger car equivalent)	215,391	TBD
Total	**4,315,718**	**TBD**
VMT per household (average miles per day)	**45.6**	**TBD**

Transportation Improvements and Financial Analysis

Figure 2 Capital Project Funding Sources, 2018-2022



Implementing the multimodal network and improving the transportation system to meet the growing need in the City will require substantial capital investments. More than half the funding for transportation capital projects comes from grants or the City's Street Funding Strategy (SFS) (see **Error! Reference source not found.**Figure 2). The City passed the SFS in 2015 as a package of new funding for transportation. It secured revenues from utility taxes and a business license surcharge. A main source of SFS funds comes from designating the city as a Transportation Benefit District (TBD) with the ability to collect a $40 vehicle license fee. SFS makes up more than one-fifth of maintenance revenues and more than one-quarter of capital revenues. City Council further increased transportation funding in 2023 through a TBD 0.1% sales tax increase and change to the business license surcharge. This funding source has allowed the City to make significant progress—and will continue to support upgrades to substandard streets throughout the city. Additional transportation funding sources are listed in the TSP Appendix I Funding Memo.

The City prepares a Transportation Improvement Program (TIP) annually, which details all the transportation projects planned in the city for the next six years. These projects include planning studies, capital projects like arterial upgrades, pavement management activities, and upgrades to bike lanes, crosswalks, and traffic signals. The TIP offers comprehensive details and funding status for each project. It also provides details on how transportation projects are funded with state and/or federal grants and local dollars.

The TIP consists of three different project lists: funded projects, partially funded projects, and unfunded projects. Projects on the funded list are considered fully funded for design, right-of-way acquisition, and construction. Projects on the partially funded list have funding for design and/or right-of-way acquisition, but do not have full funding for the construction phase. Projects on the unfunded list do not have any funding allocated to them.

The City organizes transportation-related expenses into three categories: transportation debt, transportation capital, and street maintenance. The TIP annually reports on the six-year actual and forecasted expenses and revenue for transportation projects. The most recent TIP is available on the City's website and includes a searchable map of projects.

Resource Needs for TSP Projects List

The TSP identified a total of 228 capital projects as needed to implement the walking, rolling, and BSM elements. Implementing the TSP requires funding both for design and construction as well as for staff to manage programs. Capital projects are costly to construct; currently the City advances active transportation improvements in conjunction with pavement maintenance work when restriping will already occur. Leveraging existing projects and planned maintenance work enables the City's resources to go further in building out the walking, biking and small mobility networks. With limited budgets, the projects are phased over the next 20 years and could be implemented through either expanding the TIP or incorporating into planned pavement and other projects currently on the TIP. The TIP and Capital Improvement Program (CIP) are reviewed and updated annually. As part of this annual review, projects will be analyzed and prioritized based on a number of factors, such as impact, safety and cost to determine their priority.

Another way to fund and build TSP projects is through Traffic Impact Fees (TIFs), which are paid by developers and calculated based on how much traffic a new project is expected to generate. Vancouver is currently updating its TIF Program to keep pace with the city's rapid development, and to incorporate new multimodal level of service standards.

Vancouver receives a large portion of capital project funding through grants, but the City could continue to expand efforts into new funding programs. For example, a transportation utility program could levy fees for transportation purposes. Appendix I of the TSP lists additional federal and state grant opportunities that the City could pursue to fund capital projects.

Additional details on transportation projects included in the 6-year TIP and 20-year Capital Facilities Plan are included in the Public Services and Facilities element.

Americans Disabilities Act (ADA) Transition Plan

The City of Vancouver has drafted an ADA Self-Evaluation and Transition Plan (Transition Plan), which is a federal requirement and is adopted into the Comprehensive Plan by reference. This plan will identify and plan for the removal of barriers to accessibility in facilities and programs across the city. The Transition Plan is intended to be a working document that will be updated when barriers have been removed and when new barriers are identified.

Goal: TM-1 Integrated Transportation and Connectivity

Vancouver is served by a reliable, frequent, and accessible transportation system that seamlessly connects residents to key areas of the city and the region.

Key Actions

✓ Metric 1

✓ Metric 2

✓ Metric 3

✓ Metric 4

✓ Metric 5

✓ Metric 6

Vancouver's transportation system will serve all users by providing multimodal options that get the community to work, school, services, entertainment and shopping reliably and accessibly. Historically, Vancouver's transportation system prioritized vehicle movement over other forms of travel. This plan update and Goal TM-1, in coordination with the TSP, shifts the priority to efficiently moving people. This prioritizes building network connections that will serve not only vehicles, but transit and active transportation modes as well.

A significant portion of Vancouver households, 7.3%, do not have access to a vehicle and rely on transit, carpooling, and active transportation modes to get from place to place. Transit services will be frequent and arrive on schedule, serving both those with and without vehicles. People of all ages and abilities will have an opportunity to choose the mode that works best for them, whether that's taking transit, walking, biking, rolling, carpooling, or driving alone. The system will be well integrated with neighboring cities through close coordination between agencies who plan for land use and transportation.

The supporting policies invest in active transportation infrastructure that connects residential and commercial areas, provide connectivity through updated street design standards, and build on the existing trail and open space network to fill gaps. Another key policy supports maintaining assets and the City's existing infrastructure.

Other goals in the plan that advance related outcomes include LU-1 Connected and Accessible Neighborhoods, EI-1 Equitable Community, and PFS-1 Public Facilities and Services.

Supporting Policies			Related Goals
62	**Support Active Transportation Investments**	Improve active transportation in areas with inadequate mobility infrastructure to increase the share of trips made by foot, bike, other small mobility options and transit. Include integration of park trails into the active transportation network.	PFS-1
63	**Street Standards**	Adopt updated street standards that facilitate evolution to a safe, comfortable and accessible multimodal transportation system.	TM-2, TM-4
64	**Street Connectivity**	Adopt connectivity standards to improve pedestrian and small mobility safety and accessibility. Apply standards to development, capital, and planning projects including maximum block length, unconnected streets, cul-de-sac connections, linkages between land uses, and multiple access points.	TM-2, TM-4, LU-3
65	**Low-Stress Bicycle and Small Mobility Network**	Implement the city-wide low-stress bicycle and small mobility network that prioritizes safety and comfort for people of all ages and abilities.	TM-2, TM-4
66	**Community Streets**	Develop guidance and encouragement for community use of the right-of-way, including plazas, parklets, “streateries,” open streets events, public art, and demonstration projects.	TM-4, PR-2
68	**Accessible Mobility for All**	Promote universal design standards and mobility solutions for disabled, senior, youth, and low-income residents across all modes.	EI-2, EI-3
82	**Regional Trail and Open Space Networks**	Work with nonprofit and private partners, Clark County and adjacent cities to build out the regional trail network for recreation and active transportation purposes.	PR-2

89	**Regional Planning**	Coordinate closely with Clark County, other cities, and other government entities such as C-TRAN, the Regional Transportation Council (RTC), and school districts to sustainably manage urban growth areas, efficiently deliver urban services, expand regional transit and multimodal connectivity, and coordinate on shared goals and responsibilities, in accordance with adopted countywide planning policies.	LU-4, CL-3, TM-2
120	**Community Safe Routes**	Create safe walking connections through programs that identify and invest in Safe Routes to Schools and Community Safe Routes that link people to transit and important community destinations.	TM-2, PFS-3
121	**Regional Infrastructure**	Work with local, state, federal and tribal partners to ensure that new construction or replacement of critical infrastructure is planned and designed to avoid community harm and maximize social, environmental, and cultural value.	TM-2, PFS-1
128	**Asset Management**	City transportation, water, sewer, and surface water facility assets shall be systematically managed to balance full life cycle costs, performance, risk, and service levels, using best management practices and data. Public infrastructure and facility investments will leverage existing investments to support efficient and equitable growth.	PFS-2, PR-1
134	**Cost Efficient Infrastructure**	Design and maintain infrastructure to reduce long term maintenance and replacement costs. Consider lifecycle costs, emerging technologies, and the impacts of facility design and material choices in both capital and operating budgets.	PFS-1
59	**Pedestrian Oriented Design**	Ensure ground floor building facades, public spaces and streets are designed at a human scale to provide comfort, accessibility and visual interest for pedestrians.	LU-1

Goal: TM-2 Change Travel Behavior

Community members can access a suite of low carbon travel options that connect important destinations, including walking, cycling, small mobility, and transit, while reducing reliance on single occupancy vehicles.

Key Actions

- ✓ Metric 1
- ✓ Metric 2
- ✓ Metric 3
- ✓ Metric 4
- ✓ Metric 5
- ✓ Metric 6

As Vancouver continues to grow and change, the transportation network will adjust to provide more modal options for the community to move around the city and the region. With complete corridors and easy connections to transit, choosing those options will be more convenient. Walking or using a small mobility device for short trips will be safer and more comfortable for all users, and transit will be a reliable and convenient option to travel longer distances. These options will reduce per capita vehicle miles traveled and advance climate goals related to reducing transportation-related greenhouse gas emissions.

Policies related to this goal support investments in transit infrastructure, adding more housing and services near transit stations, updating street standards and maximizing the use of on-street parking. The policies also consider future mobility by preparing the City to adapt to emerging transportation technology and allowing for pilot projects that will test the feasibility and impact of new mobility options.

While the majority of people in Vancouver will continue to drive to important locations, providing options to walk, roll, bike, use a small mobility device and take transit will support the shift toward low-carbon transportation options.

Supporting Policies		Related Goals
27 **Transit Supportive Infrastructure**	Invest in infrastructure that supports reliable, frequent, safe and accessible transit service, including shelters, lighting, lane and signal priority and pedestrian connections, as outlined in the Transportation System Plan and the Enhanced Transit Modal Network.	EI-1, PFS-3
47 **Maximize Utilization of Existing On-Street Parking**	Implement strategic pricing mechanisms to manage the availability of on-street parking in mixed-use and regional activity centers.	LU-4
58 **Reduce VMT and GHG Emissions**	Implement land use patterns that reduce vehicle miles traveled, traffic congestion and greenhouse gas emissions per capita, while improving safety and air quality.	CL-3, CE-3
60 **Equitable Transit Oriented Development**	Tailor regulations, incentives and investments to facilitate development near current and future transit stations, ensuring new development is accessible to historically excluded and underserved communities and those most reliant on public transit.	LU-1, LU-2
61 **Emerging Mobility**	Prepare for emerging technologies by updating City policies and operational requirements for shared mobility and emerging mobility vendors, including autonomous vehicles.	CF-4
67 **Resources Near Transit**	Locate community resources near current and future transit routes to ensure access for those most reliant on public transit.	LU-1
112 **Multimodal Level of Service**	Update regulations and design guidance to reflect multimodal level of service standards that require private development and capital projects to advance multimodal safety and support shifts to non-drive-alone modes.	TM-1

131	**Pilot Projects**	Encourage the use of short-term pilot projects for park, transportation, and infrastructure improvements before making long-term investments to foster innovation, test feasibility, and increase community buy-in.	CF-4, PR-2

Goal: TM-3 Efficient Freight Access

Efficient and resilient port and freight infrastructure safely and efficiently moves goods, supports economic growth, and minimizes negative environmental impacts.

Key Actions

- ✓ Metric 1
- ✓ Metric 2
- ✓ Metric 3
- ✓ Metric 4
- ✓ Metric 5
- ✓ Metric 6

Efficient and resilient freight infrastructure supports commercial and industrial activities in Vancouver and enables goods to move quickly, safely, and reliably throughout the region. A well-maintained freight network reduces congestion, prevents delays, and lowers fuel consumption while supporting economic productivity and competitiveness. Smart infrastructure planning, like incorporating dedicated freight routes throughout the transportation network and optimizing traffic flow with intelligent transportation systems can significantly reduce environmental impacts.

The policies associated with this goal will enhance freight movement to and from the Port of Vancouver and other employment areas and reduce conflict between freight vehicles and other roadway users such as personal vehicles, bikes, and pedestrians.

Supporting Policies			Related Goals
32	**Conserve Employment Land**	Conserve and invest in industrial lands and other areas that provide employment for middle and high wage jobs.	LU-2, EO-2
36	**Facilitate Business and Job Growth**	Support businesses that create high-quality jobs by reducing barriers to growth, streamlining development processes, and investing in infrastructure.	EO-2, EO-4, CE-4
90	**Optimize Freight Corridors**	Designate and enhance freight corridors to facilitate efficient movement of goods and reduce congestion.	EO-2
91	**Enhance Port Access**	Improve infrastructure and connectivity to and from the Port of Vancouver to streamline freight operations.	EO-2
121	**Regional Infrastructure**	Work with local, state, federal and tribal partners to ensure that new construction or replacement of critical infrastructure is planned and designed to avoid community harm and maximize social, economic, environmental and cultural value.	TM-1, PFS-1

Goal: TM-4

Eliminate Traffic Fatalities (Vision Zero)

Eliminate traffic-related fatalities and serious injuries occurring in the transportation network and create a safe and comfortable travel environment for all users, regardless of age, ability or mode of travel.

Key Implementation Actions

✓ Metric 1

✓ Metric 2

✓ Metric 3

✓ Metric 4

✓ Metric 5

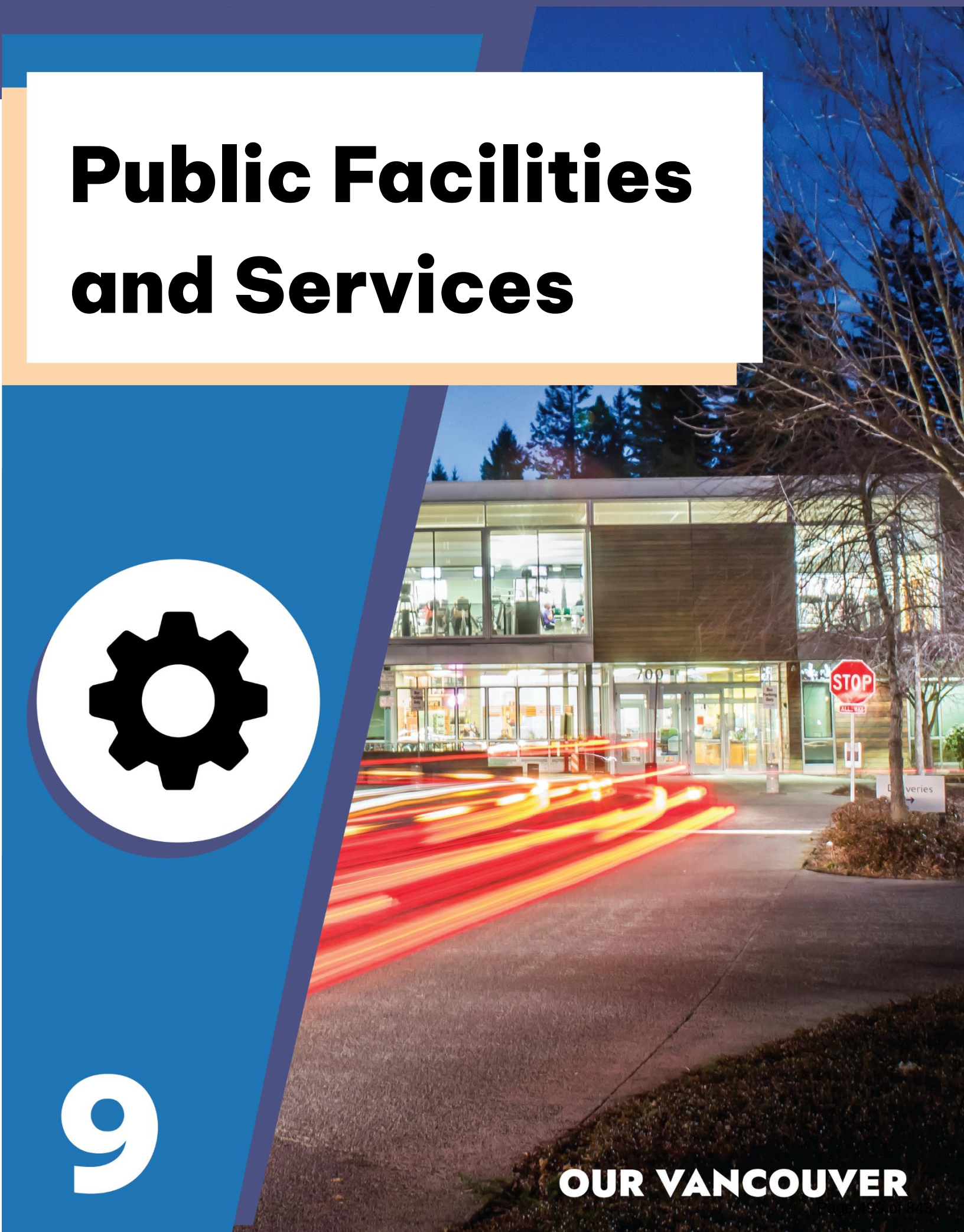
✓ Metric 6

Vision Zero represents a bold commitment to rethinking transportation systems so that safety is not negotiable. Roads, intersections, and mobility policies are designed to prioritize human life above speed or convenience, eliminating death or serious injuries in the transportation network. This extends beyond drivers to include pedestrians, cyclists, transit riders, children, older adults, and people with disabilities, recognizing that everyone deserves to move through their community without fear. By creating a safe and comfortable travel environment for all modes and abilities, Vision Zero fosters equity, encourages active transportation, and builds trust in public infrastructure.

The policies supporting the goal of Vision Zero include street standards that ensure the design of all streets in Vancouver are comfortable and inviting to multiple modes of transportation. Many of the policies focus on making streets safer and more comfortable for those who are biking, walking or rolling.

Supporting Policies			Related Goals
53	**Invest in Underserved Areas**	Prioritize infrastructure, housing and public service investments in underserved neighborhoods and areas of the City that have not benefitted from past investments.	PFS-1, EI-1
63	**Street Standards**	Adopt updated street standards that facilitate evolution to a safe, comfortable, and accessible multimodal transportation system.	TM-1, TM-2
64	**Street Connectivity**	Adopt connectivity standards to improve pedestrian and small mobility safety and accessibility. Apply standards to development, capital, and planning projects including maximum block length, unconnected streets, cul-de-sac connections, linkages between land uses, and multiple access points.	TM-1, TM-2, LU-3
65	**Low-Stress Bicycle and Small Mobility Network**	Implement a city-wide low-stress bicycle and small mobility network that prioritizes safety and comfort for people of all ages and abilities.	TM-1, TM-2
66	**Community Streets**	Develop guidance and encouragement for community use of the right-of-way, including plazas, parklets, “streateries,” open streets events, public art, and demonstration projects.	TM-1, PR-2
79	**Improve Connectivity Between Parks and Open Spaces**	Create an expansive network of linear parks that encourage active transportation, improve community health and wellbeing, enhance tree canopy and stormwater management, and link parks and open space with housing.	PR-2, PFS-1, CL-2

Public Facilities and Services



9

Introduction

Cities and counties must be supported by a range of local public facilities and services, including transportation, water, sanitary sewer, stormwater, parks, fire and emergency services, police, solid waste, schools, and libraries. This chapter summarizes the City of Vancouver's capital facilities and physical infrastructure needed to serve growth anticipated to occur in the City over the next 20 years. Most of these facilities are owned by the City of Vancouver, but some are owned by outside public agencies. The Public Facilities and Services chapter closely connects with the transportation and land use chapters to plan and manage infrastructure and urban services. It provides an inventory of existing facilities and infrastructure and a forecast of future needs based on population and employment growth and anticipated changes in the city. It includes a detailed financing plan identifying how capital facilities needed to serve the first six years of the Comprehensive Plan will be paid for, and more generalized information about costs over the remainder of the 20-year period. This chapter summarizes more detailed information in the multi-year capital plans and budgets of individual City

Vision: Public Facilities and Services

We will prioritize public infrastructure and facility investments that leverage our existing investments to support efficient and equitable growth. We commit to providing high quality, well maintained and affordable public services that protect the environment, mitigate and adapt to climate change, ensure equitable access to programs and resources, and respond to our community's needs as we grow. We commit to enhancing social infrastructure to foster a sense of connectedness, well-being and acceptance to advance equitable outcomes.

departments and outside agencies. Pursuant to the Growth Management Act, it focuses on needs for new or expanded capital facilities rather than operating or maintenance cost of those facilities, or personnel or non-capital facilities needs. This chapter is a long term planning document and intended to be amended periodically over time to remain relevant, but it will not be updated as frequently as department or agency capital budgets or project lists. Existing facilities/urban services and the service providers are listed in Table 1.

Public Facilities and Services

Table 1 Vancouver Public Facilities/Urban Services and Service Providers

Facility/Service	Provider(s)	Relative Planning Documents
Transportation	• City of Vancouver • Clark County (UGA) • Washinton Department of Transportation (I-5, I-205, SR-14) • Port of Vancouver • Burlington Northern Santa Fe (BNSF) Railroad	• Transportation Chapter of Comprehensive Plan • 2024 Vancouver Moves (Transportation System Plan) • Vancouver 2026-2031 Transportation Improvement Program • Clark County Comprehensive Plan • 2013 Pearson Field Master Plan (update planned for 2026-2027)
Transit	• C-TRAN	• 2025-2030 C-TRAN Transit Development Plan • Transportation Chapter of the Comprehensive Plan • RTC Regional Transportation Plan (2024)
Water	• City of Vancouver • Clark Public Utilities (UGA)	• 2015 Comprehensive Water System Plan (20-year plan). Update in process, adoption anticipated 2026-2027.
Sanitary Sewer (wastewater)	• City of Vancouver • Clark Regional Wasterwater District • Discovery Clean Water Alliance (Treatment only)	• 2011 General Sewer Plan (20-year plan). Update in process, adoption anticipated 2026-2027.
Stormwater	• City of Vancouver • Clark County	• 2025 Stormwater Management Plan • Climate and Environment Chapter
Parks	• City of Vancouver • Clark County	• Parks and Recreation Chapter

Facility/Service	Provider(s)	Relative Planning Documents
	• National Parks Service (Fort Vancouver)	• 2022-2031 Parks, Recreation and Cultural Services Comprehensive Plan • City of Vancouver Long Range Facilities Plan (2025)
Urban Foresty	• City of Vancouver	• 2023 Urban Forestry Management Plan • Climate and Environment Chapter
Fire and Emergency Services	• City of Vancouver • Clark County Fire District #5 (City and UGA) • Clark County Fire District #6 (UGA)	• City of Vancouver Long Range Facilities Plan (2025) • Proposition 2
Police	• City of Vancouver • Clark County Sheriff (UGA)	• City of Vancouver Long Range Facilities Plan (2025) • Proposition 5
Solid Waste	• Waste Connections, Inc. • Columbia Resource Company	• 2025-2030 Comprehensive Countywide Solid Waste Management Plan
Public Schools	• Vancouver, Evergreen and Camas School Districts • Battle Ground, Ridgefield and Hockinson School Districts (UGA)	• Vancouver School District Capital Facilities Plan (2022) • Evergreen Public Schools Capital Facilities Plan (2026) • Vancouver School District Strategic Plan • EPS Strategic Plan (2023-2027) • CSD Strategic Plan (2025) • Battle Ground Public Schools Strategic Plan (2022-2027) • Ridgefield School District Strategic Plan (2025) • Hockinson School District Strategic Plan (2025-2030)
Libraries	• Fort Vancouver Regional Library System	• Fort Vancouver Regional Libraries Comprehensive Facilities Plan (2025)
General Government	• City of Vancouver • Clark County	• City of Vancouver Long Range Facilities Plan (2025) • 6-Year Project List (2025)

Community Feedback

- Concerns about whether infrastructure, facilities, and services can keep pace with growth
- Need to maintain and upgrade existing infrastructure and public facilities.
- Desire for repairs and updates to community centers, streets, sidewalks, stormwater systems, and parks.
- Concerns that schools, fire and police services, and parks are strained.
- Concerns about rising utility costs and the potential for housing displacement associated with increased costs.
- Infrastructure and services must support climate resilience and emergency preparedness. Concerns about public safety and enforcement, including crime, traffic and parking enforcement, and clean and safe public spaces.

Wastewater

The City of Vancouver provides wasterwater services within city limits and in portions of the Urban Growth Area outside of city limits. The Clark Regional Wasterwater District (CRWWD) services northwest portions of the UGA. See service boundaries in **Error! Reference source not found.** below.

The City of Vancouver's wasterwater collection system consists of interceptors, trunk lines, main lines, pump stations, and force mains. The wastewater treatment system is comprised of three main facilities:

- Marine Park Water Reclamation Facility
- Westside Water Reclamation Facility
- Industrial pretreatment lagoon

Several conveyance pump stations balance the flows between Marine Park and the Westside facilities. These diversion pump stations include the Orchards Diversion Pump Station, Andresen Diversion Pump Station, and the Industrial Pump Station. There are an additional 30 collection pump stations that serve smaller areas. The collection system consists of mainly gravity lines, most of which have an 8 inch diameter pipe size. The City's existing Sewer System includes nearly 800 miles of pipelines serving approximaltey 47,000 customer accounts through a variety of sewer laterals and other collection means. Flows from the gravity collection system are routed to a series of interceptors, built between 1947 and 1996. More detailed information regarding the inventory of sewer system assets can be found in the General Sewer Plan.[1]

[1] City of Vancouver 2011 General Sewer Plan

Industrial and commercial wastewater may contain metals, oil and grease, organics or other pollutants at greater concentration than typical domestic wastewater. Vancouver's pretreatment program protects the wastewater collection system, treatment facilities, and environment from uncontrolled toxic pollutants. Facilities, such as restaurants, dental offices, manufacturers, fabricators, chemical blenders and others, that discharge non-domestic wastewater into the system must meet federal Clean Water requirements. The City monitors food establishments, dental facilities, and industrial dischargers on an annual basis, and issues 5-year industrial wastewater discharge permits to facilities classified as significant and medium industrial users.

The model for the major wastewater collection system was refined as part of the City's General Sewer Plan (2011) to determine whether the network of pipes, manholes, pumps, and other physical facilities were adequate to convey estimated flows under storm conditions. The General Sewer Plan is currently being updated to be consistent with Washington State Department of Ecology requirements, the adopted Comprehensive Plan, and to reflect changes to the infrastructure since 2011.

Table 2 Inventory of Sewer Facilities, Capacity, and Flows in 2025

Facility	Average daily flow capacity (in MGD)	Average daily flow (in MGD)	Maximum average daily (in MGD)
Westside Water Reclamation Facility	28.3	10.7	17.1
Marine Park Water Reclamation Facility	16.1	11.0	18.1
Industrial pretreatment	3.2	1.1	2.0

Future Demand

The existing sewer system meets all federal and state standards and has adequate capacity for existing demand. An amendment to the General Sewer Plan is underway to confirm future demand capacity and expected to be complete late 2026/early 2027. Proposed capital improvement projects will be incorporated into the capital improvement plan (CIP) annually if deficiences are identified. The system is monitored closely along with development trends to plan treatment, conveyance and collection system projects well before the system reaches capacity.

In 2025, there were approximately 5,355 onsite sewage treatment or septic systems in the Vancouver sewer service area, serving 14,456 people and discharging 0.4 million gallons per day (MGD) of effluent into the ground for treatment. Most of these systems are reaching the end of their expected life spans, therefore failures are more likley to occur. This can result in contamination of nearby streams, lakes, or shallow drinking water wells, and may increase nitrates in groundwater. The Sewer Connection Incentive Program (SCIP) was developed to protect water resources from failing septic systems and to support homeowners in eliminating unreliable septic systems by connecting to the sewer system. The program completed 112 projects extending public sanitary sewers to 4,781 properties at an investment of approximately $46 million since 2000. In 2025, there were two SCIP projects under construction, connecting approximately 50 properties to the sewer

system. There were three projects in the design phase, that will connect approximatley an additional 175 properties to the system.

Figure 1 Sanitary Sewer System

Water

Potable water is provided by both the City of Vancouver and Clark Public Utilities (CPU). See Figure 2 for details of the service boundaries. The City serves approximately 270,000 residents through 77,000 water service connections and, in 2024, produced approximately 9.85 billion gallons, or an average daily production of 26.9 million gallons per day. The City operates and maintains 9 water production stations, 40 wells, 52 booster pumps, more than 1,100 miles of pipes and 77,000 service connections that include commercial, industrial, and institutional customers.[2]

Equity Lens

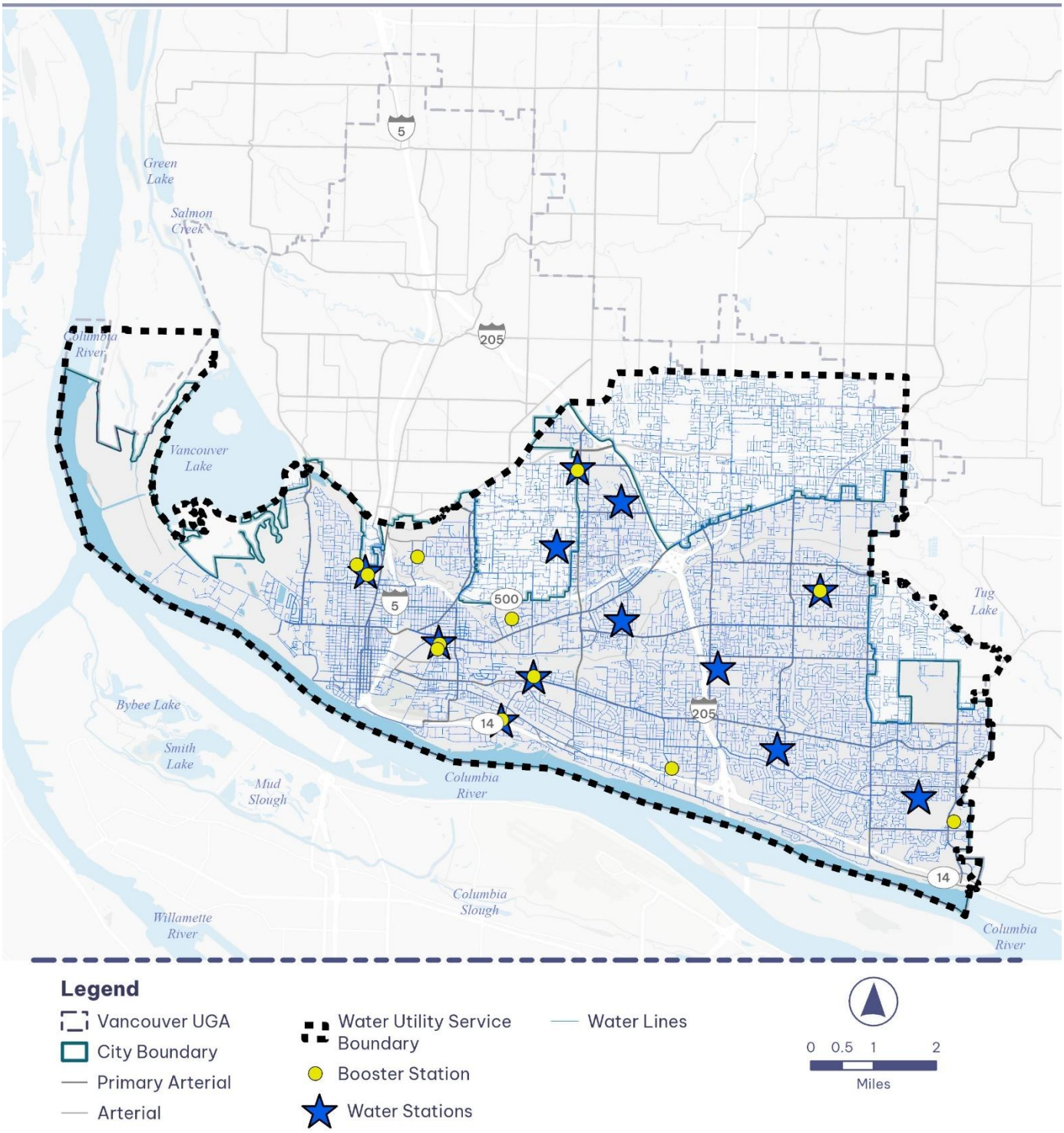
Public facilities and services play an essential role in Vancouver's safety, growth and opportunities. The Equity Index identifies locations in Vancouver with potentially underserved populations, focusing on various metrics at the census tract level. This tool will help inform future planning and design of community services and facilities and will play a role in prioritizing investments.

Water pressure requirements for the system are determined by the Washington Department of Health, which establishes minimum operating pressure standards of 30 pounds per square inch.[3] These standards ensure that adequate water flow is maintained during peak hours when there is high demand. Compliance with these pressure standards is crucial for providing a reliable water supply to the community. The National Fire Protection Association (NFPA) also plays a role in ensuring the effectiveness of the water system, particularly in the event of a fire. The NFPA sets guidelines and regulations for the supply, storage, and distribution of water to meet the firefighting needs of the community. Fire flow requirements often determine the minimum size of water lines and storage capacity to ensure an adequate water supply is available for firefighting purposes.

The complete water system analysis, hydraulic model and asset inventory for the Water System is detailed in the City's Water System Plan (2015). The hydraulic model is used to determine whether the system is adequate to provide average daily, peak daily, and fire flow demands to the City's service customers. The Water System Plan is currently being updated to be consistent with the Washington State Departmnet of Health regulations, the adopted Comprehensive Plan, and to reflect changes to the infrastructure since 2015.

[2] City of Vancouver 2022 Amendment to the 2016 Water System Plan 4-Year Extension Update
[3] WAC 246-290-420

Figure 2 Water Service Area and Facilities



Future Demand

Table 3 shows the Vancouver public water supply system and summarizes current production and future demand for the water system. Vancouver has a total annual water right for withdrawal of 16.3 billion gallons per year, or an annual withdrawal rate of 44.86 MGD. Maximum instantaneous withdrawal allowed is 108.1 MGD at 75,000 gallons per minute. Ideal design practice recommends

that the source of supply be able to serve the maximum day demand (MDD), allowing stored water to be used for the daily peaking requirements of the system. Currently, the total peak reliable well capacity is 88 MGD, but other limiting factors, such as treatment capacity, restrict the total reliable capacity to 80.6 MGD. The peak day system demand was 44.6 million gallons in 2012, or 248 gallons per person. In 2025, the average day demand per person is estimated to be 102 gallons. It is estimated that the average daily demand will increase to 122 gallons per person by 2045 and that the peak day demand will increase to 300 gallons per person due to an increase in industrial and wholesale demand. The City is committed to making full use of its water rights. Based on existing and future water rights analysis, no new water rights are required in the 20-year planning period.

One challenge faced by the water system in Vancouver is the geographical disconnect between the location of the water reservoirs in the southwest area of the city and the areas experiencing population growth in the northeast part of the city. To maintain the flow of water and meet the increasing demands, the City continuously improves its transmission infrastructure and pumping systems while addressing the storage capacity issue in the northeast. Projects are identified in the capital improvement plan and reviewed and updated annually.

Table 3 Water Production and Projected Demand

Category	2012 (actual)	2025 (estimate)	2045 (projected)
Service area population (includes incorporated City and adjacent unincorporated areas)	228,779	273,500	324,335
Average Daily Demand (ADD) in millions of gallons per day (MGD)	25	28.0	39.6
ADD/person, in gallons	144	102	122
Peak day demand in MGD	44.6	54.4	76.8
Number of sources (wells)	40	40	40
Reliable source (well) capacity in MGD	49.8	49.8	58.44
Storage capacity in MG	24	28.25	39.25
Primary water rights, Instantaneous Withdrawal (Q_i) in MGD	43.41	43.41	43.41
Primary water rights, Annual Withdrawal (Q_a) in billions of gallons per year	15.8	15.8	15.8

Stormwater

The City of Vancouver works to protect local water resources and aims to improve water quality. Stormwater is regulated under the Federal Clean Water Act through the National Pollutant Discharge Elimination System (NPDES) permit program administered by Washington State Department of Ecology (Ecology). The City's current stormwater permit is valid through July 31, 2029, and re-issued

every five years. The City follows the Stormwater Management Manual for Western Washington (SWMMWW) as the standard for designing and managing stormwater systems.

Ecology also regulates stormwater infiltration to protect groundwater and drinking water supplies. These requirements help prevent pollutants in stormwater runoff from contaminating groundwater. Vancouver's stormwater infiltration systems, such as drywells, are regulated under this program.

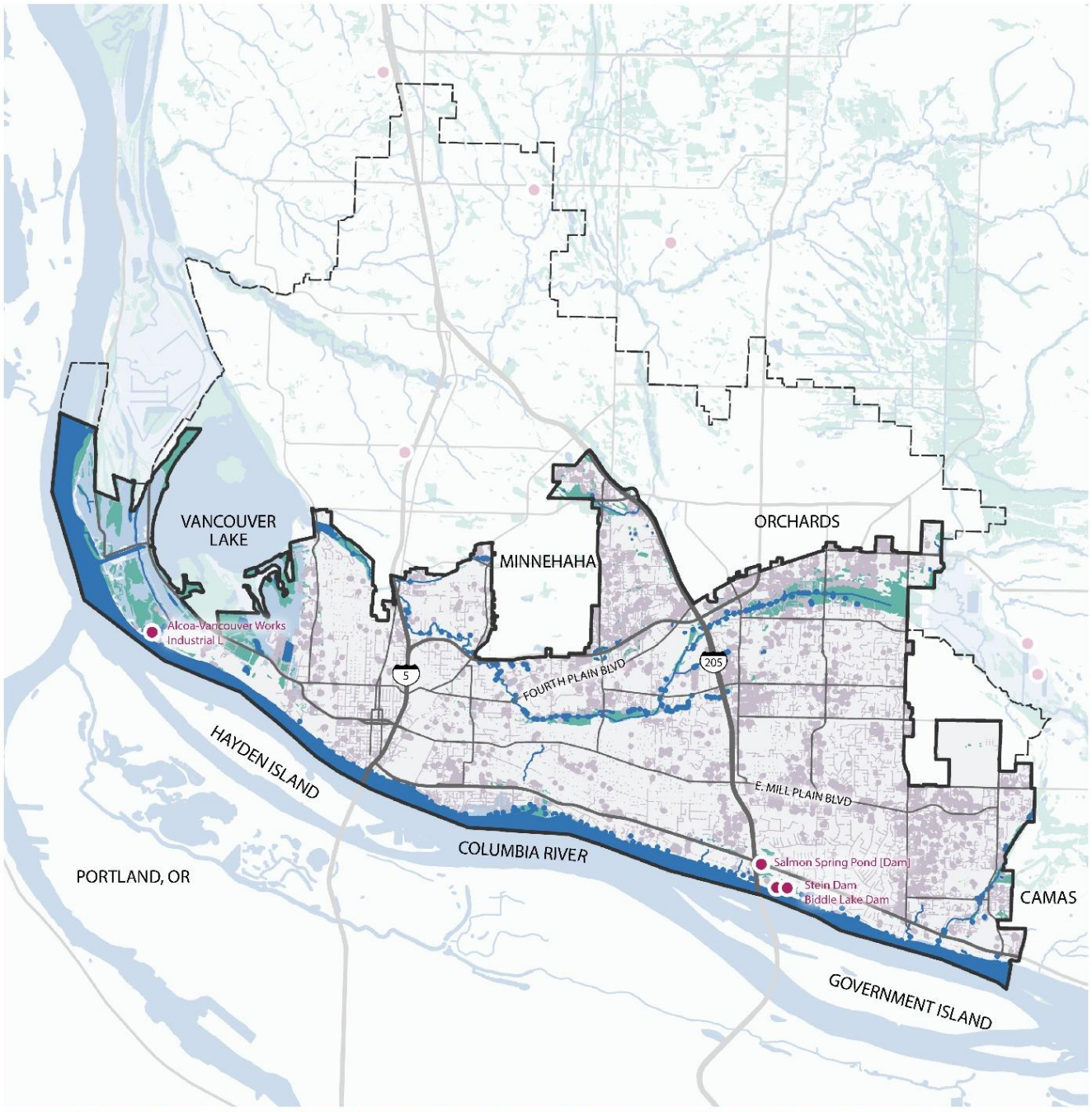
When stormwater infiltrates into the ground, it can mix with shallow groundwater that feeds nearby streams, springs, and rivers, or it can recharge deeper groundwater aquifers. Burnt Bridge Creek and springs along the Columbia Slope are supplied by both surface water and groundwater, including water influenced by stormwater infiltration systems.

The City owns and maintains approximately 3,500 drywells and nearly 65 miles of infiltration trenches, many of which have been in place for more than 40 years. In addition, the City's stormwater system includes approximately 275 miles of pipes, 188 outfalls to surface waters, and 724 treatment and flow control facilities which includes over 400 bioretention facilities.

Because much of Vancouver was developed before current stormwater regulations were adopted, runoff from older areas is often not treated before discharging to the ground or surface waters. The City is actively identifying areas that would benefit from additional stormwater treatment best management practices (BMPs) and is incorporating these improvements into the Capital Improvement Plan. The City maintains a Stormwater Management Program Plan (SWMP), which documents current and planned actions to protect water resources. The SWMP is updated annually. Vancouver implements Low Impact Development (LID) Principles and best management practices as the preferred approach for site development under the City's land use and development codes. Development projects are required to comply with the SWMMWW, which emphasizes LID techniques such as groundwater recharge, preservation of on-site natural features, thoughtful site planning, and the use of distributed stormwater BMPs integrated into a project's design. Common LID practices include bioretention facilities, rain gardens, roof runoff infiltration, permeable pavements, reduced excavation foundations, vegetated roofs, and rainwater harvesting.[4]

[4] 2025 Stormwater Management Program Plan

Figure 3 Stormwater Facilities



Future Demand

New construction or redevelopment will increase the amount of new impervious surfaces, including rooftops, driveways, roadways, sidewalks, parking lots, and compacted soils. Impervious surfaces reduce natural infiltration of water into soils and increase surface water runoff, which can change the way that water and pollutants travel to urban streams and lead to increased stormwater impacts. All development projects are required to provide erosion control, stormwater capture and treatment, and conveyance on-site in accordance with VMC 14.24, 14.25 and 14.26.

Development projects that create or replace impervious surfaces within City Right of Way (ROW) are required to construct new stormwater facilities to City standards, and are dedicated to the City for operation and maintenance. If on-site stormwater management is not feasible for a specific site, projects may propose to connect to City owned stormwater facilities and must provide a full downstream capacity analysis prior to approval.

Green Infrastructure

In 2023, HB1181 took effect in Washington and includes a new term, "green infrastructure," to be included with the inventory of existing capital facilities. Green infrastructure includes parks and tree canopy and stormwater infrastructure and management practices. Vancouver's stormwater infrastructure and policies are detailed in the section above, as well as in Vancouver's Stormwater Management Program Plan. More information about Vancouver's parks can be found in the Parks and Recreation Chapter of this plan and the Parks, Recreation and Cultural Services Comprehensive Plan. Vancouver's Urban Forestry Division works to preserve, manage and enhance Vancouver's existing tree canopy and promotes reforestation of the urban area. Tree canopy management practices and policies can be found in the Urban Forestry Management Plan.

Fire and Emergency Services

The Vancouver Fire Department (VFD) provides fire protection and emergency medical services (EMS) to the City and Clark County (via Fire District 5). In addition to fire and EMS, they provide maritime response, fire prevention and fire investigation. Regionally, they provide hazardous materials and technical rescue responses. VFD, in partnership with Fire District 5, serves 301,500 residents in the City and in portions of the UGA, across 90 square miles,

including 22 miles of shoreline along the Columbia River, running more than 38,500 calls per year. In 2024, 62.9% of all service requests were emergency medical calls. The City also partners with American Medical Response (AMR) for ambulance transport.[5]

The consolidated fire department currently has 14 facilities, including 11 fire stations, operated by 256 VFD and 190 AMR personnel. Vehicular equipment includes one each of heavy rescue unit, medical rehab unit, mobile air compressor, fire boat, high-capacity pump and foam tender and fire investigation unit; two each of brush units and battalion chief units; three each of mobile water tenders, ladder trucks, and paramedic squads; and 11 fire engines.

VFD uses a metric of firefighters per 1,000 people as one way of projecting future needs to maintain or improve levels of service to the community. The current ratio is 0.83 firefighters per 1,000 people.[6]

Table 4 VFD Calls Per Station*

Station #	1	2	3	4	5	6	7	8	9	10	11
Calls/ station 2010	2,644	2,474	3,521	1,942	3,339	2,133	854	2,598	1,946	1,350	N/A[7]
Calls/ station 2024	5,263	3,796	3,612	2,025	5,562	4,533	1,414	4,830	3,452	2,034	1,901
% change	49.8	34.8	2.5	4.1	40	52.9	39.6	46.2	43.6	33.6	N/A

***Calls are for fire and emergency medical aid service.**

Table 5 2024 VFD Response Time Performance

Alarm type	Standard Response Time	2024	2024 percent met standard	Number of calls received in 2024	Percent change over 2023
Priority 1 and 2 (except maritime)	07:59	08:01	89.9%	16,676	5.5%
Priority 3 and 4 (except maritime)	10:59	08:43	95.8%	8,582	-0.7%
Priority 5 Non-Medical	15:59	10:35	98.3%	5,873	16.3%
Priority 5 Emergency Medical-Ambulance Only	17:59	17:50	90.4%	7,436	-5.4%

[5] VFD-Annual-Report_2024-final.pdf
[6] 949b2eaca3e28d8fdc13a296056e0dcf_OurVancouver_DraftEIS_July2025.pdf
[7] Construction of Fire Station 11 was completed in 2022.

Priority 1 and 2 include fire and critical medical calls, priority 3 and 4 are less critical, and priority 5 are the least emergent.

Future Demand

Population density, number of emergency calls per station area, response times, and national standards developed by the Insurance Services Offices, Inc. and the US Fire Administration are used to decide when to staff fire stations with career personnel, and when and where to build new fire stations. The need for additional response units is based on the same factors and on the number of emergency calls per response unit.

VFD is planning to relocate and construct new facilities for Station 3 in The Heights in Central Vancouver and Station 6 in Burton Ridge in East Vancouver over the next five years to address growing needs in these areas. The City is also considering construction of new fire stations downtown and/or in the St. Johns area to accommodate future city growth and ensure adequate emergency response times and serviceability. Station 5 is an aging facility at capacity that either requires a seismic upgrade or rebuild after 2030. Station 4 will be seismically retrofitted as part of the Proposition 2 capital project work. Fire and Police identified a need for training facilities, which could be combined and/or include other partners. Construction of a training facility is dependent on finding an appropriate property and securing partnerships and funding.

Police

The Vancouver Police Department (VPD) provides police services in the city and is authorized to employ 241 officers, with 226 sworn members as of February 2025. VPD is located in eight facilities throughout the city. Similar to VFD, VPD uses a metric of sworn officers per 1,000 people to help project future needs to maintain or enhance its services to the community. VPD currently has a ratio of 1.2 sworn officers per 1,000 people but has identified a need to increase that number to 1.4 sworn officers per 1,000 people based on current population and anticipated growth. A ballot initiative, Proposition 5, that was approved by voters in fall 2025, will help to fund hiring of new officers to meet that goal. VPD serves approximately 50 square miles, divided into two precincts, east and west, which are further divided into two districts per precinct. Each district is then divided

into beats, and individual patrol officers are responsible for handling calls for service within each beat.[8]

Table 6 summarizes the number of events initiated by community members and by officers in 2024, as well as the average response time for community-initiated events. The event priority number refers to the level of emergency, with Priority 1, 2, and 3 indicating calls that require an immediate response and 4, 5 and 9 referring to calls with less immediacy.

Table 6 Vancouver Police Department Response Times

Event Priority	2024 Community-Initiated Events (% Change from 2023)	Avg Response Time Community-Initiated Events	2024 Officer-Initiated Events (% Change from 2023)	Total Events (% Change from 2023)
1	460 (-16.2%)	5.56 minutes	11 (-50.0%)	471 (-17.5%)
2	5,968 (-4.7%)	8.34 minutes	192 (6.1%)	6,160 (-4.4%)
3	43,034 (-7.1%)	10.74 minutes	19,922 (64.4%)	62,956 (7.7%)
4	21,972 (-10.3%)	13.82 minutes	12,413 (-6.2%)	34,385 (-8.9%)
5	2,307 (-21.7%)	13.18 minutes	1,564 (-10.0%)	3,871 (-17.4%)
9	5,349 (-15.4%)	7.46 minutes	19 (11.8%)	5,368 (-15.3%)
Total	**79,090 (-9.0)**	**10.82 minutes**	**34,121 (25.0%)**	**113,211 (-0.9%)**

Future Demand

Projected incremental residential and employment growth will increase demand for VPD services. The City has identified a replacement of VPD Headquarters on its list of capital improvements through 2029. VPD reports that its east and west precinct buildings are currently at capacity for current staff levels and have limited potential for expansion due to land constraints. VPD will need to re-evaluate staffing levels and equipment within both the east and west precincts to accommodate future demand. The evidence storage facility lacks adequate parking, covered storage, and evidence processing space. Plans to expand this facility begin in 2030. Fire and Police identified a need for training facilities, which could be combined and/or include other partners. Construction of a training facility is dependent on finding an appropriate property and securing partnerships and funding.

Schools

The Vancouver school system is a mix of public, charter, private, and special schools. Two regional public school districts have facilities in Vancouver: the Vancouver Public Schools (VPS) and the Evergreen Public Schools (EPS). The City also is home to the Washington School for the Deaf, the Washington School for the Blind, and Clark College, a community college offering bachelor's and associate degrees and certificates. Cascadia Tech Academy, which offers cooperative career and

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technical learning experiences in partnership with 10 school districts including VPS and EPS, is also located in central Vancouver.

Vancouver's school districts are facing the challenge of providing quality educational facilities given the rapid growth and development in the city and county. For the fastest growing school districts, the dilemma of serving students in portables (or having "unhoused students") is exacerbated by the continued growth projections for the region. Capital facilities demands are increased by aging infrastructure, the need for better instructional technology and facilities to support high quality teaching and learning (such as computers, presentation equipment and science labs), the desire for equity among facilities and the move toward smaller class sizes and special programs. Close coordination between the City, County and school districts is essential to adequately address these challenges.[9]

VPS is the primary provider of public education in West and Central Vancouver. The school district consists of 21 elementary, six middle, and seven high schools covering a district of 58 square miles, as well as 5 specialty schools. The average student-teacher ratio is 17:1, which is less than the state average of 19.7:1.

In 2022, VPS adopted a six-year Capital Facilities Plan (CFP) that established average classroom sizes for elementary, middle, and high school grade levels. The CFP guidelines suggest that average class sizes should be as follows:

- Elementary school, grades K-5: 21.5 students per classroom
- Middle school, grades 6-8: 26 students per classroom
- High school, grades 9-12: 27 students per classroom
- Special education students: 10 students per classroom

[9] Draft Clark County Comprehensive Plan School Element

VPS uses standard assumptions about new student generation rates to forecast their capacity needs. A map of existing Vancouver Public Schools is available in the VPS Capital Facilities Plan (2022).

The EPS Capital Facilities Plan for 2026-2032 establishes educational programs and standards of service, an inventory of capital facilities, enrollment projections, facility needs, finance plans, and review of school impact fees. EPS serves Clark County and the eastern part of Vancouver and consists of 22 elementary, six middle, and six high schools serving about 23,366 students (2024 enrollment). It also includes 4 specialty schools. A map of EPS building locations is available in Appendix X, District Map. The District's educational standards of service include:

- Grades Kindergarten-3 – targeted at 23 students per class
- Grades 4-5 – targeted at 25 students per class
- Special Education – 1 to 15 students per classroom for elementary schools
- Grades 6-8 – targeted at 27.33 students per class
- Grades 9-12 – targeted at 30 students per class
- Special Programs (e.g., music, art, and physical education) –20 to 70 students per class

Future Demand

The VPS CFP projected insufficient capacity by 2028 at two schools, Ogden Elementary in Central Vancouver and Sacajawea Elementary in West Vancouver and called for adding classrooms and co-op space at both schools. All other VPS schools had reported enrollment levels below their building capacity.

The updated Evergreen CFP projects a decrease in enrollment that will level off and remain steady through 2032. One factor hindering enrollment growth has been the slow growth in the child population cohort within Evergreen boundaries. The annual kindergarten-to-birth (K-to-birth) ratio is a key metric representing a combination of net migration between birth and age five and the share of five-year-old residents enrolled in district kindergarten classes, often referred to as a "capture rate."

EPS also uses standard assumptions about new student generation rates to forecast their capacity needs. The ratios for Evergreen have fluctuated, recovering from the 2020-21 low of 0.75, but have not returned to pre-pandemic levels. The middle scenario assumes that K-to-birth ratios will increase slightly in the next years before stabilizing at 0.89 from 2028 through 2032.

Looking forward to 2045, population growth will increase the number of new students in both VPS and EPS. This growth would occur incrementally over the next 20 years. Table 7 summarizes the projected number of future new students for each school district in 2045 based on estimated capacity for housing units and associated new school-age population. There will be more projected new students in areas served by Evergreen than VPS because more growth is forecast to occur within the Evergreen service area (primarily East Vancouver). Both school districts will need to account for this projected growth as part of their CFP planning processes and identify potential capacity issues.

Table 7 Future Projected New Students

School Level	Vancouver Public Schools	Evergreen Public Schools
Elementary School (K-5)	1,732	1,986
Middle School (6-8)	764	896
High School (9-12)	953	1,158
Total	**3,449**	**4,040**

Library Services

Fort Vancouver Regional Library District (FVRLibraries) serves more than 550,000 residents of Clark, Klickitat, Skamania, and Cowlitz counties. There are 15 library locations, two bookmobiles, 24/7 digital branch, and diverse outreach programs. It also maintains an Operations Center that houses Library administrative and support services. There are over 596,000 physical items and over 197,000 digital materials. Vancouver has four library branches within city limits or the UGA, including Cascade Park Community Library, Vancouver Community Library, Vancouver Mall Community Library, and the Three Creeks Community Library, as well as the District's Operations Center.[10]

In 2025, FVRLibraries updated its comprehensive facilities plan, which includes a 20-year facilities vision and a 10-year capital plan. A new 5-year strategic plan (2026-2030) for FVRLibraries will be completed in early 2026. The 2025 Fort Vancouver Regional Libraries Comprehensive Facilities Plan establishes a level of service for public library space of 0.5 to 0.6 square feet per capita. As of 2025, within Vancouver there is 123,660 square feet of public library space (not including the Operations Center). The current space per capita for Vancouver is 0.64 square feet.

Future Demand

To keep public library facilities well-maintained and build capacity for future community growth, the Comprehensive Facilities Plan recommends the following capital projects:

- Renovate Three Creeks Community Library
- Renovate Cascade Park Community Library
- Address ongoing capital maintenance needs at Vancouver Community Library
- Acquire a suitable site and build a new library branch within the area bounded by I-5, I-205, and State Route 500.

Administrative and Public Works Buildings

In addition to fire and police stations, community centers and specific utility sites, the City owns and operates buildings in which various government and educational services are provided. City Hall at

[10] FVRL Comprehensive Facilities Plan 2025

415 W. Sixth Street provides office and meeting space for numerous city departments. It contains Council Chambers, where City Council and other commissions and boards meet. The Permit Center is located in City Hall and is open to the public three days per week.

In 2022, the City purchased 521 Chkalov and is renovating the building to relocate some public facing and customer service functions.

The Zhen Building, at 5107 E. Fourth Plain Boulevard, hosts Community Court and a division of Public Works. The building is in poor condition and once vacated, will be demolished. Community Court will need to relocate when that happens.

The Operations Center, at 4711 E Fourth Plain Blvd., provides office and meeting space primarily for the Public Works Department. A new 32-acre Public Works Operations Campus on NE 94th Ave. between NE 88th St. and NE 91st St. is planned to open by the end of 2028. The current Operations Center does not meet the current or long term needs of the community. The facility has original electric and plumbing systems from 1951, lacks ADA-compliant access and does not currently meet seismic standards.

The new campus will allow the City's Department of Public Works to provide more efficient and effective operations, increase sustainable practices, enhance responsiveness, provide continued operations in the event of a seismic event, and serve as an Emergency Operations Center (EOC) in the event of a major emergency or natural disaster. The new Operations Campus will replace/relocate the existing operations center's staff and facility and consolidate additional operations sites currently scattered around the city to a single location. Consolidation will decrease costs and increase overall efficiency of services to the public.

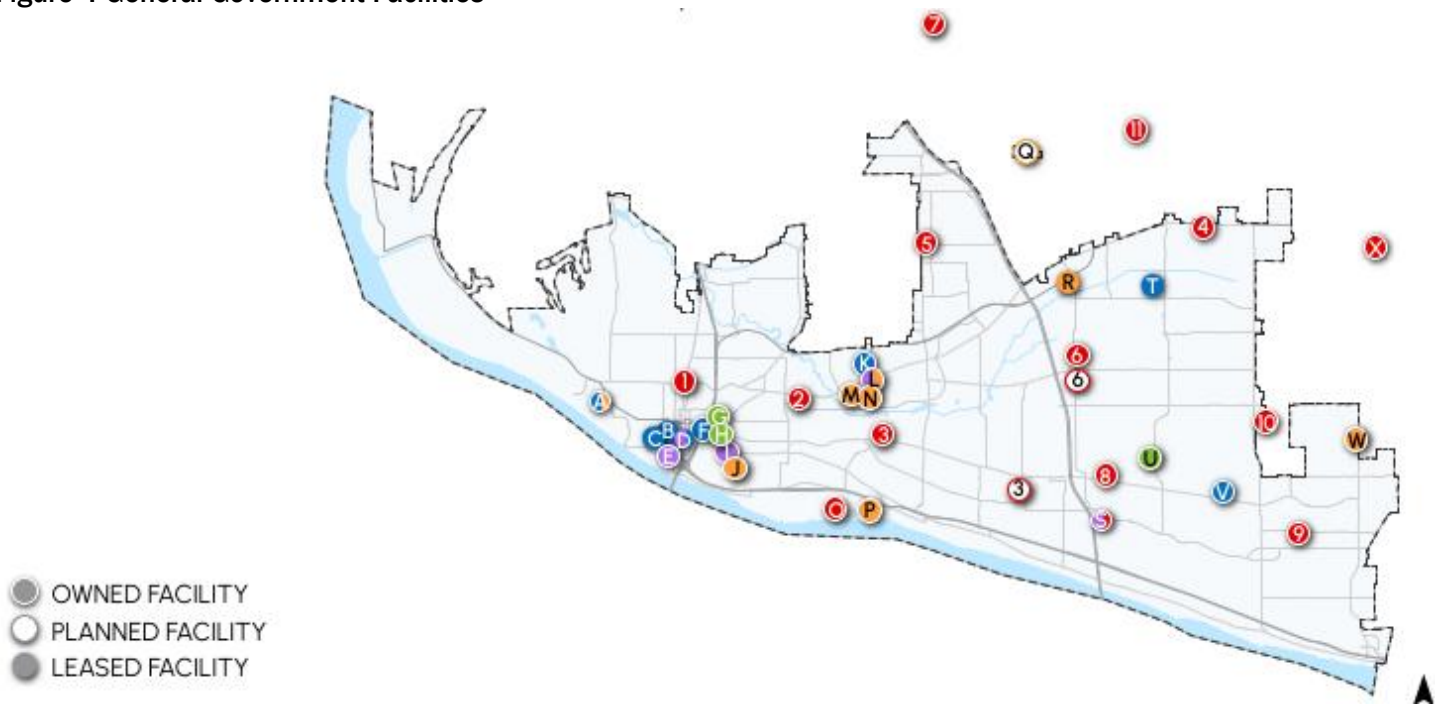
The Brookside Complex (2323 General Anderson Avenue) includes the public-facing Utilities Billings office and an operations yard, fleet parking and crew building. The Eastside Operations Center (912 NE 192nd Avenue) includes portable crew building, enclosed parking shed, bulk material storage, and laydown space.

The Marine Park Engineering building at 4500 SE Columbia Way provides office and meeting space for the Utilities Engineering, Environmental Services and Business Services divisions of the Public Works Department.

The Water Resource Education Center, at 4600 SE Columbia Way, is a facility meant to educate the public about planning and managing water resources and sewer infrastructure as well as advancing stewardship of the community's high-quality water resources. Programming such as exhibits, tours and volunteer programs are available to the public, as well as access to the community room, hosting up to 160 people.

The Vancouver Parks, Recreation & Cultural Services Department owns and operates the Firstenburg Community Center in east Vancouver, Luepke Senior Center and Marshall Community Center (both in west Vancouver). The Arts Hub is an emerging community space in the design stage as of 2025 and located in the former Fort Vancouver Regional Library Operations Center. The Vancouver Tennis Center (in central Vancouver) is owned by Vancouver School District but site improvements and management are funded by the City. Additional details about these community centers can be found in the Parks Chapter of this plan, as well as the Parks, Recreation & Cultural Services Comprehensive Plan.

Figure 4 General Government Facilities



POLICE	
A	Evidence Facility
B	Clark County Children's Justice Center[1]
C	Elder Justice Center[1]
D	DVPC[1]
F	Headquarters
K	West Precinct
T	Image Elementary[1]
V	East Precinct

ADMINISTRATION	
E	City Hall
S	521 Chkalov
I	Historic Trust/Officers Row[2]
J	Zhen Building
D	DVPC[1]

1 Leased facility
2 Managed by outside contractor

PARKS, RECREATION, AND CULTURAL SERVICES	
G	Marshall Community Center and Luepke Senior Center
H	Arts Hub
U	Firstenburg Community Center

PUBLIC WORKS	
A	Westside Wastewater Treatment Plant[2]
J	Pearson Airport[2]
L	Zhen Building
M	Fourth Plain Operations Center
N	Brookside Complex
P	Marine Park Water Engineering, Marine Park Wastewater Treatment Plant[2], and Water Resource Education Center
Q	Operations Center (planned)
R	WSDOT Building[1]
W	Eastside Operations Center

FIRE	
1	Station 1
2	Station 2
3	Station 3
3	Station 3 (planned)
4	Station 4
5	Station 5
6	Station 6
6	Station 6 (planned)
7	Station 7
8	Station 8
9	Station 9
10	Station 10
11	Station 11
O	Boathouse
S	521 Chkalov
X	Fire Cache

Solid Waste

The City's Public Works Department oversees a Solid Waste utility providing garbage, recycling and organics collection through a contractor, Waste Connections. The City offers a variety of waste and recycling resources to residents including information on hazardous waste removal, recyclables, and composting. The City also offers organics pickup for residents and businesses to help reduce the amount of organic materials going to landfills. This practice is in alignment with the State of Washington's Organics Management Law which is intended to divert 75% of previously disposed organic materials from the landfill by 2030, and rescue 20% of previously disposed edible food for human consumption by 2025.

The City has historically been included in the development of and adopted Clark County's Comprehensive Solid Waste Management Plan, which has been updated for the years

2025-2030 and is pending adoption by the Washington State Department of Ecology (Ecology). The plan describes existing conditions and outlines strategies for waste reduction, recycling, organics, moderate risk waste, miscellaneous waste, solid waste collection, transfer and disposal. The plan also discusses funding and financing of capital needs and an implementation schedule with recommendations for each of these areas of the County, including the City of Vancouver.

Columbia Resource Company, a subsidiary of Waste Connections, operates three transfer stations in Clark County (in Central Vancouver, West Vancouver, and Washougal) and is the designated processor of recyclables. These transfer stations charge fees to accept miscellaneous solid waste, organics, and recyclables. Master plans for each facility identify the investments needed to build them out to meet future growth.

Future Demand

Increases in population density and new residential and commercial development will increase demand for garbage, recycling, and organics collection. Additionally, new mandates adopted by the Washington State Legislature relating to organics management and the reduction of solid waste will put a significant additional burden on the utility in the coming years. The recently passed organics management laws aim to divert organic materials away from landfills through prevention, food rescue, and organics management facilities to achieve its 2030 goal to reduce organic material in the landfill by 75%.

Private Utilities

Efforts to transition to non-emitting[11] and renewable[12] energy sources are underway in the city and region, with roughly 52.7%[13] of energy used in Vancouver and greater Clark County coming from non-emitting and renewable energy sources. Clark Public Utilities manages and operates electrical distribution, generation, and water systems. Clark Public Utilities serves electricity to all of Clark County, Washington. The Clean Energy Transformation Act (CETA) commits the state to transition to 100% clean electricity by 2045, and Clark Public Utilities will help lead this effort locally. Currently, Clark Public Utilities energy sources include hydropower (42.46%), natural gas (28.75%), nuclear electricity (7.03%), wind power (3.21%) and unspecified sources (18.55%). Unspecified sources are market purchases that are not tracked back to physical resources. Since hydropower is widely available in the region, a significant but unknown portion of this source is from hydropower. The remaining balance was sourced from natural gas powered plants.

In 2024, Clark Public Utilities provided electric service to 239,896 customers with 5,610,947 megawatt hours and a peak demand of 1,144 megawatts. Its generating system produced 1,418,300 megawatt hours of electricity. In their 2024 Integrated Resource Plan, Clark Public Utilities forecast

[11] Nuclear resources are classified in the Clean Energy Transformation Act as "non-emitting"
[12] Includes hydropower and wind energy sources
[13] Clark Public Utilities 2024 Fuel Mix Disclosure

that sufficient energy resources are available to meet customer demand through 2035; however, there is already a capacity[14] deficit, which is expected to grow through 2044. The finding of an immediate need for additional capacity prompted Clark Public Utilities to switch to the Bonneville Power Administration's load following product in October 2025. Clark Public Utilities determined that it will need to procure new energy resources to continue meeting customer demand for the next 20 years.

NW Natural is the natural gas provider for the city and provides heating and other energy needs to approximately 2.5 million people across Oregon and Southwest Washington. The company serves more than 140 communities through 800,000 meters. In Washington, the typical residential customer uses an average of 57 therms per month. NW Natural is aiming to reach carbon neutrality by 2050 by providing renewable natural gas, introducing clean hydrogen energy, and carbon capture, use and storage.

Telecommunications and internet services are provided by numerous private companies, including but not limited to AT&T, Verizon, Xfinity (Comcast), T-Mobile, Century Link, and Ooma.

Future Demand

New residential, commercial, and industrial development will result in additional utility demand and energy use. Energy providers will need to coordinate with the City to ensure their respective future infrastructure planning is consistent with the city's projected growth through 2045. Specific proposed projects will need to demonstate that there are adequate energy resources to support their development. Clark Public Utilities has identified a potential future energy deficit and is identifying sources to meet additional energy needs. Past and current versions of Clark Public Utilities' long-term plans, including the Integrated Resource Plan, Clean Energy Implementation Plan and plans for Conservation, Demand Response and Transportation Electrification are available on the utility's public website.

Parks and Open Space

For information and details on Vancouver's Parks and Recreation amenities, see Chapter 7, Parks and Recreation.

Transportation System

For information and details on Vancouver's transportation system, see Chapter 8, Transportation and Mobility.

Level of Service

Level of service (LOS) is a quantifiable measure for an amount or quality of a public facility or service. LOS helps measure the capacity of a facility or service to provide for the community. As the community changes, the LOS may indicate where to prioritize future funding and resources. Some

[14] Maximum electricity output that can produced under specified conditions.

public facilities and services also have concurrency standards. Concurrency means that the level of service of the facility is maintained to serve new development at the same time, or within six years of occupancy, which may require mitigation if the standard is not maintained. The Comprehensive Plan requires concurrency for water, sewer, and transportation services and identifies them as Tier I public facilities and services. LOS is not required for Tier II facilities, as listed below in Table 8.

Table 8 Service Tier and Level of Service

Service Tier	Public Facility	Level of Service
Tier I	Wastewater	Meet all federal and state standards with adequate capacity for existing and future demand.
Tier I	Water	Meet peak hourly demands with pressure ≥30 psi at all points in the distribution system. For fireflow conditions, ≥40 psi.
Tier I	Transportation	See Chapter 8, Transportation and Mobility
Tier II	Stormwater	Meet and maintain requirements in the National Pollutant Discharge Elimination System (NPDES) Phase II Stormwater Permit
Tier II	Fire and Emergency Services	0.83 firefighters/1,000 residents AMR Response Time: Priority 1 and 2 (high, low density): 9:59, 19:59 Priority 3 and 4 (high, low density): 12:59, 19:59 Priority 5 and 6 (high, low density): 17:59, 29:59
Tier II	Police	1.4 sworn officers per 1,000 people
Tier II	Schools – VPS	Average class sizes Elementary: 21.5 Middle: 26 High: 27 Special Education: 10
Tier II	Schools – Evergreen PS	Targeted students/class K-3: 23 Grades 4-5: 25 Special Education (elementary): 1 to 15 Middle: 27.33 High: 30 Special Programs (e.g., music, art, PE): 20 to 70
Tier II	Parks	6 acres acquired neighborhood/community parks/1,000 residents 4.25 acres developed neighborhood/community parks/1,000 residents
Tier II	Library Facilities	0.5-0.6 square feet of library branch space/resident

Capital Facilities Forecast

The GMA requires cities to plan for adequate capital facilities to meet anticipated demand based on anticipated growth and the adopted land use map. Table 9 identifies the 20-year capital facility plan required to meet anticipated demand and Table 9 20-Year Capital Facilities Plan Project Cost Summary

Capital Facility	Project Type	2026-2031	2032-2045
Water	Design	$114,300,000	$39,743,500
	Construction	$609,600	$119,230,500
Wastewater	Design	$80,987,500	$82,712,500
	Construction	$242,962,500	$248,137,500
Surface Water	Design	$7,885,300	$12,225,000
	Construction	$42,054,900	$36,675,000
Transportation	Design and Construction	$132,028,000 Note: fully and partially funded projects only	$369,700,000-390,000,000
Transit	Design and Construction	$403,902,000	$20,000,000 Note: Additional details available in 2024 RTP
Parks	Acquisition, Development, and Improvements	$207,128,000	TBD
Fire & EMS	Design and Construction	$138,300,000	TBD
Police	Design and Construction	$64,380,000	TBD
General Government Long Range Facility Plan	Design and Construction	$204,400,000	TBD
Solid Waste	Design and Construction	$6,000,000	TBD
Schools – VPS	Design and Construction	$7,425,000	TBD
Schools – EPS		None anticipated	EPS does not plan this far into the future
Fort Vancouver Regional Library	Design and Construction	$25,700,000	None proposed in Vancouver
Total 20-year CFP		**$1,678,062,300**	**TBD**

Table 10 provides a six-year finance plan that identifies costs of planned projects and funding over the next six years to maintain or improve levels of service to Vancouver residents. These two tables identify known capital projects for the short and long term planning periods. These projects, once

completed, require staff to operate and maintain, along with ongoing costs, to ensure consistency in the services provided. These costs are not included in the tables below but will be assessed regularly through the City budget process and the Capital Improvement Program (CIP). Note that amounts are rounded to the nearest $1,000. For further details, see the respective plans and programs as linked below and included in the appendices.

Table 9 20-Year Capital Facilities Plan Project Cost Summary

Capital Facility	Project Type	2026-2031	2032-2045
Water	Design	$114,300,000	$39,743,500
	Construction	$609,600	$119,230,500
Wastewater	Design	$80,987,500	$82,712,500
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Fire & EMS	Design and Construction	$138,300,000	TBD
Police	Design and Construction	$64,380,000	TBD
General Government Long Range Facility Plan	Design and Construction	$204,400,000	TBD
Solid Waste	Design and Construction	$6,000,000	TBD
Schools – VPS	Design and Construction	$7,425,000	TBD
Schools – EPS		None anticipated	EPS does not plan this far into the future
Fort Vancouver Regional Library	Design and Construction	$25,700,000	None proposed in Vancouver
Total 20-year CFP		**$1,678,062,300**	**TBD**

Table 10 Summary of Planned Six-Year Capital Facilities Costs 2026-2031

Service	Major Capital Projects	Est. Total	Funding Source(s)
Transportation	Funded Projects, 2026-2031	$78,878,000	

Service	Major Capital Projects	Est. Total	Funding Source(s)
TIP	Partially-Funded Projects, 2026-2031	$53,150,000	Current non-grant revenue sources, dedicated street funding non-grant sources, and grant sources
	Annual Programs, 2026-2031	$124,890,000	
Transit (2025-2030) Transit Development Plan	Infrastructure	$27,901,000	Sales tax, federal and state grants, farebox, interest
	System Expansion	$147,271,000	
	Capital Obligations	$228,730,000	
Water 6-Year Water Capital improvement Program 2026-2031	Production Projects	$310,000,000	Ratepayer revenue, System Development Charges (SDCs), grants/loans, PFAS legal settlement funds, and miscellaneous revenue
	SCADA Projects	$2,200,000	
	Distribution Projects	$10,000,000	
	Other	$135,000,000	
	Transmission Projects	$13,000,000	
Sanitary Sewer 6-Year Wastewater Capital Improvement Program 2026-2031	Collection	$121,450,000	Ratepayer revenue, System Development Charges (SDCs), loans, and miscellaneous revenue
	Treatment: Marine Park	$34,900,000	
	Treatment: Westside	$197,700,000	
	Treatment: Lagoon	$1,200,000	
	Treatment: Other	$20,100,000	
Stormwater (Surface Water) 6-Year Surface Water Capital Improvement Program 2026-2031	Regulatory Compliance Projects	$20,066,000	Ratepayer revenue, grants, and miscellaneous revenue
	Neighborhood Infiltration Retrofit/Rehabilitation	$6,350,000	
	Arterial Safety/ Treatment Projects	$2,600,000	
	Facility Retrofits Program	$3,650,000	
	Property Acquisition	$660,000	
	Sub-Standard Systems	$14,825,000	
	WSDOT Fee Projects	$3,392,000	
	Watershed Planning	$2,500,000	
	Stormwater Demand Response	$2,825,000	
	Burton Basin Study	$2,477,000	
	Burnt Bridge Creek WQ Study TMDL/SMAP Projects	$5,520,000	
Parks	Park Acquision	$41,953,000	

Service	Major Capital Projects	Est. Total	Funding Source(s)
Parks Comprehensive Plan 2022-2031	Park Development	$147,886,000	Bonds, grants, general funds, Park Impact Fees, Conservation Futures, donations, federal funding, partnerships, state funding
	Park Improvements	$5,640,000	
	Capital Repairs, Planning, Trails	$8,424,000	
	Special Facility Development & Improvement	$3,585,000	
Fire & EMS Construction	Build new Stations 3 and 6	$34,500,000	Proposition 2
	Retrofit and expand Station 8	$11,500,000	
	Retrofit Station 4	$2,000,000	
	Rebuild Station 5	$48,900,000	
	Land acquisition for waterfront station	$11,700,000	
	Design and build waterfront station	$29,700,000	
Police	Police Headquarters Land and Building	$40,529,000	Proposition 5
	Renovate East Precinct	$12,000,000	
	Expand Evidence Storage	$11,851,000	
General Government Long Range Facility Plan	Chkalov renovations	$17,700,000	Proposition 2, ratepayer revenue, general fund
	Consolidate/restack City Hall	$11,700,000	
	Public Works Operations Center	$175,000,000	
Solid Waste Comprehensive Solid Waste Management Plan	Approved Capital Projects (2025-2030)	$3,000,000	Designated Capital Improvement and Maintenance Restricted Fund, Regional Solid Waste System Fund
	Reimbursable Capital Projects (2025-2030)	$3,000,000	
Schools – VPS (2022-2028)	Additional Capacity for Odgen Elementary and Sacajawea Elementary	$7,425,000	Uncommitted property sale funds, general obligation bonds, state match funds, impact fees
Schools – EPS (2026-2031)	None	N/A	N/A
	Three Creeks Community Library Renovation	$7,090,000	FVRL Foundation, Stae of Washington, Library

Service	Major Capital Projects	Est. Total	Funding Source(s)
Fort Vancouver Regional Libraries (2026-2037) FVRL Comprehensive Facilities Plan	Cascade Park Community Library Renovation	$12,000,000	Capital Improvement Program
	Vancouver Community Library Capital Maintenance	$5,610,000	
	Acquire site for new branch	$1,000,000	
City of Vancouver Total		**$1,588,092,000**	
Non-municipal Agencies Total		**$443,027,000**	

Impact Fees and System Development Charges

Vancouver collects impacts fees for parks and transportation purposes. For planning and funding parklands, Vancouver is divided into three park impact fee (PIF) districts. The program establishes level of service standards for urban parks, including neighborhood and community parks and urban open space, and assesses park impact fees on new residential development to offset the cost of providing these parks. Additional details are in the Parks and Recreation chapter.

The City collects traffic impact fees (TIF) paid at the time of the development application to offset the proportionate system impacts of the proposed added travel demand associated with the proposed project. The city has three TIF districts that consider the unique growth and investment characteristics of each area. The collected TIF from all districts is used to fund TIF eligible projects in any of the three districts. City staff determine which project will be constructed. A developer may elect to construct a TIF eligible project as part of their development program and receive a TIF credit for doing so. Recent Washington legislation allows funds collected through the TIF to be used for multimodal projects. As such, the TIF project list has been updated to add walking/rolling and BSM projects from the TSP. Additional details on TIFs can be found in the Transportation and Mobility chapter as well as in the TSP.

On behalf of the school districts, the City also collects School Impact Fees (SIFs). The revenue is collected and held in special accounts by the Clark County Treasurer for use by the districts for growth-related capital expenditures. Current SIFs are listed in Table 11.

Table 11 School District Impact Fees

School District	Single-family	Multifamily
Battle Ground	$10,760	$3,845
Camas	$6,650	$6,650
Evergreen	$6,432	$3,753
Vancouver	$2,786	$2,486

Goal: PFS-1

Public Facilities and Services

Vancouver has high-quality public facilities, infrastructure, and utilities that are efficient, well maintained, and meet the needs of a growing population.

Vancouver will provide high-quality facilities, services, and utilities that are affordable, efficient, and well maintained. The City will ensure that these essential systems are designed to meet the evolving needs of the growing community. Through strategic planning and sustainable investment, Vancouver will maintain and build infrastructure that supports residents with reliable access and operational excellence, fostering a resilient and inclusive urban environment.

Key Actions

- ✓ Metric 1
- ✓ Metric 2
- ✓ Metric 3
- ✓ Metric 4
- ✓ Metric 5
- ✓ Metric 6

	Supporting Policies		Related Goals
5	**Incorporate Green Infrastructure into Development**	Integrate climate resilience best practices into development and infrastructure projects and investments in public spaces.	**CL-1** **CL-2**
10	**Stormwater Management**	Improve water quality and reduce flood risks by managing stormwater flows, promoting natural groundwater infiltration, reducing runoff, and advancing effective stormwater management systems that protect watersheds.	**CL-1**
11	**Adapt Infrastructure to Climate Change**	Retrofit existing infrastructure, parks and natural spaces, and construct new facilities to adapt to the localized impacts that will occur in the community due to climate change.	**CL-1** **PFS-3**
16	**Reduce Built Environment Emissions**	Reduce emissions from buildings, structures, and infrastructure in the community.	**CL-3**
19	**Support the Use of Renewable Energy**	Encourage new renewable energy infrastructure and promote development of storage systems to ensure a stable, resilient, and sustainable energy grid.	**CL-3**
24	**Environmentally Conscious Procurement and Maintenance**	Include criteria related to the use of environmentally sustainable materials and practices in procurement processes and maintenance contracts.	**None**
39	**Proportional Fees**	Establish proportional impact fees and system development charges based on size of unit for residential uses while ensuring cost recovery. .	**None**

50	**Equity and Climate Data**	Incorporate the City's Equity Index, Displacement Risk Assessment tool, and climate vulnerability assessment in public investment and infrastructure improvement decisions.	**EI-1**
106	**Water Service**	Provide safe, clean, quality drinking water to every home and business, at water pressure and volumes necessary to support fire suppression systems. Encourage on-site water reuse systems where practicable.	**None**
121	**Regional Infrastructure**	Work with local, state, federal and tribal partners to ensure that new construction or replacement of critical infrastructure is programmed to avoid community harm and maximize social, environmental, and cultural value	**TM-1**
122	**Sewer Service**	Provide safe and sustainable sewer service throughout the City, connect remaining existing development served by septic to the public sewer system, and manage domestic and industrial wastewater to reduce health hazards and environmental impacts.	**None**
123	**Service Availability and Standards**	Consider water, sewer, storm water management, solid waste, police, fire and schools as necessary public facilities and services. Ensure levels of service are sufficient to support planned development. Establish service standards and planning assumptions for estimating needed public facilities, based on service capabilities, local land use designations and best management practices.	**None**
134	**Cost Efficient Infrastructure**	Design and maintain infrastructure to reduce long term maintenance and replacement costs. Consider lifecycle costs, emerging technologies, and the impacts of facility design and material choices in both capital and operating budgets.	**TM-1**

Goal: PFS-2 Government Services and Financing

Vancouver's process for funding public services and facilities is transparent and aligns with community priorities as well as state requirements.

Vancouver will implement an inclusive and transparent process for funding public infrastructure and government services. The city will actively engage residents to ensure that investments align with community priorities and reflect diverse voices. Equitable participation will be a cornerstone of decision-making, empowering all groups to contribute meaningfully. Through coordinated, long-term planning, Vancouver will support sustainable development of essential facilities and services that meet the evolving needs of its population.

Key Actions

- ✓ Metric 1
- ✓ Metric 2
- ✓ Metric 3
- ✓ Metric 4
- ✓ Metric 5
- ✓ Metric 6

Supporting Policies			Related Goals
125	**Essential Public Facilities**	Plan, site, and design essential public facilities through coordinated, equitable, and transparent processes that support regional planning goals, minimize community impacts, and ensure long-term benefit to all Vancouver residents.	None
126	**Align Capital Improvement Program (CIP) and Capital Budget Decisions**	Maintain a prioritization process that aligns the Capital Improvement Program (CIP) with the goals and policies of the Comprehensive Plan and other relevant long-term planning documents.	None
127	**Schools**	Work with local school districts to provide adequate school facilities, including f timely and efficient review processes for new facilities.	None
128	**Asset Management**	City transportation, water, sewer, and surface water facility assets shall be systematically managed to balance full life cycle costs, performance, risk, and service levels, using best management practices and data. Public infrastructure and facility investments will leverage existing investments to support efficient and equitable growth.	TM-1 PR-1
129	**Open Government**	Ensure transparent and equitable access to government data by maintaining open, user-friendly platforms that allow community members to understand, engage with, and influence public decisions and investments.	EI-4

Goal: PFS-3 Infrastructure Enhances Public Safety

Investments in public services, facilities and infrastructure advance community safety, contribute to the emergency preparedness, and support disaster response.

Vancouver will develop and maintain resilient infrastructure that remains operational during disruptive natural and manmade events. The city will ensure uninterrupted access for emergency vehicles and services, enabling swift and effective responses in times of crisis. Fire and police departments will be well-equipped, responsive, and rooted in community leadership, fostering trust and collaboration. Through proactive planning and investment, Vancouver will strengthen its capacity to protect residents and uphold public safety under all conditions.

Key Actions

✓ Metric 1

✓ Metric 2

✓ Metric 3

✓ Metric 4

✓ Metric 5

✓ Metric 6

Supporting Policies		Related Goals
3 **Disaster Recovery and Emergency Response**	Develop plans and resources to ensure effective emergency response and equal access to emergency services and recovery resources, mitigating risks from natural disasters, climate-related hazards, and social disruptions.	CE-3 CL-1
11 **Adapt Infrastructure to Climate Change**	Retrofit existing infrastructure, parks and natural spaces, and construct new facilities to adapt to localized climate change impacts.	CL-1 PFS-1
25 **Support Decentralized Infrastructure Systems**	Support decentralized local energy and water solutions while strengthening community adaptability to environmental, social, and economic changes.	PFS-1 CE-4
75 **Climate Resilient Spaces**	Incorporate elements of climate resiliency into new public spaces.	CL-1 CE-1 PR-1
116 **Public Safety**	Support public safety through investment in emergency services, facilities, and coordinated preparedness efforts that strengthen community resilience and response.	CE-3
130 **Coordinate with Fire and Police**	Coordinate with the Vancouver Fire Department and Vancouver Police Department to plan for expected growth, provide adequate facilities to equitably serve the community, ensure adequate levels of service, and facilitate emergency vehicle access.	CE-3

City Council Meeting Minutes

Vancouver City Hall | Council Chambers | 415 W. 6th St.
PO Box 1995 | Vancouver, WA 98668-1995
cityofvancouver.us

Anne McEnerny-Ogle, Mayor • Bart Hansen • Ty Stober • Erik Paulsen • Sarah J. Fox • Diana H. Perez • Kim D. Harless

January 26, 2026

Workshops: 4:00-6:00 p.m.

Vancouver City Hall - Aspen Room - 415 W 6th Street, Vancouver WA

The City Council Meeting was held on 1/26/2026 at 4:00 PM in the Vancouver City Hall, Aspen Room 415 West 6th Street, Vancouver, WA 98660.

Workshops were conducted in person in the Council Chambers of City Hall. Members of the public were invited to view the meeting in person, via the live broadcast on www.cvtv.org and CVTV cable channels 23 or HD 323, or on the City's Facebook page, or www.facebook.com/VancouverUS.

View the CVTV video recording, including presentations and discussion, for workshops at: https://www.cvtv.org/video/city-council-workshops-01-26-26-2026011020/

Comprehensive Plan Update
(Approximately 1 hour)

Rebecca Kennedy, Deputy Community Development Director, rebecca.kennedy@cityofvancouver.us

Staff led Council through a discussion of the Comprehensive Plan Update.

Councilmember Paulsen was absent from the workshop.

Homelessness 2025 Year in Review
(Approximately 1 hour, to immediately follow the previous workshop)

Jamie Spinelli, Homeless Response Manager, jamie.spinelli@cityofvancouver.us

Staff led Council through a discussion of the Homelessness 2025 Year in Review.

Councilmember Paulsen was absent from the workshop.

Council Dinner / Administrative Updates (6:00 - 6:30 PM)

Regular Council Meeting

6:30 PM
Vancouver City Hall - Aspen Room - 415 W 6th Street, Vancouver WA

This meeting was conducted as a hybrid meeting with in person and remote viewing and participation over video conference utilizing a GoToMeeting platform. Members of the public were invited to view the meeting in person, via the live broadcast on www.cvtv.org and CVTV cable channels 23 or HD 323, or on the City's Facebook page, www.facebook.com/VancouverUS. Public access and testimony on Consent Agenda items and under the Community Forum were also facilitated in person and via the GoToMeeting conference call.

Vancouver City Council meeting minutes are a record of the action taken by Council. To view the CVTV video recording, including presentations, testimony and discussion, for this meeting please visit: https://www.cvtv.org/video/vancouver-city-council-01-26-26-2026011021/

Electronic audio recording of City Council meetings are kept on file in the office of the City Clerk for a period of six years.

Pledge of Allegiance

Call to Order and Roll Call

The regular meeting of the Vancouver City Council was called to order at 6:30 p.m. by Mayor McEnerny-Ogle. This meeting was conducted as a hybrid meeting, including both in person and remotely over video conference.

Present: *Councilmember Harless, Councilmember Perez, Councilmember Fox, Councilmember Stober, Councilmember Hansen, Mayor McEnerny-Ogle*

Absent: *Councilmember Paulsen*

Motion by Councilmember Stober, seconded by Councilmember Hansen, and Yes: 6, No: 0, Abstaining: 0, to excuse Councilmember Paulsen's absence. Absent from vote: Councilmember Paulsen.

Approval of Minutes

Minutes - January 5, 2026

Motion by Councilmember Hansen, seconded by Councilmember Fox, and Yes: 6, No: 0, Abstaining: 0, to approve the January 5, 2026, Meeting Minutes. Absent from vote: Councilmember Paulsen.

Minutes - January 12, 2026

Motion by Councilmember Fox, seconded by Councilmember Perez, and Yes: 6, No: 0, Abstaining: 0, to approve the January 12, 2026, Meeting minutes. Absent from vote: Councilmember Paulsen.

Proclamations

National Human Trafficking Prevention Month

Mayor McEnerny-Ogle read and presented a proclamation to Alicia Laing, Chair of the Human Trafficking Task Force of Clark County, and Robin Miller, proclaiming January 2026, as National Human Trafficking Prevention Month.

Community Communication

This is the place on the agenda where the public is invited to speak to Council regarding any matter on the Agenda not already scheduled for Public Hearing. (Separate instructions are provided for offering testimony on Public Hearing when applicable.) This includes the option to testify about Workshops. Members of the public addressing Council are requested to give their name and city of residence for the audio record. Speakers are to limit their testimony to a total of three minutes for all items combined.

Mayor McEnerny-Ogle opened Community Communication and received testimony from the following community members regarding any matter on the agenda not scheduled for a Public Hearing:

- *Jessica Hendrix, Vancouver*
- *Bruce Barnes, Vancouver*

There being no further testimony, Mayor McEnerny-Ogle closed Community Communication.

Consent Agenda

The following items will be passed by a single motion to approve all listed actions and resolutions. There will be no discussion on these items unless requested by Council. If discussion is requested, the item will be moved from the Consent Agenda and considered separately – after the motion has been made and passed to approve the remaining items.

Council pulled item 1 for discussion.

Motion by Councilmember Perez, seconded by Councilmember Fox, and Yes: 6, No: 0, Abstaining: 0, to approve Items 2-7 on the Consent Agenda. Absent from vote: Councilmember Paulsen.

Motion by Councilmember Fox, seconded by Councilmember Stober, and Yes: 6, No: 0, Abstaining: 0, to approve Item 1 on the Consent Agenda. Absent from vote: Councilmember Paulsen.

1. Construction Acceptance - West Fourth Plain (BNSF Crossing) Water Transmission Main

Staff Report: 009-26

Request: On Monday, January 26, 2026, accept the facilities as constructed by Tapani Incorporated, of Battle Ground, Washington, and authorize release of the contractor's bond, subject to receipt of all documentation required by law.

Mehrin Selimgir, Water Engineering Manager, Mehrin.Selimgir@cityofvancouver.us

Motion approved the request.

2. Contract Amendment – Selectron Technologies - C-100691

Staff Report: 010-26

Request: On Monday, January 26, 2026, authorize the City Manager, or designee, to approve the Selectron Technologies amendment.

Jason Nortz, Development Review Manager, jason.nortz@cityofvancouver.us

Motion approved the request.

3. Contract Amendment – Spending Limit Increase and Extension of Talent Agent Services - C-100868

Staff Report: 011-26

Request: On Monday, January 26, 2026, authorize the City Manager, or designee, to execute Amendment No. 5 to contract C-100868 between the City of Vancouver and Pacific Talent Inc. Increase the not-to-exceed amount by $100,000 to a total of $400,000 and extend the termination date to 3/31/2027.

David Perlick, Director of Parks, Recreation and Cultural Services, Erik Miletich, david.perlick@cityofvancouver.us

Motion approved the request.

4. Contract Amendment — Increase Spending for Stryker Sales, LLC contract - C-101434

Staff Report: 012-26

Request: On Monday, January 26, 2026, authorize the City Manager, or designee, to increase the spending threshold for contract C-101434 to $500,000 to continue purchasing automatic chest compression devices and accessories until the contract expires in 2028.

Robert Milano, Division Fire Chief, Michelle Bresee, Senior Management Analyst, Robert.Milano@cityofvancouver.us, michelle.bresee@cityofvancouver.us

Motion approved the request.

5. Authorization of Assignment of Affordable Housing Fund Agreement — Vancouver Housing Authority 31st Street Tiny Homes

Staff Report: 013-26

Request: On Monday, January 26, 2026, authorize the City Manager, or designee, to negotiate and execute an Assignment, Assumption, and Consent Agreement with the Vancouver Housing Authority (VHA) and Second Step Housing (SSH) to transfer all rights and obligations under the AHF agreement and covenant for the 31st Street Tiny Homes project from the VHA to SSH.

Ian Alger, Housing Project Planner, Ian.Alger@cityofvancouver.us

Motion approved the request.

6. Waterfront Gateway Disposition Development Agreement - Amendment 2

A RESOLUTION relating to the approval of a disposition and development agreement between the City of Vancouver and LPC West, LP; establishing the terms and conditions under which the Vancouver Waterfront Gateway site may be leased and conveyed by the City to LPC West; and authorizing the City Manager to execute and implement the amended and restated disposition and development agreement.

Staff Report: 014-26

Request: On Monday, January 26, 2026, finalize and approve the resolution that authorizes the City Manager or their designee to finalize and execute on behalf of the City the Second Amendment to the disposition and development agreement, in its substantive form, attached hereto as

Exhibit “A.” The City Manager is authorized to negotiate and execute any documents necessary to implement the agreement, as well as any amendments to the agreement, except those that extend deadlines for more than 180 days, modify the financial terms of the agreement, or that are inconsistent with the material substantive terms.

Chim Chune Ko, Principal Project Manager,
ChimChune.Ko@cityofvancouver.us

Motion adopted Resolution M-4368 to approve the request.

7. Approval of the Claim Vouchers

Request: Approve claim vouchers for January 26, 2026.

Motion approved claim vouchers in the amount of $18,972,824.80.

Public Hearings

The following item(s) are scheduled for public hearing. Members of the public addressing Council are requested to give their name and city of residence for the audio record. Unless otherwise announced by the Presiding Officer, speakers are to limit their testimony to three minutes for each public hearing.

8. Public Defense Standards Revision

AN ORDINANCE repealing Vancouver Ordinance No. M-3927, adopted September 14, 2009 relating to the then-adoption of Vancouver Indigent Defense Standards; providing for approval of updated indigent standards by the City Manager or designee, and providing for an effective date.

Staff Report: 007-26

Request: On Monday, January 26, 2026, upon second reading and a public hearing, finalize and approve the ordinance to repeal Ordinance No. M-3927, which adopted Indigent Defense Standards in 2009, and authorizes the City Manager or designee to approve revised Indigent Defense Standards.

Katherine Kelly, Program and Policy Development Manager,
katherine.kelly@cityofvancouver.us

Katherine Kelly, Program and Policy Development Manager, provided an overview of the Public Defense Standards Revision.

Council discussed the item briefly with staff.

Mayor McEnerny-Ogle opened the public hearing and received testimony from the following community members:

- *Bruce Barnes, Vancouver*

There being no further testimony, Mayor McEnerny-Ogle closed the public hearing.

Motion by Councilmember Stober, seconded by Councilmember Perez, and Yes: 6, No: 0, Abstaining: 0, to approve Ordinance M-4528. Absent from vote: Councilmember Paulsen.

Communications

A. From the Council

B. From the Mayor

C. From the City Manager

Main Street Promise Update

Chris Harder, Deputy Economic Development Director, and Ryan Lopossa, Public Works Transportation Division Manager, discussed the Main Street Promise Update.

Update on Interstate Bridge Replacement Environmental Process

Katherine Kelly, Program and Policy Development Manager, discussed the Update on Interstate Bridge Replacement Environmental Process.

Motion by Councilmember Stober, seconded by Councilmember Harless, and Yes: 6, No: 0, Abstaining: 0, to authorize the C-TRAN and Regional Transportation Council to support signing the final supplemental environmental impact statement on the Interstate Bridge Replacement Program. Absent from vote: Councilmember Paulsen.

Community Forum

This is the place on the agenda where the public is invited to speak to Council regarding any matter. Members of the public addressing Council are requested to give their name and city of residence for the record. Speakers are to limit their testimony to a total of three minutes. Up to 90 minutes will be allotted for the Community Forum.

Mayor McEnerny-Ogle opened the Community Forum and received testimony from the following community members regarding any matter:

- Bruce Barnes, Vancouver

There being no further testimony, Mayor McEnerny-Ogle closed Community Forum.

Adjournment

8:09 p.m.

_____
Anne McEnerny-Ogle, Mayor

Attest:

_____
Anthony Glenn, Deputy City Clerk

The written comments below are those of the submitter alone and are not representative of the views of CVTV or the City of Vancouver, its elected or appointed officials, or its employees.

Vancouver Audubon Society Testimony

Public Hearing – Green Building Program

January 12, 2026

Testimony of Susan Saul, Vancouver Audubon Society

For over 50 years, our all-volunteer organization has worked to protect birds and the places they need using science, advocacy, education, and on-the-ground conservation.

Birds are telling us that we must do more to invest in their future and our future. Climate change is by far the biggest threat to the continued survival of birds. To bring birds back from a decline of three billion since 1970, we need to implement climate solutions, conserve natural resources, and build resilient communities.

Two direct ways to help bring back birds are in the Green Building Program.

First, window glass on homes, low rise buildings and high-rise buildings poses one of the most common hazards for birds in the built environment. Researchers estimate that up to 1 billion birds die every year in the United States alone from colliding with a window. The Green Building Program recognizes that solutions are available at commercial and residential scales to reduce this deadly hazard.

Second, every year, billions of birds migrate north in the spring and south in the fall. The majority of them fly at night, navigating with the night sky. As they pass over cities on their way, they can become disoriented by bright artificial lights and skyglow, often causing them to collide with buildings. Artificial light at night is a leading cause of bird mortality and an unnecessary source of wasted energy. The Green Building Program has adopted Dark Sky Lighting to both conserve energy and reduce skyglow.

We want to thank the city staff for including Vancouver Audubon's input into the Green Building Program.

We want to thank you, Madam Mayor and City Council, for your support. In 2021, you adopted a Resolution declaring Vancouver a Bird-friendly Community.

In 2022, you adopted the Climate Action Framework which laid the foundation for the Green Building Program that brings us here tonight.

Vancouver Audubon supports adoption of the Green Building Program. We believe that the Green Building Program actions are critical to reducing pollution, creating a resilient community, and making Vancouver a place where birds and people can thrive.

We commend you and the city staff for creating a Green Building Program that can be a model for other communities in our region and state.

From: City Council
To: Dollar, Sarah
Subject: FW: Submission: Contact City Council
Date: Monday, January 26, 2026 10:26:23 AM

1-26 Testimony

Sarah Dollar | Executive Assistant to the City Council
Pronouns: She/Her/Hers
CITY OF VANCOUVER, WASHINGTON
City Manager's Office (CMO)
Primary (Cell): 360-624-2949 | **Desk:** 360-487-8641
www.cityofvancouver.us

From: City of Vancouver, WA <noreply@cityofvancouver.us>
Sent: Monday, January 26, 2026 9:33 AM
To: City Council <council@cityofvancouver.us>
Subject: Submission: Contact City Council

Contact the City Council

Name
Corey Troiani
Email
[redacted]
Phone
[redacted]
Address
Vancouver, WA 98660 United States Map It
Subject
Share an Opinion of a City project or Initiative
Choose Recipient
All the Council
Message
I STRONGLY OPPOSE Item #6 on today's council consent agenda. Residents should be given adequate

time to discuss such a MAJOR change to the development of our downtown area. This proposal is value-engineering behind closed doors — packing in more units and less parking, less open space, taller buildings with bad soundproofing, and inadequate analysis on traffic and parking impacts. All of this makes for a lower quality of life for existing and future residents. I speak as a resident who lives a couple blocks away and already sees the impacts of poor design decisions. I am strongly considering moving away — as are many other residents in my building and buildings nearby. I encourage you to talk to residents and hold a well-advertised public hearing. We should not hand off this development decision to the city manager without doing more analysis and giving proper notice to residents with lived experience downtown.

From:	Dollar, Sarah
To:	Dollar, Sarah
Subject:	FW: Written Testimony: Green Building Policy
Date:	Thursday, January 15, 2026 4:38:54 PM
Attachments:	City of Vancouver Green Building Program testimony 011226.pdf City of Vancouver Green Building Program Comments.pdf
Importance:	High

Testimony

Sarah Dollar | Executive Assistant to the City Council
Pronouns: She/Her/Hers
CITY OF VANCOUVER, WASHINGTON
City Manager's Office (CMO)
Primary (Cell): 360-624-2949 | **Desk:** 360-487-8641
www.cityofvancouver.us

From: Holmberg, Nelson <[redacted]>
Sent: Monday, January 12, 2026 2:59 PM
To: City Council <council@cityofvancouver.us>; Pluckhahn, Lon <lon.pluckhahn@cityofvancouver.us>
Cc: Small, Rebecca <rebecca.small@cityofvancouver.us>; chad.eiken@cityofvancouver.com
Subject: Written Testimony: Green Building Policy
Importance: High

Good afternoon Mayor, Mayor Pro-Tem, Councilmembers, City Manager and City Staff,

Please find, attached, written testimony regarding the Green Building Policy that will be up for public hearing tonight. Also attached is a letter we sent on December 22, 2025, outlining comments about the Green Building Policy.

Thank you very much.

All my best,
Nelson

Nelson Holmberg
Community Affairs & Customer Acquisition Manager, Clark County
w: [redacted] | nwnatural.com

Facts and Analysis About Our Energy System
NW Natural is committed to effectively addressing climate change by actively supporting sound energy policy, informed by facts and transparent analysis in service to those that depend on us. To learn more, visit https://www.nwnatural.com/ourenergysystem

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nwnatural.com

Rebecca Small
Chad Eiken
Chim Chune Ko
415 W 6th St Vancouver, WA 98660
12/22/2025

RE: City of Vancouver Green Building Program

Dear Rebecca, Chad, and Chim Chune,

As an energy utility, Northwest Natural Gas Company ("NW Natural") plays a key role in addressing and helping our customers to address climate change. We appreciate the opportunity to comment on the City of Vancouver's Green Building Program Draft ("GBP"). NW Natural has long supported the development of programs that effectively and equitably meet the States' greenhouse emissions reduction goals while preserving affordable, reliable energy that our region depends upon. To that end, we are providing the following background information and comments for your consideration.

NW Natural's Business

In existence since 1859, NW Natural is a local distribution company (LDC) that provides natural gas service to roughly 2.5 million people in Oregon and SW Washington. NW Natural provides the following comments from a viewpoint that emphasizes the importance of examining all climate action planning processes and decarbonization efforts through an energy planning perspective. This approach necessitates assessing affordability and reliability in tandem with investments and innovations in decarbonization.

Comments

Selection of Data

NW Natural wishes to express concern regarding the methodology used for carbon accounting. Accurate carbon accounting is the crux of successful decarbonization policy, making the selection of methodology crucial. For this policy to be successful, it is imperative that the City of Vancouver select a carbon accounting methodology that is accurate and unbiased. While there are many different methodologies out there, EPA has determined that source energy is the most equitable unit of evaluation for comparing different buildings to each other.[1] NW Natural recommends using avoided source energy and emissions, defined by ASHRAE Standards 105-2021 tables K-2, K-3, K-6, and K-7, to define the GHGI, TEUI and TEDI targets in the GBP.

Resiliency

NW Natural wishes to express concern regarding the push to 100% electric ready homes. NW Natural wonders how the city analyzed resiliency and reliability at the household and community level? Energy reliability is critical to address at the household, business, and community levels and is a foundational component of emergency preparedness,

[1] https://www.energystar.gov/buildings/benchmark/understand_metrics/source_site_difference

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which is particularly important for our region. NW Natural's pipeline system serves as a vital asset for resilience in the region. When cold winter storms strike or high winds knock down a transmission line and electricity is lost, the gas system provides essential heating and cooking options for homes with fireplaces and gas cooktops. Many gas water heaters also function during power outages.

As demonstrated by the January 2024 storm that hit our service territory, the electricity system is particularly vulnerable to these types of weather events and should not be the sole source of energy. In a Washinton State Senate Environment, Energy and Technology Committee meeting in December 2024 a Clark PUD representative reported that "rolling blackouts [were] narrowly avoided in January 2024 when winter storm caused widespread outages in the Willamette Valley which dramatically reduced regional load".[2] Essentially, if it had not been for all the customers who lost power in the storm, Clark PUD would not have had enough power to supply its remaining customers. Their slides also stated that "Studies including PNUCC's 2024 NW Regional Forecast and BPA's 2024 White Book continue to sound the alarm and boost public awareness that region is dangerously close to blackouts during peak events".[3] NW Natural recommends adding language that encourages the use of low-carbon gaseous fuels, renewable natural gas and hydrogen, as well as thermal energy networks.

Resource Adequacy

NW Natural and other regional energy providers have documented concerns about the grid's ability to handle an increase in demand. Attached to this letter is an analysis performed by the Pacific Northwest Utilities Conference Committee (PNUCC) and the Northwest Gas Association (NWGA), evaluating the resources adequacy issues the region faces. Resource constrained grid systems are vulnerable to blackouts, leaving residents[4] without power until the system can be restored. With the increase of AI and data centers moving to the Pacific Northwest, the Western Interconnection will need to add dispatchable resources to help the energy supply match pace with demand. Electrification furthers the demand on the electricity grid, increasing the risk of power outages. By leveraging natural gas usage in communities, it helps lessen the demand on the electricity grid, reducing the need for expensive investments into transmission and provides resiliency features during blackouts. To help create a more sustainable and resilient energy future, joint energy planning between electric and gas utilities should occur.

Additionally, regional electric utilities and generation owners hired Energy+Environmental Economics ("E3") to evaluate the state of resource adequacy in the Pacific Northwest ("PNW") today and in the future. On September 22nd, 2025, the E3 team presented phase 1 findings to the Washington Utilities and Transportation Commission and Department of Commerce, giving a better understanding of the region's resource adequacy. E3 identified that accelerated load growth and continued retirements creates a resource gap that starts in 2026 and grows to 9 gigawatts ("GW") by 2030.[5] To put this in perspective, by 2030 the PNW will need to generate 9GW of power or else the regional will face rolling blackouts

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[2] Washington State Senate Environment, Energy and Technology Committee Schedules, Agendas, and Documents , Clark PUD: Supply, Peak Load and Resource Adequacy Snapshot
[3] Washington State Senate Environment, Energy and Technology Committee Schedules, Agendas, and Documents , Clark PUD: Supply, Peak Load and Resource Adequacy Snapshot
[4] Guidehouse analysis of regional energy reports 2025
[5] Energy+Environmental Economics Resource Adequacy and the Energy Transition in the Pacific Northwest: Phase 1 Results

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due to supply outpacing demand. The preferred resources such as solar, wind, and batteries make only small contributions to meeting the resource adequacy needs[6], making the decarbonization of the natural gas system a crucial part of the PNW's energy system. It is important to understand that development of resources in a timely manner is extremely challenging, due to delays with permitting and interconnection, federal policy headways, and cost pressures.[7] The phase 1 findings from E3 re-iterate PNUCC's findings that the PNW's energy system is currently unequipped to handle electrification and a diversity of energy sources will be required to keep affordability, reliability, and resiliency front of mind. NW Natural recommends that the GBP consider and incorporate the analysis contained in the PNUCC and E3 reports.

A critical approach to decarbonization starts with an understanding of the interdependencies between the electric and gas systems. Both systems are affected by extreme weather and how we need to plan for peak energy use conditions. Decarbonization is not the only critical outcome of energy planning, both energy systems need resiliency and resource adequacy as well, especially if we aim to decarbonize affordably.

Thank you for considering our comments. If you have any questions, please reach out to Kevin Duell, [redacted], or Darrell Nelson, [redacted].

Sincerely,

Kevin Duell

[6] Energy+Environmental Economics Resource Adequacy and the Energy Transition in the Pacific Northwest: Phase 1 Results

[7] Energy+Environmental Economics Resource Adequacy and the Energy Transition in the Pacific Northwest: Phase 1 Results

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ELECTRONIC SUBMITTAL
January 9, 2026

Mayor Anne McEnerny-Ogle
Members of the Vancouver City Council
City Manager Lon Pluckhahn
City of Vancouver
PO Box 1995
Vancouver, WA 98668-1995

Dear Mayor McEnerny-Ogle, Councilmembers and City Manager Pluckhahn,

Congratulations on completing the final draft of your Green Building Policy. We appreciate the opportunity to participate in the Technical Advisory Group (TAG).

We have a handful of important questions that we hope Council and staff will address prior to the implementation of the Green Building Policy.

I. **EMERGENCY MANAGEMENT CONSIDERATIONS:** In Chapters 3.1 and 3.2 for New Municipal facilities, pages 18 and 20 reference emergency energy including a requirement to "Provide a minimum of 72-hours back-up power generation for critical areas and functions". Ensure back up power is provided by generators using R99 fuel or renewable energy battery or thermal energy storage devices or a combination of these options."

NW Natural asks what state or municipal policy this proposal is modeled after and recommends de-coupling green-building practices and requirements from emergency management practices and requirements. There is precedent for this decoupled structure, for example: air permits for routine operating equipment are regulated differently than emergency systems.

We have several questions regarding this section of the Green Building Policy and its rationale/basis:

- What best practices in emergency management is the City of Vancouver (the "City") referencing when linking its new green building policy to fuels and battery sources that may be constrained during an emergency? Responsibly linking green building with emergency management requires experts from both industries to document their analysis and for all parties to have a collective understanding of the impacts of new requirements in emergency scenarios—we did not see that analysis in the final report.

- What documentation does the city have, and from whom, that using R99 diesel for backup generators is the most cost-effective, environmentally sustainable, and safe choice for all municipal building and emergency situations?
- R99 diesel can be stored long term but requires that the fuel be monitored and that the tanks be monitored for leakage. It is also our understanding that stored diesel fuel needs to be cycled occasionally in accordance with industry best practice. Additionally, on-site storage is finite for an extended emergency, which could be a critical limitation.
- How is a "renewable battery" defined, maintained, and certified? (e.g. what materials are mined to create it and how will these batteries be disposed of? What monitoring is necessary in order for the "renewable" label to be maintained?)
- How was the 72-hour storage limitation decided? What are the City's emergency plans for longer outages?

In contrast to diesel fuel, natural gas (and standby natural gas generators facilitate long-term generation capability. Natural gas (and other gaseous fuels) has less particulate than R99. Standby natural gas generators can also accommodate some hydrogen blends or renewable natural gas; additionally, to achieve carbon neutrality, offsets can be purchased after the emergency use of conventional natural gas.

NW Natural recommends, as a best practice, city policy should decouple green building policy from emergency management and allow for a larger variety of back-up energy sources for municipal buildings. The city can accommodate multiple combinations of emergency back-up to approach or achieve carbon neutrality. If certain prescriptive emergency management energy options are determined in the future, it should only be after appropriate analysis and documented impacts by certified experts in energy and emergency management.

II. **TIMING CONSIDERATIONS:**

- What is the city's position on the timing of adopting this policy ahead of the Washington State Supreme Court's consideration of the constitutionality of Initiative 2066?
- Has the city identified and considered the pros and cons of pausing adoption of this policy until there is legal clarity on I-2066? What new responsibilities does the City take on if it proceeds with implementation in the wake of a reversal in state policy?
- How does the city address the recently documented impacts of the interdependent electric and gas systems with this Green Building Policy? There's a heavy emphasis on electrification only. As referenced in our letter dated December 22, 2025 (see attached) and recently reported in the Oregonian[1], there is significant new and documented concern regarding an already-strained electric system.[2] Both electric and gas utilities across the Pacific Northwest are collaborating on how to solve this in the short- and

[1] See 'A 9-gigawatt problem': Northwest's soaring energy demand, supply constraints, could spark new power crisis, The Oregonian, January 12, 2026.

[2] See https://www.energystar.gov/buildings/benchmark/understand_metrics/source_site_difference Washington State Senate Environment, Energy and Technology Committee Schedules, Agendas, and Documents; Clark PUD: Supply, Peak Load and Resource Adequacy Snapshot; Washington State Senate Environment, Energy and Technology Committee Schedules, Agendas, and Documents, Clark; PUD: Supply, Peak Load and Resource Adequacy Snapshot; Guidehouse analysis of regional energy reports 2025; Energy+Environmental Economics Resource Adequacy and the Energy Transition in the Pacific Northwest: Phase 1 Results; Solutions to Improve Interregional Transmission Planning and Permitting

long-terms. Joint utility planning has become a priority in the region in response to frequently noted concerns about electric supply and potential blackouts in the region.

III. **ECONOMIC CONSIDERATIONS:**

NW Natural continues to be concerned about the return on investment for increasing costs, and we are unclear about the ongoing and long-term economic impact to Vancouver. The City's own study estimates costs will increase by 8.8%-15.1% depending on the type of structure.[3]

- Where does the proposed policy address economic development cost and address concerns about signals that the city is sending to businesses looking to expand in, or move to, Vancouver?
- It appears that cost analyses included in this work only address the cost of construction. Is the city considering the cost of energy and development for new and expanding businesses in Vancouver?
- Is the City of Vancouver taking responsibility for monitoring and reporting publicly on increased economic costs from this program?

We ask that these critical questions be considered and addressed before the adoption of the City of Vancouver's proposed Green Building Policy.

Thank you for your consideration.

Sincerely,

Nelson Holmberg
Community Affairs & Customer Acquisition Manager, Clark County

Kevin Duell
Customer Acquisition, Codes

ATTACHMENT: December 22, 2025 NW Natural letter to Rebecca Small, Chad Eiken, Chin Chune Ko

[3] "Green Building Policy Development Cost Analysis", BAE Urban Economics for the City of Vancouver, pg. 38, December 2025.

CITY OF Vancouver WASHINGTON

Staff Report: 015-26

To: Mayor and City Council
From: City Manager
Date: February 2, 2026

Subject
Construction Acceptance — 2025 Central Curb Ramps

Key Points

- Grade Werks Excavating, LLC of Battle Ground, Washington, was awarded the 2025 Central Curb Ramps Project in March 2025. Construction began in April 2025 and was physically complete in October 2025.
- The project constructed ADA-compliant curb ramps, curbs, sidewalks, and signal work on streets that were scheduled for Preservation and Resurfacing in the summer of 2025.
- This project was funded by the Curb Ramp Retrofit Program in the Street Fund and the Vancouver Transportation Benefit District.
- There was a 10% apprenticeship goal for this project. The contractor exceeded this goal.

Strategic Plan Alignment
Transportation and Mobility – a safe, future-ready and convenient transportation system

Present Situation
The Central Curb Ramps project included constructing ADA-compliant curb ramps, installing pedestrian push buttons, and improving curbs and sidewalks. Grade Werks Excavating LLC has satisfactorily completed the subject improvements in accordance with the contract plans and specifications.

The original contract bid amount was $1,379,790. Quantity adjustments resulted in a final contract value of $1,293,097.91, an approximate 6% cost reduction. There was a 10% apprenticeship goal for this project, which the contractor exceeded by utilizing 1,004 apprenticeship hours out of the total 5,553 project hours.

Advantage(s)

1. Completes the City’s contractual and statutory process for accepting the project.
2. Formal project acceptance allows for closure on third-party bond claims and facilitates the release of the Contractor’s bond.

Challenge(s)
None

Budget Impact
This project was funded by the Pavement Management Program in the Street Fund and the

Vancouver Transportation Benefit District.

Prior Council Review
Staff Report 051-25, Bid Award for 2025 Central Curb Ramps project on March 17, 2025.

Action Requested
On Monday, February 2, 2026, accept the 2025 Central Curb Ramps project as constructed by Grade Werks Excavating, LLC of Battle Ground, Washington, and authorize release of bond, subject to receipt of all documentation required by law.

Staff Contact
Madeline Burke, Civil Engineer, Madeline.Burke@cityofvancouver.us

Attachments:
None

Staff Report: 016-26

To: Mayor and City Council
From: City Manager
Date: February 2, 2026

Subject

Construction Acceptance — 2025 Pavement Preservation Project Construction Acceptance & Release of Retainage Bond

Key Points

- Doolittle Construction LLC of Snoqualmie, Washington, was awarded the 2025 Pavement Preservation Project in June 2025.
- Construction began in August 2025 and was physically complete in November 2025. The project applied surface treatments to 34 lane-miles (295,000 square yards) of streets.
- This project was funded by the Pavement Management Program in the Street Fund.
- There was a 15% apprenticeship goal for this project. The contractor exceeded this goal by having 16% of project hours worked by apprentices.

Strategic Plan Alignment

Transportation and Mobility – a safe, future-ready and convenient transportation system

Present Situation

The project applied micro-surfacing to 34 lane-miles of streets. Doolittle Construction LLC of Snoqualmie, Washington, completed the subject improvements in accordance with the contract plans and specifications.

TOTAL CONTRACT COSTS	
Labor, Equipment and Material	$3,079,741.67
Sales Tax	$0.00
Total	$3,079,741.67

The original contract bid amount was $3,113,000. Minor variations in bid item quantities resulted in a final contract value of $3,079,741.67. There was a 15% apprenticeship goal for this project. The contractor exceeded this goal by utilizing 922 apprenticeship hours out of the total 5,739 project hours, achieving an actual apprenticeship utilization of 16.07%.

Advantage(s)

1. Completes the City's contractual and statutory process for accepting the project.
2. Formal project acceptance allows for closure on third-party bond claims and facilitates release of the Contractor's bond.

Challenge(s)
None

Budget Impact
The project is funded through the Pavement Management Program in the Street Fund in the amount of $3,079,741.67. No additional budget appropriation is required.

Prior Council Review
Staff Report 112-25, award of bid for 2025 Pavement Preservation Project on June 9, 2025.

Action Requested
On Monday, February 2, 2026, accept the 2025 Pavement Preservation Project as constructed by Doolittle Construction LLC of Snoqualmie, Washington, and authorize release of retainage bond, subject to receipt of all documentation required by law.

Staff Contact
Nikki Roth, Civil Engineer Supervisor, Nikki.Roth@cityofvancouver.us

Attachments:
None

Staff Report: 017-26

To: Mayor and City Council
From: City Manager
Date: February 2, 2026

Subject

Construction Acceptance — Amendment No. 1 to the 2024 Crack Sealing & Mastic Repair Project Construction Acceptance and Release of Retainage

Key Points

- The project completed crack sealing on approximately 92 lane miles of streets.
- BCV Inc. of Wenatchee, Washington, was awarded a contract amendment for one additional year of services at their adjusted bid price under the 2024 Crack Sealing and Mastic Repair Project in April 2025.
- Construction began in May 2025 and was physically complete in October 2025.
- Final construction costs for the project are $428,810.48.
- There is no apprenticeship goal for this project because the contract amount is less than the $500,000 threshold for establishing an apprenticeship goal.

Strategic Plan Alignment

Transportation and Mobility – a safe, future-ready and convenient transportation system

Present Situation

The project completed crack sealing on approximately 92 lane miles of streets. The original construction contract bid amount was $432,950. Quantity adjustments during construction decreased the final contract amount to $428,810.48. BCV Inc. of Wenatchee, Washington, has satisfactorily completed the subject improvements in accordance with the plans and specifications.

Advantage(s)

1. Completes the City's contractual and statutory process for accepting the project.
2. Formal project acceptance allows for closure on third-party bond claims and facilitates release of retainage.

Challenge(s)

None

Budget Impact

The project is funded through the Pavement Management Program in the Street Fund.

Prior Council Review

The City Council awarded the construction contract April 7, 2025.

Action Requested

On Monday, February 2, 2026, accept the work performed under the Amendment No. 1 to the 2024 Crack Sealing and Mastic Repair Project as constructed by BCV Inc. of Wenatchee, Washington, and authorize release of the retainage amount of $21,440.52, subject to receipt of all documentation required by law.

Staff Contact

Nikki Roth, Civil Engineer Supervisor, Nikki.Roth@cityofvancouver.us

Attachments:

None

Staff Report: 018-26

To: Mayor and City Council
From: City Manager
Date: February 2, 2026

Subject

Construction Acceptance and Release of Retainage — Amendment No.1 to 2024 Joint Agency Slurry Seal Project

Key Points

- Blackline Inc, of Vancouver, Washington, was awarded a contract amendment for one additional year of services at their adjusted bid price under the 2024 Joint Agency Slurry Seal Project in March 2025.
- Construction under the contract amendment began in July 2025 and was physically complete in September 2025.
- This project was funded by the Pavement Management Program in the Street Fund.
- There were no apprenticeship goals for this project, as the contracted amount fell below the $500,000 threshold for the establishment of an apprenticeship goal.

Strategic Plan Alignment

Transportation and Mobility – a safe, future-ready and convenient transportation system

Present Situation

The 2025 Slurry Seal project included approximately 25 lane miles of street preservation. Blackline Inc. of Vancouver, WA, has satisfactorily completed the subject improvements in accordance with the contract plans and specifications.

TOTAL CONTRACT COSTS	
Labor, Equipment and Material	$370,600.56
Sales Tax	$0.00
Total	$370,600.56

The adjusted contract amount for the amendment that this work was performed under was $389,650. Quantity adjustments during construction reduced the contract for a final amended contract value of $370,600.56. There were no apprenticeship requirements for this project as the contracted amount fell below the policy threshold of $500,000 for the establishment of an apprenticeship goal.

Advantage(s)

1. Completes the City's contractual and statutory process for accepting the project.
2. Formal project acceptance allows for closure on third-party bond claims and facilitates release

of the Contractor’s retainage.

Challenge(s)
None

Budget Impact
This project was funded by the Pavement Management Program in the Street Fund.

Prior Council Review
Approval of 2024 Joint Agency Slurry Seal Project Contract Amendment No.1 on March 17, 2025.

Action Requested
On Monday, February 2, 2026, accept the work performed under Amendment No.1 to the 2024 Joint Agency Slurry Seal Project as constructed by Blackline Inc., of Vancouver, Washington, and authorize release of retainage in the amount of $18,530.03, subject to receipt of all documentation required by law.

Staff Contact
Nikki Roth, Civil Engineer Supervisor, Nikki.Roth@cityofvancouver.us

Attachments:
None

CITY OF Vancouver WASHINGTON

Staff Report: 019-26

To: Mayor and City Council
From: City Manager
Date: February 2, 2026

Subject
Construction Acceptance — Fruit Valley Park Playground Replacement

Key Points

- The Kuni Foundation has generously offered a large donation to create a fully inclusive playground at Fruit Valley Neighborhood Park.
- The construction contract is $734,815.26, which requires a 3% apprenticeship goal.
- The work was deemed physically complete on October 31, 2025.

Strategic Plan Alignment
Vibrant and Distinct Neighborhoods – a variety of accessible places and spaces

Culture and Heritage – celebrating culture and heritage

Present Situation
The Kuni Foundation contacted staff in mid-2022 to discuss a partnership with the City to build an accessible playground. This aligns with one of their primary focus areas which is to accelerate the inclusion of people who experience intellectual and developmental disabilities. After discussion with Parks staff, there was agreement to focus on replacing the existing playground at Fruit Valley Park, which is at the end of its useful life. It was agreed that the new playground would honor the legacy of community leader and mother, Elizabeth Austin.

Project design was completed in early 2025. Bids for this work were solicited on February 18, 2025, with opening on March 11, 2025. The city received five complete bids and Allcon LLC of Brush Prairie, Washington was selected as the lowest responsive and responsible bidder. They have now satisfactorily completed the subject improvements in accordance with the plans and specifications. The original construction bid amount was $734,815.26. Change orders and quantity adjustments during construction increased the contract amount by 8.5% to $802,768.35.

This project had an apprenticeship goal of 3%, the contractor nearly missed the goal as outlined below. A good faith effort waiver was approved, and the penalty was waived due to the multiple attempts made by the Contractor to obtain apprentices and lack of apprentices available for the work involved in this project.

Total Project Hours	1,861.50
Apprenticeship Goal	3%
Apprenticeship Hours Required	55.84
Apprenticeship Hours Worked	42.00
Unmet Hours	13.84

Hourly Penalty	$25
Total Penalty	$346.12

Advantage(s)

1. Completes the City's contractual and statutory process for accepting the project.
2. Expands recreation opportunities at the park.
3. Enhances accessibility and safety to and within the park.
4. Fills an existing park service area gap with a high level of service.

Challenge(s)

Adds increased maintenance responsibilities.

Budget Impact

$1.2 million is secured through the Kuni Foundation donation and the 2025-2026 Biennium Budget includes an additional $190,095 of park impact fees from PIF district A and $62,108 from business license funding to support the project through staff time and construction. This is sufficient to cover all contract expenses, supplementary items and design support.

Prior Council Review

- Award ITB #25-15 Fruit Valley Park Playground Replacement Contract Award to Allcon LLC of Brush Prairie, WA - April 14, 2025 SR 073-25
- KUNI Playground Donation Agreement - March 6, 2023

Action Requested

On Monday, February 2, 2026, accept the Fruit Valley Park Playground Replacement Project, as constructed by Allcon LLC, of Brush Prairie, Washington, and authorize the release of the retainage, subject to the receipt of all documentation required by law.

Staff Contact

Terry Snyder, Park Development Manager, David Perlick, Director of Parks, Recreation and Cultural Services, Terry.Snyder@cityofvancouver.us, david.perlick@cityofvancouver.us

Attachments:

None

Staff Report: 020-26

To: Mayor and City Council
From: City Manager
Date: February 2, 2026

Subject
Construction Acceptance – O. O. Howard House Roof Replacement Project

Key Points

- The City and The Historic Trust work collaboratively to identify needed improvement to buildings on Officers Row.
- A construction contract to replace the roof on the O. O. Howard House was awarded on March 17, 2025 to Signature Roof Services.
- Work has been completed consistent with all specifications and the contract can be closed out.
- The City secured a grant to fund a portion of the project cost.

Strategic Plan Alignment
Culture and Heritage – celebrating culture and heritage

Present Situation
Since 2012 the City and The Historic Trust have completed replacement of almost all the roofs of the buildings on Officers Row as part of a strategic asset preservation approach. In 2025, the O. O. Howard House was identified as needing a roof replacement and repair to areas of siding.

The City solicited bids for this work in early 2025. We received two complete bids and determined that the lowest responsive and responsible bidder was Signature Roof Service, LLC of Roy, Washington. The original construction bid amount was $342,720. The final construction contract costs were $354,416, the $11,696 cost increase was due to a change order needed to address a larger area of siding replacement than was anticipated in the specifications.

Signature Roof Services LLC has satisfactorily completed the entire scope of the project and the contract can be closed out.

The City has successfully applied for and received a grant for this project from the Washington State Historical Society. This grant will pay one-third of the cost with the remaining funding coming from the Vancouver National Historic Reserve property capital fund maintained by the City.

Advantage(s)

1. Completes the City's contractual and statutory process for accepting this project.
2. The O. O. Howard House structure is now thoroughly weather protected.

Challenge(s)
None

Budget Impact
Sufficient budget has been included in the Vancouver National Historic Reserve property capital fund.

Prior Council Review
Staff Report 052-25, award of bid for O. O. Howard House Roof Replacement - ITB-25-11, project on March 17, 2025.

Action Requested
On Monday, February 2, 2026 accept the O. O. Howard House Roof Replacement Project as constructed by Signature Roof Service, LLC of Roy, Washington, and authorize release of retainage, subject to receipt of all documentation required by law.

Staff Contact
David Perlick, Director of Parks, Recreation and Cultural Services, david.perlick@cityofvancouver.us

Attachments:
None

Staff Report: 021-26

To: Mayor and City Council
From: City Manager
Date: February 2, 2026

Subject
Bid Award – Evergreen Trail, SE Chelsea Avenue to SE Image Road Re-bid Project - C-102141

Key Points

- The project will add a 10-foot pathway and curb on the south side of Evergreen Highway between SE Chelsea Ave and SE Image Rd. This project will provide safety for pedestrians, bicyclists, and motorists.
- In spring 2025, the project was advertised for bids with four bids received and opened on April 8, 2025. At the June 6, 2025 Council Meeting, the City Council rejected all bids because the bids came in much higher than the available funds.
- The City had initially received $250,000 in federal grants through the Southwest Washington Regional Transportation Council (RTC). After the June 6, 2025, Council Meeting, the City received an additional $3 million in grant funds through RTC. This made it possible to rebid the project using Transportation Benefit District funds and other local dollars to provide the remainder of the project funding.
- On December 16, 2025, the City received 13 bids with Jeffries Construction, of Woodland, Washington, submitting the lowest responsive bid of $3,839,918.

Strategic Plan Alignment
Transportation and Mobility – a safe, future-ready and convenient transportation system

Vibrant and Distinct Neighborhoods – a variety of accessible places and spaces

Present Situation
On December 16, 2025, the City received 13 bids for the subject project. Two of the bids were unresponsive. The bids ranged between $3,839,918.00 to $5,232,386.84. The low bidder was responsive. The bids were as follows:

SUMMARY OF BIDS	
BIDDER	**AMOUNT**
Jeffries Construction - Woodland, WA	$3,839,918.00
NW Construction General Contracting - Battle Ground, WA	$3,946,627.00
Tapani, Inc. - Battle Ground, WA	$4,117,891.00
Nutter Corporation - Vancouver, WA	$4,134,474.25
Lee Contractors - Vancouver, WA	$4,210,367.00

Midway Underground, LLC - Toledo, WA	$4,247,707.40
Halme Excavating, Inc - Battle Ground, WA	$4,320,656.00
Western United Civil Group, LLC - Yacolt, WA	$4,407,881.50
Dewitt Construction, Inc. - Vancouver, WA	$4,532,596.20
MJ Hughes Construction, Inc. - Vancouver, WA	$4,648,607.00
Rotschy, Inc. - Vancouver, WA	$5,232,386.84
Adam's Quality Fence	non-responsive
Advanced Excavating Specialists	non-responsive
Engineers Cost Estimate	$3,936,322.00

There are no City Apprenticeship goals as federal guidelines for grant projects do not allow the inclusion of local agency apprenticeship programs.

Advantage(s)
Safer travel for vehicles, pedestrians, and bicyclists through the Evergreen Highway.

Challenge(s)

1. Business and local traffic will be inconvenienced during the construction period.
2. Construction will generate noise and dust; however, the contractor will implement dust control and erosion control strategies.

Budget Impact
The project is currently funded through federal grants from the RTC, the Vancouver Transportation Benefit District, and other local matching dollars. The project is included in the 2024-2025 biennial budget.

Prior Council Review

1. Approval of the 2024-2025 biennial budget which included the referenced project,
2. Approval of the 2025-2030 Transportation Improvement Program (TIP), Resolution No. M-4283 (June 17, 2024),
3. Bid Rejection of ITB #25-06: Evergreen Trail, SE Chelsea Avenue to SE Image Road Project, Staff Report No. 104-25 (June 2, 2025).

Action Requested
On Monday, February 2, 2026, award a construction contract for the Evergreen Trail project to the lowest responsive and responsible bidder, Jeffries Construction, of Woodland, Washington, USA at their bid price of $3,839,918, which includes Washington State sales tax, and authorize the City Manager or designee to execute the same.

Staff Contact
Leslie Degenhart, Civil Engineer 3, Hassan Abdalla, Engineering Manager,

Leslie.Degenhart@cityofvancouver.us, hassan.abdalla@cityofvancouver.us

Attachments:

1. ITB25-42 - UnExecuted Contract
2. Project Map

CONSTRUCTION CONTRACT # C-102141

ITB #25-42: Evergreen Trail, SE Chelsea Avenue to SE Image Road-ReBid

This Contract (hereinafter referred to as the "Contract") is entered into by and between the City of Vancouver, Washington, a municipal corporation organized under the laws of the State of Washington (hereinafter referred to as the "City") and Jeffries Construction, LLC, PO Box 570, Woodland, WA 98674 (hereinafter referred to as the "Contractor"). The City and Contractor may be collectively referred to herein as the "parties" or individually as a "party".

WHEREAS, the City desires to engage the Contractor to provide public works construction and other related services for the work described herein;

WHEREAS, Contractor has agreed to offer its services to perform said work per the City issued Invitation to Bid (ITB) No. 25-42 and all addenda thereto, Contractor's Bid to said ITB, the Project Plan Set and Special Provisions, and City Council's approval on February 2, 2026 per Staff Report No. ##-##; and

WHEREAS, the Contractor represents by entering into this Contract that it is fully qualified to perform the work to which it will be assigned in a competent and professional manner, and to the standards required by the City.

NOW, THEREFORE, in consideration of the terms, conditions, covenants, and performance contained herein, or attached and incorporated and made a part hereof, the parties hereto agree as follows:

1. **STATEMENT OF WORK:** The Contractor hereby agrees to furnish all materials, labor, tools, machinery and implements of every description necessary to complete the work in a professional manner within the time limits stated in this Contract for the construction and installation of the following improvements and will make all necessary arrangements for the obtaining of permits from the United States, State of Washington, and/or any of its agencies as may be necessary to do the work required and covered by this Contract.

   This Contract provides for the improvement of Evergreen Highway from Chelsea Avenue to Image Road. Proposed pervious pathway on the south side of Evergreen with storm improvements, a retaining wall, and privacy fence and other minor landscape updates and other work, all in accordance with the attached Plan Set, these Contract Provisions, and the Standard Specifications, hereafter referred to as "Work."

   The Work shall be Physically Complete within 150 Working Days from the Notice to Proceed (NTP) date.

2. **EFFECTIVE DATE:** This Contract is effective as of the last signature of the Contract.

3. **E-VERIFY PROGRAM:** Contractor shall register and enter into a Memorandum of Understanding (MOU) with the Department of Homeland Security E-Verify program within sixty (60) days after execution of this Contract. Contractor shall ensure all Contractor employees and any sub-contractor(s) assigned to perform work under this Contract are eligible to work in the United States. Contractor shall provide verification of compliance upon City request. Failure by Contractor to comply with this subsection shall be considered a material breach.

4. **CONTRACTOR RESPONSIBILITIES FOR SUBCONTRACTORS:** The Contractor shall include the language of this section in all tier subcontracts and shall require each of its subcontractors to include the same language of this section in each of their subcontracts, adjusting only as necessary the terms used for the contracting parties. The requirements of this section apply to all subcontractors regardless of tier. The Contractor shall require all subcontractors to comply with all relevant federal, state and municipal laws, rules and regulations whatsoever.

   At the time of subcontract execution, the Contractor shall verify that all tier subcontractors meet the following bidder responsibility criteria:

   1. Have a current certificate of registration in compliance with chapter 18.27 RCW, which must have been in effect at the time of subcontract bid submittal;
   2. Have a current Washington Unified Business Identifier (UBI) number;
   3. Have received training on the requirements related to public works and prevailing wage as required by RCW 39.04.350;
   4. Within the three-year period immediately preceding the date of the bid solicitation, not have been determined by a final and binding citation and notice of assessment issued by the department of labor and industries or through a civil judgment entered by a court of limited or general jurisdiction to have willfully violated, as defined in RCW 49.48.082, any provision of chapter 49.46, 49.48, or 49.52 RCW.
   5. If applicable, have:
      i. Have Industrial Insurance (workers' compensation) coverage for the subcontractor's employees working in Washington, as required in Title 51 RCW;
      ii. A Washington Employment Security Department reference number, as required in Title 50 RCW;
      iii. A Washington Department of Revenue state excise tax registration number, as required in Title 82 RCW;
      iv. An electrical contractor license, if required by Chapter 19.28 RCW;
      v. An elevator contractor license, if required by Chapter 70.87 RCW.
   6. Not be disqualified from bidding on any public works contract under RCW 39.06.010 or 39.12.065 (3).

5. **DELINQUENT STATE TAXES:** The Contractor shall not owe delinquent taxes to the Washington State Department of Revenue without a payment plan approved by the Department of Revenue.

6. **COMPENSATION AND SCHEDULE OF PAYMENTS:** In consideration of the promises and agreements of the Contractor as set forth herein, and in consideration of the faithful

performance and furnishing of the work and materials required by this Contract to the satisfaction of the City, the City agrees to pay to the Contractor as prescribed in the solicitation and Contractor's Bid, and in accordance with the ordinances of the City of Vancouver and the laws of the State of Washington, the following sum as indicated, which amount does include 8.8% Washington State Sales Tax (if applicable) $3,839,918.00 USD.

The amount finally to be paid is, however, variable upon the Work actually performed and final payment will be made upon the basis of the amount of work performed and the materials furnished, and at the lump sum or unit prices fixed in the Contractor's Bid and as modified by any and all approved Change Orders.

7. **CONTRACTOR'S INSURANCE:** The Contractor agrees to obtain and provide coverage as described in the WSDOT Standard Specifications 1-07.18 or the Special Provisions as applicable.

8. **CONTRACTOR'S BOND:** The Contractor agrees that before it undertakes performance of this Contract, it will file with the City of Vancouver a Performance Bond and Payment Bond, in the forms prescribed by the City of Vancouver, in the full amount of the Contract price with a company authorized to do business in the State of Washington as a surety. The bonds shall comply with the laws of the State of Washington, and especially with the provisions of Chapter 39.08 RCW.

9. **DISPUTE RESOLUTION:** In the event of a dispute between the Parties which cannot be resolved by the contract managers, the Contractor and the City shall resolve the dispute pursuant to WSDOT Specification 1-09.11 Disputes and Claims and WSDOT Specification 1-09.13 Claims Resolution or the Special Provisions as applicable.

10. **GOVERNING LAW/VENUE:** This Contract shall be deemed to have been executed and delivered within the State of Washington, and the rights and obligations of the parties hereunder shall be construed and enforced in accordance with, and governed by, the laws of the State of Washington without regard to the principles of conflict of laws. Any action or suit brought in connection with this Contract shall be brought in the Superior Court of Clark County, Washington.

11. **EMPLOYMENT OF LABOR:** The Contractor agrees that all persons employed by Contractor and by any of its subcontractors and any of their lower tier contractors in work performed pursuant to this Contract shall not be employed in excess of eight (8) hours in any one day, except as provided or allowed by Chapter 49.28 RCW and WAC 296-127 and any amendment thereto.

12. **PAYMENT OF LABOR:** The contract will require the payment and tracking of federal wages through Davis Bacon and will be subject to regulations of the U.S. Department of Labor. The higher wage rate between the Federal and State rates, at minimum shall prevail per WAC 296-127-025.

    The Contractor agrees that all laborers, workers, or mechanics employed by it or by any subcontractor in the performance of this Contract will be paid not less than the prevailing rate of wage for an hours work, in accordance with the provisions of the Chapter 39.12 RCW, and all rules and regulations promulgated pursuant thereto.

The prevailing wage rates in effect at the time of the bid submittal deadline shall apply for the duration of the project, no matter how long it lasts. However, if the Contract is awarded more than six (6) months after the bids were due, the prevailing wage rates in effect on the award date shall apply.

In case any dispute arises as to what the prevailing rates of wages for work of a similar nature are and such dispute cannot be adjusted by the parties involved, the matter shall be referred to the director of the Department of Labor and Industries of the State of Washington for arbitration, and the director's decision shall be final, conclusive and binding on all parties involved in the dispute.

13. **DAVIS-BACON ACT, AS AMENDED (40 U.S.C. 3141-3148):** When required by Federal program legislation, all prime construction contracts in excess of $2,000 awarded by non-Federal entities must include a provision for compliance with the Davis-Bacon Act (40 U.S.C. 3141-3144, and 3146-3148) as supplemented by Department of Labor regulations (29 CFR Part 5, "Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction"). In accordance with the statute, contractors must be required to pay wages to laborers and mechanics at a rate not less than the prevailing wages specified in a wage determination made by the Secretary of Labor. In addition, contractors must be required to pay wages not less than once a week. The non-Federal entity must place a copy of the current prevailing wage determination issued by the Department of Labor in each solicitation. The decision to award a contract or subcontract must be conditioned upon the acceptance of the wage determination. The non-Federal entity must report all suspected or reported violations to the Federal awarding agency. The contracts must also include a provision for compliance with the Copeland "Anti-Kickback" Act (40 U.S.C. 3145), as supplemented by Department of Labor regulations (29 CFR Part 3, "Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States"). The Act provides that each contractor or subrecipient must be prohibited from inducing, by any means, any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he or she is otherwise entitled. The non-Federal entity must report all suspected or reported violations to the Federal awarding agency.

14. **CONTRACT WORK HOURS AND SAFETY STANDARDS ACT (40 U.S.C. 3701-3708):** Under 40 U.S.C. 3702 of the Act, each Contractor must be required to compute the wages of every mechanic and laborer on the basis of a standard work week of 40 hours. Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than one and a half times the basic rate of pay for all hours worked in excess of 40 hours in the work week. The requirements of 40 U.S.C. 3704 are applicable to construction work and provide that no laborer or mechanic must be required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchases of supplies or materials or articles ordinarily available on the open market, or contracts for transportation or transmission of intelligence.

15. **PAYMENT TO THE CONTRACTOR:** Progress payments to the Contractor shall be made within 30 days of a fully executed Pay Estimate pending all compliance with all contractual requirements. The City reserves the right to require Contractor to correct any submitted or paid erroneous invoices according to the rates set forth herein. City and

Contractor agree that any amount paid in error by City does not constitute a change in the agreed upon amount; Contractor agrees to issue a refund of any overages paid in error by the City.

No payment shall be made to the Contractor, however, until the Contractor and all subcontractors who have performed work shall have filed and received approval of a Statement of Intent to Pay Prevailing Wage as required by RCW 39.12.040 from the Washington State Department a Labor and Industries. Said Contractor and all subcontractors shall also keep accurate payroll records for three years from the date of acceptance as described in RCW 39.12.120. A Contractor and all subcontractors shall, file a copy of its certified payroll records using the Department of Labor and Industries online system on a monthly basis. A Contractor's noncompliance with this section shall constitute a violation of RCW 39.12.050.

16. **INDEMNIFICATION:** Contractor agrees to indemnify, defend, save and hold harmless the City, its officials, employees and agents from any and all liability, including but not limited to demands, claims, causes of action, suits or judgments, claims of copyright or patent infringement, including costs, attorney fees and expenses incurred in connection therewith, or whatsoever kind or nature, arising out of, or in connection with, or incident to, the performance of services by Contractor pursuant to this Contract as described in WSDOT Standard Specifications or Special Provisions as applicable.

17. **OWNERSHIP OF RECORDS AND DOCUMENTS:** Any and all work product prepared by the Contractor in the course of performing this Contract shall immediately become the property of the City. In consideration of the compensation provided for by this Contract, the Contractor hereby further assigns all copyright interests in such work product to the City. A copy may be retained by the Contractor. Previously owned intellectual property of Contractor or any third party, and any know-how, methodologies or processes used by Contractor to provide the services or project deliverables under this Contract shall remain property of the original City.

18. **PUBLIC DISCLOSURE COMPLIANCE:** The parties acknowledge that the City is an "agency" within the meaning of the Washington Public Records Act, Chapter 42.56 RCW, and that materials submitted by the Contractor to the City become public record. Such records may be subject to public disclosure, in whole or part and may be required to be released by the City in the event of a request for disclosure. In the event the City receives a public record request for any data or deliverable that is provided to the City and that is licensed from the Contractor, the City shall notify the Contractor of such request and withhold disclosure of such information for not less than five (5) business days, to permit the Contractor to seek judicial protection of such information, provided that the Contractor shall be responsible for attorney fees and costs in such action and shall save and hold harmless the City from any costs, attorney fees or penalty assessment under Chapter 42.56 RCW for withholding or delaying public disclosure of such information.

19. **AMENDMENTS:** All changes to this Contract, including changes to the statement of work and compensation, must be made by written Change Order and/or Amendment and signed by all parties to this Contract.

20. **AUTHORIZATION AND COMPLIANCE WITH THE LAW:** The Contractor certifies that the person signing the Contract is legally authorized to enter into this binding Contract and that the Contractor shall fully comply with all relevant, federal, state and municipal laws, rules, regulations and policies.

21. **CITY BUSINESS AND OCCUPATION LICENSE:** The Contractor will be required to obtain a business license when contracting with the City unless allowable exemptions apply. The Contractor shall contact the State of Washington Business License Service (BLS) at: http://bls.dor.wa.gov/file.aspx, or by phone at 800-451-7985, or go to www.bls.dor.wa.gov/cities/vancouver.aspx or www.cityofvancouver.us/businesslicense, to determine whether a business license is required pursuant to the Vancouver Municipal Code (VMC) Chapter 5.04.

22. **RELATION OF PARTIES:** The Contractor, its subcontractors, agents and employees are independent contractors performing services for The City and are not employees of City; shall not, as a result of this Contract, accrue leave, retirement, insurance, bonding or any other benefits afforded to City employees; and, shall not have the authority to bind the City in any way except as may be specifically provided in the Statement of Work.

23. **ASSIGNMENT:** This Contract is binding on each party, its successors, assigns, and legal representatives and may not, under any circumstances, be assigned or transferred by either party without the other party's express written authorization.

24. **TERMINATION FOR CONVENIENCE:** The City, at its sole discretion, may terminate this Contract for convenience as described in the WSDOT Standard Specifications 1-08.10.

25. **TERMINATION FOR CAUSE:** In the event the Contractor is, or has been, in violation of the terms of this Contract, including the solicitation, the City reserves the right, upon written notice to the Contractor, to cancel, terminate, or suspend this contract in whole or in part for default as described in the WSDOT Standard Specifications 1-08.10.

26. **WAIVER AND REMEDIES:** City's failure to enforce the terms or conditions herein or to exercise any right or privilege, or the City's waiver of any breach hereunder shall not thereafter waive any other term, condition, or privilege, whether of the same or similar type. Remedies under this Contract are cumulative; the use of one remedy shall not be taken to exclude or waive the right to use another.

27. **ENTIRETY OF CONTRACT:** This Contract incorporates all the agreements, covenants and understanding between the parties hereto and are merged into this written Contract. No prior agreement or prior understanding, verbal or otherwise, of the parties or their agents shall be valid or enforceable unless set forth in this Contract.

28. **USE OF CITY'S NAME:** Contractor may not use any of City's name, trademark, service marks, or logo in connection with the services contemplated by this Contract or otherwise without the prior written permission of City, which permission may be withheld for any or no reason and may be subject to certain conditions.

29. **NON-DISCRIMINATION AND EQUAL EMPLOYMENT OPPORTUNITY**: During the term of this Contract, Contractor will not discriminate against any employee or applicant for employment in accordance with RCW Chapter 49.60, including, but not limited to creed, religion, race, color, age, sex, marital status, sexual orientation, sexual identity, pregnancy, military status, political ideology, ancestry, national origin, or the presence of any sensory, mental or physical disability, unless based upon a bona fide occupational qualification. The Contractor will take affirmative action to ensure that applicants and employees are treated fairly, without regard to their creed, religion, race, color, sex, national origin, or the presence of any sensory, mental or physical disability. Such action shall include all terms and conditions of employment, compensation, and benefits, including apprenticeship.

30. **EQUAL OPPORTUNITY CLAUSE:** During the performance of this contract, the Contractor agrees as follows:

    a. The Contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, sexual orientation, gender identity, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, sexual orientation, gender identity, or national origin. Such action shall include, but not be limited to the following: Employment, upgrading, demotion, or transfer, recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Supplier agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.
    b. The Contractor will, in all solicitations or advertisements for employees placed by or on behalf of the Supplier, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, sexual orientation, gender identity, or national origin.
    c. The Contractor will not discharge or in any other manner discriminate against any employee or applicant for employment because such employee or applicant has inquired about, discussed, or disclosed the compensation of the employee or applicant or another employee or applicant. This provision shall not apply to instances in which an employee who has access to the compensation information of other employees or applicants as a part of such employee's essential job functions discloses the compensation of such other employees or applicants to individuals who do not otherwise have access to such information, unless such disclosure is in response to a formal complaint or charge, in furtherance of an investigation, proceeding, hearing, or action, including an investigation conducted by the employer, or is consistent with the contractor's legal duty to furnish information.
    d. The Contractor will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a notice to be provided by the agency contracting officer, advising the labor union or workers' representative of the contractor's commitments under section 202 of Executive Order 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.
    e. The Contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

f. The Contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

g. In the event of the Contractor's non-compliance with the nondiscrimination clauses of this contract or with any of such rules, regulations, or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

h. The Contractor will include the provisions of paragraphs (1) through (8) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as may be directed by the Secretary of Labor as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

31. **CLEAN AIR ACT:** The Contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401–7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. 1251–1387). Violations must be reported to the Federal awarding agency and the Regional Office of the Environmental Protection Agency (EPA).

32. **DEBARMENT:** The Contractor certifies that that it is not presently debarred, suspended, proposed for debarment, and declared ineligible or voluntarily excluded from covered transactions by any Federal, State or local department or agency.

33. **BINDING EFFECT:** The provisions, covenants and conditions in this Contract bind the parties, their legal heirs, representatives, successors, and assigns.

34. **RATIFICATION:** Acts taken pursuant to this Contract but prior to its effective date are hereby ratified and confirmed.

35. **CONTRACT DOCUMENTS AND ORDER OF PRECEDENCE:** The complete Contract includes all parts listed in the Special Provisions WSDOT Standard Specification Section 1-04.2. On the Contract Plans, Working Drawings, and Standard Plans, figured dimensions shall take precedence over scaled dimensions.

    Whenever reference is made in these Specifications or the Special Provisions to codes, rules, specifications, and standards, the reference shall be construed to mean the code, rule, specification, or standard that is in effect on the Invitation to Bid advertisement date, unless otherwise stated or as required by law.

If any part of the Contract requires Work that does not include a description for how the Work is to be performed, the Work shall be performed in accordance with standard trade practice(s). For purposes of the Contract, a standard trade practice is one having such regularity of observance in the trade as to justify an expectation that it will be observed by the Contractor in doing the Work.

36. **NOTICES:** All notices which are given or required to be given pursuant to this Contract shall be hand delivered, mailed postage paid, or sent by electronic mail as follows:

For the City:
Anna Vogel
City of Vancouver
415 W 6th Street
P O Box 1995
Vancouver WA 98668-1995
anna.vogel@cityofvancouver.us

For the Contractor:
Scott Jeffries
Jeffries Construction, LLC
PO Box 570
Woodland, WA 98674
accounting@jcllcwa.com

The undersigned, as the authorized representatives of the City and Contractor respectively, agree to all of the terms and conditions contained in this Contract, as of the dates set forth below.

CITY OF VANCOUVER
A municipal corporation

Lon Pluckhahn, City Manager

Date

Attest:

Natasha Ramras, City Clerk

Approved as to form:

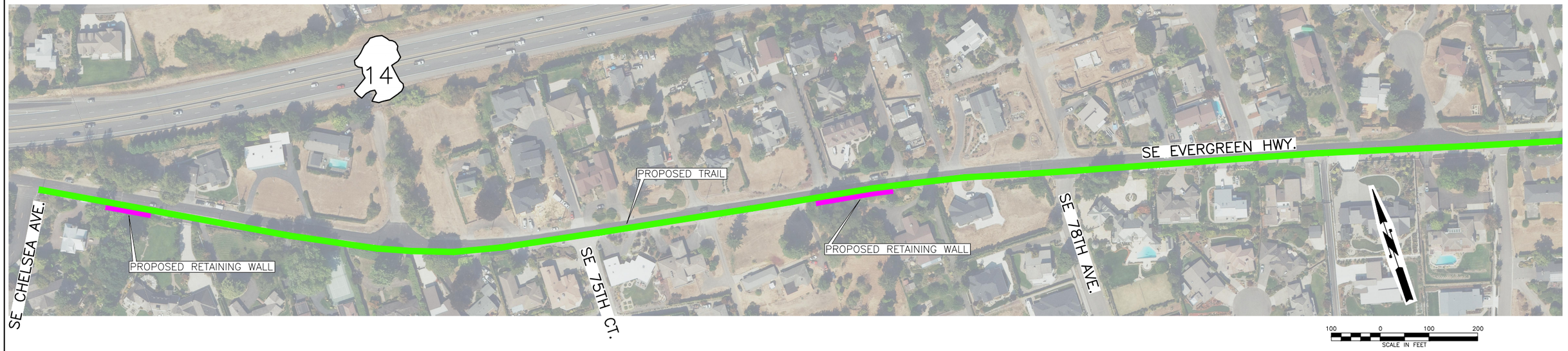
Nena Cook, City Attorney

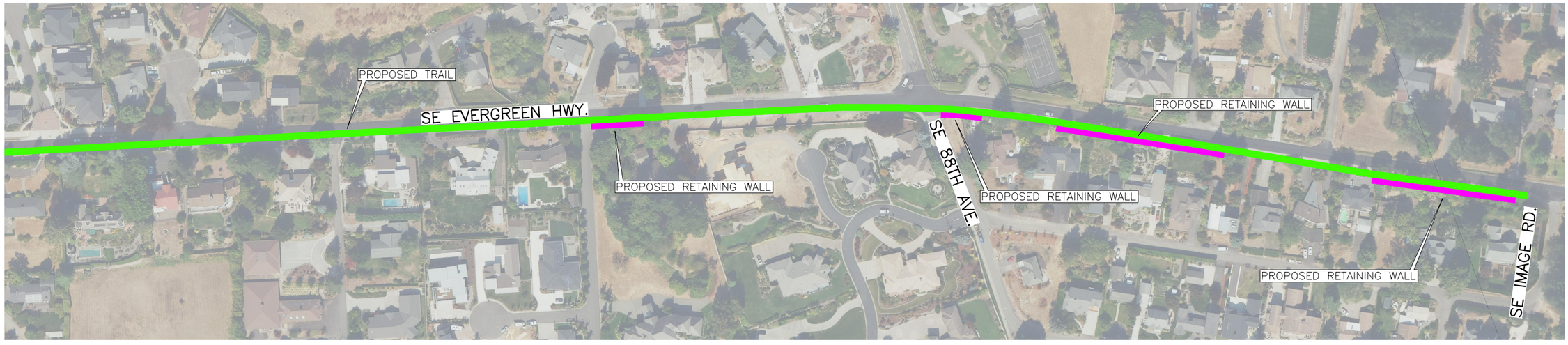
CONTRACTOR
Jeffries Construction, LLC

Signature

Printed Name /Title

Date





CITY OF Vancouver WASHINGTON

EVERGREEN TRAIL
SE CHELSEA AVE. TO SE IMAGE RD.

I:\PROJECTS\ACTIVE PROJECTS\071455 - EVERGREEN TRAIL - SE CHELSEA AVE TO SE IMAGE RD\PS&E\EXISTING BASE MAPS\071455AERIAL.DWG 4/25/2025

Staff Report: 022-26

To: Mayor and City Council
From: City Manager
Date: February 2, 2026

Subject
Bid Award — Phoenix Way & California St. Water Main — C-102134

Key Points

1. This project increases water system integrity and reliability by replacing aging water mains.
2. Twelve bids were received, and Halme Excavating, Inc. has been determined to be the lowest responsive and responsible bidder.
3. The Contractor proposes to meet the City's apprenticeship utilization goal of 10%.

Strategic Plan Alignment
Safe and Prepared Community – a safe place to live, work, learn and play

Present Situation
This project will install approximately 6,700 feet of new water main, including associated fire hydrants, valves, and appurtenances to replace existing water mains within Phoenix Way, California Street, Tucson Way, Santa Fe Drive, Dubois Drive, and Eureka Way within the Dubois Park Neighborhood. The existing water mains are over 60 years old and require replacement due to age and maintenance history. The project will improve system reliability, pipeline integrity and fire flow capacity. On December 16, 2025, the City received 12 bids for the subject project.

The bids are as follows:

SUMMARY OF BIDS	
BIDDER	**AMOUNT**
Halme Excavating, Inc., Battle Ground, Washington	$1,568,324.80
Grade Werks Excavating LLC, Battle Ground, Washington	$1,689,328.90
Jeffries Construction, Woodland, Washington	$1,796,847.23
NW Construction General Contracting, Battle Ground, Washington	$1,897,017.76
Advanced Excavating Specialists, LLC, Kelso, Washington	$1,898,934.27
Colf Construction LLC, Vancouver, Washington	$1,978,677.06
Nuter Corporation, Vancouver, Washington	$2,023,921.54

Rotschy Inc., Vancouver, Washington	$2,105,468.22
North Cascade Excavating, Woodland, Washington	$2,120,451.07
KKLA Contractors, Clackamas, Oregon	$2,149,127.86
Clark and Son Excavating, Battle Ground, Washington	$2,701,496.93
Dirt and Aggregate Interchange, Fairview, Oregon	$2,898,296.27
Engineers Cost Estimate	$1,860,000.00

Halme Excavating, Inc of Battle Ground, Washington was the lowest responsive and responsible bidder.

Halme Excavating, Inc intends to meet or exceed the 10% apprenticeship goal for this project by utilizing 560 apprenticeship hours out of the anticipated 5,000 project hours.

Advantage(s)

1. Increases water system integrity and reliability.
2. Increases fire flow capacity.
3. Eliminates high maintenance mains and costly repairs.

Challenge(s)

Nighttime work is not anticipated for the duration of the project, however some work Monday through Friday between the hours of 7:00 a.m. and 8:00 p.m. could inconvenience neighbors bordering the site. Plans are in place to route construction traffic to mitigate and minimize disturbances to neighbors.

Budget Impact

Funds for this project are identified in the 2025-2026 Water Capital Adopted Budget for this work as project PRJ101071.

Prior Council Review

Incorporated in the 2025-2026 Water Capital Adopted Budget

Action Requested

On Monday, February 2, 2026, award a construction contract for the Phoenix Way & California St. Water Main project to the lowest responsive and responsible bidder, Halme Excavating of Battle Ground, Washington, at their bid price of $1,568,324.80, which includes Washington State sales tax, and authorize the City Manager to finalize and execute a contract for the same.

Staff Contact

Mehrin Selimgir, Water Engineering Manager, Mehrin.Selimgir@cityofvancouver.us

Attachments:

1. ITB25-47 - UnExecuted Contract - Final

2. Boundry Map

CONSTRUCTION CONTRACT # C-102134
ITB 25-47: PHOENIX WAY & CALIFORNIA ST. WATER MAIN REPLACEMENT

This Contract (hereinafter referred to as the "Contract") is entered into by and between the City of Vancouver, Washington, a municipal corporation organized under the laws of the State of Washington (hereinafter referred to as the "City") and Halme Excavating, Inc., 22514 NE 72nd Ave., Battle Ground, WA 98604 (hereinafter referred to as the "Contractor"). The City and the Contractor may be collectively referred to herein as the "Parties" or individually as a "Party."

WHEREAS, the City desires to engage the Contractor to provide public works construction and other related services for the work described herein;

WHEREAS, Contractor has agreed to offer its services to perform said work per the City issued Invitation to Bid (ITB) No. 25-47 and all addenda thereto, Contractor's Bid to said ITB, the Project Plan Set and Special Provisions, and City Council's approval on **Monday, February 2, 2026** per Staff Report No. ##-##; and

WHEREAS, the Contractor represents by entering into this Contract that it is fully qualified to perform the work to which it will be assigned in a competent and professional manner, and to the standards required by the City.

NOW, THEREFORE, in consideration of the terms, conditions, covenants, and performance contained herein, or attached an incorporated and made a part hereof, the parties hereto agree as follows:

1. **STATEMENT OF WORK**: The Contractor hereby agrees to furnish all materials, labor, tools, machinery and implements of every description necessary to complete the work in a professional manner within the time limits stated in this Contract for the construction and installation of the following improvements and will make all necessary arrangements for the obtaining of permits from the United States, State of Washington, and/or any of its agencies as may be necessary to do the work required and covered by this Contract.

   The Contractor shall furnish and install approximately 6,706 feet of 8, 6, and 4-inch diameter ductile iron water main with associated fire hydrants, valves, appurtenances, fittings and pavement restoration; and other work, all in accordance with the attached Contract Plans, these Contract Provisions and the Standard Specifications.

   The Contract Work shall be Physically Complete within 75 Working Days from the Notice to Proceed.

2. **EFFECTIVE DATE:** This Contract is effective as of the last signature of the Contract.

3. **E-VERIFY PROGRAM:** Contractor shall register and enter into a Memorandum of Understanding (MOU) with the Department of Homeland Security E-Verify program within

sixty days after execution of this Contract. Contractor shall ensure all Contractor employees and any subcontractor(s) assigned to perform work under this Contract are eligible to work in the United States. Contractor shall provide verification of compliance upon City request. Failure by Contractor to comply with this subsection shall be considered a material breach.

4. **CONTRACTOR RESPONSIBLITIES FOR SUBCONTRACTOR:** The Contractor shall include the language of this section in all tier subcontracts and shall require each of its subcontractors to include the same language of this section in each of their subcontracts, adjusting only as necessary the terms used for the contracting parties. The requirements of this section apply to all subcontractors regardless of tier. The Contractor shall require all subcontractors to comply with all federal, state and municipal laws, rules and regulations whatsoever.

   At any time of the subcontract execution, the Contractor shall verify that all tier subcontractors meet the following bidder responsibility criteria:

   a. Have a current certificate of registration in compliance with Chapter 18.27 RCW, which must have been in effect at the time of subcontract bid submittal.
   b. Have a current Washington Unified Business Identifier (UBI) number.
   c. Have received training on the requirements related to public works and prevailing wage as required by RCW 39.04.350.
   d. Within the three-year period immediately preceding the date of the bid solicitation, not have been determined by a final and binding citation and notice of assessment issued by the department of labor and industries or through civil judgement entered by a court of limited or general jurisdiction to have willfully violated, as defined in RCW 49.48.082, any provision of Chapter 49.46, 49.48 or 49.52 RCW.
   e. If applicable, have:
      i. Industrial Insurance (worker's compensation) coverage for the subcontractor's employees working in Washington, as required in Title 51 RCW.
      ii. A Washington Employment Security Department reference number, as required in Title 50 RCW.
      iii. A Washington Department of Revenue state excise tax registration number, as required in Title 82 RCW.
      iv. An electrical contractor license, if required by Chapter 19.28 RCW.
      v. An elevator contractor license, if required by Chapter 70.87 RCW.
   f. Not be disqualified from bidding on any public works contract under RCW 39.06.010 or 39.12.065(3).

5. **DELINQUENT STATE TAXES**: The Contractor shall not owe delinquent taxes to the Washington State Department of Revenue without a payment plan approved by the Department of Revenue.

6. **COMPENSATION AND SCHEDULE OF PAYMENTS**: In consideration of the promises and agreements of the Contractor as set forth herein, and in consideration of the faithful performance and furnishing of the work and materials required by this Contract to the satisfaction of the City, the City agrees to pay to the Contractor as prescribed in the solicitation and Contractor's Bid, and in accordance with the ordinances of the City of

Vancouver and the laws of the State of Washington, the following sum as indicated, which amount does include 8.8% Washington State Sales Tax (if applicable) $1,568,324.80 USD.

The amount finally to be paid is, however, variable upon the Work actually performed, and final payment will be made upon the basis of the amount of work performed and the materials furnished, and at the lump sum or unit prices fixed in the Contractor's Bid as modified by any and all approved Change Orders.

7. **CONTRACTOR'S INSURANCE**: The Contractor agrees to the following requirements relating to insurance coverage. Provide a Certificate of Liability Insurance. Said certificate must be provided on a standard "ACORD" form, or its equivalent, and must provide that coverage shall not be canceled or modified without 30 days prior written notice to the City of Vancouver.

   The City of Vancouver may inspect all policies, and copies shall be provided to the City upon request. The Contractor shall obtain the insurance described in this section from insurers approved by the State Insurance Commissioner pursuant to RCW Title 48. The insurance must be provided by an insurer with a rating of A-: VII or higher in the A.M. Best's Key Rating Guide, which is licensed to do business in the state of Washington (or issued as a surplus line by a Washington Surplus lines broker). The City reserves the right to approve or reject the insurance provided, based on the insurer (including financial condition), terms and coverage, the Certificate of Insurance, and/or endorsements.

   The Contractor agrees to procure insurance coverage as required below:

COVERAGE	LIMITS OF LIABILITY
I. Commercial General Liability:	
Policy shall include Bodily Injury, Property Damage, Personal Injury and Broad Form Contractual Liability	
Each Occurrence	$1,000,000
General Aggregate Per Occurrence	$2,000,000
Products & Completed Operations Aggregate	$2,000,000
Personal and Advertising Injury	$1,000,000
Blanket Contractual Liability	$1,000,000
II. Commercial Automobile Liability	
Policy shall include Bodily Injury and Property Damage, for any owned, Hired, and/or non-owned vehicles used in the operation, installation and maintenance of facilities under this Contract.	
Combined Single Limit	$1,000,000
III. Workers' Compensation (applicable to the State of Washington)	
Per Occurrence	Statutory
Employer's Liability	$1,000,000
Disease Each Employee	$1,000,000
Disease Policy Limit	$1,000,000
Each Claim	$1,000,000
Annual Aggregate	$2,000,000
IV. Pollution Legal Liability	

COVERAGE	LIMITS OF LIABILITY
Each Claim Annual Aggregate	$3,000,000 $6,000,000

In addition to the coverage and limits listed above the Contractor's insurance must all contain the following:

a. City Listed as Additional Insured. The City of Vancouver, its Agents, Representatives, Officers, Directors, Elected and Appointed Officials, and Employees must be named as additional insured. The required Additional Insured endorsements shall be at least as broad as ISO CG 20 10 11 85, or its equivalent CG 20 10 07 04 and CG 20 37 07 04 must be included with the Certificate of Insurance.

b. Either the Commercial General Liability or the Worker's Compensation policy must be endorsed to include "Washington Stop Gap" insurance. The limits and aggregates referenced must apply to the Stop Gap coverage as well and must be indicated on the certificate.

c. Commercial General Liability insurance shall be written on coverage forms at least as broad as ISO occurrence form CG 00 01, including but not limited to liability arising from premises, operations, stop gap liability, independent contractors, products-completed operations, personal and advertising injury, and liability assumed under an insured contract. There shall be no exclusion for liability arising from explosion, collapse or underground property damage. The Commercial General Liability insurance shall be endorsed to provide a per project general aggregate limit, using ISO form CG 25 03 05 09 or an equivalent endorsement.

d. The City of Vancouver shall be listed on the Certificate as Certificate Holder.

e. Cover Trigger: The insurance must be written on an "occurrence" basis. This must be indicated on the Certificate.

f. Contractor shall ensure that each subcontractor of every tier obtains and maintains at a minimum the insurance coverages required for Commercial General Liability and Auto Liability. Upon request of the City, the Contractor shall provide evidence of such insurance.

g. The Contractor shall keep this insurance in force during the term of the Contract and for thirty (30) days after the Physical Completion date. The Contractor shall provide the City and all Additional Insured with written notice of any policy cancellation, within two business days of their receipt of such notice.

h. Failure on the part of the Contractor to maintain the insurance as required shall constitute a material breach of contract, upon which the City may, suspend work or terminate the contract.

i. All costs for insurance shall be incidental to and included in the unit or lump sum prices of the contract and no additional payment will be made.

8. **CONTRACTOR'S BOND**: The Contractor agrees that before it undertakes performance of this Contract, it will file with the City a Performance Bond and a Payment Bond, in the forms prescribed by the City of Vancouver, in the full amount of the Contract price with a company authorized to do business in the State of Washington as a surety. The bonds shall comply with the laws of the State of Washington, especially with the provisions of Chapter 39.08 RCW.

9. **DISPUTE RESOLUTION**: In the event of a dispute between the Parties which cannot be resolved by the contract managers, the Contractor and the City shall review such dispute and may attempt to resolve the dispute. Any controversy or claim arising out of or relating to this Contract or alleged breach of this Contract that cannot be resolved by the Parties within 30 days of receipt of written notice may be submitted to mediation. If the dispute cannot be resolved through mediation, either party may initiate litigation pursuant to the governing law and venue provisions of this Contract. The Parties agree to pay their own attorneys' fees and expenses.

10. **GOVERNING LAW/VENUE**: This Contract shall be deemed to have been executed and delivered within the State of Washington, and the rights and obligations of the parties hereunder shall be construed and enforced in accordance with, and governed by, the laws of the State of Washington without regard to the principles of conflict of laws. Any action or suit brought in connection with this Contract shall be brought in the Superior Court of Clark County, Washington.

11. **EMPLOYMENT OF LABOR**: The Contractor agrees that all persons employed by the Contractor and by any of its subcontractor and any of their lower tier contractors in work performed pursuant to this Contract shall not be employed in excess of eight (8) hours in any day, except as provided or allowed by Chapter 49.28 RCW and WAC 296.127 and any amendment thereto.

12. **PAYMENT OF LABOR**: The Contractor agrees that all laborers, workers, or mechanics employed by it or by any subcontractor in the performance of this Contract will be paid not less than the prevailing wage rate for an hour's work, in accordance with the provisions of Chapter 39.12 RCW, and all rules and regulations promulgated pursuant thereto.

    The prevailing wage rates in effect at the time of the bid submittal deadline shall apply for the duration of the project, no matter how long it lasts. However, if the Contract is awarded more than six (6) months after the bids were due, the prevailing wage rates in effect on the award date shall apply.

    In case any dispute arises as to what the prevailing rate of wages for work of a similar nature are and such dispute cannot be adjusted by the parties involved, the matter shall be referred to the director of the Department of Labor and Industries of the State of Washington for arbitration, and the director's decision shall be final, conclusive and binding on all parties involved in the dispute.

13. **PAYMENT TO THE CONTRACTOR**: Progress payments to the Contractor shall be made within 30 days of a fully executed Pay Estimate pending all compliance with all contractual requirements. A sum equal to 5% may be reserved and retained from monies earned by the Contractor in accordance with Chapter 60.28 RCW. The City reserves the right to require Contractor to correct any submitted or paid erroneous invoices according to the rates set forth herein. City and Contractor agree that any amount paid in error by City does not constitute a change in the agreed upon amount; Contractor agrees to issue a refund of any of any overages paid in error by the City.

    Release of the retained percentage or the retainage bond shall be in accordance with Chapter 60.28 RCW. Every person performing labor or furnishing supplies toward the completion of said improvement of work shall have a lien upon said monies so reserved; provided, that such notice of the lien of such claimant shall be given in the manner provided in RCW 39.08.030 and within the time provided in Chapter 60.28 RCW as now existing and in accordance with any amendments that may hereafter be made thereto.

    No payment shall be made to the Contract, however, until the Contractor and all subcontractors who have performed work shall have filed and received approval of a Statement of Intent to Pay Prevailing Wage as required by RCW 39.12.040 from the Washington State Department of Labor and Industries. Said Contractor and all subcontractors shall also keep accurate payroll records for three years from the date of acceptance as described in RCW 39.12.120. A Contractor and all subcontractors shall, file a copy of its certified payroll records using the Department of Labor and Industries online system on a monthly basis. A Contractor's noncompliance with this section shall constitute a violation of RCW 39.12.050.

14. **INDEMNIFICATION**: Contractor agrees to indemnify, defend, save and hold harmless the City, its officials, employees and agents from any and all liability, including but not limited to demands, claims, causes of action, suits or judgements, claims of copyright or patent infringement, including costs, attorney fees and expenses incurred in connection therewith, or whatsoever kind or nature, arising out of, or in connection with, or incident to, the performance of services by Contractor pursuant to this Contract.

    In the event that any suit based on such a claim, demand, loss, damage, cost or cause of action is brought against the Contractor, the City retains the right to participate in said suit.

    This indemnity and hold harmless shall include any claim made against the City by an employee of the Contractor or subcontractor or agent of the Contractor, even if Contractor is thus otherwise immune from liability pursuant to worker's compensation statute, Title 51 RCW. To the extent that such liability arises from the concurrent negligence of both the City and the Contractor, such cost, fees and expenses shall be shared between the City and the Contractor in proportion to their relative degrees of negligence. This indemnity and hold harmless shall NOT apply in the case where liability arises from the sole negligence of the City. The Contractor specifically acknowledges that the provisions contained herein have been mutually negotiated by the Parties and it is the intent of the Parties that Contractor provide the broadest scope of indemnity permitted by RCW 4.24.115.

15. **OWNERSHIP OF RECORDS AND DOCUMENTS**: Any and all work product prepared by the Contractor in the course of performing this Contract shall immediately become the property

of the City. In consideration of the compensation provided for by this Contract, the Contractor hereby further assigns all copyright interests in such work product to the City. A copy may be retained by the Contractor. Previously owned intellectual property of Contractor or any third party, and any know-how, methodologies or processes used by Contractor to provide the services or project deliverables under this Contract shall remain property of the original City.

16. **PUBLIC DISCLOSURE COMPLIANCE**: The parties acknowledge that the City is an "agency" within the meaning of the Washington Public Records Act, Chapter 42.56 RCW, and that materials submitted by the Contractor to the City become public record. Such records may be subject to public disclosure, in whole or part and may be required to be released by the City in the event of a request for disclosure. In the event the City receives a public record request for any data or deliverable that is provided to the City and that is licensed from the Contractor, the City shall notify the Contractor of such request and withhold disclosure of such information for not less than five business days, to permit the Contractor to seek judicial protection of such information, provided that the Contractor shall be responsible for attorney fees and costs in such action and shall save and hold harmless the City from any costs, attorney fees or penalty assessment under Chapter 42.56 RCW for withholding or delaying public disclosure of such information.

17. **COOPERATIVE PURCHASING**: The Washington State interlocal Cooperation Act, Chapter 39.34 RCW, authorizes public agencies to cooperatively purchase goods and services if all parties agree. By having executed this Agreement, the Contractor agrees that other public agencies may purchase goods and services under this solicitation or contract at their own cost and without the City incurring any financial or legal liability for such purchases. The City agrees to allow other public agencies to purchase goods and services under this solicitation or contract, provided that the City is not held financially or legally liable for purchases and that any public agency purchasing under solicitation or contract file a copy of this invitation and such contract in accordance with RCW 39.34.040.

18. **AMENDMENTS**: All changes to this Contract, including changes to the statement of work and compensation, must be made by written Change Order and/or Amendment and signed by all parties to this Contract.

19. **AUTHORIZATION AND COMPLIANCE WITH THE LAW**: The Contractor certifies that the person signing the Contract is legally authorized to enter into this binding Contract and that the Contractor shall fully comply with all relevant, federal, state and municipal laws, rules, regulations and policies.

20. **CITY BUSINESS AND OCCUPATION LICENSE**: The Contractor will be required to obtain a business license when contracting with the City unless allowable exemptions apply. The Contractor shall contact the State of Washington Business License Service website or by phone at 800-451-7985, or the City's website to determine whether a business license is required pursuant to the Vancouver Municipal Code (VMC) Chapter 5.04.

21. **RELATION OF PARTIES**: The Contractor, its subcontractors, agents and employees are independent contractors performing services for the City and are not employees of the City; shall not as a result of this Contract, accrue leave, retirement, insurance, bonding or any

other benefits afforded to City employees; and, shall not have the authority to bind the City in any way except as may be specifically provided in the Statement of Work.

22. **ASSIGNMENT**: This Contract is binding on each party, its successors, assigns, and legal representatives and may not, under any circumstances, be assigned or transferred by either party without the other party's express written authorization.

23. **TERMINATION FOR CONVENIENCE**: The City, at its sole discretion, may terminate this Contract for convenience at any time for any reason deemed appropriate. Termination is effective immediately upon notice of termination given by the City.

    In the event this Contract is terminated prior to the completion of Work, Contractor will only be paid for the Work completed at the time of termination of the Contract.

24. **TERMINATION FOR CAUSE**: In the event the Contractor is, or has been, in violation of the terms of this Contract, including the solicitation, the City reserves the right, upon written notice to the Contractor, to cancel, terminate or suspend this Contract in whole or in part for default. Termination shall be effected by serving a notice of termination on the Contractor setting forth the manner in which the Contractor is in default. The Contractor will be paid only the contract price for services performed in accordance with the manner of performance set forth in the Contract.

    If it is later determined by the City that the Contractor had an excusable reason for not performing, such as a strike, fire or flood, or events which are not the fault of or are beyond the control of the Contractor, the City after setting up a new delivery or performance schedule, may allow the Contractor to continue work or treat the termination as a termination for convenience.

25. **OPPORTUNITY TO CURE**: The City at its sole discretion may in lieu of a termination allow the Contractor to cure the defect(s), by providing a "Notice to Cure" to Contractor setting forth the remedies sought by the City and the deadline to accomplish the remedies. If the Contractor fails to remedy to the City's satisfaction the breach or default of any of the terms, covenants, or conditions of this Contract within the time stated time, the City shall have the right to terminate the Contract without any further obligation to the Contractor. Any such termination for default shall not in any way operate to preclude the city from also pursuing all available remedies against the Contractor and its sureties for said breach or default, including but not limited to, termination of this Contract for convenience.

26. **WAIVER AND REMEDIES**: City's failure to enforce the terms or conditions herein or to exercise any right or privilege, or the City's waiver of any breach hereunder shall not thereafter waive any other term, condition or privilege, whether of the same or similar type. Remedies under this Contract are cumulative; the use of one remedy shall not be taken to exclude or waive the right to use another.

27. **ENTIRETY OF CONTRACT:** This Contract incorporates all the agreements, covenants and understanding between the parties hereto and are merged into this written Contract. No prior agreement or prior understanding, verbal or otherwise, of the parties or their agents shall be valid or enforceable unless set forth in this Contract.

28. **USE OF CITY'S NAME:** Contractor may not use any of City's name, trademark, service marks, or logo in connection with the services contemplated by this Contract or otherwise without the prior written permission of City, which permission may be withheld for any or no reason and may be subject to certain conditions.

29. **DEBARMENT:** The Contractor certifies that that it is not presently debarred, suspended, proposed for debarment, and declared ineligible or voluntarily excluded from covered transactions by any Federal, State or local department or agency.

30. **NON-DISCRIMINATION AND EQUAL EMPLOYMENT OPPORTUNITY**: During the term of this Contract, Contractor will not discriminate against any employee or applicant for employment in accordance with RCW Chapter 49.60, including, but not limited to creed, religion, race, color, age, sex, marital status, sexual orientation, sexual identity, pregnancy, military status, political ideology, ancestry, national origin, or the presence of any sensory, mental or physical disability, unless based upon a bona fide occupational qualification. The Contractor will take affirmative action to ensure that applicants and employees are treated fairly, without regard to their creed, religion, race, color, sex, national origin, or the presence of any sensory, mental or physical disability. Such action shall include all terms and conditions of employment, compensation and benefits, including apprenticeship.

31. **BINDING EFFECT:** The provisions, covenants and conditions in this Contract bind the parties, their legal heirs, representatives, successors and assigns.

32. **RATIFICATION:** Acts taken pursuant to this Contract but prior to its effective date are hereby ratified and confirmed.

33. **CONTRACT DOCUMENTS AND ORDER OF PRECEDENCE:** The complete Contract includes these parts, all of which are incorporated herein by reference, and any inconsistency in the parts of the contract shall be resolved by following this order of precedence (e.g., 1 presiding over 2, 2 over 3, 3 over 4, and so forth):

    1. Amendments to the Contract,
    2. This Contract,
    3. Contractor's Bid including all Addenda to the Solicitation,
    4. Special Provisions,
    5. Contract Plan Set,
    6. City of Vancouver Amendments to the specified WSDOT Standard Specifications,
    7. City of Vancouver Standard Plans,
    8. WSDOT Standard Specifications,
    9. WSDOT Standard Plans.

    On the Contract Plans, Working Drawings and Standard Plans, figured dimensions shall take precedence over scaled dimensions.

    Whenever reference is made in these Specifications or the Special Provisions to codes, rules, specifications and standards, the reference shall be construed to mean the code, rule, specification or standard that is in effect on the Invitation to Bid advertisement date, unless otherwise stated or as required by law.

If any part of the Contract requires Work that does not include a description for how the Work is to be performed, the Work shall be performed in accordance with standard trade practice(s). For purposes of the Contract, a standard trade practice is one having such regularity of observance in the trade as to justify an expectation that it will be observed by the Contractor in doing the Work.

34. NOTICES: All notices which are given or required to be given pursuant to this Contract shall be hand delivered, mailed postage paid or sent by electronic mail as follows:

For the City:
Anna Vogel
City of Vancouver
415 W 6th Street
P O Box 1995
Vancouver WA 98668-1995
anna.vogel@cityofvancouver.us

For the Contractor:
Andrew Halme
Halme Excavating, Inc.
22514 NE 72nd Ave.
Battle Ground, WA 98604
office@halmepnw.com

The undersigned, as the authorized representatives of the City and Contractor respectively, agree to all of the terms and conditions contained in this Contract, as of the dates set forth below.

CITY OF VANCOUVER
A municipal corporation

Lon Pluckhahn, City Manager

Date

Attest:

Natasha Ramras, City Clerk

Approved as to form:

Nena Cook, City Attorney

CONTRACTOR:
Halme Excavating, Inc.

Signature

Printed Name /Title

Date

PRJ101071 - Phoenix Way & California St.
Water Main Replacement

CITY OF Vancouver WASHINGTON

LEGEND

- WATER MAIN
- BOUNDRY OF CONSTRUCTION AREA

Staff Report: 023-26

To: Mayor and City Council
From: City Manager
Date: February 2, 2026

Subject
Bid Award — On-Call Tree Pruning and Removal — C-102152

Key Points

- Invitation to Bid # 26-1 was released on December 2, 2025, for On-Call Tree Pruning and Removal services.
- Six bids were received, four responsive, one unresponsive and one withdrawn.
- The existing contract for On-Call Tree Pruning and Removal expired on January 23, 2026, as there were no further extensions available under the current contract.

Strategic Plan Alignment
Safe and Prepared Community – a safe place to live, work, learn and play

Climate and Natural Systems – environmental stewardship and efforts to address climate change to ensure a sustainable future

Present Situation
The City of Vancouver considers trees community assets that provide multiple benefits, including clean air and water. The City does not have sufficient staff or equipment dedicated for professional tree pruning and removal; therefore, the City has contracted with the private sector for much of our tree pruning and removal needs for public trees. This contract provides for one professional tree care company to perform proper pruning and /or removal of trees on an as-needed basis.

The contract is a three-year contract with an option for a one-year extension. Extension(s) are at the option of the City.

A call for bids was issued, and the City received four (4) responsive and responsible bids. One unresponsive bid and one bid was withdrawn. The bids ranged between $630,975 and $1,165,284. The low bidder was responsive. The bids were as follows:

SUMMARY OF BIDS	
BIDDER	**AMOUNT**
Arborscape LTD, Vancouver WA	$630,974.72
Davey Tree, Portland OR	$721,363.58
Brightview Landscapes, Tualatin OR	$782,402.56
The FA Bartlett Tree Expert, Stamford CT	$1,165,283.90

Engineers Cost Estimate	*$507,000 per year*

Advantage(s)

1. One contractor will be responsible for pruning and removal of trees, which will ensure consistent practices and care and will also lessen City contract administrative oversight.
2. Minimizes the need for the City to invest in specialized equipment and additional trained staff.
3. Offers flexibility to the City when responding to storm damage or other emergencies and needs.
4. Providing proper tree care extends the life of the asset, enabling it to work more efficiently and prove more benefits over its lifetime.
5. The increase in tree health will enhance community identity, economic vitality, and quality of slide by giving the community a healthier environment.

Challenge(s)

None

Budget Impact

Since the service is used on an on-call basis as needed, budgetary impact will vary based on utilization. The past few years, the City has spent in the range of $170,000 to $300,000 annually. It is anticipated that similar expenses will be incurred under this contract not to exceed $2,523,898 over the four possible years. Funding for this service has been allocated in each user department's respective budget under operating and maintenance.

Prior Council Review

Existing contract was awarded on January 10, 2022 by Staff Report 001-22 and expired January 23, 2026 as no further extensions were available.

Action Requested

On Monday, February 2, 2026, award a contract for the On-Call Tree Pruning and Removal Contract to the lowest responsive bidder, Arborscape LTD, of Vancouver, Washington, in the amount of not to exceed $1,892,924.16, which includes Washington State Sales tax, and authorize the City Manager, or designee, to finalize and execute the contract and authorize any legal action necessary to enforce the terms of the same.

Staff Contact

Charles Ray, Urban Forester, charles.ray@cityofvancouver.us

Attachments:

1. C-102152

PUBLIC WORKS UNIT-PRICED CONTRACT # C-102152
ITB 26-01: TREE PRUNING AND REMOVAL

This Contract (hereinafter referred to as the "Contract") is entered into by and between the City of Vancouver, Washington, a municipal corporation organized under the laws of the State of Washington (hereinafter referred to as the "City") and Arborscape Ltd. Inc., a Washington Corporation (hereinafter referred to as the "Contractor"). The City and Contractor may be collectively referred to herein as the "parties" or individually as a "party".

WHEREAS, the City desires to engage the Contractor to provide public works construction and other related services for the work described herein;

WHEREAS, Contractor has agreed to offer its services to perform said work per the City issued Invitation to Bid (ITB) No. 26-01 and all addenda thereto, Contractor's Bid to said ITB, the Project Plan Set and Special Provisions, and City Council's approval on February 2, 2026 per Staff Report No. ##-##; and

WHEREAS, the Contractor represents by entering into this Contract that it is fully qualified to perform the work to which it will be assigned in a competent and professional manner, and to the standards required by the City.

NOW, THEREFORE, in consideration of the terms, conditions, covenants, and performance contained herein, or attached and incorporated and made a part hereof, the parties hereto agree as follows:

1. **STATEMENT OF WORK:** The Contractor hereby agrees to furnish all materials, labor, tools, machinery and implements of every description necessary to complete the work in a professional manner within the time limits stated in this Contract for the construction and installation of the following improvements and will make all necessary arrangements for the obtaining of permits from the United States, State of Washington, and/or any of its agencies as may be necessary to do the work required and covered by this Contract.

   This Contract provides for tree pruning and/or removal of trees designated by the City on an as-needed bases and providing all equipment, labor, cleanup disposal of debris and supplies needed complete the work specified, and other work, all in accordance with the attached Contract Plans, these Contract Provisions, and the Standard Specifications.

This is a Unit Priced Contract in accordance with RCW 35.22, the City reserves the right to perform work using this Contract, or using City staff, or other contractors, or through any mechanism available to the City. This Contract is for the convenience of the City and does not carry any estimates as to how much could be spent. The intent of this Contract is to provide for small, recurring, or routine repairs as needed by the City. Work orders that are greater than $50,000 shall not be utilized under this Contract. Please contact Procurement if a work order is expected to meet or exceed $50,000 prior to starting the Work.

Each individual work order shall be performed upon Contractor's receipt of a City issued Purchase Order. Contractor shall commence work on the date specified on the Purchase Order and within the allowable Working Days specified on the Purchase Order.

The period of the prices shall be for one year, commencing on the effective date of the Contract. This Contract shall have prevailing wage rates updated annually; yearly cost adjustments may be made at the discretion of the City in instances where prevailing wage rates increased above the annual CPI-U for the Seattle-Tacoma-Bellevue area, and all adjustments shall be accordance with the CPI-U for the Seattle-Tacoma-Bellevue area. An Intent to Pay Prevailing Wages must be filed at the beginning of the Contract year, and an Affidavit of Wages Paid must be filed annually for any public work completed within the previous 12-month period. Contractor shall submit request and justification for cost adjustments at least 30 days prior to Contract renewal. Any approved cost adjustment must beat the beginning of each year's extension and must be firm for the remainder of year.

2. **EFFECTIVE DATE:** This Contract is effective as of the last signature of the Contract. The Contract term shall be for an initial period of three (3) years, with the option to extend for one (1) additional year.

3. **E-VERIFY PROGRAM:** Contractor shall register and enter into a Memorandum of Understanding (MOU) with the Department of Homeland Security E-Verify program within sixty (60) days after execution of this Contract. Contractor shall ensure all Contractor employees and any sub-contractor(s) assigned to perform work under this Contract are eligible to work in the United States. Contractor shall provide verification of compliance upon City request. Failure by Contractor to comply with this subsection shall be considered a material breach.

4. **CONTRACTOR RESPONSIBILITIES FOR SUBCONTRACTORS:** The Contractor shall include the language of this section in all tier subcontracts and shall require each of its subcontractors to include the same language of this section in each of their subcontracts, adjusting only as necessary the terms used for the contracting

parties. The requirements of this section apply to all subcontractors regardless of tier. The Contractor shall require all subcontractors to comply with all relevant federal, state and municipal laws, rules and regulations whatsoever.

At the time of subcontract execution, the Contractor shall verify that all tier subcontractors meet the following bidder responsibility criteria:

1. Have a current certificate of registration in compliance with chapter 18.27 RCW, which must have been in effect at the time of subcontract bid submittal;
2. Have a current Washington Unified Business Identifier (UBI) number;
3. Have received training on the requirements related to public works and prevailing wage as required by RCW 39.04.350;
4. Within the three-year period immediately preceding the date of the bid solicitation, not have been determined by a final and binding citation and notice of assessment issued by the department of labor and industries or through a civil judgment entered by a court of limited or general jurisdiction to have willfully violated, as defined in RCW 49.48.082, any provision of chapter 49.46, 49.48, or 49.52 RCW.
5. If applicable, have:
    i. Have Industrial Insurance (workers' compensation) coverage for the subcontractor's employees working in Washington, as required in Title 51 RCW;
    ii. A Washington Employment Security Department reference number, as required in Title 50 RCW;
    iii. A Washington Department of Revenue state excise tax registration number, as required in Title 82 RCW;
    iv. An electrical contractor license, if required by Chapter 19.28 RCW;
    v. An elevator contractor license, if required by Chapter 70.87 RCW.
6. Not be disqualified from bidding on any public works contract under RCW 39.06.010 or 39.12.065 (3).

5. **DELINQUENT STATE TAXES:** The Contractor shall not owe delinquent taxes to the Washington State Department of Revenue without a payment plan approved by the Department of Revenue.

6. **COMPENSATION AND SCHEDULE OF PAYMENTS:** In consideration of the promises and agreements of the Contractor as set forth herein, and in consideration of the faithful performance and furnishing of the work and materials required by this Contract to the satisfaction of the City, the City agrees to pay to the Contractor as prescribed in the solicitation and Contractor's Bid, and in accordance with the ordinances of the City of Vancouver and the laws of the State of Washington, the following sum as indicated, which amount does include 8.7% Washington State Sales Tax (if applicable) $1,892,924.16 USD.

The amount finally to be paid is, however, variable upon the Work actually performed and final payment will be made upon the basis of the amount of work performed and the materials furnished, and at the lump sum or unit prices fixed in the Contractor's Bid and as modified by any and all approved Change Orders.

7. **CONTRACTOR'S INSURANCE:** The Contractor agrees to the following requirements relating to insurance coverage. Provide a Certificate of Liability Insurance. Said certificate must be provided on a standard "ACORD" form, or its equivalent, and must provide that coverage shall not be canceled or modified without 30 days prior written notice to the City of Vancouver.

   In addition, all policies shall be issued by an insurance company licensed to do business in the State of Washington. The City of Vancouver may inspect all policies and copies shall be provided to the City upon request.

   The Contractor agrees to procure insurance coverage as required below:

COVERAGE	LIMITS OF LIABILITY
I. Commercial General Liability:	
Policy shall include Bodily Injury, Property Damage, Personal Injury and Broad Form Contractual Liability	
Each Occurrence	$1,000,000
General Aggregate Per Occurrence	$2,000,000
Products & Completed Operations Aggregate	$2,000,000
Personal and Advertising Injury	$1,000,000
Blanket Contractual Liability	$1,000,000
II. Commercial Automobile Liability	
Policy shall include Bodily Injury and Property Damage, for any owned, Hired, and/or Non-owned vehicles used in the operation, installation and maintenance of facilities under this Contract.	
Combined Single Limit	$1,000,000
III. Workers' Compensation (applicable to the State of Washington)	
Per Occurrence	Statutory
Employer's Liability	$1,000,000
Disease Each Employee	$1,000,000
Disease Policy Limit	$1,000,000
Each Claim	$1,000,000
Annual Aggregate	$2,000,000

In addition to the coverage and limits listed above the Contractor's insurance must all contain the following:

a. City Listed as an Additional Insured. The City of Vancouver, its Agents, Representatives, Officers, Directors, Elected and Appointed Officials, and Employees must be named as an additional insured. The required Additional Insured endorsements shall be at least as broad as ISO CG 20 10 11 85, or its equivalent CG 20 10 07 04 and CG 20 37 07 04 must be included with the Certificate of Insurance.

b. Either the Commercial General Liability or the Workers' Compensation policy must be endorsed to include "Washington Stop Gap" insurance. The limits and aggregates referenced must apply to the Stop Gap coverage as well and must be indicated on the certificate.

c. Employment Security. The Contractor shall comply with all employment security laws of the State in which services are provided and shall timely make all required payments in connection therewith.

d. The City of Vancouver shall be listed on the Certificate as the Certificate Holder.

e. Coverage Trigger: The insurance must be written on an "occurrence" basis. This must be indicated on the Certificate.

Contractor shall provide evidence of all insurance required, at the City's request, by submitting an insurance certificate to the City on a standard "ACORD" or comparable form.
All policies shall be issued by an insurance company licensed to do business in the State of Washington. The City of Vancouver may inspect all policies and copies shall be provided to the City upon request.

8. **DISPUTE RESOLUTION:** In the event of a dispute between the Parties which cannot be resolved by the contract managers, the Contractor and the City shall review such dispute and may attempt to resolve the dispute. Any controversy or claim arising out of or relating to this Contract or the alleged breach of this Contract that cannot be resolved by the Parties within 30 days of receipt of written notice may be submitted to mediation. If the dispute cannot be resolved through mediation, either party may initiate litigation pursuant to the governing law and venue provisions of this Contract the Parties agree to pay their own attorneys' fees and expenses.

9. **GOVERNING LAW/VENUE:** This Contract shall be deemed to have been executed and delivered within the State of Washington, and the rights and obligations of the parties hereunder shall be construed and enforced in accordance with, and governed by, the laws of the State of Washington without regard to the principles of conflict of laws. Any action or suit brought in connection with this Contract shall be brought in the Superior Court of Clark County, Washington.

10. **EMPLOYMENT OF LABOR:** The Contractor agrees that all persons employed by Contractor and by any of its subcontractors and any of their lower tier contractors in work performed pursuant to this Contract shall not be employed in excess of eight (8) hours in any one day, except as provided or allowed by Chapter 49.28 RCW and WAC 296-127 and any amendment thereto.

11. **PAYMENT OF LABOR:** The Contractor agrees that all laborers, workers, or mechanics employed by it or by any subcontractor in the performance of this Contract will be paid not less than the prevailing rate of wage for an hour's work, in accordance with the provisions of the Chapter 39.12 RCW, and all rules and regulations promulgated pursuant thereto.

    The prevailing wage in effect for the first contract year is **Tuesday, January 13, 2026.** This rate will be updated annually on the anniversary of the contract.

    In case any dispute arises as to what the prevailing rates of wages for work of a similar nature are and such dispute cannot be adjusted by the parties involved, the matter shall be referred to the director of the Department of Labor and Industries of the State of Washington for arbitration, and the director's decision shall be final, conclusive and binding on all parties involved in the dispute.

12. **PAYMENT TO THE CONTRACTOR:** Progress payments to the Contractor shall be made within 30 days of a fully executed Pay Estimate pending all compliance with all contractual requirements. A sum equal to 10% may be reserved and retained from monies earned by the Contractor in accordance with Chapter 60.28 RCW. The City reserves the right to require Contractor to correct any submitted or paid erroneous invoices according to the rates set forth herein. City and Contractor agree that any amount paid in error by City does not constitute a change in the agreed upon amount; Contractor agrees to issue a refund of any overages paid in error by the City.

    Release of the retained percentage or the retainage bond shall be in accordance with Chapter 60.28 RCW. Every person performing labor or furnishing supplies toward the completion of said improvement of work shall have a lien upon said monies so reserved; provided, that such notice of the lien of such claimant shall be given in the manner provided in RCW 39.08.030 and within the time provided in Chapter 60.28 RCW as now existing and in accordance with any amendments that may hereafter be made thereto.

No payment shall be made to the Contractor, however, until the Contractor and all subcontractors who have performed work shall have filed and received approval of a Statement of Intent to Pay Prevailing Wage as required by RCW 39.12.040 from the Washington State Department a Labor and Industries. Said Contractor and all subcontractors shall also keep accurate payroll records for three years from the date of acceptance as described in RCW 39.12.120. A Contractor and all subcontractors shall, file a copy of its certified payroll records using the Department of Labor and Industries online system on a monthly basis. A Contractor's noncompliance with this section shall constitute a violation of RCW 39.12.050.

13. **INDEMNIFICATION:** Contractor agrees to indemnify, defend, save and hold harmless the City, its officials, employees and agents from any and all liability, including but not limited to demands, claims, causes of action, suits or judgments, claims of copyright or patent infringement, including costs, attorney fees and expenses incurred in connection therewith, or whatsoever kind or nature, arising out of, or in connection with, or incident to, the performance of services by Contractor pursuant to this Contract.

    In the event that any suit based on such a claim, demand, loss, damage, cost, or cause of action is brought against the Contractor, the City retains the right to participate in said suit.

    This indemnity and hold harmless shall include any claim made against the City by an employee of Contractor or subcontractor or agent of the Contractor, even if Contractor is thus otherwise immune from liability pursuant to the workers' compensation statute, Title 51 RCW. To the extent that such liability arises from the concurrent negligence of both the City and the Contractor, such cost, fees and expenses shall be shared between the City and the Contractor in proportion to their relative degrees of negligence. This indemnity and hold harmless shall NOT apply in the case where liability arises from the sole negligence of the City. Contractor specifically acknowledges that the provisions contained herein have been mutually negotiated by the Parties and it is the intent of the Parties that Contractor provide the broadest scope of indemnity permitted by RCW 4.24.115.

14. **OWNERSHIP OF RECORDS AND DOCUMENTS:** Any and all work product prepared by the Contractor in the course of performing this Contract shall immediately become the property of the City. In consideration of the compensation provided for by this Contract, the Contractor hereby further assigns all copyright interests in such work product to the City. A copy may be retained by the Contractor. Previously owned intellectual property of Contractor or any third party, and any know-how, methodologies or processes used by Contractor to provide the services or project deliverables under this Contract shall remain property of the original City.

15. **PUBLIC DISCLOSURE COMPLIANCE:** The parties acknowledge that the City is an "agency" within the meaning of the Washington Public Records Act, Chapter 42.56 RCW, and that materials submitted by the Contractor to the City become public record. Such records may be subject to public disclosure, in whole or part and may be required to be released by the City in the event of a request for disclosure. In the event the City receives a public record request for any data or deliverable that is provided to the City and that is licensed from the Contractor, the City shall notify the Contractor of such request and withhold disclosure of such information for not less than five (5) business days, to permit the Contractor to seek judicial protection of such information, provided that the Contractor shall be responsible for attorney fees and costs in such action and shall save and hold harmless the City from any costs, attorney fees or penalty assessment under Chapter 42.56 RCW for withholding or delaying public disclosure of such information.

16. **COOPERATIVE PURCHASING:** The Washington State Inter-local Cooperation Act, Ch. 39.34 RCW, authorizes public agencies to cooperatively purchase goods and services if all parties agree. By having executed this Agreement, the Contractor agrees that other public agencies may purchase goods and services under this solicitation or contract at their own cost and without the City incurring any financial or legal liability for such purchases. The City agrees to allow other public agencies to purchase goods and services under this solicitation or contract, provided that the City is not held financially or legally liable for purchases and that any public agency purchasing under such solicitation or contract file a copy of this invitation and such contract in accordance with RCW 39.34.040.

17. **AMENDMENTS:** All changes to this Contract, including changes to the statement of work and compensation, must be made by written Change Order and/or Amendment and signed by all parties to this Contract.

18. **AUTHORIZATION AND COMPLIANCE WITH THE LAW:** The Contractor certifies that the person signing the Contract is legally authorized to enter into this binding Contract and that the Contractor shall fully comply with all relevant, federal, state and municipal laws, rules, regulations and policies.

19. **RELATION OF PARTIES:** The Contractor, its subcontractors, agents and employees are independent contractors performing services for The City and are not employees of City; shall not, as a result of this Contract, accrue leave, retirement, insurance, bonding or any other benefits afforded to City employees; and, shall not have the authority to bind the City in any way except as may be specifically provided in the Statement of Work.

20. **ASSIGNMENT:** This Contract is binding on each party, its successors, assigns, and legal representatives and may not, under any circumstances, be assigned or transferred by either party without the other party's express written authorization.

21. **TERMINATION FOR CONVENIENCE:** The City, at its sole discretion, may terminate this Contract for convenience at any time for any reason deemed appropriate. Termination is effective immediately upon notice of termination given by the City.

    In the event this Contract is terminated prior to the completion of Work, Contractor will only be paid for the Work completed at the time of termination of the Contract.

22. **TERMINATION FOR CAUSE:** In the event the Contractor is, or has been, in violation of the terms of this Contract, including the solicitation, the City reserves the right, upon written notice to the Contractor, to cancel, terminate, or suspend this contract in whole or in part for default. Termination shall be affected by serving a notice of termination on the Contractor setting forth the manner in which the Contractor is in default. The Contractor will be paid only the contract price for services performed in accordance with the manner of performance set forth in the Contract.

    If it is later determined by the City that the Contractor had an excusable reason for not performing, such as a strike, fire, or flood, or events which are not the fault of or are beyond the control of the Contractor, the City after setting up a new delivery or performance schedule, may allow the Contractor to continue work or treat the termination as a termination for convenience.

23. **OPPORTUNITY TO CURE:** The City at its sole discretion may in lieu of a termination allow the Contractor to cure the defect(s), by providing a "Notice to Cure" to Contractor setting forth the remedies sought by City and the deadline to accomplish the remedies. If the Contractor fails to remedy to the City's satisfaction the breach or default of any of the terms, covenants, or conditions of this Contract within the time stated time, the City shall have the right to terminate the Contract without any further obligation to the Contractor. Any such termination for default shall not in any way operate to preclude the City from also pursuing all available remedies against the Contractor and its sureties for said breach or default, including but not limited to termination of this Contract for convenience.

24. **WAIVER AND REMEDIES:** City's failure to enforce the terms or conditions herein or to exercise any right or privilege, or the City's waiver of any breach hereunder shall not thereafter waive any other term, condition, or privilege, whether of the same or similar type. Remedies under this Contract are cumulative; the use of one remedy shall not be taken to exclude or waive the right to use another.

25. **ENTIRETY OF CONTRACT:** This Contract incorporates all the agreements, covenants and understanding between the parties hereto and are merged into this written Contract. No prior agreement or prior understanding, verbal or otherwise, of the parties or their agents shall be valid or enforceable unless set forth in this Contract.

26. **USE OF CITY'S NAME:** Contractor may not use any of City's name, trademark, service marks, or logo in connection with the services contemplated by this Contract or

otherwise without the prior written permission of City, which permission may be withheld for any or no reason and may be subject to certain conditions.

27. **NON-DISCRIMINATION AND EQUAL EMPLOYMENT OPPORTUNITY**: During the term of this Contract, Contractor will not discriminate against any employee or applicant for employment in accordance with RCW Chapter 49.60, including, but not limited to creed, religion, race, color, age, sex, marital status, sexual orientation, sexual identity, pregnancy, military status, political ideology, ancestry, national origin, or the presence of any sensory, mental or physical disability, unless based upon a bona fide occupational qualification. The Contractor will take affirmative action to ensure that applicants and employees are treated fairly, without regard to their creed, religion, race, color, sex, national origin, or the presence of any sensory, mental or physical disability. Such action shall include all terms and conditions of employment, compensation, and benefits, including apprenticeship.

28. **BINDING EFFECT:** The provisions, covenants and conditions in this Contract bind the parties, their legal heirs, representatives, successors, and assigns.

29. **RATIFICATION:** Acts taken pursuant to this Contract but prior to its effective date are hereby ratified and confirmed.

30. **CONTRACT DOCUMENTS AND ORDER OF PRECEDENCE:** The complete Contract includes these parts, all of which are incorporated herein by reference, and any inconsistency in the parts of the contract shall be resolved by following this order of precedence (e.g., 1 presiding over 2, 2 over 3, 3 over 4, and so forth):

    1. Amendments to the Contract,
    2. This Contract,
    3. Contractor's Bid including all Addenda to the Solicitation,
    4. Special Provisions,
    5. General Conditions for Facility Construction.

    On the Contract Plans, Working Drawings, and Standard Plans, figured dimensions shall take precedence over scaled dimensions.

    Whenever reference is made in these Specifications or the Special Provisions to codes, rules, specifications, and standards, the reference shall be construed to mean the code, rule, specification, or standard that is in effect on the Invitation to Bid advertisement date, unless otherwise stated or as required by law.

    If any part of the Contract requires Work that does not include a description for how the Work is to be performed, the Work shall be performed in accordance with standard trade practice(s). For purposes of the Contract, a standard trade practice is one having such regularity of observance in the trade as to justify an expectation that it will be observed by the Contractor in doing the Work.

31. **NOTICES:** All notices which are given or required to be given pursuant to this Contract shall be hand delivered, mailed postage paid, or sent by electronic mail as follows:

For the City:
Anna Vogel
City of Vancouver
415 W 6th Street
P O Box 1995
Vancouver WA 98668-1995
anna.vogel@cityofvancouver.us

For the Contractor:
Kathleen Buttrell
Arborscape Ltd. Inc.
11113 NE 95th St.
Vancouver, WA 98662
arborscapetreecare@gmail.com

The undersigned, as the authorized representatives of the City and Contractor respectively, agree to all of the terms and conditions contained in this Contract, as of the dates set forth below.

CITY OF VANCOUVER
A municipal corporation

Anna Vogel, Procurement Manager

Date

Attest:

Natasha Ramras, City Clerk

Approved as to form:

Curtis Burns, Assistant City Attorney

CONTRACTOR:
Arborscape Ltd. Inc.

Signature

Printed Name /Title

Date

Staff Report: 024-26

To: Mayor and City Council
From: City Manager
Date: February 2, 2026

Subject
58th Street Rezone Reapplication

Key Points

- In a 2024 resolution and a subsequent amendment in 2025, the City Council directed that all Comprehensive Plan and zoning code map and text changes be folded into the update of the Comprehensive Plan and development code anticipated to be completed in June 2026, with stated exceptions for changes facilitating housing.
- Based on this exception, the City received an application requesting rezoning of a site at 58th Street from R-22 to R-50, to allow for an anticipated 5-story apartment building of 77 market-rate units. This request was denied at the hearing by the City Council on August 11, 2025, following a recommendation of denial by the Planning Commission and approval by city staff.
- The original applicant then submitted a new application with fees requesting a rezone from R-22 to R-35 at the same site, to allow a three-story, 54-unit market-rate apartment building. The new application was recommended for approval by the Planning Commission by a 5-2 vote at a November 18, 2025 public hearing, following a staff recommendation of approval. At the public hearing, the applicant indicated that if the rezone to R-35 was approved, the applicant might utilize density bonuses available under the VMC 20.540, Transit Overlay District, which would allow up to 68 units on the site.
- At a December 1, 2025, Council Communications discussion on the topic, several Council members suggested including a Development Agreement (DA) with the zone change reapplication, which had also been suggested by several Planning Commissioners at the November 18 public hearing. The applicant has declined to enter into a D.A., noting that staff recommended approval for the originally requested higher R-50 density without a D.A., and that the pending Comprehensive Plan update draft Preferred Alternative envisions higher density zoning also without a D.A.

Strategic Plan Alignment
Safe and Prepared Community – a safe place to live, work, learn and play

Housing and Human Needs – meeting basic needs and partnering with organizations to support the community

Present Situation
The 58th Street rezone site currently contains two single-family homes. To the north of the proposal site, across NE 58th Street, is Raymond Shaffer Park, zoned Park. East and west are larger single family homesites zoned R-22. South and southeast is a City of Vancouver stormwater facility also zoned Park. Shaffer Park is undeveloped but is currently undergoing master planning, with construction anticipated later in 2026, including frontage improvements and sidewalks on the north side of 58th Street. Park construction is not tied to the outcome of the rezone proposal.

The applicant has provided a conceptual site plan indicating the proposed apartment building will be located in the northeast corner of the site, and has pledged to retain all mature trees at the southern border of the rezone site, and most mature trees on the western border.

City transportation staff has indicated that future development of the site under either the existing R-22 zoning or the proposed R-35 would require crosswalk improvements in 58th Street linking the rezone site to Shaffer Park to the north, and construction of a 5-foot wide asphalt path on the south side of 58th Street along the frontage of the two adjacent properties east and west of the rezone site. The paths would extend approximately 100 and 130 feet to east and west of the rezone site, and located in the right-of-way so it would not require negotiation with the neighboring properties.

The recently endorsed draft Preferred Alternative of the pending Comprehensive Plan and zoning code update identifies the rezone site as Medium Scale Neighborhood (MSN), a new designation which, as currently proposed, would allow multifamily housing and various commercial uses up to 75 feet in height. The current R-22 zone allows buildings up to 50 feet. The requested R-35 zone allows buildings up to 60 feet.

If one or both of the rezones are approved, the applicant would need to submit a development application prior to the update of the Comprehensive Plan and zoning code to develop under the requested zone. Otherwise, any new development will need to conform to the updated designations and associated regulations.

Advantage(s)

The proposed rezone to R-35 would allow for shorter-term construction of 54 housing units under base zoning, or up to 68 units if the applicant utilizes the Transit Overlay District density bonus which they would be eligible for. Either outcome would provide more and smaller housing units than the current R-22 zone, which would allow only 36 units and is unlikely to be developed in the short term given that it has not developed thus far.

Challenge(s)

- The proposed rezone to R-35 now would allow site plan development under differing standards than the pending city Comprehensive Plan and zoning code update.
- The absence of a Development Agreement could result in shorter-term development that exceeds the baseline density allowances of the R-35 zone (because it utilizes the TOD density bonus) and does not include the tree retention pledges on the rezone site’s southern and western borders.

Budget Impact

No significant direct impacts are anticipated from either rezone.

Prior Council Review

December 1, 2025 – Communications

Action Requested

On Monday, February 2, 2026, schedule a public hearing for February 16 to consider denial of the proposed rezone to R-35. Alternatively, schedule a First Reading to the next available date to consider approval of the rezone.

Staff Contact
Bryan Snodgrass, Principal Planner, bryan.snodgrass@cityofvancouver.us

Attachments:
None

A RESOLUTION of the City Council of Vancouver, Washington, establishing the Small Business Legal Assistance Grant Program to increase access to legal services for small businesses to promote economic development within the Fourth Plain for All Investment Area.

Staff Report: 025-26

To: Mayor and City Council
From: City Manager
Date: February 2, 2026

Subject
Small Business Legal Assistance Grant

Key Points

- Allocates $50,000 of the American Rescue Plan Act (ARPA) funds originally allocated to support economic development in the Fourth Plain Investment Area (FPIA).
- Expands access to legal services for small businesses, especially underserved entrepreneurs.
- Eligible uses to include entity formation, lease review, contract drafting, compliance advising, and risk mitigation.
- Economic Prosperity & Housing (EP&H) staff will work with procurement to solicit and identify qualified legal service providers.

Strategic Plan Alignment
Economic Opportunity – a place where a wide variety of businesses of all sizes grow and thrive

Present Situation
The Fourth Plain Investment Area (FPIA) is home to more than 25,000 people representing numerous cultural and ethnic groups, immigrant populations, and low-income residents. According to the City's Fourth Plain for All Investment Strategy, residents and businesses in the Investment Area face persistent economic disparities:

- 50% or more households have incomes below 60% Area Median Income (AMI)
- 24% of residents live in poverty
- 74% are renters
- 20%+ lack a high school diploma
- High prevalence of HUD-designated low-income census tracts

Despite these challenges, the FPIA demonstrates strong entrepreneurial potential:

- 15% of residents operate home-based businesses
- 65% have considered entrepreneurship as a pathway to economic opportunity
- Fourth Plain has many established small businesses, but they often lack access to the

infrastructure and resources needed to scale

The Small Business Legal Assistance Grant, along with two other small business support programs, was developed through a robust, equity-centered engagement process spanning more than two years. Grounded in the principle of community co-creation, this process prioritized multilingual outreach, participatory budgeting, and inclusive policy development to shape responsive investments in the Fourth Plain Investment Area.

Advantage(s)
By increasing access to legal services, the City is responding to both the immediate needs of Fourth Plain businesses and the broader City vision of supporting small business growth as a cornerstone of Vancouver's economic future. The desired outcome of the Small Business Legal Assistance Grant is to improve stability of Fourth Plain small businesses through enhanced legal compliance, reduced risk exposure, and improved contract readiness.

Challenge(s)
None

Budget Impact
$50,000 was already allocated to the Fourth Plain for All Investment Strategy which is budgeted in ARPA Fund 114.

Prior Council Review
Economic Prosperity & Housing staff presented an overview of the Small Business Legal Assistance Grant during a Council workshop on October 6, 2025.

Action Requested
On Monday, February 2, 2026, finalize and approve the resolution establishing the Small Business Legal Assistance Grant to serve the Fourth Plain Investment Area (FPIA) and authorizing the City Manager, or designee, to contract with nonprofit attorneys or qualified legal service providers pursuant to City procurement rules.

Staff Contact
Chris Harder, Deputy Economic Development Director, Victor Saldanha, Small Business & Entrepreneurship Program Manager, chris.harder@cityofvancouver.us, Victor.Saldanha@cityofvancouver.us

Attachments:
1. Resolution
2. Small Business Legal Assistance Grant Program Details

2/2/2026

RESOLUTION NO. M- [Resolution Number]

A RESOLUTION of the City Council of Vancouver, Washington, establishing the Small Business Legal Assistance Grant Program to increase access to legal services for small businesses to promote economic development within the Fourth Plain for All Investment Area.

WHEREAS, the Fourth Plain area, knows as Vancouver's "International District," is home to the most diverse population in Clark County and is a vibrant hub of immigrant, minority, and BIPOC-owned businesses, and

WHEREAS, the Fourth Plain area experiences significant economic hardship and vulnerability, with household incomes at only 60% of the city median, 24% of residents living below the poverty line, and a quarter living in extreme poverty conditions that directly impact small business owners operating with limited or no access to affordable legal and professional services, and

WHEREAS, despite these challenges, Fourth Plain has a strong entrepreneurial base, particularly among immigrant and BIPOC communities, with a 2015 survey showing that 65% of residents have considered starting a business, particularly in food-based sectors, yet access to business support services, including legal guidance, remains severely limited, and

WHEREAS, equitable access to legal services is essential to help these small businesses address business formation, licensing, regulatory compliance intellectual property protection, employment law, and contact disputes, all of which are key to stability and growth, and

WHEREAS, many of these businesses are micro-enterprises or sole proprietorships that lack in-house legal counsel and face barriers to accessing private legal support due to limited income, making public support a necessity for sustaining their operations and compliance, and

WHEREAS, by focusing this legal assistance program on businesses with fewer than 25 employees and serving those owned by minorities, women, veterans, and low-income individuals (with less than 100% of Area Median Income), the City is ensuring that support reaches those most vulnerable to inequities and systemic exclusion, and

WHEREAS, the establishment of a Small Business Legal Assistance Grant will provide eligible businesses with access to essential legal services, including business formation, contract review, employment law guidance, and regulatory compliance support, helping prevent costly disputes, closures, and displacement, and

WHEREAS, by addressing legal inequities that disproportionally impact underserved entrepreneurs, the program will strengthen the resilience of the Fourth Plain business community, promote equitable economic opportunity, and contribute to the City's broader goals of economic development, inclusive neighborhood revitalization and small business sustainability.

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY OF VANCOUVER:

Section 1. **Findings and Program Establishment**. The City Council adopts the above recitals as findings and further finds that establishing a Small Business Legal Assistance Grant Program will promote economic development and the general welfare in the City of Vancouver by

- Reducing systemic disparities in access to legal services.
- Supporting small businesses as anchors of neighborhood stability.

- Enhancing long-term compliance and resilience for vulnerable businesses.
- Fostering community-driven economic revitalization within Fourth Plain.

This program will directly contribute to the broader Fourth Plain Revitalization strategy, supporting neighborhood-level economic development and laying the foundation for long-term projects such as the Fourth Plain Commons.

Section 2. Program Objectives

The objectives of this program are to:

Support Small Business Growth by offering legal support to help vulnerable businesses In the Fourth Plain for All Investment Area establish, protect, and expand their operations.

Increase Legal Access by reducing cost barriers for local businesses in low-income and underrepresented business owners.

Foster Business Compliance with applicable local, state, and federal laws to reduce risk.

Promote Entrepreneurship by helping new business owners navigate legal complexities at startup and during growth.

Section 3. **Business Eligibility Requirements:**

Businesses must meet all of the following eligbilgy requirements:

- Location: Must operate within the designated Fourth Plain Investment Area (See Exhibit A)
- Size: Fewer than 25 employees.
- Type: Must be a full-time business.

- Licensing: Must have a valid, current City of Vancouver business license.
- If a business is a food truck: Must operate from a designated space within the Investment Area.
- Income Restrictions: At least one business owner with greater than 20% ownership mush be at or below 100% of Area Median Income (AMI).
- Must not be an ineligible business (See Exhibit B).

Section 4. **Use of Grant Funds**

Eligible businesses may receive up to $1,000 to cover legal services listed below:

- Business formation and legal entity structuring.
- Contract drafting, review, and negotiation.
- Intellectual property advice (trademark, copyright, patent).
- Employment and Labor law consultation.
- Regulatory compliance support.
- Dispute resolution or mediation services.

Section 5. Funding Administration

- The program budget is $50,000.
- The City Manager, or designee, is authorized to implement the program, including partnership with nonprofit legal providers, community outreach, eligibitly verification and grant distribution.

ADOPTED at a Regular Meeting of the Vancouver City Council this _____, of _____, 20__.

_____

Anne McEnerny-Ogle, Mayor

Attest:

_____

, City Clerk

Approved as to form:

_____

Nena Cook, City Attorney

Exhibit A:
Fourth Plain for All Investment Area

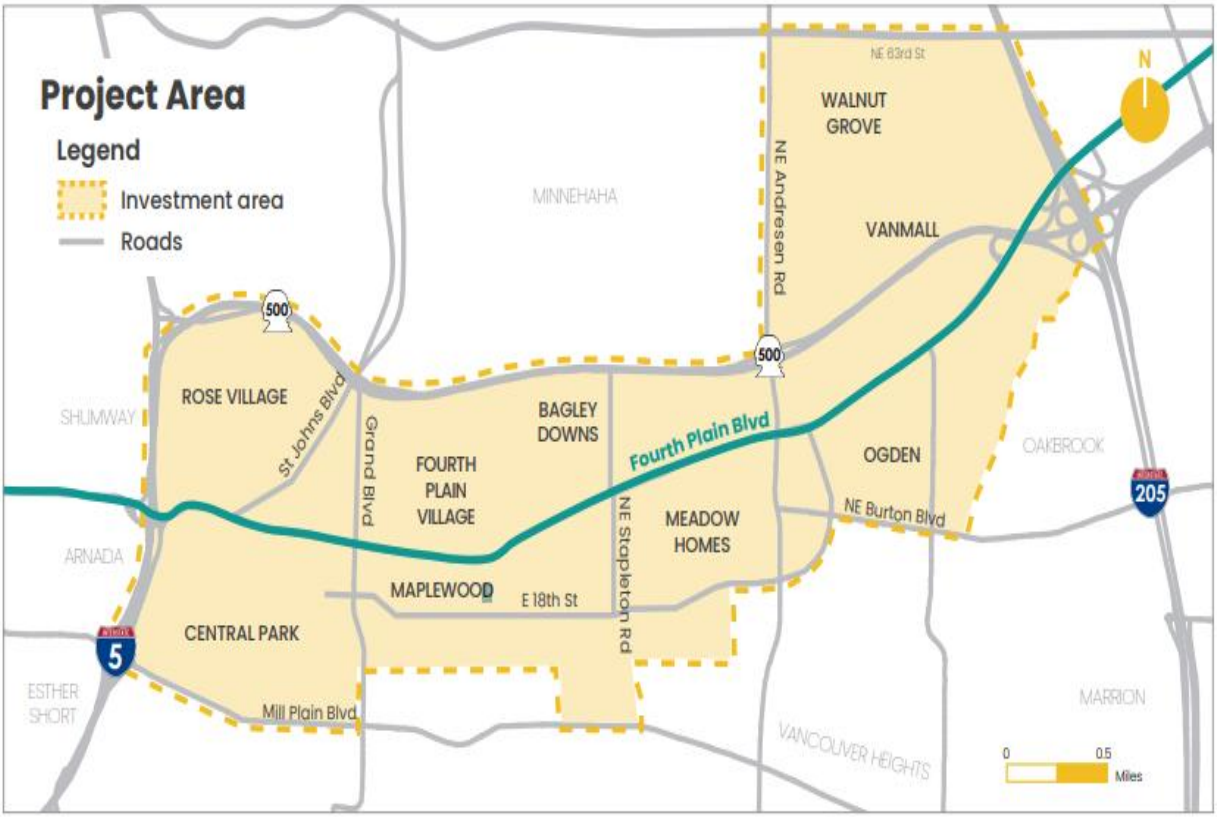


Figure 1. Fourth Plain for All Investment Area

Exhibit B:

Ineligible Business Types:

- Businesses engaged in illegal practices.
- Cannabis-related businesses.
- Sexually oriented businesses.
- Businesses leasing to other tenants.

Small Business Legal Assistance Grant

Secured Project Funding:

$50,000 allocated to the Fourth Plain for All Investment Strategy

Introduction

This program provides financial assistance to small businesses within the Fourth Plain Investment Area to access critical legal services that support business compliance, stability, and growth. The City will be responsible for reviewing applications, selecting grant recipients, coordinating delivery of legal services, verifying documentation, and reporting outcomes to the City.

Background

In November 2023, Vancouver City Council adopted the Fourth Plain for All Investment Strategy, committing $25 million in ARPA funds. This comprehensive effort supports five broader investment areas:

- Housing
- Community Building & Public Health
- Parks & Public Space
- Transportation
- Economic Development

The Small Business Legal Assistance Grant is a key deliverable of the Economic Development investment area and will directly assist small businesses in accessing affordable legal services

The Fourth Plain Investment Area is Clark County's most diverse district:

- More than 10 languages are spoken.
- High concentrations of Latinx, Pacific Islander, and foreign-born residents.
- Significant inequities in income, health, and access to opportunity.
- Approximately 25% of residents live in extreme poverty.
- Household income averages 60% of city median.
- Many neighborhoods qualify as HUD Qualified Census Tracts

To request other formats, please contact:
Victor Saldanha | 360-487-0739 | TTY: 711 | victor.saldanha@cityofvancouver.us
P.O. Box 1995 | Vancouver, WA 98668-1995 | cityofvancouver.us

Program Details

1. Grant Administration Responsibilities
   The City will oversee:
   - Application Review: Evaluate applications for completeness and compliance with program requirements.
   - Fund Distribution: Disburse funds to eligible lawyers for approved legal services.
   - Documentation Collection: Verify required documentation, including business licenses, invoices, proof of services rendered.
   - Reporting to City: Submit regular financial and impact reports documenting program outcomes.

2. Eligible Uses of Funds: Max $1000 per business entity or owner

   - Business formation and legal entity structuring.
   - Contract drafting, review, and negotiation.
   - Intellectual property advice (trademark, copyright, patent);
   - Employment and Labor law consultation (hiring and management practices, policy development, collective bargaining);
   - Labor law consultation (collective bargaining
   - Regulatory compliance support.
   - Dispute resolution or mediation services.

3. Expected Program Deliverables and Outcomes
   - Reduction in legal disputes and vulnerabilities.
   - Increased business capacity to scale and remain in operation.
   - Strengthened participation of historically underserved businesses in the local economy.
   - Quarterly program updates.
   - Outcome reports with legal service metrics and demographic data.

Business Eligibility

1. Businesses must meet all of the following:
   - Location: Must operate within the designated Fourth Plain Investment Area (Exhibit A).
   - Size: Fewer than 25 employees.
   - Type: Must be a full-time business.
   - Licensing: Must have a valid, current City of Vancouver business license.
   - Food Trucks: Must operate from a designated space within the Investment Area.
   - Income Restrictions: At least one business owner with greater than 20% ownership must be at or below 100% of Area Median Income (AMI).

2. Ineligible Business Types
   - Businesses engaged in illegal practices.

- Cannabis-related businesses.
- Sexually oriented businesses.
- Businesses leasing to other tenants.

Small Business Grant Application Process

- Application Submission – Small businesses apply with financial documentation and legal need statement.
- Grant Review and Award– Applications will be reviewed by a committee made up of small business and/or small business stakeholders in the Fourth Plain Investment Area.
- Service Provision – The City will help match approved small businesses to a list of qualified legal service providers (designated nonprofit attorneys or attorneys within the FPIA) for pro bono or grant-funded services. Approved funds will be disbursed within one year of grant approval.
- Reporting – The City must provide regular reporting on grant distribution, business outcomes, and program impact.

Exhibits

- Exhibit A: Fourth Plain Investment Area

Exhibit A

Fourth Plain Investment Area

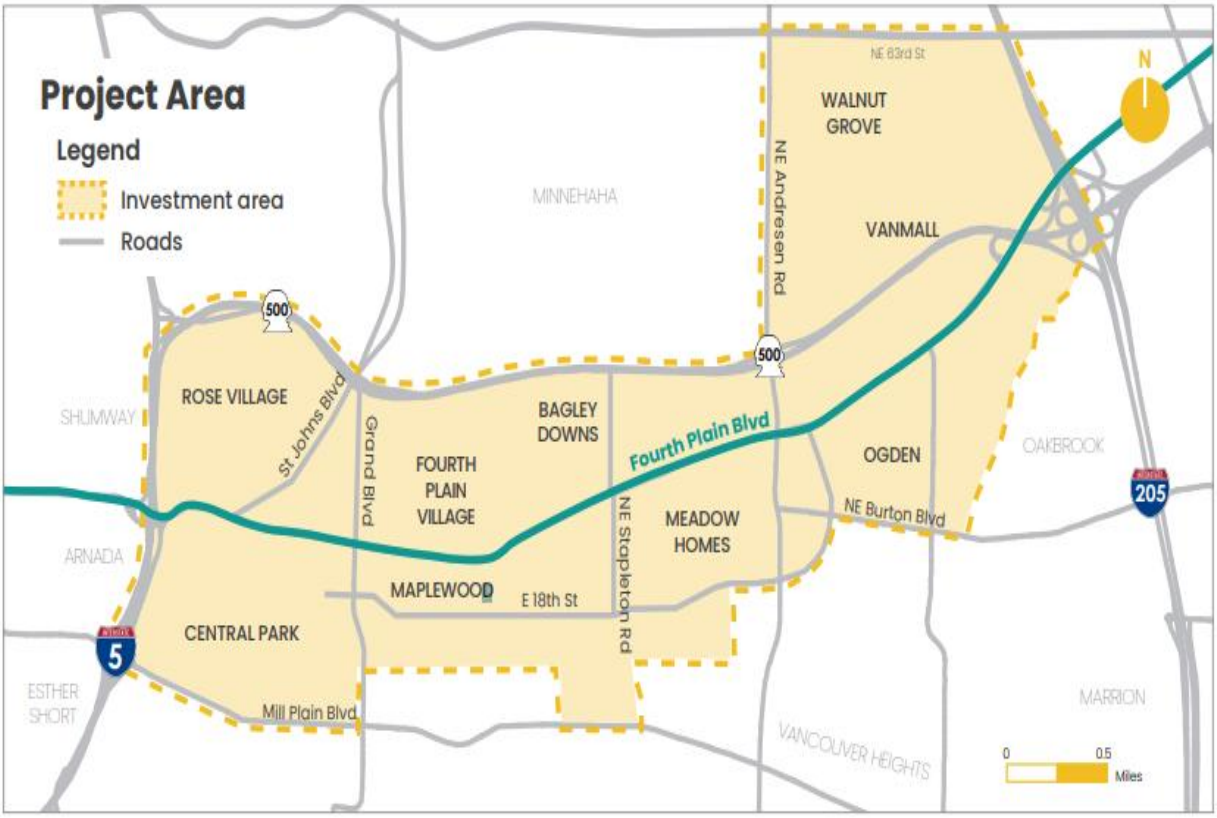


Figure 1. Fourth Plain for All Investment Area

A RESOLUTION of the City Council of Vancouver, Washington, establishing the Safeguard and Revitalize Grant Program to support small businesses in the Fourth Plain Investment Area facing economic hardship, safety threats, and displacement by contracting with a Non-Profit Community Based Organization to provide administration of grant funding.

Staff Report: 026-26

To: Mayor and City Council
From: City Manager
Date: February 2, 2026

Subject
Safeguard and Revitalization Grant

Key Points

- Allocates $250,000 of the American Rescue Plan Act (ARPA) funds originally allocated to support economic development in the Fourth Plain Investment Area (FPIA).
- Provides direct grants for safety, security, and storefront improvements to small businesses in the FPIA.
- Program design is rooted in multilingual, community-led engagement and responds to corridor safety and appearance concerns.

Strategic Plan Alignment
Economic Opportunity – a place where a wide variety of businesses of all sizes grow and thrive

Vibrant and Distinct Neighborhoods – a variety of accessible places and spaces

Present Situation
The Fourth Plain Investment Area (FPIA) is home to more than 25,000 people representing numerous cultural and ethnic groups, immigrant populations, and low-income residents. According to the City's Fourth Plain for All Investment Strategy, residents and businesses in the Investment Area face persistent economic disparities:

- 50% or more households have incomes below 60% Area Median Income (AMI)
- 24% of residents live in poverty
- 74% are renters
- 20%+ lack a high school diploma
- High prevalence of HUD-designated low-income census tracts

Despite these challenges, the FPIA demonstrates strong entrepreneurial potential:

- 15% of residents operate home-based businesses
- 65% have considered entrepreneurship as a pathway to economic opportunity
- Fourth Plain has many established small businesses, but they often lack access to the

infrastructure and resources needed to scale

The Safeguard and Revitalization Grant, along with two other small business support programs, was developed through a robust, equity-centered engagement process spanning more than two years. Grounded in the principle of community co-creation, this process prioritized multilingual outreach, participatory budgeting, and inclusive policy development to shape responsive investments in the Fourth Plain Investment Area.

Advantage(s)
By increasing access to storefront revitalization, vandalism remediation, and property security resources, the City is responding to both the immediate needs of Fourth Plain businesses and the broader City vision of supporting small business growth as a cornerstone of Vancouver's economic future. The desired outcome of the Safeguard and Revitalization Grant is to improve the resilience and vibrancy of the Fourth Plain area.

Challenge(s)
None

Budget Impact
$250,000 has been allocated to the Fourth Plain for All Investment Strategy which is budgeted in ARPA Fund 114.

Prior Council Review
Economic Prosperity & Housing staff presented an overview of the Safeguard and Revitalization Grant during a Council workshop on October 6, 2025.

Action Requested
On Monday, February 2, 2026, finalize and approve the resolution establishing the Safeguard and Revitalization Grant to serve small business owners in the Fourth Plain Investment Area (FPIA) and authorizing issuance of an RFP and subsequent contract with a nonprofit community-based organization to administer the program.

Staff Contact
Chris Harder, Deputy Economic Development Director, Victor Saldanha, Small Business & Entrepreneurship Program Manager, chris.harder@cityofvancouver.us, Victor.Saldanha@cityofvancouver.us

Attachments:
1. Resolution
2. Safeguard and Revitalization Grant RFP Scope & Program Details

2/2/2026

RESOLUTION NO. M- [Resolution Number]

A RESOLUTION of the City Council of Vancouver, Washington, establishing the Safeguard and Revitalization Grant Program to support small businesses in the Fourth Plain Investment Area facing economic hardship, safety threats, and displacement by contracting with a Non-Profit Community Based Organization to provide administration of grant funding.

WHEREAS, the Fourth Plain area, knows as Vancouver's "International District," is home to the most diverse population in Clark County, with communities of color comprising over 40% of residents, and

WHEREAS, the Fourth Plain area experiences significant economic hardship and vulnerability, with household incomes at only 60% of the city median, 24% of residents living below the poverty line, and a quarter living in extreme poverty, and

WHEREAS, many small businesses in the Fourth Plain area are operated by underserved and BIPOC entrepreneurs who face disproportionate barriers to capital, infrastructure and long-term stability, despite strong entrepreneurial interest and community commitment, and

WHEREAS, these small businesses are essential to the neighborhood's economic resilience, cultural identity, and public safety, yet remain vulnerable to vandalism, disrepair, and lack of investment, and

WHEREAS, supporting security improvements such as lighting, alarm systems, cameras, and gates through a Safeguard and Revitalization grant will promote a safer and more welcoming commercial environment for business owners, employees, and customers, and

WHEREAS, funding revitalization efforts such as graffiti removal, window repairs, and door replacement through a Safeguard and Revitalization grant will help restore neighborhood

pride, deter crime and improve the visual appeal of storefronts along this vital business corridor, and

WHEREAS, this grant program is designated with strong equity focus by requiring that eligible business owners earn 100% or less of the Area Median Income and operate businesses with fewer than 25 employees, ensuring assistance reaches those most at risk of being left behind, and

WHEREAS, Washington State Law (RCW 35.21.703) provides that "it shall be in public purpose for all cities to engage in economic development programs. In addition, cities may contract with nonprofit corporations in furtherance of this and other acts relating to economic development." and

WHEREAS, this program complements long-term economic development efforts such as the Fourth Plain Commons and aligns with the City's strategic goal of inclusive economic growth, neighborhood stabilization, and equitable recovery.

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY OF VANCOUVER:

Section 1. **Findings**. The City Council adopts and incorporates the above recitals as finding. The Council finds that the Safeguard and Revitalization Grant Program supports public safety, neighborhood revitalization, small business stability, and equitable economic development in the Fourth Plain Investment Area.

Section 2. The City Council Herby approves the establishment of the Fourth Plain Safeguard and Revitalization Grant Program, funded with $250,000 allocated under the

Fourth Plain for All Investment Strategy, to provide grants of up to $2,500 to eligible storefront small businesses for safety, security, and revitalization improvements.

Section 3. The City Manager or designee is authorized to issue a Request for Proposal (RFP) and enter into a contract with a qualified Non-Profit Community Based Organization to administer the Safeguard and Revitalization Grant in accordance with the scope of work and details attached hereto as Exhibit A and incorporate by reference. Ensure Compliance with applicable federal, state, and local requirements.

Section 4. The Non-Profit Community Based Organization shall be required to:

- Review application for completeness and eligibility.
- Distribute grant funds and track all expenditures.
- Collect required documentation, including business licenses, invoices, photos, and reports.
- Provide regular financial and impact reporting to the City.
- Track Administrative fees, not to exceed 10% of the total program budget.
- Conduct outreach to ensure equitable participation by underserved businesses.

Section 5. The City Manager or designee is directed to ensure that the performance of the contract is monitored through quarterly and annual reporting.

Eligible Uses of Grant Funds:

- Security lighting, alarm systems, cameras, and gates
- Graffiti removal and graffiti-resistant paint.
- Window and door repairs or replacements.

Ineligible uses include improvements by commercial landlords or owners of home-based businesses, reimbursement for stolen merchandise, insurance or monitoring fees, and staff costs.

Business must:

- Operate withing the Fourth Plain Investment Area (Exhibit B).
- Employ fewer than 25 employees.
- Be a storefront business open for in-person service.
- Hold a valid City of Vancouver business license.
- Have at least one owner (20% or greater ownership) at or below 100% of Area Median Income.
- Must not be an ineligible business (See Exhibit C).

Section 6. This resolution shall be effective immediately upon adoption.

ADOPTED at a Regular Meeting of the Vancouver City Council this _____, of _____, 20__.

_____

Anne McEnerny-Ogle, Mayor

Attest:

_____

, City Clerk

Approved as to form:

_____

Nena Cook, City Attorney

Exhibit A:

Scope of Work and Program Details

1. Grant Administration Responsibilities
    - Application Review: Evaluate applications for completeness and compliance with program requirements.
    - Fund Distribution: Disburse funds to eligible businesses in accordance with program guidelines.
    - Documentation Collection: Verify all required documentation, including business licenses, invoices, police reports (if applicable), photos of damages, and proof of payment.
    - Reporting to City: Submit regular financial and impact reports documenting program outcomes.
    - Application Review: Evaluate applications for completeness and compliance with program requirements

2. Administrative Fees
    - Administrative fees capped at 10% of total program budget.
    - Contractor must track and reconcile all administrative costs upon program completion.

3. Grant Review and Payment Process
    - The Contractor will review applications, verify eligibility, and determine awards.
    - Approved funds will be disbursed within one year of grant approval.
    - The Contractor must provide regular reporting on grant distribution, business outcomes, and program impact.

4. Uses of Funds: Max $2500 per business entity or owner

    Eligible Uses:
    - Security lighting, alarm systems, cameras, and gates.
    - Graffiti paint/removal.
    - Window and door repairs or replacements.

    Ineligible Uses:
    - Commercial landlords or owners of home-based businesses.
    - Replacement of stolen merchandise.
    - Insurance or monitoring costs for security equipment.
    - Staff costs or reimbursement for lost revenue.

5. Expected Program Deliverables and Outcomes
    - Measurable increase in business stability and retention rates within the Fourth Plain Investment Area.
    - Improved storefront appearance, directly supporting corridor vibrancy and increasing customer foot traffic.
    - Reduction in repeat incidents of vandalism or property disrepair.
    - Enhanced customer and employee safety, leading to improved perceptions of neighborhood security.

- Monthly program updates, photo documentation of improvements, and final reports with demographic and financial metrics.

Business Eligibility

1. Businesses must meet all of the following:
    - Location: Must operate within the designated Fourth Plain Investment Area (Exhibit A).
    - Size: Fewer than 25 employees.
    - Type: Must be a storefront business (no home-based businesses).
    - Status: Open for in-person customer service with posted business hours.
    - Licensing: Must have a valid, current City of Vancouver business license.
    - Food Trucks: Must operate from a designated space within the Investment Area.
    - Income Restrictions: At least one business owner with greater than 20% ownership must be at or below 100% of Area Median Income (AMI).

2. Ineligible Business Types
    - Businesses engaged in illegal practices.
    - Cannabis-related businesses.
    - Sexually oriented businesses.
    - Businesses leasing to tenants.

Partner Selection Process and Evaluation Criteria

1. Proposal Submission Requirements

   Proposals must include:
    - Cover Letter
    - Organizational Profile: History and qualifications.
    - Experience: Description of prior grant administration of similar programs.
    - Work Plan: Detailed approach to fulfilling grant programs responsibilities
    - Budget: Including administrative fees and program cost breakdown.
    - References/Case Studies: Relevant partnerships or past grant programs.

   Additional Required Documents:
    - Proof of nonprofit/tax-exempt status.
    - Relevant certifications or qualifications.
    - Contact information for key personnel.

   Note: Procurement will create more detailed Request for Proposal (RFP) submission requirements.

2. Selection Process
    - Initial Submission Review
    - Follow-up Questions to Applicants
    - Final Application Submission
    - Interviews/Presentations with shortlisted candidates
    - Final Selection & Recommendation
    - Contract Execution

Note: Procurement will provide additional details regarding the selection process to in the RFP

3. Proposal Evaluation Criteria

Experience and Qualifications (50%)

- Demonstrated expertise in small business development, program administration, or similar initiatives.
- Strong track record of success delivering measurable outcomes for entrepreneurs or community-focused projects.
- Evidence of organizational stability and history of effective program management.

Capacity and Ability (30%)

- Organizational capacity to manage and deliver the proposed program.
- Staff expertise, resources, and infrastructure to ensure effective implementation.
- Ability to adapt and respond to challenges while maintaining program goals.
- Ability to effectively market the program to target recipients.

Work Plan (10%)

- Strength, clarity, and feasibility of the proposed work plan.
- Clearly defined objectives, timelines, and deliverables.
- Logical alignment between proposed activities and desired outcomes.

Budget (10%)

- Appropriateness and transparency of the proposed budget.
- Efficient allocation of resources to maximize program impact.
- Justification of costs in relation to program goals and outcomes.

Exhibit B:
Fourth Plain for All Investment Area

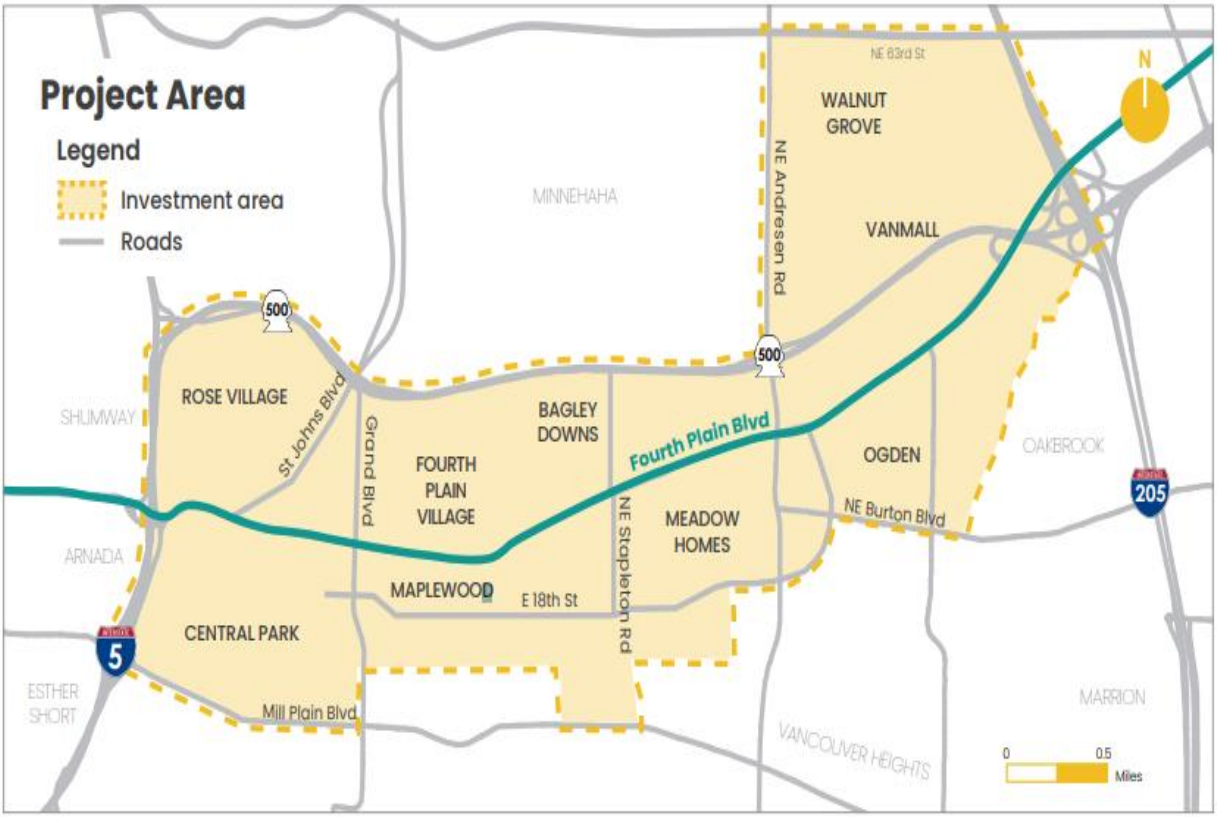


Figure 1. Fourth Plain for All Investment Area

Exhibit C:

Ineligible Business Types:

- Businesses engaged in illegal practices.
- Cannabis-related businesses.
- Sexually oriented businesses.
- Businesses leasing to other tenants.

Safeguard and Revitalization Grant RFP Scope & Program Details

Secured Project Funding

$250,000 allocated to Fourth Plain for All Investment Strategy

Introduction

In alignment with RCW 35.21.703, the City intends to contract with a nonprofit community-based organization (the "Contractor) to administer the Safeguard and Revitalize Grant Program as part of the Fourth Plain for All Investment Strategy. This program provides financial assistance to small businesses within the Fourth Plain Investment Area (FPIA) to support property and building improvements to enhance neighborhood safety, security, and appearance. The Contractor will be responsible for reviewing applications, selecting grant recipients, distributing funds, verifying documentation, and reporting outcomes to the City.

Background

In November 2023, Vancouver City Council adopted the Fourth Plain for All Investment Strategy, committing $25 million in ARPA funds. This comprehensive effort supports five broader investment areas:

- Housing
- Community Building & Public Health
- Parks & Public Space
- Transportation
- Economic Development

The Safeguard and Revitalize Grant is a key deliverable of the Economic Development investment area and will directly assist small businesses in improving safety, security, and physical storefront conditions.

The Fourth Plain Investment Area is Clark County's most diverse district:

- More than 10 languages are spoken.
- High concentrations of Latinx, Pacific Islander, and foreign-born residents.
- Significant inequities in income, health, and access to opportunity.
- Approximately 25% of residents live in extreme poverty.

- Household income averages 60% of city median.
- Many neighborhoods qualify as HUD Qualified Census Tracts

Program Details

1. Grant Administration Responsibilities
    - Application Review: Evaluate applications for completeness and compliance with program requirements.
    - Fund Distribution: Disburse funds to eligible businesses in accordance with program guidelines.
    - Documentation Collection: Verify all required documentation, including business licenses, invoices, police reports (if applicable), photos of damages, and proof of payment.
    - Reporting to City: Submit regular financial and impact reports documenting program outcomes.
    - Application Review: Evaluate applications for completeness and compliance with program requirements

2. Administrative Fees
    - Administrative fees capped at 10% of total program budget.
    - Contractor must track and reconcile all administrative costs upon program completion.

3. Grant Review and Payment Process
    - The Contractor will review applications, verify eligibility, and determine awards.
    - Approved funds will be disbursed within one year of grant approval.
    - The Contractor must provide regular reporting on grant distribution, business outcomes, and program impact.

4. Uses of Funds: Max $2500 per business entity or owner
   Eligible Uses:
    - Security lighting, alarm systems, cameras, and gates.
    - Graffiti paint/removal.
    - Window and door repairs or replacements.

   Ineligible Uses:
    - Investment properties, home-based businesses, landlords, or tenants.
    - Replacement of stolen merchandise.
    - Insurance or monitoring costs for security equipment.
    - Staff costs or reimbursement for lost revenue.

5. Expected Program Deliverables and Outcomes
    - Measurable increase in business stability and retention rates within the Fourth Plain Investment Area.
    - Improved storefront appearance, directly supporting corridor vibrancy and increasing customer foot traffic.
    - Reduction in repeat incidents of vandalism or property disrepair.

- Enhanced customer and employee safety, leading to improved perceptions of neighborhood security.
- Monthly program updates, photo documentation of improvements, and final reports with demographic and financial metrics.

Business Eligibility

1. Businesses must meet all of the following:
   - Location: Must operate within the designated Fourth Plain Investment Area (Exhibit A).
   - Size: Fewer than 25 employees.
   - Type: Must be a storefront business (no home-based businesses).
   - Status: Open for in-person customer service with posted business hours.
   - Licensing: Must have a valid, current City of Vancouver business license.
   - Food Trucks: Must operate from a designated space within the Investment Area.
   - Income Restrictions: At least one business owner with greater than 20% ownership must be at or below 100% of Area Median Income (AMI).

2. Ineligible Business Types
   - Businesses engaged in illegal practices.
   - Cannabis-related businesses.
   - Sexually oriented businesses.
   - Businesses leasing to tenants.

Partner Selection Process and Evaluation Criteria

1. Proposal Submission Requirements
   Proposals must include:
   - Cover Letter
   - Organizational Profile: History and qualifications.
   - Experience: Description of prior grant administration of similar programs.
   - Work Plan: Detailed approach to fulfilling grant programs responsibilities
   - Budget: Including administrative fees and program cost breakdown.
   - References/Case Studies: Relevant partnerships or past grant programs.

   Additional Required Documents:
   - Proof of nonprofit/tax-exempt status.
   - Relevant certifications or qualifications.
   - Contact information for key personnel.

   Note: Procurement will create more detailed Request for Proposal (RFP) submission requirements.

2. Selection Process
   - Initial Submission Review
   - Follow-up Questions to Applicants
   - Final Application Submission

- Interviews/Presentations with shortlisted candidates
- Final Selection & Recommendation
- City Council Approval
- Contract Execution

Note: Procurement will provide additional details regarding the selection process to in the RFP

3. Proposal Evaluation Criteria

Experience and Qualifications (50%)

- Demonstrated expertise in small business development, program administration, or similar initiatives.
- Strong track record of success delivering measurable outcomes for entrepreneurs or community-focused projects.
- Evidence of organizational stability and history of effective program management.

Capacity and Ability (30%)

- Organizational capacity to manage and deliver the proposed program.
- Staff expertise, resources, and infrastructure to ensure effective implementation.
- Ability to adapt and respond to challenges while maintaining program goals.
- Ability to effectively market the program to target recipients.

Work Plan (10%)

- Strength, clarity, and feasibility of the proposed work plan.
- Clearly defined objectives, timelines, and deliverables.
- Logical alignment between proposed activities and desired outcomes.

Budget (10%)

- Appropriateness and transparency of the proposed budget.
- Efficient allocation of resources to maximize program impact.
- Justification of costs in relation to program goals and outcomes.

Exhibits

- Exhibit A: Fourth Plain Investment Area

Exhibit A: Fourth Plain Investment Area

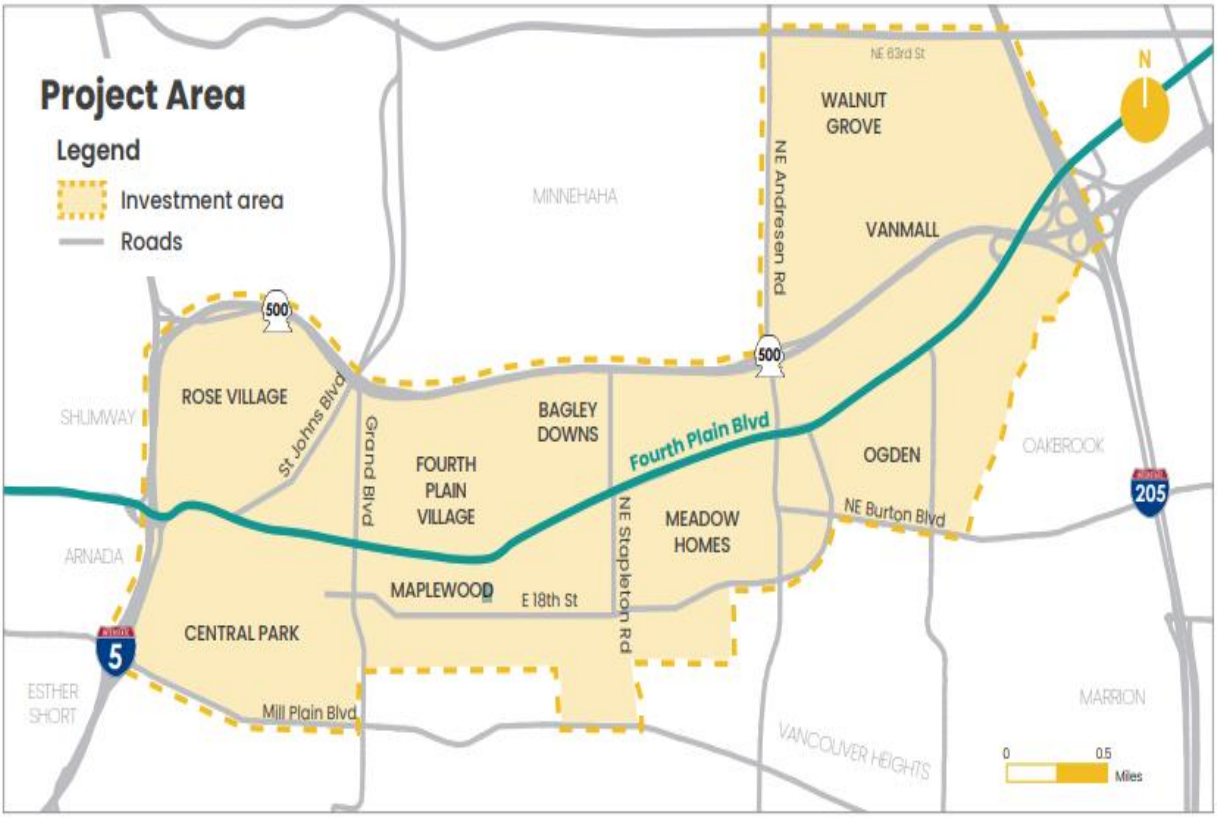


Figure 1. Fourth Plain for All Investment Area

A RESOLUTION relating to the approval of an exclusive negotiation agreement between the City of Vancouver and Pahlisch Commercial Inc., an Oregon corporation (the "Developer"); establishing the terms and conditions for negotiating a development agreement for the development of the Heights District sites M and O; and authorizing the City Manager to execute the exclusive negotiation agreement.

Staff Report: 027-26

To: Mayor and City Council
From: City Manager
Date: February 2, 2026

Subject
Exclusive Negotiation Agreement between City of Vancouver and Pahlisch Commercial Inc.

Key Points

- The City of Vancouver and the Heights Community Investment Committee (HCIC) issued a Request for Proposal (RFP) in April 2025 for the development of the Vanco Driving Range property in the Heights District.
- The HCIC selected Pahlisch Commercial Inc (PCI) to develop affordable homes on the site and City staff and the HCIC presented their recommendation to City Council at a workshop on September 15, 2025, for Council's review and feedback. Council supported the HCIC's selection allowing staff to proceed with entering into an exclusive negotiation agreement (ENA) with PCI.
- Staff return to Council for authorization to execute the attached ENA.

Strategic Plan Alignment
Housing and Human Needs – meeting basic needs and partnering with organizations to support the community

Vibrant and Distinct Neighborhoods – a variety of accessible places and spaces

Present Situation
The City of Vancouver and HCIC issued a Request for Proposals (RFP) in April 2025 seeking development team(s) for the development of the former Vanco Driving Range property, the second phase of development in the Heights District and known as Sites M and O (the "Site"). The RFP closed in June 2025 and after extensive deliberation, the HCIC recommended Pahlisch Commercial Inc. as the lead developer for the site. City staff and the HCIC presented to City Council a summary of the proposal at a workshop on September 15, 2025. City Council supported the HCIC's recommendation allowing staff to proceed with negotiating an exclusive negotiation agreement with PCI.

An exclusive negotiation agreement is a binding contract whereby the parties agree to work cooperatively in good faith to negotiate the terms of a disposition and development agreement (DDA) and document each party's roles and responsibilities during the negotiation period. The ENA is similar to the previous Heights ENA's for the multifamily projects that Council approved in September 2024

and the key points are outlined below.

- The parties have 12 months to execute a DDA. The negotiation period can be extended twice by 3 months with the approval of the City Manager and along with a $2,500 extension deposit due by PCI.
- Upon execution of the ENA, PCI will deposit a good faith deposit of $10,000 to secure PCI's exclusive right to develop the property and negotiate with the City. The deposit (and any extension deposit) will be returned to PCI upon execution of a DDA or if, through no fault of either party, a DDA is not executed. If a DDA is not executed due to a default of PCI or a lack of good faith effort to reach agreement, then the deposit (and any extension deposit) is released to the City.
- During the negotiation period, PCI will conduct its due diligence on the property and provide the City with a development budget, funding sources and a schedule of performance including key project milestone dates – all of which will be memorialized in the DDA.
- Additionally, City staff and PCI will work collaboratively to define the structure of the affordable homeownership program, ensuring that affordability is achieved both in the near term and over the long term. Potential affordability mechanisms — including community land trusts, deed restrictions, and fee-simple sales — will be formalized in the DDA. City Council will have an opportunity to review the proposed homeownership models and provide input on the affordability approach.

Advantage(s)
Executing the ENA is a necessary step prior to negotiating a disposition and development agreement to document each party's commitment to the transaction.

Challenge(s)
Like any complex real estate development project, there can be challenges with making a deal work for both parties, including financial feasibility and inability to agree on material terms. However, both parties are committed to this project and intend on executing a disposition and development agreement.

Budget Impact
None

Prior Council Review
Workshop — September 15, 2025

Action Requested
On Monday, February 2, 2026, finalize and approve the resolution approving the exclusive negotiation agreement between the City of Vancouver and Pahlisch Commercial Inc. and authorizing the City Manager, or designee, to execute the exclusive negotiation agreement.

Staff Contact
Amy Stewart, Real Estate Project Manager, amy.stewart@cityofvancouver.us

Attachments:
1. Resolution
2. Exclusive Negotiation Agreement Resolution

2/2/2026

RESOLUTION NO. M- [Resolution Number]

A RESOLUTION relating to the approval of an exclusive negotiation agreement between the City of Vancouver and Pahlisch Commercial Inc., an Oregon corporation (the "Developer"); establishing the terms and conditions for negotiating a development agreement for the development of the Heights District sites M and O; and authorizing the City Manager to execute the exclusive negotiation agreement.

WHEREAS, the City owns real property in City of Vancouver, Washington located at N. Devine Road part of Clark County Tax Parcel Number 37909805 commonly referred to as Sites M and O (the "Property"); and

WHEREAS, on April 16, 2025, the City issued a Request for Proposals (the "RFP") for the Property and, following a thorough review process, selected the Developer as the lead developer for the Property; and;

WHEREAS, on September 15, 2025, information summarizing the RFP process and submission review considerations was presented by City staff and the Heights Community Investment Committee at a City Council meeting workshop; and

WHEREAS, the City has prepared the exclusive negotiation agreement establishing procedures and standards for the negotiation by the City and the Developer of a disposition and development agreement between the City and the Developer to govern the redevelopment of the Property in conformance, in all material respects, with the Developer's proposal.

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY OF VANCOUVER:

Section 1. The City Council hereby authorizes the City Manager to execute on behalf of the City the exclusive negotiation agreement substantially in the form attached hereto as Exhibit "A." The City Manager is authorized to negotiate and execute any amendments to each exclusive negotiation agreement executed, limited to nonmaterial provisions and timeframe extensions.

ADOPTED at a Regular Meeting of the Vancouver City Council this _____, of February 2026.

_____
Anne McEnerny-Ogle, Mayor

Attest:

_____
, City Clerk

Approved as to form:

_____
Nena Cook, City Attorney

EXCLUSIVE NEGOTIATING AGREEMENT
(Heights District – Sites O AND M)

This Exclusive Negotiating Agreement (this "Agreement") is entered into as of _____, 2026 (the "Effective Date"), by the City of Vancouver, a Washington municipal corporation (the "City"), and Pahlisch Commercial, Inc. an Oregon corporation (the "Developer"). The City and Developer may sometimes be referred to individually as "Party" and collectively as "Parties."

RECITALS

A. The City is the owner of certain real property located at N. Devine Road in Clark County, Washington in the City of Vancouver, Clark County Tax Parcel number 37909805, more particularly described in the attached Exhibit A-1. The property subject to this Agreement is a portion of such real property consisting of approximately 2.97 acres of unimproved land on the former Vanco Driving Range property, commonly referred to as Sites M and O and identified in Exhibit A-2 (the "Site" or "Property").

B. The City's goals for the Property, specified in The Heights District Plan (August 2020) include: a 15-minute walkable, inclusive neighborhood with mixed-income housing, opportunities for local, small businesses and social services that cater to community needs; high quality architecture and site design providing a distinctive community character; and enhancement of pedestrian activity and multi-modal connectivity.

C. On April 16, 2025, the City issued the Heights District Request for Proposals (RFP #29-25) (the "RFP") seeking a development partner for the Property and inviting innovative and financially feasible proposals to employ strategies highlighted in the Heights District Equitable Development Plan and meet the goals of the Heights District Plan.

D. On June 20, 2025, the Developer responded to the RFP. Following careful consideration, including presentation to City Council on September 15, 2025, the City and the Heights Community Investment Committee selected the Developer Proposal (defined below) for Sites M and O. Developer is a private real estate development and investment firm. Pursuant to the Developer Proposal, the Developer intends to build a master planned affordable homeownership development for families with household incomes at 80% to 120% of the Area Median Income ("Affordable Homeownership" or "Housing Affordability").

E. Pursuant to formal selection of the Developer Proposal and approval of the substantive form of this Agreement by City Council on _____, the Parties are entering into this Agreement for the purpose of establishing procedures and standards for the negotiation by the City and the Developer of a disposition and development agreement (the "DDA") between the City and the Developer to govern the redevelopment of the Site in conformance, in all material respects, with the Developer Proposal (the "Project").

AGREEMENT

The foregoing recitals are hereby incorporated by reference and made part of this Agreement.

NOW, THEREFORE, in consideration of the mutual covenants and promises contained herein and for other valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties mutually agree as follows:

ARTICLE 1.
EXCLUSIVE NEGOTIATIONS RIGHT

Section 1.1 Good Faith Negotiations.

(a) The City and the Developer agree, for the Negotiating Period described in Section 1.2, to work cooperatively and in good faith to make a preliminary feasibility determination and, if the Project or any portion thereof is determined to be feasible and desirable by both Parties, to negotiate diligently and in good faith the terms of a DDA regarding the Developer's (i) acquisition of the Site, (ii) construction of the Project on the Site, and (iii) operation and management of the Project, all generally in accordance with the Developer Proposal. During the Negotiating Period, the Parties shall use good faith efforts to accomplish the respective tasks outlined in Article 2 to facilitate the negotiation of a mutually satisfactory DDA.

(b) The Parties acknowledge and agree that, without limitation, the following issues will be addressed in the negotiations and memorialized in the DDA: (1) the physical and land title conditions of the Site and remediation of any adverse conditions identified by the Developer or the City, including with respect to the Developer's environmental review; (2) the site plan and density targets, (3) the entitlements necessary to construct and operate the Project; (4) the Project development schedule; (5) proposed financing sources for development, construction, and the homeownership program of the Project; (6) the terms of the Property's disposition from the City to the Developer; (7) the Housing Affordability targets and methodologies for affordable permanence; and (8) other matters that may be identified by either Party.

(c) The City and Developer agree that the negotiations under this Agreement to create the DDA will be developed through a term sheet and based on the proposal received from the Developer on June 20, 2025, which is attached hereto as Exhibit B and incorporated herein by this reference (the "Developer Proposal"). Preliminary commitments in the Developer Proposal have been incorporated into this Agreement and the Parties expect the negotiations of the DDA may incorporate additional commitments from the Developer Proposal.

Section 1.2 Negotiating Period.

(a) The negotiating period (the "Negotiating Period") under this Agreement

during which the Parties will endeavor to enter into a binding DDA shall be twelve (12) months, commencing on the Effective Date of this Agreement, subject to extension as set forth below and/or by mutual agreement of the Parties in writing (subject to the last sentence of this Section 1.2(a)). The Developer may extend the Negotiating Period twice, subject to the reasonable approval of the City Manager, each extension shall be for a period of three (3) months. The Developer shall deliver ten (10) business days prior written notice of the Developer's intent to exercise the extension ("Extension Notice"). Concurrently with the delivery of an Extension Notice, the Developer shall deliver to Escrow an extension deposit of Two Thousand Five Hundred Dollars ($2,500) (each, an "Extension Deposit"). Each Extension Deposit shall be non-refundable upon delivery into Escrow, except as otherwise explicitly set forth herein The Negotiating Period may be extended or modified beyond the extensions described in the preceding sentence at the City Manager's discretion.

(b) Subject to Section 1.2(c), if a DDA has not been executed by the City and the Developer by the expiration of the Negotiating Period (as the Negotiating Period may be extended pursuant to the preceding paragraph), then this Agreement shall terminate and neither Party shall have any further rights or obligations under this Agreement, except that any provision of this Agreement that is specified to survive termination shall remain in effect, and the Escrow agent shall release to the Developer any payments then being held in Escrow, including the Good Faith Deposit (hereinafter defined) and any Extension Deposit. If a DDA is executed by the City and the Developer, then, upon execution of the DDA, this Agreement shall terminate, and all rights and obligations of the Parties shall be as set forth in the executed DDA. After execution of a DDA, the Good Faith Deposit and any Extension Deposit made by the Developer shall be released to the Developer.

(c) If a DDA has not been executed by the expiration of the Negotiating Period solely due to a default of the Developer, as described in Section 3.8, or Developer's lack of good faith effort to reach agreement, then the Good Faith Deposit and any Extension Deposit held in Escrow will be released to the City.

Section 1.3 Exclusive Negotiations.

(a) During the Negotiating Period (as the Negotiating Period may be extended pursuant to Section 1.2), the City shall not negotiate with any entity other than the Developer regarding the acquisition or development of the Site or solicit or entertain bids or proposals to do so. Notwithstanding anything to the contrary herein, nothing in this Agreement shall preclude the City from allowing any temporary uses of the Site that the City deems appropriate, at its sole and absolute discretion; provided the City will not allow any temporary use that may result in the contamination or damage to the Property or otherwise encumbering the Property in a manner that would (i) materially or adversely affect the Developer's intended development thereof (in the Developer's reasonable discretion), or (ii) interfere, or likely interfere, with any Due Diligence (as defined below) conducted by Developer under Section 2.6 of this Agreement or Investigation Activities listed in the Property Access Agreement, and Developer shall have no liability or responsibility for any contamination or damage resulting from a temporary use.

Section 1.4 Opening Escrow and Consideration.

(a) The Developer shall open escrow with Fidelity National Title Insurance Company, 655 W Columbia Way, Suite 200, Vancouver, WA 98660 Attn: Melissa Miller (Email: Melissa.Miller@fnf.com; Phone: (360) 258-2222) ("Escrow").

(b) In consideration for this Agreement and the Developer's exclusive right to negotiate under this Agreement, the Developer will concurrently with the execution of this Agreement deposit with the City, Ten Thousand Dollars ($10,000) ("Good Faith Deposit").

(c) Failure by the Developer to pay the Good Faith Deposit within five (5) business days of the due date shall result in the termination of this Agreement and, upon such termination, the parties shall have no further rights or obligations under this Agreement except those that expressly survive the termination hereof. The Good Faith Deposit is provided in consideration for this Agreement and is non-refundable except as otherwise expressly set forth herein.

Section 1.6 Identification of Developer's Representatives.

The Developer's authorized and designated representative to negotiate the DDA with the City is Destin Ferdun, Director of Affordable Housing Development. The Developer shall notify the City in writing of any changes to the designated Developer representative. The Developer shall make full disclosure to the City of all information reasonably requested by the City and pertinent to the ownership, control, and financial capacity of the development entity that is proposed to serve as developer under the DDA, including, but not limited to, the members of the Developer's development team.

Section 1.7 Actions by the City.

(a) Whenever this Agreement calls for or permits the approval, consent, authorization or waiver of the City, the approval, consent, authorization, or waiver of the City Manager shall constitute the approval, consent, authorization or waiver of the City without further action of the City Council. The Developer acknowledges that nothing in this Agreement (including any approval by the City Manager in accordance with this Agreement), or a DDA (if approved by the City Council) may limit, waive, or otherwise impair the authority and discretion of: (1) the City's Planning Department, in connection with the review and approval of the proposed construction plans for the Project, or any use, or proposed use, of the Site; (2) the City's issuance of a building permit; or (3) any other office or department of the City acting in its capacity as a governmental entity, regulatory authority and/or police power.

(b) The City Manager is the City's representative for all purposes under this Agreement. The City Manager or designee is authorized to confer any consents or approvals required by City under this Agreement, except where this Agreement specifies that approval by the City Council is required.

ARTICLE 2.
NEGOTIATION TASKS

Section 2.1 Overview.

To facilitate negotiation of the DDA, the Parties shall use reasonable good faith efforts to accomplish the tasks set forth in this Article 2 in a timeframe that will support negotiation and execution of a mutually acceptable DDA prior to the expiration of the Negotiating Period.

Section 2.2 Financing and Costs of Project.

Within the Negotiating Period (excluding extensions thereto), the Developer shall provide the City, for its review and approval, with a preliminary detailed financial analysis for the Project containing, among other matters, a preliminary development budget and projected funding sources for affordable ownership permanence (the "Financing Proposal"). The Financing Proposal shall identify the proposed sources of funding for each phase, or component, of the Project, including but not limited to all proposed sources of debt, equity and public subsidies to be utilized for the Project. The financial analysis shall be refined by the Parties during the Negotiating Period, as appropriate, and will be used to evaluate the financial feasibility of the Project and to assist in the negotiations of terms regarding payment of costs of land and development as more particularly set forth in the DDA.

Section 2.3 Schematic Design.

The City acknowledges and agrees that, as of the Effective Date, the Developer has submitted a conceptual site plan of the Project as part of the Developer Proposal, including a schematic design of the various components of the Project (the "Schematic Plan"). During the Negotiating Period, the Developer and City will refine the Schematic Plan, if necessary, which will be subject to the City's review through the entitlements and permitting process.

Section 2.4 Planning Approvals.

The Developer acknowledges that the Project requires discretionary approvals and entitlements from the City in its regulatory capacity as well as in its proprietary role (the "Planning Approvals"). The Developer shall be responsible for entitling and permitting the project and the payment of all application fees associated with the Planning Approvals.

Section 2.5 Schedule of Performance.

During the Negotiating Period, the Developer shall provide the City, for its review and approval, a proposed detailed schedule of performance for the Project (the "Schedule of Performance") which shall include, but not be limited to the dates for obtaining land use entitlements and financing commitments for the Project, the date for the submittal of construction plans to the City, the date for close of escrow on the Site, and the dates for the commencement and completion of construction of the Project. Once reasonably approved by

the City, the Schedule of Performance shall be included as an exhibit in the DDA.

Section 2.6 Due Diligence. During the Negotiating Period, the Developer shall conduct due diligence activities it deems necessary to provide Developer with sufficient information to determine the feasibility of the Project on the Site, including but not limited to planning requirements, soils reports, noise study, hazardous materials report, environmental reviews required by potential project funders (including the United States Department of Housing and Urban Development), financial feasibility study, infrastructure, and title adequacy, as more particularly described in this section (the "Due Diligence").

(d) Physical Adequacy Determination. The Developer shall determine whether the Site is suitable for the Project, taking into account the known geotechnical and soils conditions, the presence or absence of toxic or other hazardous materials, the massing of the proposed development improvements, infrastructure, the planning requirements imposed on projects of this type, and the other environmental and regulatory factors that the Developer deems relevant and shall notify the City in writing of the suitability of the site prior to the expiration of the Negotiating Period (a "Suitability Notice."). If, in the Developer's judgment based on such investigations and analyses, any portion is not suitable for development, the site shall be determined to be unsuitable, and this Agreement shall be terminated without further action of any Party, the Good Faith Deposit and Extension Deposit, if any, shall be returned to the Developer, and thereafter no Party shall have any further duties, obligations, rights, or liabilities under this Agreement, except as otherwise expressly set forth herein or in the Property Access Agreement (hereinafter defined). If the Developer does not deliver a Suitability Notice during the Negotiating Period, any executed DDA shall provide for an additional opportunity for the Developer to determine the physical suitability of the Site or for the Developer to terminate the DDA as a result of purported physical unsuitability, provided, however, that nothing herein shall be deemed to preclude the right of the Developer to terminate the DDA for failure of a condition to close on the acquisition of the Site including, without limitation, in the event any new matter is disclosed by a reexamination of the Property from and after the expiration of the Negotiating Period that could not otherwise have reasonably been identified during Due Diligence, all as more particularly set forth in the DDA. Any DDA shall provide that the Site is to be conveyed to the Developer in its "as-is" condition.

(e) Right of Entry. The City shall afford authorized representatives of the Developer access to the Site for the physical adequacy determination as provided in that certain Property Access Agreement by and between the Parties, substantially in the form attached hereto as Exhibit C, incorporated herein by this reference (the "Property Access Agreement"). The Property Access Agreement includes customary indemnification obligations on the part of the Developer with respect to the Developer's (or is consultants') access to the Property in connection with the Due Diligence.

(f) Title Adequacy Determination. Once the sites have been legally created, the City shall cause Fidelity National Title Company in Vancouver, WA, with James Copeland as Title Officer (Email: (James.Copeland@fnf.com; Phone: (360) 624-1046) to issue a preliminary title report (the "Preliminary Report") for the Site to the Developer and the City. If the Developer objects to any exception appearing on the Preliminary Report or should any title

exception arise after the date of the Preliminary Report, the Developer may object to such exception, provided such objection is made to the City in writing on or before 5 P.M. on the ninetieth (90th) day following the later of (a) the date that the Preliminary Report is received by the Developer or (b) the date that Developer receives notice of the title exception arising after the Preliminary Report date. If the Developer objects to any exception to title, the City, within forty-five (45) days of receipt of Developer's objection shall notify Developer in writing whether City elects to: (1) cause the exception to be removed of record; (2) obtain a commitment from the title company for an appropriate endorsement to the policy of title insurance to be issued to the Developer, insuring against the objectionable exception; or (3) terminate this Agreement unless the Developer elects to take title subject to such exception. If any Party elects to terminate this Agreement pursuant to this Section, the Good Faith Deposit and any Extension Deposit shall be returned to the Developer and no Party shall thereafter have any obligations to or rights against the others hereunder, except as otherwise expressly set forth herein or in the Property Access Agreement. If the Developer fails to provide any notification to the City regarding this matter prior to expiration of the time period set forth herein, the condition set forth in this Section shall be deemed satisfied. Any executed DDA shall provide for a supplemental opportunity for the Developer to determine title to the Site or for the Developer to terminate the DDA as a result of any exceptions on title to the Site arising after issuance of the Preliminary Report. Except for any title matters arising in such supplemental review, the fee title to the Site is to be conveyed to the Developer subject only to those exceptions Developer has agreed to accept pursuant to this Section.

(g) Utilities. During the Negotiating Period, the Developer shall consult with the utility companies to determine preliminarily if existing utility facilities require expansion, relocation or undergrounding in connection with the Project.

Section 2.7 Preliminary Plan. Within the time set forth in the Schedule of Performance, the Developer shall submit to the City a proposed conceptual development program (the "Preliminary Plan") for the Site, only if it differs from the plan submitted with the Developer Proposal. The Preliminary Plan should include: (a) a detailed description of the proposed use of the Site, including the square footage for each type of use; (b) a proposed development phasing schedule; (c) proposed Housing Affordability and methodologies for long term affordability; (d) a preliminary financing plan, containing an estimated development budget and sources for Affordable Homeownership models; and (e) a preliminary site plan. The Preliminary Plan shall show the general location of the proposed homes, landscaping, and site improvements; roadways, parking and points of ingress and egress; and any other proposed improvements to be constructed as part of the Project.

Section 2.8 City Discretion.

(a) Developer acknowledges that execution of this Agreement by the City does not constitute approval by the City of any Planning Approvals or DDA or any required permits, applications, or maps, and in no way limits the discretion of the City in the permit and approval process. Developer acknowledges that approval, conditional approval, or disapproval of the Planning Approvals and DDA is within the sole and exclusive discretion of the City

without limitation by or consideration of the terms of this Agreement; that the City may not commit to planning and zoning approvals by contract; and that the City makes no representation regarding the ability or willingness of the City to approve the Planning Approvals or DDA, nor any representation regarding the imposition of any mitigation measures or other conditions of approval. In addition, the Developer acknowledges that other local, state or federal agencies may require additional entitlements, including environmental review, and that any approval by the City does not bind any other local, state or federal agency.

(b) The Parties recognize that the City has the sole discretion and right to terminate this Agreement without fault or default if City determines, in its regulatory capacity, not to approve the Planning Approvals or DDA for the Project. Upon termination for this reason, (i) the Good Faith Deposit and any Extension Deposits shall be returned to the Developer, and (ii) neither Party shall have any further rights or obligations under this Agreement, except that any provisions of this Agreement or the Property Access Agreement that are specified to survive termination shall remain in effect and binding upon the Parties.

Section 2.9 Reports.

(a) Promptly following execution of this Agreement with respect to Documents then in its possession or under its reasonable control, the City shall provide the Developer with copies of all existing leases, and all non-confidential or nonproprietary reports, studies, analyses, official correspondence, and similar documents (collectively, "Documents"), prepared or commissioned by the City with respect to this Agreement and the Project.

(b) Unless otherwise waived by the City, the Developer shall provide the City with copies of final versions of all reports, studies, and analyses prepared by third parties in connection with this Agreement (the "Third Party Reports") and, at Developer's reasonable discretion, official correspondence with third parties regarding the Project, but excluding confidential or proprietary information, or any information protected by the attorney-client privilege or that is attorney work product, provided, however, that in the event this Agreement or the DDA is terminated as a result of the City's default, the City shall reimburse the Developer for the documented cost of the Third Party-Reports provided by the Developer to, and not otherwise waived by, the City.

(c) While desiring to preserve its rights with respect to treatment of certain information on a confidential or proprietary basis, the Developer acknowledges that the City will need sufficient, detailed information about the proposed Project (including, without limitation the financial information described in Section 2.2) to make informed decisions about the content and approval of the DDA. The City will work with the Developer to maintain the confidentiality of proprietary information, or any information protected by the attorney client privilege or the attorney work product doctrine, subject to the requirements imposed on the City by the Washington Public Records Act (Chapter 42.56 RCW). The Developer acknowledges that the City may share information provided by the Developer of a financial and potential proprietary nature with third party consultants and City Council members as part of the negotiation and decision-making process. If this Agreement is terminated without the execution of a DDA, the City shall return to the Developer any proprietary information submitted by the

Developer under this Agreement.

Section 2.10 Organizational Documents.

Concurrent with execution of this Agreement, the Developer shall provide the City with copies of its organizational documents evidencing that the Developer exists as an active entity authorized to conduct business in the State of Washington and in the City of Vancouver.

Section 2.11 Progress Reports.

From time to time as reasonably agreed upon by the Parties, each Party shall make oral or written progress reports advising the other Party on studies being made and matters being evaluated by the reporting Party with respect to this Agreement and the Project.

Section 2.12 Compliance with Relocation Requirements.

The City hereby represents and warrants that there are no tenants on the Property. To the extent required by any federal or state relocation law (including, but not limited to, Revised Code of Washington Chapter 8.26), the Developer shall comply with all applicable requirements of such laws, including, but not limited to, delivering any applicable notices to the existing occupants of the Site, and the preparation of any relocation plan regarding the relocation of any existing occupants.

Section 2.13 Community Outreach.

At the appropriate time or times during the Negotiating Period and following execution of the DDA, the Developer may affirmatively outreach to the local community to obtain and consider community input. Community outreach should be intentional and thoughtful addressing specific needs. The City has gathered a substantial amount of community input over the course of the Heights District project and can share findings with the Developer prior to any outreach efforts if desired.

Section 2.14 Affordable Homeownership Program.

During the Negotiation Period, the Developer shall provide the City, for its review and approval, with a confirmed list of non-profit organizations that the Developer will partner with to achieve Affordable Homeownership. The Parties will also collaborate and agree upon the proposed models the Project will adopt for ensuring long-term Housing Affordability, including Community Land Trusts, Limited Equity Cooperatives and Fee Simple ownership. The partners and Affordable Homeownership models will be documented in the DDA.

ARTICLE 3.
GENERAL PROVISIONS

Section 3.1 Limitation on Effect of Agreement.

Except for the Property Access Agreement, this Agreement shall not obligate the City or the Developer to enter into a DDA or any other agreement regarding the Site. By execution of this Agreement, the City is not committing itself to or agreeing to undertake disposition of the Site. Execution of this Agreement by the City is merely an agreement to conduct a period of exclusive negotiations in accordance with the terms hereof, reserving for subsequent City Council action the final discretion and approval regarding the execution of a DDA and all proceedings and decisions in connection therewith. Any DDA resulting from negotiations pursuant to this Agreement shall become effective only if and after such DDA has been considered and approved by the City Council, following conduct of all legally required procedures, and executed by duly authorized representatives of the City and the Developer. Until and unless a DDA is signed by the Developer, approved by the City Council, and executed by the City, no agreement drafts, actions, deliverables, or communications arising from the performance of this Agreement shall impose any legally binding obligation on either Party to enter into or support entering into a DDA or be used as evidence of any oral or implied agreement by either Party to enter into any other legally binding document.

Section 3.2 Notices.

Formal notices, demands and communications between the City and the Developer shall be sufficiently given if, and shall not be deemed given unless, (a) dispatched by certified mail, postage prepaid, return receipt requested, or (b) sent by express delivery or overnight courier service, or (c) sent via email to the email address set forth below, with a copy of such notice concurrently sent by either of the methods set forth in the preceding clauses (a) or (b), to the office of the Parties shown as follows, or such other address as the Parties may designate in writing from time to time:

City:
City of Vancouver
415 W 6th Street
Vancouver, WA 98660
ATTN: Patrick Quinton, Economic Development Director
Email: Patrick.Quinton@cityofvancouver.us

With a copy to:
City of Vancouver
PO Box 1995
Vancouver, WA 98668-1995
ATTN: Becky Rude, Deputy City Attorney
Email: Becky.Rude@cityofvancouver.us

Developer:
Pahlisch Commercial, Inc.
ATTN: Steve Leasure, CEO
210 SW Wilson Ave, Suite 100
Bend, OR 97702
Email: stevel@pahlischcommercial.com

With a copy to: Miller Nash LLP
1140 SW Washington St, Suite 700
Portland, OR 97205
ATTN: James Walker
Email: James.Walker@MillerNash.com

Such written notices, demands and communications shall be effective on the date shown on the delivery receipt as the date delivered or the date on which delivery was refused.

Section 3.3 Waiver of Lis Pendens.

It is expressly understood and agreed by the Parties that no lis pendens shall be filed against any portion of the Site with respect to this Agreement or any dispute or act arising from it.

Section 3.4 Costs and Expenses.

Each Party shall be responsible for its owns costs and expenses in connection with any activities and negotiations undertaken in connection with this Agreement and the performance of each Party's obligations under this Agreement, except as otherwise agreed in writing by the Parties.

Section 3.5 No Commissions.

The City shall not be liable for any real estate commissions or brokerage fees that may arise from this Agreement or any DDA resulting from this Agreement. The City represents that it has engaged no broker, agent, or finder in connection with this transaction.

Section 3.6 Reserved.

Section 3.7 Nonliability of Agency Officials and Employees.

No council members, officials, employees, representative, member agents or contractors of the City shall be personally liable to the Developer in the event of any default or breach by City or for any amount, which may become due to Developer or on any obligations under the terms of the Agreement. No shareholder, board member, executive, employee, representative, member agents or contractors of the Developer shall be personally liable to the City in the event of any default or breach by the Developer or for any amount, which may become due to City or on any obligations under the terms of the Agreement.

Section 3.8 Defaults and Remedies

(a) Default. Failure by either Party to negotiate in good faith as provided in this Agreement or to perform an obligation in any material respect under this Agreement shall constitute an event of default hereunder. The non-defaulting Party shall give written notice of a

default to the defaulting Party, specifying the nature of the default and the required action to cure the default. Promptly upon receipt of such notice, the defaulting Party and the non-defaulting Party shall work diligently with one another to help mutually cure the default, including meeting at least one (1) time in person to discuss and seek to resolve the issue(s) associated with such default. If a default remains uncured thirty (30) days after receipt by the defaulting Party of such notice, the non-defaulting Party may exercise the remedies set forth in subsection (b).

(b) Remedies.

(1) In the event of an uncured default by a Party, the non-defaulting Party's sole remedy shall be to terminate this Agreement. Following such termination, neither Party shall have any further right, remedy or obligation under this Agreement, except that the following obligations shall survive such termination: (A) Developer's indemnification obligations pursuant to the Property Access Agreement; (B) in the event the defaulting party is the City, the City's obligation release from escrow to the Developer the Good Faith Deposit and any Extension Deposit then held in escrow; (C) in the event of a City default, the City's obligation to reimburse the Developer (within thirty (30) days of written request therefor) for the documented cost of Third-Party Reports provided by the Developer to, and not otherwise waived by, the City; and (D) in the event of a Developer default, the Good Faith Deposit and any Extension Deposit will be released to City

(2) Except as expressly provided in subparagraph (b)(1) of this Section 3.8, neither Party shall have any liability to the other Party for damages arising out of or related to a default by such Party, nor shall either Party have any other claims with respect to performance or default under this Agreement. Each Party specifically waives and releases any such rights or claims it may otherwise have at law or in equity.

Section 3.9 Discrimination.

Developer shall not discriminate against any person related to the performance under this Agreement because of race, color, religious creed, national origin, physical disability, mental disability, medical condition, marital status, sexual orientation, or sex.

Section 3.10 Business License.

Developer shall apply for and pay the business tax and registration tax for a business license, in accordance with the state and local law requirements.

Section 3.11 Venue.

Clark County, Washington shall be the site and have jurisdiction for the resolution of all actions.

Section 3.12 Governing Law.

This Agreement shall be governed by and construed in accordance with the laws of the State of Washington.

Section 3.13 Entire Agreement.

This Agreement constitutes the entire agreement of the Parties regarding the subject matters of this Agreement. All prior or contemporaneous agreements, understandings, representations, and statements, or written, are merged in this Agreement and shall be of no further force or effect. Notwithstanding anything to the contrary, the Property Access Agreement, executed by the parties pursuant to Section 2.6(b) shall continue in full force and effect.

Section 3.14 Interpretation.

The terms of this Agreement shall be construed in accordance with the meaning of the language used and shall not be construed for or against either Party by reason of the authorship of this Agreement or any other rule of construction which might otherwise apply. The part and paragraph headings used in this Agreement are for purposes of convenience only and shall not be construed to limit or extend the meaning of this Agreement.

Section 3.15 Counterparts.

This Agreement may be executed in counterparts, each of which shall be deemed an original but all of which together shall constitute one and the same agreement.

Section 3.16 Assignment.

The Developer may not transfer or assign any or all of its rights or obligations hereunder to any other entity except with the prior written consent of the City, which consent shall be granted or withheld in the City's sole discretion, and any such attempted transfer or assignment without the prior written consent of City shall be void. The City agrees to consent to Developer's assignment of this Agreement to an affiliate of Developer provided that (a) such affiliate is controlled by Developer, (b) Developer shall not be released from any liability or obligation under his Agreement, and (c) Developer representative shall remain the lead negotiator with the City with respect to the DDA and Project. A consent by the City to one assignment shall not be deemed to be a consent to any subsequent assignment. The City may at its reasonable discretion approve more than one assignment for each portion of Project.

Section 3.17 No Third-Party Beneficiaries.

This Agreement is made and entered into solely for the benefit of the City and the Developer and no other person shall have any right of action under or by reason of this Agreement.

Section 3.18 Developer Not an Agent.

Nothing in this Agreement shall be deemed to appoint Developer as an agent for or

representative of the City, and Developer is not authorized to act on behalf of the City with respect to any matters except those specifically set forth in this Agreement. The City shall not have any liability or duty to any person, firm, corporation, or governmental body for any act of omission or commission, liability, or obligation of Developer, whether arising from actions under this Agreement or otherwise.

Section 3.19 Severability.

In the event any section or portion of this Agreement shall be held, found, or determined to be unenforceable or invalid for any reason whatsoever, the remaining provisions shall remain in effect, and the Parties shall take further actions as may be reasonably necessary and available to them to effectuate the intent of the Parties as to all provisions set forth in this Agreement.

Section 3.20 Time Is of the Essence.

Time is of the essence for each of the Parties' obligations under this Agreement.

IN WITNESS WHEREOF, this Agreement has been executed by the Parties on the date first above written.

PAHLISCH COMMERCIAL, INC., an Oregon corporation

By:_____

Its:_____

CITY OF VANCOUVER, a Washington municipal corporation

By:_____
By: Lon Pluckhahn, City Manager

APPROVED AS TO FORM:

By:_____
By: Nena Cook, City Attorney

ATTEST:

By:_____
By: Anthony Glenn, Deputy City Clerk

EXHIBIT A-1

PROPERTY LEGAL DESCRIPTION

A portion of Lot 8 in Section 30, Township 2 North, Range 2 East of the Willamette Meridian, described as follows:

Beginning at the center of Section 30, running thence West 14.22 chains, to the East line of the J.W. Nye Donation Land Claim; Thence North 3.20 chains; Thence Southeasterly along the county road from Vancouver to Mill Plain, 15.44 chains to the place of beginning.

Also all of Lots 2 and 6 and all that part of Lot 3 lying South of the county road running from Vancouver to Mill Plain, in said county and state;

Excepting the Remlinger and Fritsch 8 acre tract, which is more particularly described as follows:

Beginning at a point in the county road from Vancouver to Mill Plain, said point being 20 chains East and 4.55 chains South from the Northeast corner of the Southwest quarter of Section 30, Township and Range as above described; Thence South 10.78 chains; thence West 6.93 chains; Thence North 12.32 chains; Thence South 77°33" East along the center of the county road 7.10 chains to the place of beginning.

ALSO EXCEPT that portion dedicated to the City of Vancouver for street purposes by deed recorded September 2, 2021 under Auditor's File no. 5958367.

Situate in the County of Clark, State of Washington.

EXHIBIT A-2

MAP OF SITES

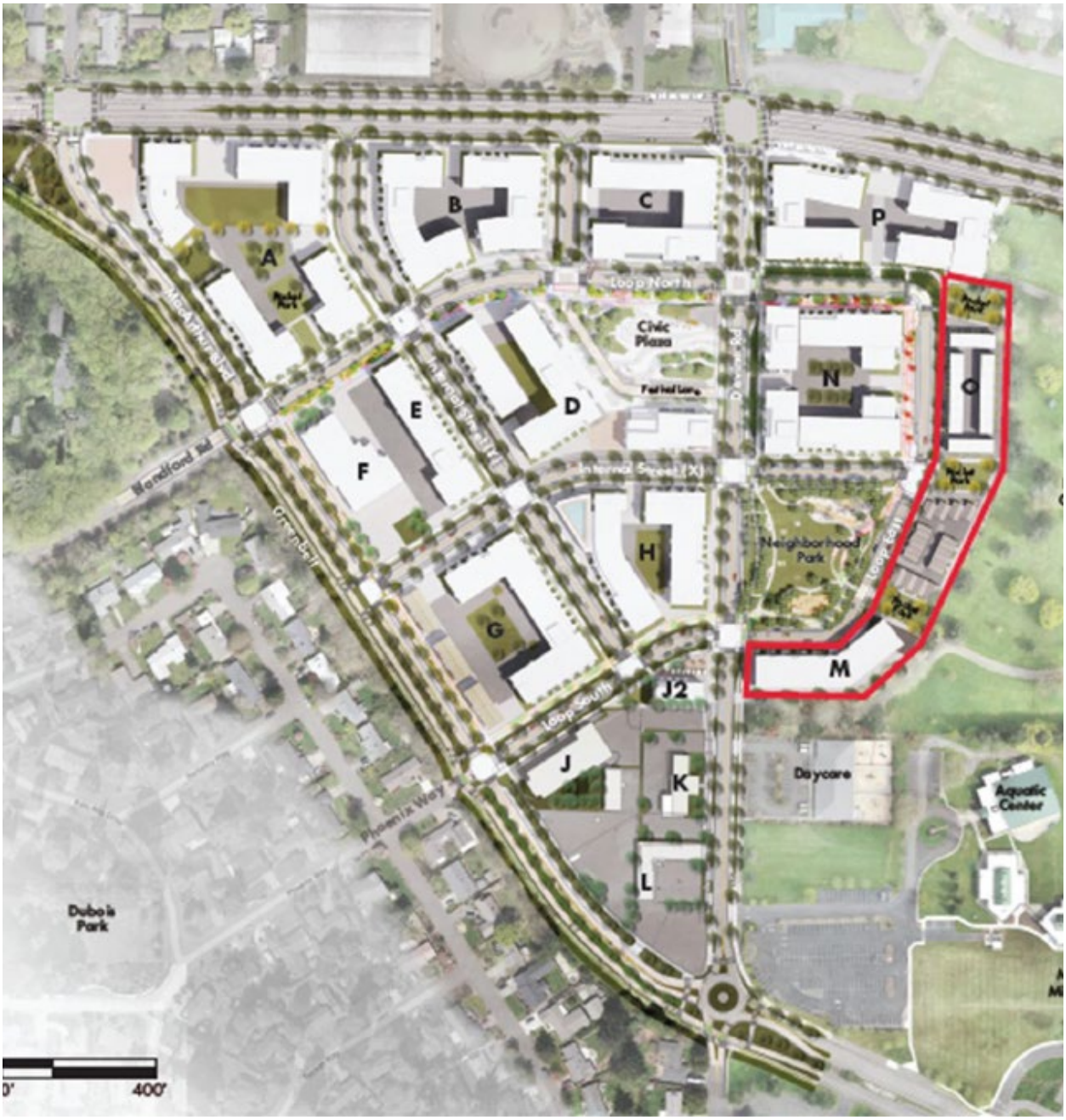


EXHIBIT B

DEVELOPER PROPOSAL

[TO BE INSERTED]

EXHIBIT C

FORM OF PROPERTY ACCESS AGREEMENT

PROPERTY ACCESS AGREEMENT

This PROPERTY ACCESS AGREEMENT (this "Agreement") is dated _____, 2026 (the "Effective Date"), by and between **City of Vancouver**, a Washington municipal corporation (the "City") and **Pahlisch Commercial, Inc.,** an Oregon corporation (the "Developer").

BACKGROUND

A. In conjunction with that certain Exclusive Negotiating Agreement entered into by City and Developer on or about the Effective Date of this Agreement (the "ENA"), Developer is interested in performing assessment of the Property described therein.

B. That assessment includes the need to perform certain on-site environmental investigations, further described herein, that require Developer, its agents and contractors have access to the Property.

C. In connection with the Property evaluation, Developer requests City authorization to access to the Property on the conditions provided herein.

NOW, THEREFORE, the parties mutually agree as follows:

1. Assessment. Developer intends to perform an assessment of the Property. Developer's assessment may include, but is not limited to physical inspections of the Property as set forth more fully below.

2. Access to Property.

(a) Right of Temporary Entry. During the term of this Agreement, which shall commence on the ENA Effective Date ("Entry Commencement Date") and terminate on the earlier of (a) the execution of the disposition and development agreement subject to the provisions of this Agreement, or (b) termination of the ENA, City grants to Developer, and its, agents and contractors permission to enter upon the Property for the limited purpose of conducting the following "Investigation Activities":

(i) Soil, air, and groundwater sampling, but only subject to and in accordance with the terms of this Agreement;

(ii) Surveys and inspections concerning the condition of the Property, including but not limited to a Phase 1 environmental site assessment (ESA) and, if required by the Phase 1 ESA, a Phase 2 ESA, to investigate the presence or absence of Hazardous Substances (as defined in RCW 70.105D.020), sensitive areas, wetlands or other matters pertaining to the physical condition of the Property and any improvements; and

(iii) Restoration of the Property, pursuant to subsection (3)(e) below.

This Agreement is intended and will be construed only as a non-exclusive

temporary license to enter and conduct the Investigation Activities upon the Property and not as a grant of easement or any other interest in the Property.

(b) Conditions of Entry. The exercise by Developer of the right of entry granted herein will be expressly subject to the following terms and conditions:

(i) Unless otherwise agreed to in writing, Developer must provide at least 48 hours' notice to City through email of Developer's intent to enter the Property.

(ii) Developer and its representatives will exercise the right of temporary entry granted herein so as to minimize interference with the use and enjoyment of the Property by City; and City will reasonably cooperate with Developer to allow access for Developer's representatives and contractors to take samples and otherwise survey and investigate the Property, so long as such movement is reasonably practicable and Developer pays for any extraordinary cost of relocation.

(iii) Any Investigation Activities will be performed in compliance with all applicable laws and in a reasonably prompt manner. All such work will be conducted in accordance with good and safe business practices and so as to minimize interference with the use, enjoyment and conduct of business upon the Property. Developer will not suffer or permit to be enforced against the Property any mechanic's, materialmen's, contractor's or subcontractor's liens or any claim for damage resulting from the Investigation Activities and will pay any and all such liens before any action is brought to enforce such liens.

(iv) All costs and expenses incurred in the performance of the Investigation Activities by Developer and/or its representatives ("Investigation Costs") will be the sole responsibility of Developer, and Developer agrees to indemnify, protect, hold harmless and defend City, its partners, officers, directors, shareholders, lessees, licensees, agents, employees and tenants, if any, on the Property (collectively, "Indemnitees") from and against the Investigation Costs.

(v) Developer agrees to promptly remove and dispose of any soil, debris or purge water resulting from the Investigation Activities in compliance with all applicable laws. Disposal of such soil, debris or purge water will be Developer's sole responsibility at its sole cost and expense, and any manifests for such material will list City as the generator.

(c) Indemnification and Remediation. Developer will indemnify, protect, hold harmless and defend City and the other Indemnitees from and against any and all liability for damages, losses, liens, costs, expenses, penalties, actions, causes of action or claims ("Claims") including, without limitation, Claims for injury to or death to any person, or damage to any property, natural resources or the environment, resulting from the Investigation Activities. Notwithstanding the foregoing, Developer's indemnity and defense of City and the other Indemnitees pursuant to this paragraph does not apply to the extent the Claims are the result of the negligence of City, its representatives or any lessees, licensees, agents, employees, invitees, or guests of City.

(d) Insurance.

(i) During the term of this Agreement, Developer will obtain and must maintain in force Comprehensive General Liability insurance with coverage at least as broad as ISO CGL form CG 0002 with minimum limits of One Million and 00/100 Dollars ($1,000,000.00) per occurrence, general aggregate minimum limits of Two Million and 00/100 Dollars ($2,000,000.00);

(ii) Prior to performance of the Investigation Activities under this Agreement, Developer shall furnish to City a certificate of insurance naming City as additional insureds;

(iii) Developer must also require any subcontractors engaged to perform Investigation Activities to maintain insurance as described above.

(e) Restoration of Site. Developer will promptly fill any borings or test pits in accordance with all applicable laws, and, at the conclusion of any Investigation Activities, remove any and all equipment or materials placed on the Property pursuant to this Agreement, unless otherwise agreed to by the parties in writing. Upon completion of any Investigation Activities, and in compliance with all laws and regulations and with the approval of all applicable environmental agencies, any wells that were installed on the Property will be removed or abandoned by Developer at its sole cost and expense and the Property will be fully restored to its original condition immediately prior to the Investigation Activities.

(f) Survival. The provisions of Subsections 2(b), 2(c), 2(d), 2(e) above will survive any termination of this Agreement for a period of six (6) months.

3. Attorneys' Fees. In the event either party finds it necessary to bring suit, action or other proceeding at law or equity to interpret, enforce, or implement any of the terms of this Agreement, then the prevailing party in such action or proceeding shall be paid all of its reasonable attorneys' fees and costs by the losing party.

4. No Definitive Agreement. This Agreement does not require either party to enter into any business relationship and does not create any agency or partnership between the parties. Execution of this Agreement and discussions between the parties does not impose upon either party an obligation to disclose any confidential or privileged information to the other. City will receive complete or sufficient information regarding the assessment activities conducted at the property, and nothing will be withheld that would be pertinent to the property.

5. No Warranties. Each party understands that neither party nor any representative of that party makes any representation or warranty as to the accuracy or completeness of the information provided under this Agreement.

6. Governing Law and Venue. This Agreement and any claim or dispute arising out of this Agreement, whether in contract, tort or otherwise, shall be governed by and construed in accordance with the laws of the State of Washington, without giving effect to its conflicts of law principles.

7. Miscellaneous. This Agreement constitutes the entire agreement between the parties concerning the subject matter of this Agreement and may not be modified except in writing signed by the parties. This Agreement may not be assigned without the prior written consent of the other party. This Agreement will be binding upon and inure to the benefit of the successors and assigns of the parties.

8. Authority. Each of the persons signing this Agreement represents and warrants that they

have been duly authorized to sign this Agreement. Each of the undersigned Parties hereby warrants that it is authorized to execute this Agreement and that this Agreement shall remain in full force and shall in no way be affected, impaired, or invalidated. If Developer constitutes more than one entity, all obligations ascribed to Developer by this Agreement are joint and severable.

9. Counterparts. This Agreement may be executed in any number of counterparts, each of which when so executed shall be deemed to be an original thereof, and such counterparts shall together constitute but one and the same Agreement.

10. Electronic Signature. All references to and requirements for signatures and delivery of documents in this Agreement may be satisfied through electronic systems. Execution of this Agreement, and any ancillary document execution, through such electronic systems will have the same force and effect as a manual, wet ink signature.

11. No Recording. Neither party shall record this Agreement against the Property in the property records of Clark County, Washington.

IN WITNESS WHEREOF, each party has executed this Agreement as of the Effective Date.

City of Vancouver, a Washington municipal corporation

By:_____
By: Lon Pluckhahn, City Manager (or Designee)

Approved as to Form:

By:_____
By: Nena Cook, City Attorney (or Designee)

Pahlisch Commercial, Inc., an Oregon Corporation

By:_____
By:_____

A RESOLUTION adopting changes to the 2023-2029 Strategic Plan.

Staff Report: 245-25

To: Mayor and City Council
From: City Manager
Date: February 2, 2026

Subject
2023-2029 Strategic Plan Update

Key Points

- During the December 8, 2025, public hearing to adopt the resolution, Council remanded this item back to staff so that questions could be addressed and requesting better formatting of the redline document for transparency.
- The 2023-2029 Strategic Plan was co-developed by the Council, community and staff during a two-year process.The plan identifies eight Focus Areas and five Core Values to guide the organization over a six-year horizon.
- During the process of implementing and reporting on progress towards outcomes defined in the Strategic Plan, staff identified opportunities to improve clarity and update language in the original plan.
- Council consideration of changes provides for a transparent, public process to make updates.

Strategic Plan Alignment
High Performing Government – a government that is reliable, fiscally responsible, equitable, and open to compromise.

Present Situation
During the public hearing on December 8, 2025, Council members remanded this item back to staff to address additional questions and comments. The additional input is summarized below.

- In response to a suggestion to update sections of the plan that were not part of the focus areas, this update process is limited to goals and performance measures described in each focus area. The document retains its original welcome message, list of contributors, community statistics, names of staff, et cetera. The updated Plan will include a table to track the version history and include the city leadership that adopted the updates.
- Comments included adding or changing data and metrics. When possible, these suggestions can be considered, but will not be added as a requirement, since there were no opportunities for the suggestions to have the staff and public engagement desired for the changes.
- More information about the change to the metric related to paved trails and paths: Staff proposed changing it to reflect year over year progress towards achieving strategic outcomes. For this reason, and because the original goal statement and metric as it was described did not align, the goal was changed to maintenance of paths. Miles of paths are added by project, but they do not typically change year over year. After revisiting with staff, the goal now includes both the miles of paths maintained and added, with a note that additional path miles will only be added intermittently upon completion of major projects.

- Added Council's equity and inclusion vision statement to the document. It describes how and why Council will conduct its work in support of an equitable and inclusive Vancouver without changing the original language co-developed with the community. This vision statement is complementary to the equity and inclusion core value statement — one describes how Council will support equity and inclusion through the work it does and the other captures how the community defines an equitable and inclusive city.

Background from previous staff report:

In June 2023, City Council adopted a 6-year strategic plan (City of Vancouver Strategic Plan 2023-2029 Update, or the "Plan") to guide the organization in prioritizing and funding work to support desired community outcomes. During implementation and reporting on progress towards outcomes defined in the Strategic Plan, staff noted opportunities to update and clarify language in the original plan.

These proposed changes were summarized and shared with the Strategic Plan Advisory Committee for input and feedback. Next, the proposed changes were shared with Council during a workshop on November 3 for further input and feedback. The resulting Strategic Plan with proposed updates was brought to Council for consideration during a public hearing on December 8, 2025. Council had further questions about changes and suggestions for additions and expressed concern that the changes in the redline version could not be tracked through to the final version. The item was remanded back to staff to address Council members' questions, suggestions and improve the redline document.

No changes to Focus Areas (strategic outcome statements) or Core Values are proposed, only changes that relate to how the city is achieving the community outcomes defined in the Plan. By updating the plan through a transparent process with community engagement, we create a responsive and nimble process to align work with a pertinent and meaningful plan.

Advantage(s)
Updating the Plan using this public process provides more opportunities for the public to access and learn about the framework of the plan, where to get information that tracks progress, keeps the plan dynamic and useful to staff.

Challenge(s)
Changes to the Plan require additional outreach and support for staff to ensure awareness and understanding of Plan updates and the impact on reporting requirements.

Budget Impact
The process of updating the plan doesn't have a direct budget impact. Implementation of the work identified in the plan may have budget impacts that will be addressed through the City's normal budgeting process.

Prior Council Review

- Council Workshop May 8, 2023
- Council Adoption June 26, 2023
- Council Workshop November 3, 2025
- Council Public Hearing December 8, 2025

Action Requested

On Monday, February 2, 2026, finalize and approve the resolution adopting updates to the 2023-2029 Strategic Plan.

Staff Contact

Tanya Gray, Performance Analyst, Aaron Lande, Assistant City Manager,
Tanya.Gray@cityofvancouver.us, aaron.lande@cityofvancouver.us

Attachments:

1. Resolution
2. City of Vancouver Strategic Plan 2023-2029
3. Redline-Vancouver Strategic Plan Update-DRAFT

2/2/2026

RESOLUTION NO. M- [Resolution Number]

A RESOLUTION adopting changes to the 2023-2029 Strategic Plan.

WHEREAS, in June of 2023, City Council adopted a strategic plan to guide funding and prioritization of work over a six-year horizon, and

WHEREAS, in the process of implementing and reporting on progress towards the strategic plan goals, staff recognized opportunities to clarify and correct it, and

WHEREAS, staff have identified and supported the proposed changes, and

WHEREAS, members of the Strategic Plan Advisory Committee were invited to review the proposed changes and shared feedback, and

WHEREAS, keeping the strategic plan up to date and pertinent using a public process supports the City's goal to be a high performing government, and

WHEREAS, a public hearing was duly noticed and held by the City Council on Monday December 8, 2025, regarding acceptance of the proposed changes to the 2023-2029 Strategic Plan.

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY OF VANCOUVER:

Section 1. The recitals set forth above are adopted as findings supporting the action of the City Council in adopting this resolution.

Section 2. The 2023-2029 Strategic Plan with the incorporated changes, attached hereto as Exhibit A and incorporated by reference, is hereby approved and adopted.

ADOPTED at a Regular Meeting of the Vancouver City Council this 2nd day of February, 2026.

_____

Anne McEnerny-Ogle, Mayor

Attest:

_____

, City Clerk

Approved as to form:

_____

Nena Cook, City Attorney

Exhibit A

CITY OF
Vancouver
WASHINGTON

City of Vancouver Strategic Plan

2023–2029

La Bottega
Cafe
Deli

VANCOUVER

Welcome

Welcome to all who live, work and play in the city of Vancouver to our 2023–2029 Strategic Plan. This plan lays out the City's direction for the next six years and beyond. Using our identified core values as a guide, we will advance efforts in each of the eight focus areas for the benefit of Vancouver residents, businesses and visitors.

Vancouver is at an inflection point. We face many challenges, some local and others societal. We also have boundless opportunities to reshape our community in ways that make it more equitable, safe and climate friendly. Vancouver is a city on the rise, within the region and the state. This plan will ensure that we preserve the unique traits that led us all to this place, while we continue to grow and evolve as a community.

This plan reflects the work of a dedicated group of community participants, along with the broader voices of Vancouver and City staff. We believe it to be a true reflection of the diverse perspectives and goals of Vancouver.

As a Council and City leadership, we are committed to ensuring alignment between future policies, programs and investments and the core values and focus areas of the strategic plan. The use of six-year performance measures and long-term community indicators will allow us all to track our community's progress and ensure we're moving in the right direction.

We hope you share our excitement for the Vancouver we are becoming and will join us in ensuring the values we have created are realized.

Mayor Anne McEnerny-Ogle
Mayor Pro Tem Ty Stober
Councilmember Sarah J. Fox
Councilmember Bart Hansen
Councilmember Kim D. Harless
Councilmember Erik Paulsen
Councilmember Diana H. Perez
City Manager Eric Holmes

Acknowledgments

Recognition of the residents who this plan reflects and serves.

Vancouver City Council and Mayor

- Mayor Anne McEnerny-Ogle
- Mayor Pro Tem Ty Stober
- Councilmember Sarah J. Fox
- Councilmember Bart Hansen
- Councilmember Kim D. Harless
- Councilmember Erik Paulsen
- Councilmember Diana H. Perez
- Mayor Pro Tem Linda Glover (former Councilmember 2017-2021)
- Councilmember Laurie Lebowsky (former Councilmember 2018-2021)

Thank you to City staff for your participation in the planning process and contributions to the strategic plan.

Project team

- Aaron Lande
- Tanya Gray
- William Cooley
- Kerry Peck

Strategic plan advisory committee

- Abby Griffith
- Schuyler Hoss
- Eric LaBrant
- Mark Meckler
- Ben Moll
- Tammy Pham
- Rosalba Pitkin
- Zachary Pyle
- Rosezena Rothafel
- Christine Selk
- Cindy Skrivanek
- Ty Stober
- Katie Yates

Consultant team

- Jamie Damon
- Ben Duncan
- Ellen Palmquist
- Erin Bothwell

Table of contents

Introduction 7
Core values 8
Vancouver profile 14
Strategic planning process 15
Focus areas 18
Next steps 97

Introduction

The 2023 Strategic Plan lays out City priorities for the next six years, through 2029, for current and future city limits. The plan is built on core values and focus areas affirmed by City Council and work previously completed through A Stronger Vancouver, the 2016 Strategic Plan and community engagement efforts. Vancouver's Strategic Plan will be used to prioritize and fund a broad range of services related to transportation, housing, economic development, environmental resources, parks and recreation, culture, governance and public safety.

How does the strategic plan fit into other planning processes?

TIME

Comprehensive plan
- Long-term (20 yrs)
- Shared community vision
- Future land use and place based

Master plans and frameworks
- Medium-term (5–10 yrs)
- Robust plans and community partnerships
- Topic or location based

Strategic plan
- Medium-term (3–6 yrs)
- Council's citywide focus areas
- Organizational direction for employees

Biennial budget, financial policies and operational plans
- Short-term (1+ yrs)
- Departmental service levels, capital outlays
- 6-year financial forecast, tax/revenue rates

Performance management program
- Daily strategic discipline, performance management
- Pathways for improvement and innovation
- Regular reporting to City Council and the community

Why do we need a strategic plan?

Vancouver's Strategic Plan helps the City understand what to prioritize and invest in. The plan reminds City Council and staff of what's important to the community and reflects the city's values, hopes and dreams for the future.

Core values

In 2021, City Council identified five core values for Vancouver: livability, equity and inclusion, innovation, sustainability and resiliency, and community trust and relationships. The core values guide a vision for engaging with the public and help re-imagine City structures, practices and policies.

Livability

Sustainability and resiliency

Innovation

Equity and inclusion

Trust and relationships

Livability

Livability is about supply and access to basic necessities, quality of life, requirements and experiences that everyone in Vancouver expects. Livability means that every resident and cultural group can live in the community with a sense of belonging and pride while maintaining their own values, beliefs and identities.

Gap statement:
Opportunities for improvement

Not all Vancouver residents and cultural groups experience the same level of livability. Bias and negative experiences of communities of color, people with disabilities and other historically disadvantaged communities create a lack of connection between communities. Some groups are forced to alter or hide their beliefs, identities or values. Many residents struggle with housing instability and a lack of safe affordable housing. Other residents lack adequate access to physical, mental or behavioral health resources. Some communities experience elevated crime rates, including violence. Investments in public safety have disparate impacts across communities.

A livable Vancouver means:

- Access to clean and safe housing that is affordable for all socioeconomic statuses.
- Clean public spaces, sidewalks and streets.
- Being safe and feeling comfortable in public spaces and places.
- Not exposed to crime, violence or discrimination.
- Public spaces that feel welcoming to people of all ages and abilities.
- Abundant opportunity to access and engage in core community resources including natural resources, transportation, health care, education, cultural experiences and art.
- Fair, transparent and inclusive processes for economic improvement opportunities.
- Ensuring accessible, inclusive and sustainable access to resources and opportunities for those with disabilities.
- A city that nurtures and values people of all ages, nationality, socioeconomic status, sexual orientation, gender identity, race and religion.
- Education-to-employment support for youth, especially those with barriers to employment.
- A city that is free of groups that promote hate and violence.

Sustainability and resiliency

A sustainable and resilient Vancouver values long-term solutions and includes crisis management for economic, environmental and social issues. It seeks to build structures to last in harmony with nature and ensures environmental justice for all Vancouver communities so that everyone can live in a safe, healthy environment. Communities benefit from high quality infrastructure, robust communications and an emergency response system that helps everyone in the city prepare, respond and recover from natural disasters and economic harms in a new and better way.

Gap statement:
Opportunities for improvement

The City has a role in supporting understanding about sustainability and environmental initiatives to combat some of what gets in the way, including misinformation and uncertainty about the roles individual and the jurisdiction play when responding to challenges. While difficult to operate through change and disruption, the City needs to build more community support, be willing to own and acknowledge existing and future issues and allocate funding to programs and initiatives that respond to emergencies and meet the needs of the future.

A sustainable Vancouver means:

- Protecting water, reducing greenhouse gas emissions, maintaining tree canopies, ecosystem services and biodiversity.
- Crisis management regarding economic, environment and social issues.
- Increasing nature-based solutions.
- Integrated and interacting plans, processes and systems.
- Using a proactive and goal-oriented approach.
- Handling an influx of visitors while minimizing impacts to everyday routines.
- Building codes and land-use planning that ensures integrity of infrastructure.
- Learning from past experiences and taking in new information.

Innovation

An innovative Vancouver is one that invites and encourages creative thinking. This means calculating risk and finding solutions that promote well-being and improve lives. Innovation can show up in technological solutions, programs, infrastructure investments, climate change and business approaches that ensure Vancouver is a desirable place to open a new business and to bring new jobs to the region.

Gap statement:
Opportunities for improvement

Vancouver continues to be a city at a crossroads. Addressing challenges such as climate change, housing and inequality will require us to be bold and work together. We must be willing to confront and work through common barriers to innovation, such as rigid procedures and processes, political polarization, resistance to change and satisfaction with the status quo. Being an innovative city means creatively investing financial resources to solve the challenges of the day and to set a vision for the future.

An innovative Vancouver means:

- Finding new methods and solutions to old problems.
- Using creative problem solving to fulfill needs.
- Adapting to change.
- Actively pursuing new opportunities.
- Inviting creative communities to thrive.
- Committing to collaboration.
- Collecting, processing and analyzing data, then acting on insights.

Equity and inclusion

An equitable and inclusive Vancouver is one where everyone feels a sense of belonging and can feel safe expressing their beliefs and values. It is a community that provides access to opportunities, so everyone has the chance to reach their full potential. A Vancouver where other perspectives are heard with compassion and an open mind, that celebrates and recognizes diverse people, activities and cultures. Ultimately, it means that every culture feels respected and the elements of livability are accessible to all regardless of age, race, color, national origin, ethnicity, creed, religious opinions or affiliations, sexual orientation, gender identity/expression, pregnancy, marital status, family status, mental or physical disability, military status, status as a veteran or any other protected status under applicable law. It means everyone has equal opportunities because the City is investing in and valuing outcomes for everyone.

On December 2, 2024, Council approved Resolution M-4313 adopting the following equity and inclusion vision statement: The Vancouver City Council is dedicated to creating an environment where individuals can live with dignity and opportunity and contribute to the health and vibrancy of the city. The Council actively works to ensure the safety and well-being of its residents, both physically and mentally and strives to make all aspects of living in the city attainable. In addition, the Council strives for community members to be able to express their true selves and feel a solid connection to the city.

Gap statement:
Opportunities for improvement

This vision is not the current reality for many of Vancouver's communities. Class disparities exist where those with wealth and resources have what they need and many others lack access to basic needs, including housing, health care and transportation. These communities carry the burden of poverty because of systemic racism and classism, and feel unwelcome, unappreciated, undervalued and unsafe. Equity and inclusion demand that the City account for differential impacts to Vancouver's community members and eliminate barriers for communities of color, religious minorities, people with disabilities, LGBTQIA+ communities and other disadvantaged communities.

An equitable Vancouver means:

- Fair, transparent and inclusive processes for economic improvement opportunities.
- Ensuring accessible, inclusive and sustainable access to resources and opportunities for those with disabilities.
- Nurturing and valuing people of all ages, nationalities, socioeconomic status, sexual orientation, gender identity, race and religion.

Trust and relationships

A trusting community is reflected by transparent decision-making processes, open communication between the government and the community, and a broadly shared belief that decisions are intended to enhance livability, equity and the resilience of the entire community. There is a belief that the government is representative of all communities. Vancouver communities believe that building trust leads to an engaged community of government, business and residents that actively support and participate in carrying out City initiatives.

Gap statement:
Opportunities for improvement

Trust in policing and law enforcement is critical to community trust and safety. In Vancouver, crime, and fear of crime in communities, erodes trust in law enforcement and government in general. Vancouver's vision is to have a city where residents and officials have trusting relationships. Increasing trust requires us to build, repair and maintain relationships. It requires ongoing collaboration and inclusive political processes, which consider the needs of the entire community. Investments in trust building will enable us to work together more effectively and to deliver improvements that will benefit all community members.

A trusting Vancouver means:

- Strong partnerships and community engagement.
- City leaders who follow through on actions, policies and commitments.
- Equitable treatment in City processes and equity in outcomes.
- Communities that treat each other in ways they want to be treated.
- A government that demonstrates openness and provides accurate and unambiguous information.
- Respect for common spaces.
- A government that ensures adequate representation in decision making and minimizes barriers to engagement.
- Successful interactions in challenging circumstances.
- Humility, fairness, openness, kindness and honesty is demonstrated between communities and between communities and government.
- Frequent and intentional interaction from City leaders.

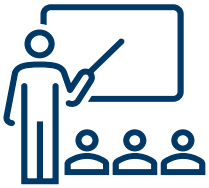
Vancouver profile

Located between the Pacific Ocean and the Cascade Mountains, on the north bank of the Columbia River, Vancouver is known for its natural beauty and high quality of life. Prior to the establishment of the Hudson's Bay Company post in 1824, the area was occupied by many Native Americans, including Chinook, Cowlitz and Klickitat tribes.[1] The city was incorporated in 1857 and grew to Washington's fourth largest city, with a 2020 population of 190,915 and a service area for sewer, water, fire and EMS that encompasses more than 290,000.[2,3,4]

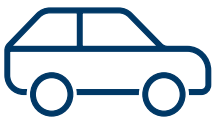
Vancouver is home to 190,915 residents

13% speak a language other than English at home
6% are veterans
22% are under 18
11% identify as LGBTQ
10% live with a disability

$63K is the annual median household income
48% rent their home
52% own their home



29% hold a bachelor's degree
97% are employed
13% live in poverty



14.5 miles is the average a person travels daily
2% walk to work
10% carpool to work

20 miles of trails
1,600 acres of parks

1. National Park Service. N.D. Vancouver National Historic Reserve Cultural Landscape Report. http://npshistory.com/publications/fova/clr.pdf
2. John Caldbick. 2009. Washington Territorial Legislature incorporates the City of Vancouver on January 23, 1857. HistoryLink.org. https://www.historylink.org/File/9115
3. U.S. Census Bureau, 2020 Census of Population and Housing, updated every 10 years. Decennial Census by Decades
4. Office of Financial Management. April 1 Official Population Estimates. https://tinyurl.com/mt73ck28

Strategic planning process

The City is committed to developing a strategic plan that aligns with community values and hopes for the future. From 2020 to 2023, the project team attended Council workshops and retreats, conducted interviews with community-based organizations and partners, convened a 16-person advisory committee and engaged the public through the visioning process to learn about priorities for the future. The project team also worked closely with City staff to ensure that the proposed strategic outcomes and metrics are realistic and align with other planning efforts.

Vancouver City Council

The project team met with City Council throughout the process to provide updates on the Strategic Plan Advisory Committee and strategic plan.

- March 2020 – Council workshop
- January 2021 – Council retreat
- April 2021 – Council workshop
- February 2022 – Council retreat
- February 2022 – Council workshop
- April 2022 – Council memo
- April 2023 – Council meeting
- May 2023 – Council workshop

Interviews with interested parties

The project team conducted 15 interviews with internal and external stakeholders between December 2021 and January 2022. Interviews focused on understanding of the strategic plan and desired outcomes for the strategic plan update.

Vancouver's Strategic Plan Advisory Committee

The Strategic Plan Advisory Committee (SPAC) was convened to:

- Support community outreach and listening.
- Improve communications between a diversity of community members and the City.
- Identify and reflect on community needs, concerns and opportunities.
- Guide how the strategic plan will collect data and measure progress towards goals.

Committee members met throughout 2022 and 2023 in large and small groups to define the core values and focus areas, and to provide input on metrics for the strategic plan.

Committee members reflected on the process during a Vancouver City Council meeting in May 2023.

Public engagement

During 2022, City staff engaged the Vancouver community across a wide range of projects, programs and initiatives related to the strategic plan. These efforts have involved:

- Housing
- Affordable Housing Fund
- Affordable Housing Levy
- Safe Stay Community Sites #2 and #3
- Short-Term Rentals
- Redevelopment
- Waterfront Gateway
- The Heights District
- Main Street Promise
- Transportation
- Complete Streets Projects
- Fort Vancouver Way/ Fourth Plain Blvd.
- McGillivray Blvd.
- Transportation System Plan
- Climate and Environment
- Climate Action Framework
- Parks Development Projects
- Ida Bell Jones Park
- Raymond Shaffer Park
- Oakbrook Park
- Public Safety
- Police Chief Recruitment
- Opportunities for Broader Policy Direction
- City Council Community Forums
- Biennial Budget
- Biennial Community Survey
- Future of Neighborhoods Initiative

Since June 2022, City staff have also engaged more than 1,015 community members in visioning conversations to learn about community needs and hopes for the future. These conversations have included one-on-one meetings, tabling and intercept interviews at community events and small group dialogues over the course of three City Council Community Forums — community conversations that each have brought together 40 and 80 community members to share their input directly with councilmembers.

City staff completed a systematic review of the engagement efforts listed above, noting themes that have appeared consistently across visioning conversations and other projects. Care was taken to improve the accuracy of analysis by triangulating across multiple data sources, multiple methodologies (qualitative and quantitative), and multiple researchers (different staff and project teams). To help inform the strategic plan, the resulting summary included major themes organized by focus area. City staff and members of the Committee used this work to ensure the strategic plan reflects a greater understanding of community needs, challenges and hopes for the future. Engagement results also helped inform language and examples used throughout the strategic plan, including descriptions of core values, focus areas and community indicators and performance measures.

Technical engagement

City staff were engaged throughout the strategic plan process to provide input on focus areas and to refine community indicators and performance measures. In addition to the six-year horizon of the strategic plan, City staff worked within the two-year budgeting cycle and, in many cases, a 10–20 year comprehensive plan. These different planning horizons help guide the work and funding of the City.

Focus areas

The following focus areas, strategic outcomes, community indicators and performance measures set a path forward for the city. These elements will be used to set citywide priorities and measure progress over time.

Section contents

Structure and navigation 19

Definition of terms 20

Transportation and mobility 21

Economic opportunity 30

Housing and human needs 39

Vibrant and distinct neighborhoods 54

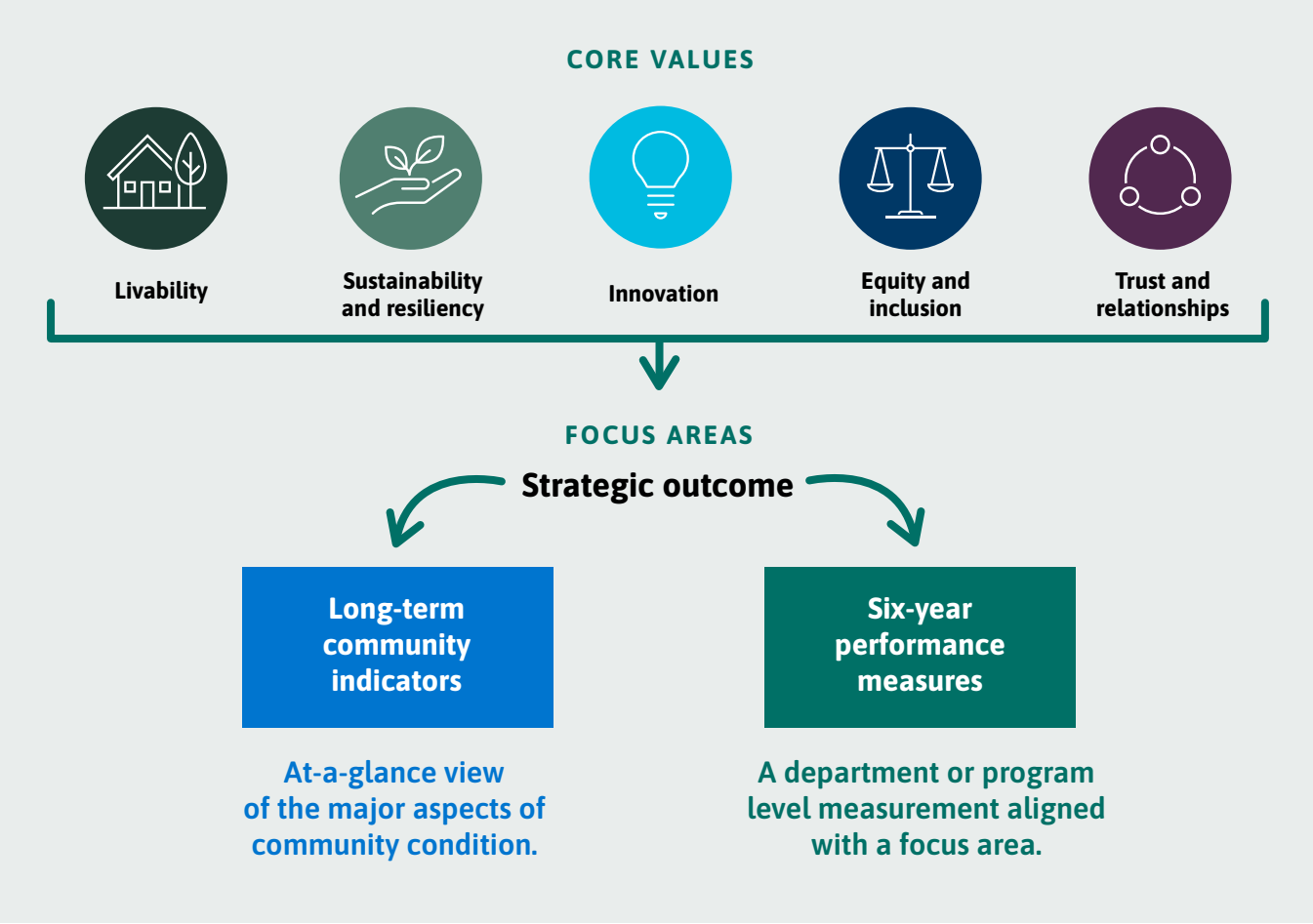
Culture and heritage 60

Safe and prepared community 67

Climate and natural systems 75

High performing government 86

Structure and navigation



How to navigate this section

Community indicators are **blue** and include a metric, definition, data source and why it matters. Performance measures are **green** and include a goal, metric, target (optional), definition, data source and why it matters.

Indicators and measures are organized with labels to help the City track data (i.e. TM=transportation and mobility, CI=community indicator, etc.).

Definition of terms

Focus area
Identified topic of priority for the city.

Strategic outcome
Defines the state we are trying to achieve.

Long-term community indicator
At-a-glance view of the major aspects of community condition, tracks trends over time but may not be directly connected to specific City services.

Six-year priority performance measures (goal statements and metrics)
A department or program level measurement aligned with a focus area. Measures the City's contribution (through its programs and policies) towards achieving the strategic outcome.

Goal statement
What will be accomplished in the next six years to support the strategic outcome.

Metrics
Associated with a goal statement so that progress towards the goal can be quantified. Includes the context of a target, defines what is being measured, identifies the data source and describes why it matters.

Types of measures
Measures are included to have a complete picture of complex issues and services.

- **Results/effectiveness:** The change in either the quality of life or behavior of a population or place.
- **Service experience:** The level of satisfaction with a City program/activity experience.
- **Efficiency:** The unit of performance/output achieved per unit of input ($).
- **Output:** The amount of products/services delivered to or received by customers of a City program/activity.

External factors and emerging issues
As identified by staff and Strategic Plan Advisory Committee members.

Related plans
List of existing city plans that are related to the focus area.

Transportation and mobility

Strategic outcomes: What are we trying to achieve?

Vancouver has a safe, future-ready and convenient transportation system that offers affordable and climate-friendly options for people to get where they need to be. All community members can walk, roll, bike, drive and take transit to reach their destination. Vancouver considers the needs of different communities when designing transportation infrastructure and prioritizes equity. Vancouver's transportation network supports the local and regional economy and facilitates the movement of goods in addition to people.

Community indicators

- **Mode split** (TM.CI.1)
- **Transportation user experience** (TM.CI.2)
- **Transportation fatalities and serious injuries** (TM.CI.3)

Performance measures

- **Miles of complete streets** (TM.PM.1)
- **Number of collisions** (TM.PM.2)
- **Paved trails and paths** (TM.PM.3)
- **Percentage of residents near transit facilities** (TM.PM.4)
- **Availability and use of infrastructure to access downtown** (TM.PM.5)
- **Parking demand program** (TM.PM.6)

Core values

Livability

Sustainability and resiliency

Equity and inclusion

Mode split (TM.CI.1)

The breakdown of how Vancouverites get around, typically representing the percentage of travelers using a particular type of transportation (walk, bike, public transit, etc.).[5]

Why it matters

Mode split can be a strong indicator for how safe and accessible non-drive alone transportation options are for community members. Increased shares of people walking, bicycling and using transit translates to fewer greenhouse gas emissions, cleaner air, safer roadways, and decreased capital and maintenance costs for the City. Research has shown that having options other than driving alone can also save families money on their transportation costs, have positive health outcomes by increasing activity rates, and improve personal mobility and freedom for those who are unable or choose not to drive.

Transportation user experience (TM.CI.2)

The level of satisfaction based on users of the transportation system in Vancouver.[6]

Why it matters

Understanding public sentiment about using the transportation system to move around the community can provide insight into what is working well, and where gaps exist and improvements are needed.

Transportation fatalities and serious injuries (TM.CI.3)

The number of fatal and serious injuries (including vehicles, bikes, pedestrians, transit) by year on all roads within Vancouver per 10,000 residents.[7]

Why it matters

This is a standard metric commonly used to inform transportation and road safety policy and planning, and aligns with the Washington State Department of Transportation's Strategic Highway Safety Plan. This allows the City to identify the most dangerous roadways and intersections in the city and prioritize investments to address safety issues.

5. US Census Bureau, American Community Survey
6. Periodic, statistically valid community survey
7. Washington State Department of Transportation (WSDOT)

Goal 1

To improve the safety of our transportation and mobility systems for all residents, workers and visitors. The City's Public Works Department will work in partnership with the Community Development Department to increase the number of miles of complete streets.

Miles of complete streets (TM.PM.1)

Performance measure

Miles of complete streets/mobility lanes/sidewalks and number of Americans with Disabilities Act (ADA) compliant curb ramps/audible pedestrian signal (APS) conversions.

Target

To increase the number of miles of complete streets.

Definition

Measures the quantity of lane miles in Vancouver that are a roadway providing safe and comfortable facilities for all transportation users rather than only automobile facilities. These roadways are known as a "complete street".[8]

Why it matters

Providing complete streets ensures safety and accessibility for all travelers no matter how they choose to travel. It lowers barriers to choosing active transportation modes like walking and bicycling, which lowers emissions and creates savings for individuals and the City in the form of street maintenance.

8. City of Vancouver Public Works Department (GIS)

Goal 2

To monitor the safety effectiveness of alternative transportation systems, the City will measure the number of collisions both citywide and in areas with updated designs.

Number of collisions (TM.PM.2)

Performance measure

Number of collisions between vehicles and vulnerable users (pedestrians and bicyclists).

Target

Reduce the number of collisions that occur between vehicles and pedestrians/cyclists.

Definition

The count of collisions within the city limits between vehicles and vulnerable users where vulnerable users include bicyclists, pedestrians and other small-mobility users etc.[9]

Why it matters

The number of collisions can indicate a safety design opportunity/risk. Collisions may result in injuries, property damage and increased costs to individuals and the City.

9. Washington State Department of Transportation (WSDOT)

Goal 3

To support multiple convenient transportation options (community members have choices for transportation) and connections in all of Vancouver's neighborhoods, the Public Works Department will maintain and increase the miles of improved non-motorized trails and paths.

Paved trails and paths (TM.PM.3)

Performance measure

Paved trail and path management and development.

Definition

A count of the linear miles of paved trails or multi-use paths for walking/biking/rolling that received maintenance or upgrades to safety standards/design during the reporting period or were added to the city's trail system.[10]

Why it matters

Well-maintained off-road trails and multi-use paths provide low-barrier, all ages and abilities facilities for transportation and recreation options, and improve access to opportunities for public health and wellbeing.

10. City of Vancouver Community Development Department and Public Works Department

Goal 4

To facilitate transit usage, the City will increase the number of neighborhoods designed to allow safe, non-motorized travel by residents to transit facilities.

Percentage of residents near transit facilities* (TM.PM.4)

Performance measure

Percentage of residents living within a 15-minute walk or bike to transit facilities.*

Definition

The portion of residents (in single family and multifamily homes) that can get to a public transit facility within 15 minutes by foot or by bike.[11]

Why it matters

Creating safe access by foot, bike or other small mobility device to bus stops lowers the barriers to using transit and improves accessibility for all ages and abilities. Low-barrier access to transit provides affordable, reliable and clean transportation options to help Vancouver residents meet their daily needs.

*Shared with Housing and Human Needs and Vibrant and Distinct Neighborhoods
11. Vancouver City Staff, C-Tran

Goal 5

Develop a transportation system that supports and facilitates access to downtown (specifically areas where parking is managed) via methods that do not involve the need to park an automobile.

City Transportation Planning and Parking Services teams will implement Downtown Parking and Transportation System Plans to actively support investment in existing and new options for people to get to and around downtown without a vehicle, or to park once and move about downtown using other modes.

Availability and use of infrastructure to access downtown (TM.PM.5)

Performance measure

Availability and use of infrastructure and programs that support non-drive alone travel modes to access downtown.

Definition

The count of pedestrians and bicycles on Columbia Street since the completion of the complete street project. The count of bike racks installed in the downtown area between 2023 and 2029. The count of audible pedestrian signals in downtown. C-Tran ridership and downtown bus stop utilization Participation in Commute Trip Reduction for employees in downtown.[12]

Why it matters

Encouraging multiple mode access to downtown increases the share of individuals walking, bicycling and using public transit, decreasing greenhouse gas emissions and promoting a rotating flow of customers to local businesses unconstrained by parking availability.

12. US Census Bureau – American Community Survey and City Parking Services occupancy, permit and metered parking utilization data

Goal 6

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

Parking demand program (TM.PM.6)

Performance measure

Number of agreements with private parking owners and increase in utilization by commuters, patrons, and special event attendees.

Definition

The count of agreements between the city and parking lot owners in the parking enforcement zone and the associated parking capacity.

Why it matters

While the growth in people living and working downtown has made Vancouver a more vibrant and livable community, we recognize that the options for people to access and move around our city center must adapt to facilitate this growth. Central to this effort is a new approach to the City's management of its existing parking assets.

External factors and emerging issues

- How might we adjust City funding and staffing to achieve these goals?
- How might we effectively collaborate with agencies, organizations and the Vancouver community around mobility decision-making?
- How might we lower the risk of travel-related injury and protect and promote public health?
- How might we conduct public outreach and collaboration with all transportation users to discuss prioritization and trade-offs?
- How might we ensure residents' needs are met within 15-minute neighborhoods?
- How might we prepare for and lead in leveraging rapidly evolving technology in transportation?

Existing City plans and initiatives related to transportation and mobility

- Transportation System Plan (20-year horizon)
- Transportation Improvement Program (6-year horizon)
- Climate Action Framework

Economic opportunity

Strategic outcomes: What are we trying to achieve?

Vancouver is a place where a wide variety of businesses of all sizes, from young startups to established enterprises, grow and thrive. A host of education and training opportunities bring prosperity to those who live here and provide a skilled workforce for companies.

Community indicators

- **Median household income** (EO.CI.1)
- **Per capita income** (EO.CI.2)
- **Business diversity** (EO.CI.3)
- **Job creation** (EO.CI.4)
- **Unemployment** (EO.CI.5)
- **Education attainment** (EO.CI.6)
- **Pre-K enrollment** (EO.CI.7)
- **Workforce readiness** (EO.CI.8)

Performance measures

- **Number of new business licenses** (EO.PM.1)
- **Equity index score** (EO.PM.2)
- **Businesses older than two years** (EO.PM.3)
- **Living wage jobs in Vancouver** (EO.PM.4)
- **Equitable development strategy** (EO.PM.5)
- **Engagement by visitors and locals** (EO.PM.6)

Core values

Livability

Innovation

Equity and inclusion

Economic opportunity

Median household income (EO.CI.1)

The middle point of the range of household income levels in Vancouver compared to the broader metropolitan region. Disaggregated by race/ethnicity, gender and age demographics where available.[13]

Why it matters

Provides information about the financial resources available to households broken down into different community groups.

Per capita income (EO.CI.2)

Mean money income received in the past 12 months computed for every person in a geographic area. Disaggregated by race/ethnicity, gender and age demographics where available.[14]

Why it matters

Life satisfaction is strongly correlated with per capita income. This is particularly true among disadvantaged countries, regions and communities, because income gains in these places are associated with the greatest increases in life satisfaction.

Business diversity (EO.CI.3)

An assessment of the local businesses in our community considering sector, ownership and size as determined by number of employees, women and minority-owned businesses.[15]

Why it matters

Having a diversity of businesses and industries may help contribute to a healthy and resilient local economy. Understanding the types of businesses and industries and any disparities may provide information for improving equity and diversity.

Job creation (EO.CI.4)

The number of new jobs created in Vancouver.[16]

Why it matters

An indicator of the health of the local economy, job creation means businesses are hiring.

13. Department of Commerce, US Census data
14. Department of Commerce, US Census data – American Community Survey
15. US Census Data, Annual Business Survey
16. Bureau of Labor and Statistics (Portland/Hillsboro/Vancouver)

Unemployment (EO.CI.5)

The share of the labor force without a job. Disaggregated by race/ethnicity, gender and age demographics where available.[17]

Why it matters

An indicator of the health of the local economy.

Education attainment (EO.CI.6)

The number of residents with high school, associate and four-year college degrees broken down by race, ethnicity, gender and income, expressed as a percentage of all residents 25 and older in a region. Disaggregated by race/ethnicity, gender, special education, English language learners, low-income.[18]

Why it matters

Researchers correlate higher levels of educational attainment with better economic prospects. Earnings increase with higher levels of education. A person's earning power compounds, rather than merely increases, with higher levels of educational attainment. However, the benefits of higher levels of education do not accrue evenly. White and Asian individuals receive greater economic benefit from education compared to Black and Hispanic individuals. In addition, for White and Asian individuals, education has a protective effect on wealth during times of recession while this benefit is absent for Black and Hispanic individuals for equal education.

Pre-K enrollment (EO.CI.7)

Total count of children ages 3 to 4 enrolling in public or private preschool.[19]

Why it matters

Preschool attendance is associated with higher reading and math skills compared to non-preschool enrollment. Some studies show preschool enrollment can facilitate labor force participation and increase educational attainment for parents.

Workforce readiness (EO.CI.8)

Number and types of businesses reporting that they are able to find qualified job applicants locally.[20]

Why it matters

In addition to having job opportunities, our community must have a workforce that is prepared to fill those jobs.

17. Bureau of Labor and Statistics (Portland/Hillsboro/Vancouver)
18. US Census Bureau American Community Survey
19. US Census Bureau
20. Survey of community businesses

Goal 1

Create opportunities for generational wealth, especially for underserved communities, by strengthening support for small businesses.

Number of new business licenses (EO.PM.1)

Performance measure

Number of new business licenses.

Definition

The number of business licenses issued to new businesses within one calendar year in a census tract with a high equity index score.[21]

Why it matters

The number of new businesses is related to potential employment opportunities for people in our community. Providing opportunities for employment in census tracts that have a high equity index score prioritizes areas of the city with higher risk.

21. State Department of Licensing and City of Vancouver data
22. 5-year American Community Survey Estimates by the US Census Bureau

Equity index score (EO.PM.2)

Performance measure

Equity index score.

Definition

An equity index score has been calculated for each census tract in the city, which have been categorized as very low to very high. Generally, a census tract with a high or very high equity index includes communities that have a larger proportion of the population who are people of color, renters, ages 65+, households with children, a smaller proportion with a bachelor's degree or higher, and a lower median family income.[22]

Why it matters

Knowing the equity index scores for census tracts across the city allows investments to be made where they can have the largest impact on addressing inequity and the biggest improvement in factors that impact life outcomes.

Businesses older than two years (EO.PM.3)

Performance measure

Number of businesses older than two years.

Definition

The number of businesses that have maintained a business license for more than two years.[23]

Why it matters

For our economy to thrive, we need to attract and retain businesses. The first few years of startup can be pivotal for the success of a business.

23. State Department of Licensing, City of Vancouver data

Goal 2

Establish pathways to accessible quality jobs and reduce barriers to economic opportunity.

Living wage jobs in Vancouver (EO.PM.4)

Performance measure

Number of living wage jobs in Vancouver.

Definition

Living wage is considered the minimum employment earnings necessary to meet a family's basic needs while maintaining self-sufficiency.[24]

Why it matters

So that all working people and their families can afford basic necessities, developing a supportive and collaborative community with a shared interest and strong commitment to uplifting people.

24. Census data and Massachusetts Institute of Technology's Living Wage Calculator

Goal 3

Support equitable development planning for City-managed development and redevelopment projects.

Equitable development strategy (EO.PM.5)

Performance measure

Alignment of City redevelopment projects with equitable development goals and outcomes.

Definition

100% of City redevelopment projects utilize the tools and approaches outlined in the City's Equitable Development Strategy and post completion of projects an analysis is performed to measure whether desired goals and outcomes were achieved.

Why it matters

The City's Equitable Development Strategy outlines tools and approaches to ensure that benefits from redevelopment projects (housing and commercial) benefit local residents and underserved communities, with a particular emphasis on guarding against displacement pressures.

Goal 4

Support Visit Vancouver's Destination Master Plan implementation to increase visitation and local place-making efforts.

Engagement by visitors and locals (EO.PM.6)

Performance measure

Engagement by visitors and locals.

Definition

The number of visits to Vancouver based on hotel utilization, hosted events and festivals, and other tourism-specific data. [25]

Why it matters

Events, festivals and cultural programs and facilities help to create a sense of community for residents and visitors and have the potential to generate economic impact for Vancouver-based small businesses.

25. JLARC reporting, STR reports (hotel demand), lodging tax and sales tax revenues

External factors and emerging issues

- How might we ensure that all residents experience economic mobility?
- How might we maintain a resilient economy by supporting small businesses and skilled workforce that provides equitable opportunities for people and businesses?

Existing City plans and initiatives related to economic opportunity

- Our Vancouver: Comprehensive Plan 2045
- Columbia River Economic Development Council 5-Year Regional Economic Development Plan
- 2019–2023 Consolidated Housing and Community Development Plan

Housing and human needs

Strategic outcomes: What are we trying to achieve?

Vancouver meets basic needs and partners with organizations to support its communities. All communities have access to safe and affordable housing, healthcare, food, transportation, education and dependable access to utilities.

Community indicators

- **Point-in-time count** (HH.CI.1)
- **Housing affordability** (HH.CI.2)
- **Rental affordability** (HH.CI.3)
- **Children in poverty** (HH.CI.4)
- **Healthy food insecurity** (HH.CI.5)
- **People living in poverty** (HH.CI.6)

Performance measures

- **Unsheltered individuals** (HH.PM.1)
- **Occupancy rate** (HH.PM.2)
- **Exit destinations** (HH.PM.3)
- **Diversity of housing stock** (HH.PM.4)
- **Number of new housing units** (HH.PM.5)
- **Rental assistance** (HH.PM.6)
- **Annual utility rate adjustments** (HH.PM.7)
- **Annual System Development Charge adjustments** (HH.PM.8)
- **Reduce City multiplier** (HH.PM.9)
- **Utility service restoration** (HH.PM.10)
- **Broadband internet access** (HH.PM.11)
- **Community Court** (HH.PM.12)

Core values

Livability

Equity and inclusion

Point-in-time count (HH.CI.1)

A countywide count of people experiencing homelessness held during one day in January each year. Data includes the race/ethnicity and age of individuals living unsheltered, individuals living in shelters and individuals in transitional housing programs.[26]

Why it matters

Homelessness and the many factors (shortage in shelter, affordable housing, inequity in employment/housing/education, generational poverty, untreated mental health and substance use) that contribute to it are a priority concern based on community survey results.

Housing affordability (HH.CI.2)

The Housing Affordability Index (HAI) measures whether a typical family earns enough income to qualify for a mortgage loan on a typical home. A value of 100 means that a family with the median income has exactly enough income to qualify for a mortgage on a median-priced home. For example, a composite HAI of 120 means a family earning the median family income has 120% of the income necessary to qualify for a conventional loan covering 80 percent of a median-priced existing single-family home.[27]

Why it matters

Median home values are often tracked as an indicator of the wealth of a community. Many municipalities are funded through property tax, which is closely tied to home values. Households that are cost-burdened, characterized as spending 30% or more of household income on housing, are more likely to experience marital dissatisfaction and are less likely to spend money on child enrichment, healthcare and food. Lack of access to affordable housing can increase commute times (leading to lower quality of life) and higher rates of eviction. Typically, a household's second-largest expenditure, transportation costs, are largely a function of the characteristics of the neighborhood in which a household chooses to live. Opposing trends are at work on housing affordability: lower mortgage costs, lower home values and the health of the market economy all contribute to a higher score.

26. Council for the Homeless, Homeless Management Information System5 Department of Commerce, US Census data – American Community Survey
27. Federal Reserve Economic Data (FRED)

Rental affordability (HH.CI.3)

Renter households spending more than 30% of their income on housing costs and utilities are cost burdened; those spending more than half of their income are severely cost burdened.[28]

Why it matters

If rental housing is not affordable, people are at risk of becoming homeless.

Children in poverty (HH.CI.4)

The number of children under 18 living below the federally defined poverty line, expressed as a percentage of all children under 18. Disaggregated by race/ethnicity, special education, English language learners and low-income.[29]

Why it matters

Childhood poverty is strongly and negatively correlated with children's mental, emotional and behavioral health and long-term life chances. Children in low socioeconomic status households are less likely to graduate from high school and more likely to experience developmental and academic difficulties.

Healthy food insecurity (HH.CI.5)

Food insecurity is defined by the United States Department of Agriculture as the lack of access, at times, to enough food for an active, healthy life. Disaggregated by race/ethnicity and age.[30]

Why it matters

Food insecurity is associated with numerous adverse social and health outcomes and is increasingly considered a critical public health issue. Key drivers of food insecurity include unemployment, poverty and income shocks, which can prevent adequate access to food.

28. HUD Comprehensive Housing Affordability Strategy data
29. US Census Bureau
30. Feeding America's Mind the Meal Gap

People living in poverty (HH.CI.6)

The number of people who are earning less than the federal poverty limit.[31]

Why it matters

Poverty is associated with a host of health risks and housing instability. Reducing poverty helps build a stronger middle class and helps grow the economy.

31. US Census Bureau

Goal 1

To meet basic needs of individuals experiencing unsheltered homelessness, reduce barriers to accessing existing services and reduce the number of individuals living unsheltered in our community, the City will increase shelter capacity by establishing additional Safe Stay Communities and Safe Parking options and partner with community organizations/nonprofits to operate sites.

Unsheltered individuals (HH.PM.1)

Performance measure

Number of unsheltered individuals.

Definition

Number of individuals living without shelter and/or on public right-of-way within the city.[32]

Why it matters

Adequate shelter plays a vital role in promoting and maintaining physical and mental health. It reduces exposure to the elements/harsh weather conditions, can prevent illnesses or injuries related to the experience of homelessness, provides dignity and privacy, and facilitates regular access to healthcare and other support services. Having safe and stable shelter creates a foundation for stability, which affords individuals greater mental and physical capacity to improve their lives and transition to a more permanent housing situation, obtain employment and/or participate in education or work training programs, and build community/support networks necessary for long-term stability.

32. HMIS, annual PIT Count, HART

Occupancy rate (HH.PM.2)

Performance measure

Occupancy rate.

Definition

Percentage of beds/units/parking spaces that are occupied at any given time.[33]

Why it matters

Reflects the demand, need and/or desire for and utilization of safe stay/safe parking sites.

Exit destinations (HH.PM.3)

Performance measure

Exit destinations.

Definition

Where individuals go after leaving the safe stay/safe parking sites.[34]

Why it matters

Tracking the exit destination (permanent housing, transitional housing, other shelter, family reunification, unsheltered homelessness, etc.) is reflective of the effectiveness/success of the program at facilitating pathways out of homelessness.

33. HMIS
34. HMIS, HART

Goal 2

To increase options for housing citywide, the City will propose and adopt revisions to its land use regulations (VMC Title 20) to allow a variety of housing types and sizes in low-density residential and other zoning districts and reduce or eliminate regulatory or procedural barriers to housing production when possible.

Diversity of housing stock (HH.PM.4)

Performance measure

Diversity of citywide housing stock by type and size.

Definition

The share of new and existing citywide housing units that are detached single family homes, duplexes and townhomes, apartments, mobile homes, accessory dwelling units and income-restricted units. Within these categories, the number of bedrooms will also be tracked.[35]

Why it matters

A diverse range of housing types and sizes are needed to accommodate the diversity of local household types, sizes and income levels.

35. County GIS analysis, City permit tracking

Goal 3

To meet new demand and close the deficit within 10 years, Vancouver must increase annual housing production to at least 2,500 new housing units, including 750 new housing units per year that are affordable to households earning 80% or less of the area median income.

Number of new housing units (HH.PM.5)

Performance measure

Number of new housing units constructed (overall and affordable).

Definition

Number of closed new construction permits — permitted new construction units receiving final approved inspection.[36]

Why it matters

When demand for housing is high and supply is low, housing prices increase. When there is adequate housing supply or lower demand, the price will fall.

36. Multifamily Development Dashboard and Affordable Housing Fund database

Goal 4

Prevent homelessness and provide housing stability for households with low incomes by temporarily assisting with housing costs.

Rental assistance (HH.PM.6)

Performance measure

Number of households stabilized in housing with rental assistance and/or other housing services.

Definition

Households receiving rental assistance maintain their housing and do not become homeless.[37]

Why it matters

Rental assistance provides a safety net for people who are struggling to make ends meet and helps them maintain a decent standard of living. Housing stability is important for employment, school, social supports, and mental and physical health.

37. HMIS

Goal 5

To protect Vancouver's water resources and ensure affordable access to water utilities, the City will implement a water resiliency framework with a financially sustainable rate approach.

Annual utility rate adjustments (HH.PM.7)

Performance measure

Annual utility rate adjustments.

Definition

The change in rates charged to customers for water utilities.[38]

Why it matters

Adequate utility rates ensure that a system to protect water resources can be maintained and that all customers can afford to access this vital resource.

38. Utility Billing System: Infor

Annual System Development Charge adjustments (HH.PM.8)

Performance measure

Annual System Development Charge (SDC) adjustments.

Definition

The change in rates charged to developers when connecting to City water or sewer.[39]

Why it matters

Adequate SDCs ensure that a system to protect water resources can be maintained and that the development community pays its fair share.

Reduce City multiplier (HH.PM.9)

Performance measure

Reduce inside/outside City multiplier.

Definition

Reduce the multiplier that the City charges water and sewer customers outside the city limits from 1.5 to 1.25 over a 15-year period.[40]

Why it matters

An appropriate multiplier creates rate equity among customers and helps reduce risk for the City.

39,40. Infor

Goal 6

To ensure dependable utility services, the City will restore drinking water utility services within six hours of disruption and sewer utility services within eight hours of disruption.

Utility services restoration (HH.PM.10)

Performance measure

Average time to restore utility services after disruption.

Definition

The total time in hours from loss of service to restoration of services to City utility customers, whether planned or unplanned.[41]

Why it matters

Access to clean, safe and affordable water and sewer services is a foundation of public health and community vitality. Reliable utilities are key to building trust with customers. Being prepared to restore unexpected utility interruptions and communicating about planned interruptions is key to ensuring access to services and garnering public trust.

41. NFOR database, City GIS analysis

Broadband internet access (HH.PM.11)

Performance measure

Percentage of residents accessing high-speed broadband internet in their home.

Definition

Percentage of the population with access to download speeds greater than 25 Mbps at home (as of 2014).[42]

Why it matters

Internet access has a huge impact on businesses, allowing employees to work remotely from home and communicate more efficiently. Healthcare is another field greatly affected by the advent of the Internet. Improvements in online connectivity and communication technology allow physicians much greater access to medical resources. Government organizations use the Internet to improve organization and communication, and voters can go online to gain more information about current issues.

42. National Broadband Map

Goal 7

The City will offer a Community Court to increase contact between homeless service providers and individuals accused of quality-of-life offenses. Vancouver is working to break barriers that have historically prevented individuals experiencing unsheltered homelessness from obtaining permanent jobs and housing while reducing quality-of-life offenses, supporting victims and improving public trust in the justice system.

Community Court (HH.PM.12)

Performance measure

Number of contacts between homeless service providers and individuals accused of quality-of-life offenses.

Definition

The count of contacts (referrals in which recommended assistance has been completed) made between homeless service providers and individuals accused of a quality-of-life offense who opt to participate in a case plan offered through Community Court as an alternative to the traditional court docket at the District Court. A contact is counted once for each individual. Further detail may be obtained regarding the issues addressed during contact: identification, housing, substance use, mental health.[43]

Why it matters

Individuals experiencing unsheltered homelessness face a wide variety of barriers that stand in the way of obtaining permanent jobs and housing.

Contacts with homeless service providers have been proven to assist in breaking down barriers to obtaining services such as housing, healthcare, insurance, behavioral health treatment, trauma therapy, personal identification/licensing services and supplemental security income (SSI)/disability income.

43. Vancouver's Criminal Case Management System, Clark County District Court AIMs System, Volunteer Lawyers

External factors and emerging issues

- How might we increase equitably distributed options for household availability in all parts of Vancouver?
- How might we leverage both prevention and service delivery to reduce the number of people experiencing homelessness?
- How might we proactively create conditions that result in optimal physical, mental and behavioral health, and ensure access to health services is available to all Vancouver residents?
- How might we ensure race, ethnicity, gender, age, sexual orientation, education, geographic location and income level do not predetermine whether individuals are able to achieve better health?

Existing City plans and initiatives related to housing and human needs

- Housing Action Plan
- 2019–2023 Consolidated Housing and Community Development Plan

Vibrant and distinct neighborhoods

Strategic outcomes: What are we trying to achieve?

Vancouver offers a variety of accessible places and spaces to interact and enjoy nature, art, culture, food, shopping and community. Neighbors care for each other and show up in times of need.

Community indicators

- **Neighborhood cohesion** (VDN.CI.1)
- **Diversity of businesses** (VDN.CI.1)
- **Business districts assessment** (VDN.CI.1)

Performance measures

- **Existence of key businesses** (VDN.PM.1)
- **Proximity to services** (VDN.PM.2)
- **Active neighborhood associations** (VDN.PM.3)

Core values

Livability

Equity and inclusion

Trust and relationships

Neighborhood cohesion (VDN.CI.1)

Percent of adults who report a sense of high social cohesion (trust and feeling connected) in their neighborhoods.[44]

Why it matters

A cohesive society is one where people are protected against life risks, trust their neighbors and the institutions of the state, and can work towards a better future for themselves and their families. Social cohesion, built on social inclusion, social capital and social mobility, is the glue that holds society together.

Diversity of businesses (VDN.CI.2)

An assessment of local businesses within a neighborhood district considering sector, ownership, and size as determined by number of employees.[45]

Why it matters

Having a diversity of businesses may help contribute to a healthy and resilient local neighborhood economy. Understanding the types of businesses and any disparities may provide information for improving equity and diversity.

Business districts assessment (VDN.CI.3)

Resident satisfaction with the mix of businesses in their neighborhood business district.[46]

Why it matters

Residents are more likely to support businesses in their neighborhood business district if they have a positive perception of the business mix in their district. How residents feel about their business district is important because a poor perception of neighborhood business districts will cause residents to spend their money elsewhere and support businesses outside of their area. Conversely, positive perceptions of neighborhood business districts will encourage local business support and promote entrepreneurship and business startups in the neighborhood.

44. Community survey
45. US Census Data, Annual Business Survey
46. Periodic community survey

Goal 1

Invest in neighborhood commercial districts that result in safe, vibrant and accessible communities, so residents have the business services they need within close proximity to where they live.

Existence of key businesses (VDN.PM.1)

Performance measure

Existence of key businesses in neighborhood districts.

Definition

Key businesses include grocery stores, restaurants, healthcare, recreation and arts/entertainment businesses within a district defined by neighborhood boundaries.[47]

Why it matters

Key businesses provide important services and improve residents' perceptions of the business mix in their district. Key businesses reduce the need to spend money elsewhere and encourage the development of neighborhood business districts.

47. NAICS, ESRI

Goal 2

To increase the number of people in Vancouver that have nearby access to supermarkets and full service grocery stores, and commercial and public services and amenities, the City will propose and adopt a Comprehensive Plan, zoning and other changes to facilitate closer location of interrelated uses by 2028.

Proximity to services (VDN.PM.2)

Performance measure

Percentage of residents living within ¼ mile of supermarkets or food stores, restaurants, parks, schools or community centers.

Definition

The share of city residents living within ¼ mile of a supermarket or food store and shares of City residents within 1,500 feet of a park, restaurant, park, school, or community center.[48]

Why it matters

Proximity to services and amenities increases access and likelihood of use, reduces road system demand, encourages healthy transportation options, and facilitates community identity and reduced social isolation.

48. City GIS analysis

Goal 3

Maintain active and healthy neighborhood associations. At least 85% of neighborhood associations are considered active.

Active neighborhood associations (VDN.PM.3)

Performance measure

Percent of neighborhood associations that are considered active.

Definition

Active status is measured by fulfilling the recognition requirements outlined in Vancouver Municipal Code 2.75 including: adopted by-laws, election of officers and holding at least one meeting per year.[49]

Why it matters

Neighborhood associations provide residents with a forum to address problems, share information, offer opportunities for community input and to undertake projects to benefit the neighborhood. Recognized neighborhood associations serve as a conduit for communication between the community and the City.

49. City staff

External factors and emerging issues

- How might we create equitable access to parks, trails, open space and recreational opportunities?
- How might we support more connected communities, strengthening our community well-being and enabling more effective responses and recoveries tied to major events?

Existing City plans and initiatives related to vibrant and distinct neighborhoods

- Culture, Arts & Heritage Plan
- Parks, Recreation and Cultural Services Comprehensive Plan

Culture and heritage

Strategic outcomes: What are we trying to achieve?

Vancouver celebrates culture and heritage. Public events, museums, cultural centers, concerts and exhibits offer opportunities for communities to learn about different cultures and experiences.

Community indicators

- **Arts-related businesses** (CH.CI.1)
- **Economic impact** (CH.CI.2)
- **Creative vitality index** (CH.CI.3)

Performance measures

- **Investment in arts, culture and heritage** (CH.PM.1)
- **Participation in arts, culture and heritage experiences** (CH.PM.2)
- **Indirect investment in arts, culture and heritage** (CH.PM.3)
- **Geographic distribution of arts, culture and heritage resources** (CH.PM.4)

Core values

Livability

Equity and inclusion

Arts-related businesses (CH.CI.1)

Total number of arts-related businesses and rate per 1,000 residents. Businesses include those in the North American Industry Classification System (NAICS) code 71: art galleries, camera and photographic supply stores, bookstores, performing arts companies, performing arts promoters, independent artists, writers and performers, musical instrument stores, compact disc and record stores and museums.[50]

Why it matters

The activities of art-related businesses and cultural and heritage organizations foster cultural and creative vitality. A growing number of arts-related businesses also provides opportunities for individuals to learn and participate in a rich array of arts, culture and heritage activities. They are also essential to supplying arts and cultural organizations with products and services. Consequently, their number reflects, in part, the strength of the arts sector in a regional economy.

Economic impact (CH.CI.2)

The portion of community members employed by arts-related businesses as defined by North American Industry Classification System (NAICS) code and the compensation they receive. The value of the goods and services produced in an area related to arts, culture, historic preservation and heritage.[51]

Why it matters

The Vancouver community recognizes the educational, recreational, aesthetic, environmental and economic development value of having a large area replete with public art, preserved landmarked buildings and beautiful green spaces.

This indicator helps measure the economic value of arts, culture, historic preservation and heritage in our community so that we can make informed decisions about developing a healthy local creative economy and supporting ongoing stewardship, conservation, public access and interpretation.

50. US Census Data, County Business Patterns
51. Bureau of Economic Analysis, National Endowment for the Arts, US Census Data

Creative vitality index (CH.CI.3)

Developed by the Western States Arts Federation (WESTAF) in partnership with Economic Modeling Specialists Inc. (EMSI), the Creative Vitality Index is a robust and inclusive measure of economic vitality of the arts and art-related activities in a specific geographic region of the United States.[52]

Why it matters

This measure indicates the relative health of economic elements of the creative economy. It measures annual changes in the economic health of an area by using per capita concentration of creative activities in both the for-profit and non-profit sectors.

52. ArtsWA, WESTAF and EMSI

Goal 1

To provide more equitable access to arts, culture and heritage experiences across the community, the City will invest resources to support the local creative economy in locations that serve people residing in areas with a high equity index score.

Investment in arts, culture and heritage (CH.PM.1)

Performance measure

City of Vancouver's direct investment in arts, culture and heritage.

Definition

Total expenditures on cultural grants; cultural events; public art installation, repair and site preparation; preservation and interpretation of cultural and historical sites and structures; support to cultural service providers; and City staffing, supplies and services to support these areas.[53]

Why it matters

The City provides direct support to the local creative economy through budgeted projects and programs, cultural grants, public art installations and upkeep, site preservations and interpretation and partnerships.

53. City of Vancouver financials; Culture, Arts & Heritage Commission, Clark County Historical Museum, The Historic Trust

Participation in arts, culture and heritage experiences (CH.PM.2)

Performance measure

Number of people participating in City-funded or partnered arts, culture and heritage experiences.

Definition

Number of attendees, participants and registrants at City-funded arts, culture and heritage events, locations, and programs, including art events, cultural grant projects, art programming, and rentals of art, cultural or heritage spaces.[54]

Why it matters

The number of attendees indicates exposure to and participation in the creative economy, helping ensure that more of the community can benefit from arts, culture and heritage. This also helps monitor progress toward reducing barriers.

Indirect investment in arts, culture and heritage (CH.PM.3)

Performance measure

Indirect investment in arts, culture and heritage in Vancouver.

Definition

Total dollar amount leveraged via cultural grants awarded and via preservation and interpretation of cultural and historical sites and structures, and value of in-kind work provided to support art installation or cultural assets.[55]

Why it matters

The City's support can spur further investment in the local creative economy for greater overall impact to the community, such as providing a match for cultural grant recipients.

54. City staff, staff at Clark County History Muesum, Fort Vancouver National Historic Site, and the Historic Trust, registration software
55. Cultural grant recipient reports, Clark County Historical Museum, The Historic Trust, National Park Service, City staff from PRCS, Public Works, and other departments

Goal 2

To better understand equitable investment and access to cultural resources, the City will gauge engagement in, and geographic distribution of, arts, culture and heritage experiences.

Geographic distribution of arts, culture and heritage resources (CH.PM.4)

Performance measure

Geographic distribution of arts, culture and heritage assets and resources.

Definition

Mapping of City-owned public art; City-funded culture, arts and heritage facilities and program locations; events; and interpretive elements.[56]

Why it matters

Comparing the distribution of assets against participation data helps the City understand where barriers to accessing culture, art and heritage occur. This in turn enables the City to address these barriers and focus on more equitable access across the city.

56. City Cultural Services and GIS staff

External factors and emerging issues

- How might we inclusively honor and preserve Vancouver's unique and diverse history, culture and traditions?
- How might we ensure the creative industry has equitable access to capacity building and revenue development resources and capital?
- How might we increase the supply of affordable public and private spaces (e.g., housing, work, studio, performance) for our creative industry to survive?

Existing City plans and initiatives related to culture and heritage

- Culture, Arts & Heritage Plan
- Parks, Recreation and Cultural Services Comprehensive Plan

Safe and prepared community

Strategic outcomes: What are we trying to achieve?

Vancouver feels like a safe place to live, work, learn and play. All communities are free from violence and crime and care for each other in times of need. Communities understand what to do in times of crisis because Vancouver plans for disasters and is ready to adapt to change. All communities have dependable access to utilities and buildings, bridges, and roads are designed to be modern, safe, inclusive and accessible.

Community indicators

- **Residents' perception of safety** (SPC.CI.1)
- **Residents' perception of preparedness** (SPC.CI.2)

Performance measures

- **Violent and property crime rate** (SPC.PM.1)
- **Fire response time** (SPC.PM.2)
- **Trainings for disaster events** (SPC.PM.3)
- **Community building assessment** (SPC.PM.4)
- **Building seismic code** (SPC.PM.5)

Core values

Livability

Sustainability and resiliency

Innovation

Equity and inclusion

Trust and relationships

Residents' perception of safety (SPC.CI.1)

How residents feel about public safety in their community.[57]

Why it matters

Perceptions of neighborhood crime are negatively associated with level of physical activity among youth. Poorer perceptions of neighborhood safety are associated with higher levels of depressive symptoms among adults ages 50–74. Perceptions of neighborhood crime have been positively associated with other mental health problems, such as anger, depression and anxiety, as well as vicarious victimization by exposure to violence in the neighborhood and visual signs of disorder. However, individuals who have a strong connection to their neighbors are less likely to worry about crime, even when living in areas with high levels of disorder.

Residents' perception of community preparedness (SPC.CI.2)

How residents feel about the community's preparedness for a disaster, including individual, family and neighborhood preparedness.[58]

Why it matters

Residents are more likely to undertake disaster preparedness if they perceive it to be effective. Government trust can directly increase perceived efficacy and indirectly increase self-efficacy.

57, 58. Community survey

Goal 1

To contribute to a safe community, the Vancouver Police Department will continue to foster community relationships and dedicate department resources toward crime response and prevention efforts.

Violent and property crime rate (SPC.PM.1)

Performance measure

Violent and property crime rate.

Definition

For state level data, crime rate is defined as the number of reported crimes per 100,000 residents. The violent crime figures include the offenses of murder, forceable sex offenses, robbery and aggravated assault. The property crime figures include the offenses of burglary, larceny-theft, motor vehicle theft and arson.[59]

Why it matters

Violent crime rates correlate positively to poverty levels, income inequality and residential instability. Research suggests that violent crime rates negatively correlate to the probability of arrest, the probability of imprisonments, level of social capital and collective efficacy. Relative poverty and local segregation of high-income households from low-income households can exacerbate violent crime. Elevated crime rates correlate to decreased confidence in police and can contribute to weakened relationships between the community and police.

59. FBI crime statistics

Goal 2

To ensure fire response times under eight minutes, the City will renovate or construct five fire stations by 2029, and add additional fire response units as needed in high-demand areas, prioritizing locations where response times are longer.

Fire response time (SPC.PM.2)

Performance measure

Fire response time.

Definition

The time elapsed from an emergency call alerting fire and emergency medical services response resources and arrival of emergency services at the site of the emergency.[60]

Why it matters

A quick response time can save lives, reduce costs associated with damage and build trust in public services provided the services are equitably available to all areas of the community.

60. CRESA/City of Vancouver Fire Department

Goal 3

To increase the opportunities for Vancouver residents to learn about and prepare for a disaster event, the City will provide disaster preparedness training for community partners.

Trainings for disaster events (SPC.PM.3)

Performance measure

Trainings offered to residents to prepare for a disaster event.

Definition

Provide quarterly disaster preparedness training opportunities for community partners.[61]

Why it matters

Community members may not be aware of the sorts of issues a large-scale disaster might introduce into their lives and may not have taken any steps to prepare themselves. A prepared community is more resilient and can help mitigate the adverse effects of an event with preparation, provided they understand what to prepare for.

61. City staff

Goal 4

To increase the community's ability to prepare for and recover from a seismic disaster, the City will perform an assessment of anticipated seismic performance of existing buildings (resident, multifamily, commercial, industrial) in the community.

Community building assessment (SPC.PM.4)

Performance measure

Community building inventory.

Definition

An inventory of the residential, multifamily, commercial, and industrial buildings in Vancouver built prior to 1990 and assessment of their ability to withstand a seismic event.[62]

Why it matters

Since 1990, the building code has included specifications that address seismic resiliency. Understanding the risk associated with the building inventory prior to 1990 can assist the City in planning for recovery from or mitigation for a seismic event, increasing resiliency and reducing recovery time.

62. City staff

Goal 5

To prepare the community for a potential seismic event, the City will ensure compliance with all seismic codes for permitted projects, increasing the percentage of buildings that are seismically sound.

Building seismic code (SPC.PM.5)

Performance measure

Buildings meeting current seismic building codes.

Definition

The percentage of buildings in the community that meet current codes for residential, multifamily, commercial, industrial and government and are considered a lower risk.[63]

Why it matters

Buildings that can withstand a seismic event will save lives and reduce costs associated with the event.

63. City Permit Center, Infor

External factors and emerging issues

- How might we engage and inform the community to ensure that public safety services are delivered to a diverse community and vulnerable populations in a safe, timely and proactive manner given the challenges of significant population growth, racial inequities and traffic congestion?
- How might we build meaningful community relationships that transform our organizations, foster trust and legitimacy, and increase compliance with laws and regulations?
- How might we strengthen local and regional partnerships to prevent, prepare for and respond to natural and human-caused hazards?

Existing City plans and initiatives related to safe and prepared community

- City of Vancouver Emergency Operations Plan
- Clark Regional Natural Hazard Mitigation Plan

Climate and natural systems

Strategic outcomes: What are we trying to achieve?

Environmental stewardship and efforts to address climate change ensure that everyone has a sustainable future. We recognize the intrinsic value of the land beyond the economic benefits it provides. Vancouver protects, restores and cares for the natural environment upon which all living things depend. The health of our natural systems supports the health of all who live, work and play in our community.

Community indicators

- **Greenhouse gas emissions** (CN.CI.1)
- **Waste diversion** (CN.CI.2)
- **Tree canopy** (CN.CI.3)
- **Parkland acreage per 1000 residents** (CN.CI.4)

Performance measures

- **Proximity to parks** (CN.PM.1)
- **Business inspections** (CN.PM.2)
- **Landscapes that support natural systems** (CN.PM.3)
- **GHG emissions goals** (CN.PM.4)
- **Wastewater solids renewal program** (CN.PM.5)
- **PFAS regulatory compliance** (CN.PM.6)
- **Organic waste sent to landfill** (CN.PM.7)

Core values

Livability

Sustainability and resiliency

Innovation

Equity and inclusion

Greenhouse gas emissions (CN.CI.1)

Greenhouse gases include carbon dioxide, methane and nitrous oxide, and cause climate change.[64]

Why it matters

Addressing climate change and the many impacts associated with it begins with decreasing the amount of greenhouse gases emitted. The City Council has adopted a goal of carbon neutrality — achieving net zero greenhouse gas emissions by balancing those emissions so they are equal (or less than) the emissions that get removed through the planet's natural absorption — for both municipal operations and the broader Vancouver community by 2040.

Waste diversion (CN.CI.2)

Tons of solid waste diverted to recycling/composting as a ratio of tons of solid waste collected.[65]

Why it matters

This indicator tracks how much solid waste is collected for recycling or otherwise diverted from disposal each year. Diverting solid waste from a landfill conserves valuable resources, saves energy, reduces greenhouse gas emissions and other harmful environmental pollutants, conserves landfill space and creates jobs. Greater public outreach can change personal behavior and increase waste diversion.

Tree canopy (CN.CI.3)

The percentage of land area covered by tree foliage.[66]

Why it matters

Tree canopy contributes to air and stormwater quality and minimizes the urban heat island effect. Tree canopy is directly linked to human health and community livability. For maximum benefits, a 40% cover is recommended.

64. Periodic greenhouse gas emission inventory of community and of City operations collected from various sources including, but not limited to, municipal operations, Regional Transportation Council, regional energy providers, Port of Vancouver, C-Tran.
65. City of Vancouver Public Works Solid Waste Contract reporting
66. GIS maps and aerial imaging.

Parkland acreage per 1,000 residents (CN.CI.4)

This metric is calculated by dividing the total number of City park acres by the city's population and multiplying the factor by 1,000.[67]

Why it matters

According to the National Recreation and Park Association, greenspace exposure corresponds with improved physical health, including decreases in stress, blood pressure, heart rate and risk of chronic disease (cancer, diabetes, cardiovascular heart disease). Children with access to parks and facilities have shown decreased prevalence of obesity compared to children without access. Time spent in nature positively impacts mental health by increasing cognitive performance and well-being and alleviating illnesses such as depression, attention deficit disorders and Alzheimer's. For climate benefits, parks lower ground temperatures with tree canopy, clean water, reduce flooding and contribute to healthier air. Trees and vegetation in parks help reduce air pollution directly by removing pollutants and reducing air temperature. Urban parks can improve the environment, enhance storm water management, reduce traffic noise and increase biodiversity.

67. City Parks, Recreation and Cultural Services Staff, Census data

Goal 1

To ensure that residents have opportunities for cooling during times of excessive heat, the Urban Forestry Program will plant trees in parks.

Proximity to parks (CN.PM.1)

Performance measure

Number of residents within a 10-minute walk of a park that provides localized cooling through tree canopy cover or vegetative surfaces.

Definition

The count of trees planted in parks by the Urban Forestry Program.

Geographic Information system (GIS) analysis determines the percentage of residents that meet the standards. The 10-minute walk standard is a recognized national standard that allows for comparison with peer cities.[68]

Why it matters

Multiple studies show that parks with trees provide a cooling effect during extreme heat events. It is important to ensure that an increasing number of residents have access to these cooling benefits.

68. City GIS analysis

Goal 2

To improve water quality and prevent negative effects on habitat and wildlife, the City will inspect businesses annually to ensure pollution prevention best-management practices are properly implemented.

Business inspections (CN.PM.2)

Performance measure

Number of businesses inspected annually.

Target

Conduct 800 inspections annually.

Definition

The count of inspections conducted by City staff each calendar year of businesses in Vancouver that have the potential to generate pollutants to the stormwater system.[69]

Why it matters

Preventing pollutants from coming into contact with stormwater and entering water resources is the best way to reduce impacts from municipal stormwater and protect receiving waters and drinking water. Site inspections educate businesses on activities that have the potential to release pollutants to water resources and provide guidance on required best practices.

69. City of Vancouver business inspection database (MS4Front Software)

Goal 3

To increase carbon storage and improve ecosystem resilience within Vancouver, the City will increase internal and external collaboration to maximize climate and natural systems outcomes on City-owned and managed landscapes.

Landscapes that support natural systems (CN.PM.3)

Performance measure

Percentage of city-owned landscapes that are designed and managed to achieve natural systems outcomes.

Definition

The percentage of the total area of plant-able land managed by the city (including parks, landscaping at office buildings, street medians, greenways) that support beneficial natural systems outcomes.[70]

Why it matters

The city manages a significant amount of land on behalf of its community members and is, therefore, positioned to have direct impact on the health of natural systems through planning, design and maintenance. A coordinated approach can maximize City-owned landscapes in support of natural systems goals including pollinator habitat, native and resilient ecosystems, biodiversity and carbon sequestration.

70. Grounds maintenance records maintained by city staff

Goal 4

To support the goal of achieving carbon neutrality by 2040 for both municipal operations and the broader Vancouver community, the City will look at further investments and changes to municipal policies to reduce greenhouse gas emissions, especially in the highest impact areas of transportation and buildings, to achieve an 80% reduction in emissions by 2025 for municipal operations and an 80% reduction in emissions by 2030 for the broader community.

GHG emissions goals (CN.PM.4)

Performance measure

Interim greenhouse gas emissions goals.

Definition

Greenhouse gases include carbon dioxide, methane and nitrous oxide, and cause climate change.[71]

Why it matters

Compliance with this early interim target will ensure that the City is on track to achieve its 2040 carbon neutrality target and that it is demonstrating leadership on climate action for the broader community.

71. Periodic greenhouse gas emission inventory of community and of City operations collected from various sources including, but not limited to, municipal operations, Regional Transportation Council, regional energy providers, Port of Vancouver, C-Tran

Goal 5

Develop a plan for the effective, sustainable and cost-effective management of wastewater solids in support of strategic outcomes and through collaboration with community stakeholders.

Wastewater solids renewal program (CN.PM.5)

Performance measure

Wastewater solids renewal program plan.

Target

50% design plan by the end of 2028.

Definition

Development of a proposed plan that identifies the facilities, technologies, funding strategies and community partnerships to maximize resource recovery. The modeled quantity of biogas and beneficial solids available for capture and beneficial use.[72]

Why it matters

The current system for managing solids collected through the sewer has a remaining useful life of eight to ten years, the solids renewal program plan pursues a more sustainable and beneficial direction for wastewater solids management that aligns with the City's Climate Action Framework, Comprehensive Plan while providing for safe, clean and environmentally sound facilities.

72. Consultant-based modeling tools to measure solids system attributes (GHG emissions, biogas generation, energy production, energy usage, local air/water/land/traffic impacts, risk, capital & OM cost, revenue)

Goal 6

To ensure Vancouver's drinking water is safe for the community, the public works department will monitor PFAS concentrations and invest in mitigation that reduces PFAS in drinking water.

PFAS regulatory compliance (CN.PM.6)

Performance measure

PFAS drinking water regulatory compliance.

Definition

The concentration of PFAS in drinking water as defined by federal regulations.[73]

Why it matters

Per- and polyfluoroalkyl substances (PFAS) have been used around the world in industry and in consumer products such as food packaging, non-stick cookware, waterproof clothing, stain-resistant fabrics and fire fighting foam. PFAS accumulate in the body over time and have known health impacts. Drinking water is one known pathway for PFAS to enter the human body. Removal of PFAS from drinking water to meet federal drinking water regulations will reduce negative public health impacts.

73. City of Vancouver Public Works Water Utility sampling

Goal 7

To reduce per capita waste and support Council's Climate Action Framework, the City will build program capacity to divert wasted edible food to those who need it, increase the processing capacity of the existing collection and transfer system, and adopt an ordinance to require organics collection services in compliance with the Revised Code of Washington (RCW) 43.19A.150.

Organic waste sent to landfill (CN.PM.7)

Performance measure

Tons of organic waste sent to landfill.

Definition

Total tons of organic waste disposed of at landfill as measured in the Solid Waste System Waste Composition Study.[74]

Why it matters

Diverting food waste, yard debris and other organic materials for composting or other beneficial uses provides a number of benefits, including reducing the amount of waste sent to landfills or incinerators, reducing greenhouse gas emissions from landfills.

74. 5-year state solid waste composition study

External factors and emerging issues

- How might we proactively identify, assess and manage risks related to the quality, reliability and access to critical infrastructure given the challenges of an aging infrastructure, greater climate impacts and population growth?
- How might we improve our approach to facilities and infrastructure management to ensure a high-quality, efficient and sustainable portfolio that supports both staff and the customer?

Existing City plans and initiatives related to climate and natural systems

- Urban Forestry Plan
- Climate Action Framework
- Comprehensive Solid Waste Management Plan
- Comprehensive Parks, Recreation, Arts & Culture Plan
- Stormwater Management Plan
- Comprehensive Plan

High performing government

Strategic outcomes: What are we trying to achieve?

Vancouver's government is reliable, fiscally responsible, equitable and open to compromise. Decision-making processes are transparent. City leaders have integrity and work with the community to plan for the future.

Community indicators

- **Price of government** (HPG.CI.1)
- **Resident satisfaction with municipal services** (HPG.CI.2)
- **Municipal bond rating** (HPG.CI.3)

Performance measures

- **Workforce profile alignment** (HPG.PM.1)
- **Employee satisfaction and engagement** (HPG.PM.2)
- **Female VPD staff** (HPG.PM.3)
- **Audit results** (HPG.PM.4)
- **Open Data Hub datasets** (HPG.PM.5)
- **Legal and regulatory training** (HPG.PM.6)
- **Response rate to outreach methods** (HPG.PM.7)
- **Demographic representation of community responses to outreach** (HPG.PM.8)
- **Demographic representation of Boards and Commissions** (HPG.PM.9)

Core values

Equity and inclusion

Trust and relationships

Price of government (HPG.CI.1)

Sum of all taxes, fees and charges collected by a city or county as a percentage of aggregate personal income. That is, all revenue excluding that which comes from "Other Financing Sources" (long-term debt proceeds, sale of capital assets, transfers from other funds, insurance proceeds) and "Non-Revenues" (cash received for accounting purposes but is not technically revenue). Disaggregated by race/ethnicity and age.[75]

Why it matters

This indicator allows a local government to monitor the level of resources available to provide critical services within its jurisdiction and helps inform the price range within which residents and businesses are willing to pay for living in a city with those services.

Resident satisfaction with municipal services (HPG.CI.2)

How satisfied residents are with municipal services in their community. Disaggregated by race/ethnicity, age, income, English language learner and disability.[76]

Why it matters

Government services are often compulsory and serve a broad base of customers. Assessing the level of satisfaction with service can provide information about service gaps to certain populations or barriers to adequate service delivery.

Municipal bond rating (HPG.CI.3)

Credit rating or assessment of the financial health of the organization as determined by third-party sources.[77]

Why it matters

Bond ratings convey a sense of confidence and ability of the organization to finance projects to create a vibrant, safe and diverse community.

75. Revenues: Washington State Auditor's Office, City of Vancouver Budget Office. Personal Income: US Census, total population in Vancouver, per capita income.
76. Community survey
77. Moody's and S&P

Goal 1

To ensure that hiring practices, workforce and careers reflect the diversity of the community across the range and depth of the organization, the City will develop a systematic approach for collecting inclusive data regarding demographics within the City's workforce by 2029.

Workforce profile alignment (HPG.PM.1)

Performance measure

Align City's workforce profile with regional and national demographics.

Definition

City employee demographics based on race, age, veteran status and gender.[78]

Why it matters

Understanding the demographics of the workforce at the City may provide insight to barriers for certain populations that can be actively addressed.

78. Equal Employment Opportunity data, data collected by City, Workday and community Census data

Goal 2

To be an "Employer of Choice" the City will offer services and programs that meet employees' needs. Human Resources will survey employees in 2026 to understand if benefits meet their needs and to solicit feedback on what changes may be important.

Additionally, the City will continue to participate in the Northwest Benefits Survey annually and use it to understand how City benefits compare to those provided by other regional employers.

Employee satisfaction and engagement (HPG.PM.2)

Performance measure

Employee satisfaction and engagement.

Definition

Percent of employees who feel that city services and programs meet their needs.[79]

Why it matters

The City believes that a supported and engaged workforce is essential to our community's success. We provide employees with programs and services that are relevant to their needs and support their ability to be a high performing employee.

79. Employee engagement survey

Goal 3

To increase public safety, the Vancouver Police Department will increase the representation of commissioned female recruits to 30% by 2030.

Female VPD staff (HPG.PM.3)

Performance measure

Percentage of commissioned staff in Vancouver Police Department who are female.

Definition

The percentage of all commissioned staff within the Vancouver Police Department who are female.[80]

Why it matters

Approximately half of Vancouver's population is female. According to the 30x30 initiative website, women make up only 12% of sworn officers and 3% of police leadership in the U.S. This under-representation of women in policing undermines public safety. Research shows women officers use less force and less excessive force; are named in fewer complaints and lawsuits; are perceived by communities as being more honest and compassionate; see better outcomes for crime victims, especially in sexual assault cases; and make fewer discretionary arrests.

80. City of Vancouver Workday - Human Resources Department and Vancouver Police Training Department

Goal 4

To increase public trust, the City will demonstrate our commitment to fiscal responsibility and transparency by having our annual audits from the Office of the Washington State Auditor completed without findings.

Audit results (HPG.PM.4)

Performance measure

Audit results.

Definition

Each year, the City receives an audit from the Office of the Washington State Auditor. The City aims for these audits to be free of any findings. Findings are internal control weaknesses that are significant enough to result in material errors, non-compliance, or lack of fiscal accountability. The independent Office of the Washington State Auditor follows generally accepted auditing standards and internal procedures to make consistent determinations on materiality regarding our annual financial statement, federal grant and accountability audits.[81]

Why it matters

City leadership relies on the trust of the citizens to be effective in managing the operations of the City. The assurance provided by a clean audit from an independent body regarding the accuracy of the City's financial statement information and the effectiveness of internal processes to safeguard public resources is a vital tool to help increase trust through transparency.

81. The Office of the Washington State Auditor publicly publishes the results of their Financial, Federal, and Accountability audits on their website. The audit reports for the City of Vancouver as published on the State Auditor's at SAO.wa.gov will be our source for evaluating this performance measure.

Goal 5

To increase transparency and accountability, the City will foster and develop its data governance program including developing an Open Data Hub for publishing City datasets.

Open Data Hub datasets (HPG.PM.5)

Performance measure

Number of high-quality datasets available in Open Data Hub.

Definition

The count of datasets available through the hub. An Open Data Hub is a website location where City datasets are proactively made available to the public. Datasets in this hub have undergone a data governance review to ensure quality, accessibility and confidentiality for pertinent data.[82]

Why it matters

The ability to share and access data in a timely manner is key to gaining public support and lowering barriers to vital public information.

82. ArcGIS

Goal 6

To increase the number of City managers, supervisors and officials who receive necessary training in applicable legal and regulatory topics to 100% by 2025, the City will ensure that employees and officials have access to training and education needed to support their efforts to build a city of the future along the Columbia River through a shared commitment to equity, stewardship, resilience and community safety.

Legal and regulatory training (HPG.PM.6)

Performance measure

Percent of City managers, supervisors and officials receiving training in applicable legal and regulatory topics.

Definition

The percent of employees required to receive training who were offered the course and successfully completed it through the Workday Learning module. City managers, supervisors and officials includes City elected officials, volunteers and regular part-time and full-time managers and supervisors that work at the City. Applicable legal and regulatory topics include applicable privacy and transparency laws; municipal powers, authority and corporate governance; and accessibility, human rights, and labor and employment laws.[83]

Why it matters

Increasing access to pertinent training supports comprehension of legal requirements related to City work. When City managers, supervisors and officials understand the constantly changing legal landscape impacting their jobs, they can better provide increased safety, support climate resiliency, and ensure equity and economic prosperity for Vancouver's residents.

83. Workday Learning Module

Goal 7

Provide access to opportunities for everyone to serve, impacting their communities through trust and relationship building, by diversifying the recruiting methods for community to participate in Boards and Commissions. Identify gaps and assess the effectiveness of outreach strategies. Target to increase demographic diversity of Boards and Commissions participants.

Response rate to outreach methods (HPG.PM.7)

Performance measure

Response rate to outreach methods.

Definition

The count of different outreach methods used to build engagement (i.e. social media, community events, partnerships, etc.) and associated response rates for each method.

Why it matters

Broadening the diversity of participants serving on city boards and commissions enables other perspectives to be heard with intention and compassion. Representation from the communities we serve is supported and uplifted for all voices to be heard.

Demographic representation of community responses to outreach (HPG.PM.8)

Performance measure

Demographic representation of community responses to outreach.

Target

Increase demographic diversity of Boards and Commissions participants.

Definition

For each recruitment event, collect appropriate demographic data to track participation from diverse communities.

Demographic representation of Boards and Commissions (HPG.PM.9)

Performance measure

Demographic representation of Boards and Commissions.

Definition

The demographic representation of boards and commissions is in alignment with the City demographics. For each recruitment event, collect appropriate demographic data to track participation

Why it matters

Broadening the diversity of participants serving on City Boards and Commissions enables other perspectives to be heard with intention and compassion. Representation from the communities we serve is supported and uplifted for all voices to be heard.

External factors and emerging issues

- How might we address the fact that current data maturity of the organization is individualized?
- How might we foster and model relationships of trust, welcome diverse viewpoints and confront racism at all levels (personal, cultural and institutional) in our community and in the City?
- How might we create systems that recognize the ability of underrepresented communities to co-create solutions with local government and with each other?
- How might we achieve more equitable outcomes and deliver services that meet or exceed the expectations of the people we serve?
- How might we continue to meet the needs of a rapidly growing city while managing organizational capacity and ensuring fiscal responsibility?
- How might we attract and retain a talented workforce that sustains a workplace culture of engagement, community focus and high performance?
- How might we mature the City's data and technology capabilities to provide secure and scalable solutions that enable staff to deliver accessible, modern and impactful services to all residents?

Existing City plans and initiatives related to high performing government

- Diversity Equity and Inclusion Strategic Plan
- Financial Policies
- Water Strategy

Next steps

This plan reflects a foundational vision for the City of Vancouver. It provides a mechanism for the City and community to ensure accountability to the core values and focus areas by assessing and measuring progress against the outlined indicators and measures.

The strategic plan will inform future efforts by:

- Connecting the strategic plan focus areas to the City budget and investments. City Council will examine budget proposals through the lens of the strategic plan to ensure programmatic investments and policies align with the indicators and measures.
- Creating a community dashboard to demonstrate transparency and ensure community members can evaluate progress over time.
- Aligning other City processes, plans and policies with the overall values embraced within the strategic plan.
- Maintaining an ongoing committee to periodically assess progress, provide feedback and inform decision-making as it relates to implementation of programs and actions connected to the focus areas and aligned with the core values.
- Developing and maintaining communications that support ongoing community engagement and awareness of the strategic plan. Sharing opportunities to participate in other planning processes connected to the indicators and measures.

Revision history

Elected officials	Date	Revision number	Notes
Councilmembers: Bart Hansen, Kim D. Harless, Erik Paulsen, Diana H. Perez, Ty Stober Mayor: Anne McEnerny-Ogle Mayor Pro Tem: Sarah J. Fox	February 2, 2026	1	City Manager: Lon Pluckhahn

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City of Vancouver

STRATEGIC PLAN

2023-2029 ~~UPDATE~~

CITY OF Vancouver WASHINGTON

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Welcome to
Vancouver

Welcome

Welcome to all who live, work, and play in the city of Vancouver to our 2023-2029 Strategic Plan. This plan lays out the City's direction for the next six years and beyond. Using our identified core values as a guide, we will advance efforts in each of the eight focus areas for the benefit of Vancouver residents, businesses, and visitors.

Vancouver is at an inflection point. We face many challenges, some local and others societal. We also have boundless opportunities to reshape our community in ways that make it more equitable, safe, and climate friendly. Vancouver is a city on the rise, within the region and the state. This plan will ensure that we preserve the unique traits that led us all to this place, while we continue to grow and evolve as a community.

This plan reflects the work of a dedicated group of community participants, along with the broader voices of Vancouver and City staff. We believe it to be a true reflection of the diverse perspectives and goals of Vancouver.

As a Council and City leadership, we are committed to ensuring alignment between future policies, programs, and investments and the core values and focus areas of the Strategic Plan. The use of six-year performance measures and long-term community indicators will allow us all to track our community's progress and ensure we're moving in the right direction.

We hope you share our excitement for the Vancouver we are becoming and will join us in ensuring the values we have created are realized.

Mayor Anne McEnerny-Ogle Mayor
Pro Tem Ty Stober Councilmember
Sarah J. Fox Councilmember Bart
Hansen Councilmember Kim D.
Harless Councilmember Erik Paulsen
Councilmember Diana H. Perez City
Manager Eric Holmes

Acknowledgments

Recognition of the residents who this plan reflects and serves. Vancouver City

Council and Mayor

- Mayor Anne McEnerny-Ogle
- Mayor Pro Tem Ty Stober
- Councilmember Sarah J. Fox
- Councilmember Bart Hansen
- Councilmember Kim D. Harless
- Councilmember Erik Paulsen
- Councilmember Diana H. Perez
- Mayor Pro Tem Linda Glover (former Councilmember 2017-2021)
- Councilmember Laurie Lebowsky (former Councilmember 2018-2021)

Thank you to City staff for your participation in the planning process and contributions to the Strategic Plan.

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Table of Contents

Introduction 1

Core Values 2

Vancouver Profile 6

Strategic Planning Process 7

Focus Areas 10

Next Steps 56

GWYNN
19

Introduction

The 2023 Strategic Plan lays out City priorities for the next six years, through 2029, for current and future city limits. The Plan is built on core values and focus areas affirmed by City Council and work previously completed through A Stronger Vancouver, the 2016 Strategic Plan, and community engagement efforts. Vancouver's Strategic Plan will be used to prioritize and
fund a broad range of services related to transportation, housing, economic development, environmental resources, parks and recreation, culture, governance, and public safety.

How does the Strategic Plan fit into other planning processes?

time

Comprehensive Plan
- Long-term (20 yrs)
- Shared community vision
- Future land use and place based

Master Plans & Frameworks
- Medium-term (5-10 yrs)
- Robust plans and community partnerships
- Topic or location based

Strategic Plan
- Medium-term (3-6 yrs)
- Council's citywide focus areas
- Organizational direction for employees

Biennial Budget, Financial Policies & Operational Plans
- Short-term (1+ yrs)
- Departmental service levels, capital outlays
- 6-year financial forecast, tax/revenue rates

Performance Management Program
- Daily strategic discipline, performance management
- Pathways for improvement and innovation
- Regular reporting to City Council and the community

Why do we need a Strategic Plan?

Vancouver's Strategic Plan helps the City understand what to prioritize and invest in. The Plan reminds City Council and staff of what's important to the community and reflects the city's values, hopes, and dreams for the future.

Core Values

In 2021, City Council identified five core values for Vancouver: livability, equity and inclusion, innovation, sustainability and resiliency, and community trust and relationships. The core values guide a vision for engaging with the public and help re-imagine City structures, practices, and policies.

Livability

Livability is about supply and access to basic necessities, quality of life, requirements and experiences that everyone in Vancouver expects. Livability means that every resident and cultural group can live in the community with a sense of belonging and pride while maintaining their own values, beliefs, and identities.

Gap statement – opportunities for improvement

Not all Vancouver residents and cultural groups experience the same level of livability. Bias and negative experiences of communities of color, people with disabilities, and other historically disadvantaged communities create a lack of connection between communities. Some groups are forced to alter or hide their beliefs, identities, or values. Many residents struggle with housing instability and a lack of safe affordable housing. Other residents lack adequate access to physical, mental or behavioral health resources. Some communities experience elevated crime rates, including violence. Investments in public safety have disparate impacts across communities.

A livable Vancouver means:

- ✓ Access to clean and safe housing that is affordable for all socioeconomic statuses
- ✓ Clean public spaces, sidewalks, and streets
- ✓ Being safe and feeling comfortable in public spaces and places
- ✓ Not exposed to crime, violence, or discrimination
- ✓ Public spaces that feel welcoming to people of all ages and abilities
- ✓ Abundant opportunity to access and engage in core community resources including natural resources, transportation, health care, education, cultural experiences, and art
- ✓ Fair, transparent, and inclusive processes for economic improvement opportunities
- ✓ Ensuring accessible, inclusive, and sustainable access to resources and opportunities for those with disabilities
- ✓ A city that nurtures and values people of all ages, nationality, socioeconomic status, sexual orientation, gender identity, race, and religion
- ✓ Education-to-employment support for youth, especially those with barriers to employment
- ✓ A city that is free of groups that promote hate and violence

Sustainability and Resiliency

A sustainable and resilient Vancouver values long- term solutions, and includes crisis management for economic, environmental, and social issues. It seeks to build structures to last in harmony with nature and ensures environmental justice for all Vancouver communities so that everyone can live in a safe, healthy environment. Communities benefit from high quality infrastructure, robust communications, and an emergency response system that helps everyone in the city prepare, respond, and recover from natural disasters and economic harms in a new and better way.

A sustainable Vancouver means:

- ✓ Protecting water, reducing greenhouse gas emissions, maintaining tree canopies, ecosystem services, and biodiversity
- ✓ Crisis management regarding economic, environment and social issues
- ✓ Increasing nature-based solutions
- ✓ Integrated and interacting plans, processes, and systems
- ✓ Using a proactive and goal-oriented approach
- ✓ Handling an influx of visitors while minimizing impacts to everyday routines
- ✓ Building codes and land-use planning that ensures integrity of infrastructure
- ✓ Learning from past experiences and taking in new information

Gap statement – opportunities for improvement

The City has a role in supporting understanding about sustainability and environmental initiatives to combat some of what gets in the way, including misinformation and uncertainty about the roles individual and the jurisdiction play when responding to challenges. While difficult to operate through change and disruption, the City needs to build more community support, be willing to own and acknowledge existing and future issues and allocate funding to programs and initiatives that respond to emergencies and meet the needs of the future.

Innovation

An innovative Vancouver is one that invites and encourages creative thinking. This means calculating risk and finding solutions that promote well-being and improve lives. Innovation can show up in technological solutions, programs, infrastructure investments, climate change, and business approaches that ensure Vancouver is a desirable place to open a new business and to bring new jobs to the region.

An innovative Vancouver means:

- ✓ Finding new methods and solutions to old problems
- ✓ Using creative problem solving to fulfill needs
- ✓ Adapting to change
- ✓ Actively pursuing new opportunities
- ✓ Inviting creative communities to thrive
- ✓ Committing to collaboration
- ✓ Collecting, processing, and analyzing data, then acting on insights

Gap statement – opportunities for improvement

Vancouver continues to be a city at a crossroads. Addressing challenges such as climate change, housing and inequality will require us to be bold and work together. We must be willing to confront and work though common barriers to innovation, such as rigid procedures and processes, political polarization, resistance to change and satisfaction with the status quo. Being an innovative city means creatively investing financial resources to solve the challenges of the day and to set a vision for the future.

Equity and Inclusion

An equitable and inclusive Vancouver is one where everyone feels a sense of belonging and can feel safe expressing their beliefs and values. It is a community that provides access to opportunities, so everyone has the chance to reach their full potential. A Vancouver where other perspectives are heard with compassion and an open mind, that celebrates and recognizes diverse people, activities, and cultures. Ultimately, it means that every culture feels respected, and the elements of livability are accessible to all regardless of age, race, color, national origin, ethnicity, creed, religious opinions or affiliations, sexual orientation, gender identity/expression, pregnancy, marital status, family status, mental or physical disability, military status, status as a veteran or any other protected status under applicable law. It means everyone has equal opportunities because the City is investing in and valuing outcomes for everyone.

An equitable Vancouver means:

- ✓ Fair, transparent, and inclusive processes for economic improvement opportunities
- ✓ Ensuring accessible, inclusive, and sustainable access to resources and opportunities for those with disabilities
- ✓ Nurturing and valuing people of all ages, nationalities, socioeconomic status, sexual orientation, gender identity, race, and religion

On December 2, 2024, Council approved Resolution M-4313 adopting the following equity and inclusion vision statement: The Vancouver City Council is dedicated to creating an environment where individuals can live with dignity and opportunity and contribute to the health and vibrancy of the city. The Council actively works to ensure the safety and well-being of its residents, both physically and mentally and strives to make all aspects of living in the city attainable. In addition, the Council strives for community members to be able to express their true selves and feel a solid connection to the city.

Gap statement – opportunities for improvement

This vision is not the current reality for many of Vancouver's communities. Class disparities exist where those with wealth and resources have what they need, and many others lack access to basic needs, including housing, health care, and transportation. These communities carry the burden of poverty because of systemic racism and classism, and feel unwelcome, unappreciated, undervalued, and unsafe. Equity and inclusion demand that the City account for differential impacts to Vancouver's community members and eliminate barriers for communities of color, religious minorities, people with disabilities, LGBTQIA+ communities, and other disadvantaged communities.

Trust and Relationships

A trusting community is reflected by transparent decision-making processes, open communication between the government and the community, and a broadly shared belief that decisions are intended to enhance livability, equity, and the resilience of the entire community. There is a belief that the government is representative of all communities. Vancouver communities believe that building trust leads to an engaged community of government, business, and residents that actively support and participate in carrying out City initiatives.

Gap statement – opportunities for improvement

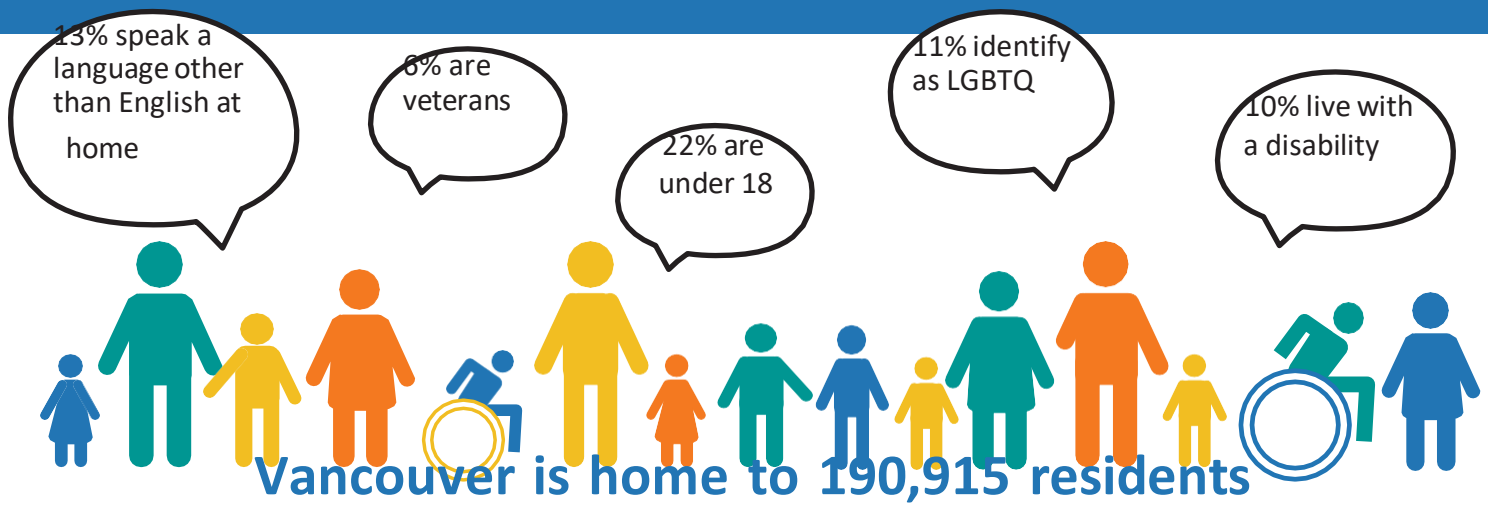
Trust in policing and law enforcement is critical to community trust and safety. In Vancouver, crime, and fear of crime in communities, erodes trust in law enforcement and government in general. Vancouver's vision is to have a city where residents and officials have trusting relationships. Increasing trust requires us to build, repair and maintain relationships. It requires ongoing collaboration and inclusive political processes, which consider the needs of the entire community. Investments in trust building will enable us to work together more effectively and to deliver improvements that will benefit all community members.

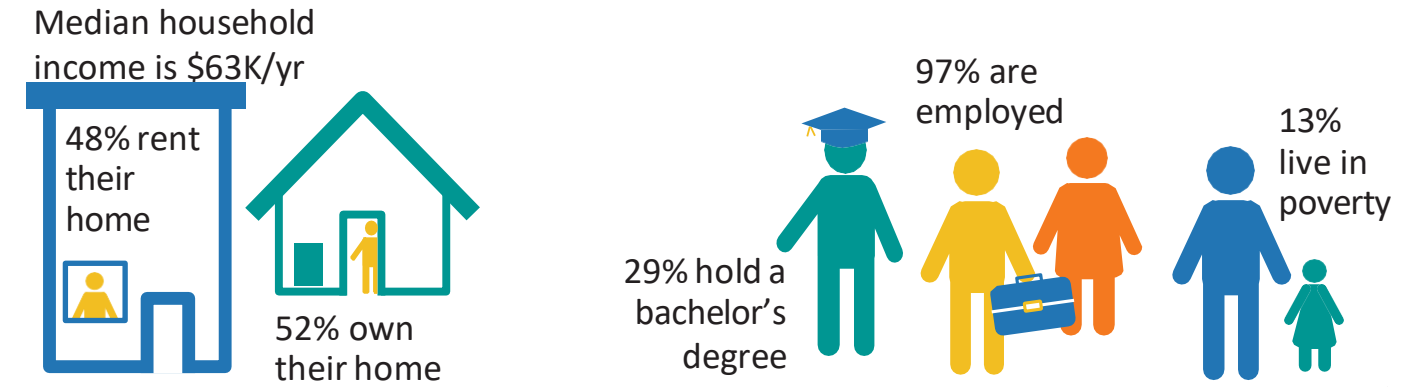
A trusting Vancouver means:

- ✓ Strong partnerships and community engagement
- ✓ City leaders who follow through on actions, policies, and commitments
- ✓ Equitable treatment in City processes and equity in outcomes
- ✓ Communities that treat each other in ways they want to be treated
- ✓ A government that demonstrates openness and provides accurate and unambiguous information
- ✓ Respect for common spaces
- ✓ A government that ensures adequate representation in decision making and minimizes barriers to engagement
- ✓ Successful interactions in challenging circumstances
- ✓ Humility, fairness, openness, kindness, and honesty is demonstrated between communities and between communities and government
- ✓ Frequent and intentional interaction from City leaders

Vancouver Profile

Located between the Pacific Ocean and the Cascade Mountains, on the north bank of the Columbia River, Vancouver is known for its natural beauty and high quality of life. Prior to the establishment of the Hudson's Bay Company post in 1824, the area was occupied by many Native Americans, including Chinook, Cowlitz, and Klickitat tribes.[1] The City of Vancouver was incorporated in 1857 and grew to Washington's fourth largest city, with a ~~2022~~ 2020 population of ~~197,600~~190,915 and a service area for sewer, water, fire, and EMS that encompasses more than 290,000.[2,3,4]





1National Park Service. N.D. Vancouver National Historic Reserve Cultural Landscape Report. http://npshistory.com/publications/fova/clr.pdf

2 John Caldbick. 2009. Washington Territorial Legislature incorporates the City of Vancouver on January 23, 1857. HistoryLink.org. https://www.historylink.org/File/9115.

3 U.S. Census Bureau, 2020 Census of Population and Housing, updated every 10 years. Decennial Census by Decades

4 Office of Financial Management. April 1 Official Population Estimates. https://tinyurl.com/mt73ck28

Strategic Planning Process

The City of Vancouver is committed to developing a Strategic Plan that aligns with community values and hopes for the future. From 2020 to 2023, the project team attended Council workshops and retreats, conducted interviews with community-based organizations and partners, convened a 16-person advisory committee, and engaged the public through the visioning process to learn about priorities for the future. The project team also worked closely with City staff to ensure that the proposed strategic outcomes and metrics are realistic and align with other planning efforts.

Vancouver City Council

The project team met with City Council throughout the process to provide updates on the Strategic Plan Advisory Committee and Strategic Plan.

- March 2020 – Council workshop
- January 2021 – Council retreat
- April 2021 – Council workshop
- February 2022 – Council retreat
- February 2022 – Council workshop
- April 2022 – Council memo
- April 2023 – Council meeting
- May 2023 – Council workshop

Interviews with Interested Parties

The project team conducted 15 interviews with internal and external stakeholders between December 2021 and January 2022. Interviews focused on understanding of the Strategic Plan and desired outcomes for the Strategic Plan update.

Vancouver's Strategic Plan Advisory Committee

The Strategic Plan Advisory Committee (SPAC) was convened to:

- Support community outreach and listening.
- Improve communications between a diversity of community members and the City.
- Identify and reflect on community needs, concerns, and opportunities.
- Guide how the Strategic Plan will collect data and measure progress towards goals.

Committee members met throughout 2022 and 2023 in large and small groups to define the core values and focus areas, and to provide input on metrics for the Strategic Plan.

Committee members reflected on the process during a Vancouver City Council meeting in May 2023.

Public Engagement

During 2022, City staff engaged the Vancouver community across a wide range of projects, programs, and initiatives related to the Strategic Plan. These efforts have involved:

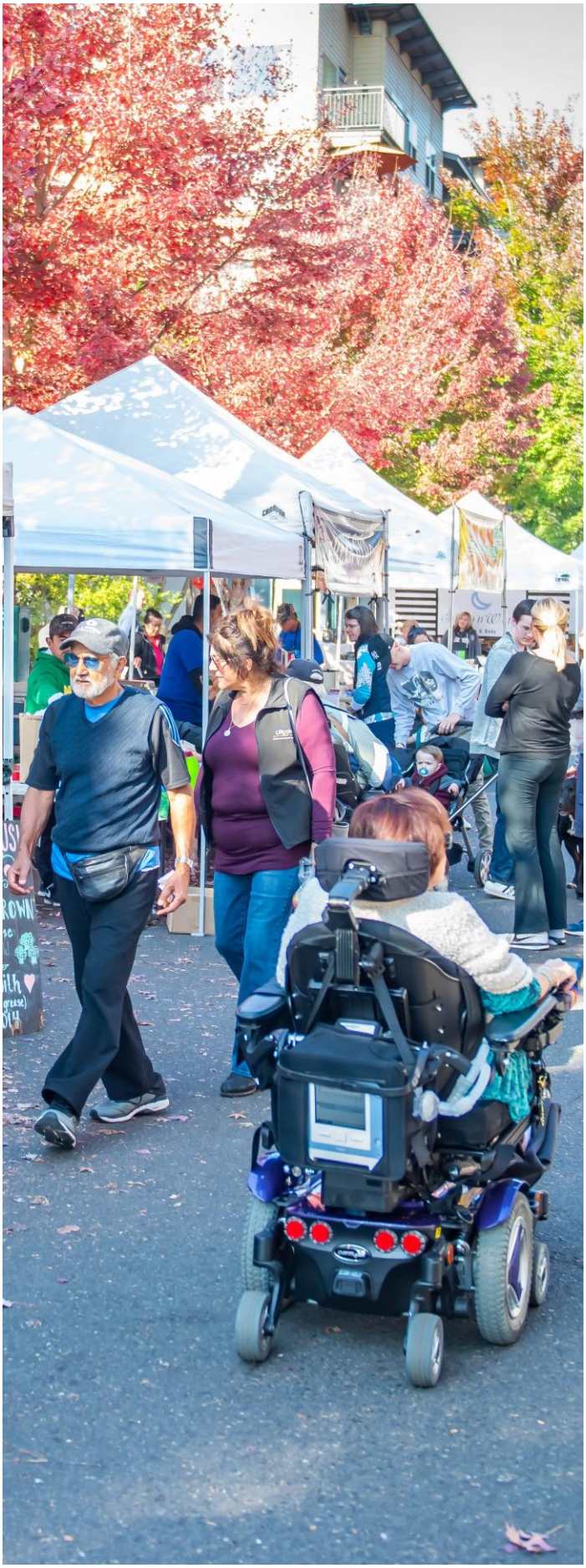
- Housing
- Affordable Housing Fund
- Affordable Housing Levy
- Safe Stay Community Sites #2 and #3
- Short-Term Rentals
- Redevelopment
- Waterfront Gateway
- The Heights District
- Main Street Promise
- Transportation
- Complete Streets Projects
- Fort Vancouver Way/ Fourth Plain Blvd.
- McGillivray Blvd.
- Transportation System Plan
- Climate and Environment
- Climate Action Framework
- Parks Development Projects
- Ida Bell Jones Park
- Raymond Shaffer Park
- Oakbrook Park
- Public Safety
- Police Chief Recruitment
- Opportunities for Broader Policy Direction
- City Council Community Forums
- Biennial Budget
- Biennial Community Survey
- Future of Neighborhoods Initiative

Since June 2022, City staff have also engaged more than 1,015 community members in visioning conversations to learn about community needs and hopes for the future.
These conversations have included one- on-one meetings, tabling and intercept interviews at community events, and small group dialogues over the course of three City Council Community Forums — community conversations that each have brought together 40 and 80 community members to share their input directly with councilmembers.

City staff completed a systematic review of the engagement efforts listed above, noting themes that have appeared consistently across visioning conversations and other projects. Care was taken to improve the accuracy of analysis by triangulating across multiple data sources, multiple methodologies (qualitative and quantitative), and multiple researchers (different staff and project teams). To help inform the Strategic Plan, the resulting summary included major themes organized by focus area. City staff and members of the Committee used this work to ensure the Strategic Plan reflects a greater understanding of community needs, challenges and hopes for the future. Engagement results also helped inform language and examples used throughout the Strategic Plan, including descriptions of core values, focus areas, and community indicators and performance measures.

Technical Engagement

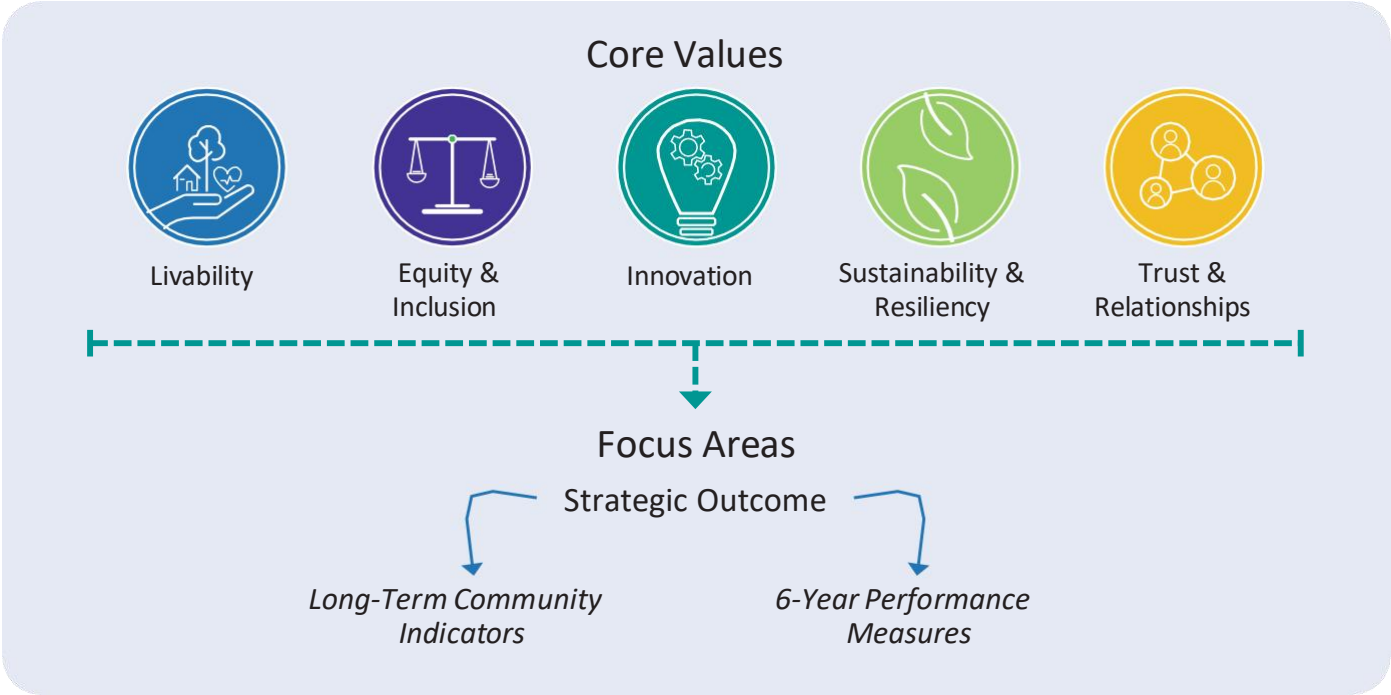
City staff were engaged throughout the Strategic Plan process to provide input on focus areas and to refine community indicators and performance measures. In addition to the six-year horizon of the Strategic Plan, City staff worked within the two-year budgeting cycle and, in many cases, a 10-20 year comprehensive plan. These different planning horizons help guide the work and funding of the City.



Focus Areas

The following focus areas, strategic outcomes, community indicators and performance measures set a path forward for the city. These elements will be used to set citywide priorities and measure progress over time.

Focus Areas Structure and Navigation



How to navigate this section

Community indicators are blue and include a metric, definition, data source, and why it matters. Performance measures are green and include a goal, metric, target (optional), definition, data source, and why it matters.

indicators and measures are organized with labels to help the City track data (TM=transportation & mobility, CI=community indicator)

TM.CI.1 Mode Split

How Vancouverites get around...1

Why it matters

Mode split can be a strong indicator for how safe and accessible...

Goal: To improve the safety of our transportation and mobility systems...

metric

TM.PM.1 Miles of complete streets...

Target: To increase the number of miles of complete streets.

Measures the quantity of lane miles...3

definition

Definition of Terms	
Focus Area	Identified topic of priority for the city.
Strategic Outcome	Defines the state we are trying to achieve.
Long-term Community Indicator	At-a-glance view of the major aspects of community condition, tracks trends over time but may not be directly connected to specific City services.
Six-year Priority Performance Measures (goal statements and metrics)	A department or program level measurement aligned with a focus area. Measures the City's contribution (through its programs and policies) towards achieving the strategic outcome.
Goal Statement	What will be accomplished in the next six years to support the strategic outcome.
Metrics	Associated with a goal statement so that progress towards the goal can be quantified. Includes the context of a target, defines what is being measured, identifies the data source, and describes why it matters.
Types of Measures	Measures are included to have a complete picture of complex issues and services. • Results/effectiveness – the change in either the quality of life or behavior of a population or place. • Service experience – the level of satisfaction with a City program/activity experience. • Efficiency – the unit of performance/output achieved per unit of input ($). • Output – the amount of products/services delivered to or received by customers of a City program/activity.
External Factors and Emerging Issues	As identified by staff and Strategic Plan Advisory Committee members.
Related Plans	List of existing city plans that are related to the focus area.

Focus Areas Table of Contents

12 Transportation and Mobility

17 Economic Opportunity

24 Housing and Human Needs

32 Vibrant and Distinct Neighborhoods

36 Culture and Heritage

40 Safe and Prepared Community

44 Climate and Natural Systems

51 High Performing Government

Transportation and Mobility

Strategic Outcomes - What are we trying to achieve?

Vancouver has a safe, future-ready and convenient transportation system that offers affordable and climate-friendly options for people to get where they need to be. All community members can walk, roll, bike, drive, and take transit to reach their destination. Vancouver considers the needs of different communities when designing transportation infrastructure and prioritizes equity. Vancouver's transportation network supports the local and regional economy and facilitates the movement of goods in addition to people.

Community Indicators

- TM.CI.1 Mode Split
- TM.CI.2 Transportation User Experience
- TM.CI.3 Transportation Fatalities & Serious Injuries

Performance Measures

- TM.PM.1 Miles of Complete Streets
- TM.PM.2 Number of Collisions TM.PM.3 ~~Miles of Improved Facilities~~Paved trails and paths
- TM.PM.4 Percentage of Residents Near Transit Facilities
- TM.PM.5 ~~Percentage Increase of Downtown Parking Users~~Availability and use of infrastructure to access downtown
- TM.PM.6 Parking demand program

Core Values

Livability

Equity & Inclusion

Sustainability & Resiliency

Long-Term Community Indicators

TM.CI.1 Mode split

The breakdown of how Vancouverites get around, typically representing the percentage of travelers using a particular type of transportation (walk, bike, public transit, etc.).5

Why it matters

Mode split can be a strong indicator for how safe and accessible non-drive alone transportation options are for community members. Increased shares of people walking, bicycling, and using transit translates to fewer greenhouse gas emissions, cleaner air, safer roadways, and decreased capital and maintenance costs for the City. Research has shown that having options other than driving alone can also save families money on their transportation costs, have positive health outcomes by increasing activity rates, and improve personal mobility and freedom for those who are unable or choose not to drive.

TM.CI.2 Transportation user experience

The level of satisfaction based on users of the transportation system in Vancouver.6

Why it matters

Understanding public sentiment about using the transportation system to move around the community can provide insight into what is working well, and where gaps exist and improvements are needed.

TM.CI.3 Transportation fatalities and serious injuries

The number of fatal and serious injuries (including vehicles, bikes, pedestrians, transit) by year on all roads within Vancouver per 10,000 residents.7

Why it matters

This is a standard metric commonly used to inform transportation and road safety policy and planning, and aligns with the Washington State Department of Transportation's Strategic Highway Safety Plan. This allows the City to identify the most dangerous roadways and intersections in the city and prioritize investments to address safety issues.

5 US Census Bureau, American Community Survey
6 Periodic, statistically valid community survey
7 Washington State Department of Transportation (WSDOT)

6-Year Priority Performance Measures

Goal: To improve the safety of our transportation and mobility systems for all residents, workers and visitors. The City's Public Works Department will work in partnership with the Community Development Department to increase the number of miles of complete streets.

TM.PM.1 Miles of complete streets/mobility lanes/sidewalks and number of Americans with Disabilities Act (ADA) compliant curb ramps/audible pedestrian signal (APS) conversions

Target: To increase the number of miles of complete streets.

Measures the quantity of lane miles in Vancouver that are ~~"complete streets" (~~a roadway ~~that~~ provid~~es~~ing safe and comfortable facilities for all transportation users~~) compared to roadways that~~ rather than only ~~feature~~ automobile ~~lanes~~facilities. These roadways are known as a "complete street".8

Why it matters

Providing complete streets ensures safety and accessibility for all travelers no matter how they choose to travel. It lowers barriers to choosing active transportation modes like walking and bicycling, which lowers emissions and creates savings for individuals and the City in the form of street maintenance.

Goal: To monitor the safety effectiveness of alternative transportation systems, the City of Vancouver will measure the number of collisions both citywide and in areas with updated designs.

TM.PM.2 Number of collisions. Number of collisions between vehicles and vulnerable users (pedestrians and bicyclists)

Target: Reduce the number of collisions that occur between vehicles and pedestrians/cyclists.

The count of collisions within the city limits between vehicles and vulnerable users where vulnerable users include bicyclists, pedestrians, and other small-mobility users etc.9

Why it matters

The number of collisions can indicate a safety design opportunity/risk. Collisions may result in injuries, property damage, and increased costs to individuals and the City.

8 City of Vancouver Public Works Department (GIS)

9 Washington State Department of Transportation (WSDOT)

Goal: To support multiple convenient transportation options (community members have choices for transportation) and connections in all of Vancouver's neighborhoods, the Public Works Department will maintain and increase the miles of improved ~~existing~~ non-motorized ~~facilities~~trails and paths.

TM.PM.3 Paved trails and paths~~Miles of improved existing non-motorized facilities~~Paved trail and path management and development

A count of the linear miles of paved trails or multi-use paths for walking/biking/rolling~~, and natural trails in parks,~~ that received maintenance or upgrades to safety standards/design during the reporting period or were added to the city's trail system.10

Why it matters

Well-maintained ~~Off~~off-road trails and multi-use paths provide low-barrier, all ages and abilities facilities for transportation and recreation options, and improve access to opportunities for public health and wellbeing.

Goal: To facilitate transit usage, the City will increase the number of neighborhoods designed to allow safe, non-motorized travel by residents to transit facilities.

TM.PM.4 Percentage of residents living within a 15-minute walk or bike to transit facilities*

The portion of residents (in single family and multifamily homes) that can get to a public transit facility within 15 minutes by foot or by bike.11

Why it matters

Creating safe access by foot, bike, or other small mobility device to bus stops lowers the barriers to using transit and improves accessibility for all ages and abilities. Low-barrier access to transit provides affordable, reliable, and clean transportation options to help Vancouver residents meet their daily needs.

10 City of Vancouver Community Development Department and Public Works Department
11Vancouver City Staff, C-Tran

Goal: ~~To facilitate diverse transportation options,~~ Develop a transportation system that supports and facilitates access to downtown (specifically areas where parking is managed~~enforced~~) via methods that do not involve the need to park an automobile.

City Transportation Planning and Parking Services teams will implement ~~a new~~ Downtown Parking and Transportation System Plans ~~emphasizing and increasing mode split utilization by those who live, work and/or recreate in downtown enforcement zones~~to actively support investment in existing and new options for people to ~~adopt car-free behaviors to~~ get to and around downtown without a vehicle, or to park once and move about downtown using other modes. ~~and reduce barriers for people transitioning to car-free mobility.~~

TM.PM.5 Availablility and use of infrastructure to access downtown.~~Percentage increase of downtown parking users that u~~Use Availability and use of infrastructure and programs that support non-drive alone travel modes ~~of alternative modes~~ ~~of~~ to access ~~in~~ downtown ~~parking enforcement zonesareas~~

The ~~enable~~ count of pedestrians and bicycles on Columbia Street since the completion of the complete street project. The count of bike racks installed in the downtown area between 2023 and 2029. The count of audible pedestrian signals in downtown. C-Tran ridership and downtown bus stop utilization. Participation in Commute Trip Reduction for employees in downtown. ~~people to number of individuals who live, work and/or recreate in downtown parking enforcement zones who walk, bike, use public transit or other modes of non-automobile transportation~~~~parking enforcement areas as compared to individuals who drive~~.12

Why it matters

Encouraging multiple mode access to downtown ~~parking enforcement zones~~ increases the share of individuals walking, bicycling and using public transit, decreasing greenhouse gas emissions and promoting a rotating flow of customers to local businesses unconstrained by parking availability.

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

TM.PM.6 Parking demand program. Number of agreements with private parking owners and increase in parking utilization by commuters, patrons and special event attendees.

The count of agreements between the city and parking lot owners in the parking enforcement zone and the associated parking capacity.

Why it matters

While the growth in people living and working downtown has made Vancouver a more vibrant and livable community, we recognize that the options for people to access and move around our city center must adapt to facilitate this growth. Central to this effort is a new approach to the City's management of its existing parking assets.

12 US Census Bureau – American Community Survey and City Parking Services occupancy, permit and metered parking utilization data

**Shared with Housing and Human Needs and Vibrant and Distinct Neighborhoods*

External Factors and Emerging Issues

- How might we adjust City funding and staffing to achieve these goals?
- How might we effectively collaborate with agencies, organizations, and the Vancouver community around mobility decision-making?
- How might we lower the risk of travel-related injury and protect and promote public health?
- How might we conduct public outreach and collaboration with all transportation users to discuss prioritization and trade-offs?
- How might we ensure residents' needs are met within 15-minute neighborhoods?
- How might we prepare for and lead in leveraging rapidly evolving technology in transportation?

Existing City Plans and Initiatives Related to Transportation and Mobility

- Transportation System Plan (20-year horizon)
- Transportation Improvement Program (6-year horizon)
- Climate Action Framework

Economic Opportunity

Strategic Outcomes - What are we trying to achieve?

Vancouver is a place where a wide variety of businesses of all sizes, from young startups to established enterprises, grow and thrive. A host of education and training opportunities bring prosperity to those who live here and provide a skilled workforce for companies.

Community Indicators

EO.CI.1 Median Household Income
EO.CI.2 Per Capita Income
EO.CI.3 Business Diversity
EO.CI.4 Job Creation EO.CI.5 Unemployment
EO.CI.6 Education Attainment EO.CI.7 Pre-K Enrollment
EO.CI.8 Workforce Readiness ~~Survey~~

Performance Measures

EO.PM.1 Number of New Business Licenses
EO.PM.2 Equity Index Score
EO.PM.3 Businesses Older Than Two Years
EO.PM.4 Living Wage Jobs in Vancouver
EO.PM.5 ~~Equity Impact Analysis Reports~~Equitable development strategy
~~EO.PM.6 Business Retention~~
EO.PM.~~7~~ 6 Engagement by Visitors and Locals
~~EO.PM.8 Program Enrollment Rate~~
~~EO.PM.9 Completion Rate~~
~~EO.PM.10 Apprenticeship Placement Rate~~
~~EO.PM.11 Employment Rate~~
~~EO.PM.12 Participant Income Growth~~

Core Values

Livability
Equity & Inclusion
Innovation

Long-Term Community Indicators

EO.CI.1 Median household income

The middle point of the range of household income levels in Vancouver compared to the broader metropolitan region. Disaggregated by race/-ethnicity, gender, and age demographics where available.13

Why it matters

Provides information about the financial resources available to households broken down into different community groups.

EO.CI.2 Per capita income

Mean money income received in the past 12 months computed for every person in a geographic area. Disaggregated by race/ethnicity, gender, and age demographics where available.14

Why it matters

Life satisfaction is strongly correlated with per capita income. This is particularly true among disadvantaged countries, regions, and communities, because income gains in these places are associated with the greatest increases in life satisfaction.

EO.CI.3 Business diversity

An assessment of the local businesses in our community considering sector, ownership, and size as determined by number of employees, ~~. W~~women and minority-owned businesses~~, green economy, and Columbia River Economic Development Council (CREDC) target sectors~~.15

Why it matters

Having a diversity of businesses and industries may help contribute to a healthy and resilient local economy. Understanding the types of businesses and industries and any disparities may provide information for improving equity and diversity.

EO.CI.4 Job creation

The number of new jobs created in Vancouver.16

Why it matters

An indicator of the health of the local economy, job creation means businesses are hiring.

13 Department of Commerce, US Census data
14 Department of Commerce, US Census data – American Community Survey
15 US Census Data, Annual Business Survey
16 Bureau of Labor and Statistics (Portland/Hillsboro/Vancouver)

EO.CI.5 Unemployment

The share of the labor force without a job. Disaggregated by race/ethnicity, gender, and age demographics where available.17

Why it matters

An indicator of the health of the local economy.

EO.CI.6 Education attainment

The number of residents with high school, associate, and four-year college degrees broken down by race, ethnicity, gender, and income, expressed as a percentage of all residents 25 and older in a region. Disaggregated by race/ethnicity, gender, special education, English language learners, low-income.18

Why it matters

Researchers correlate higher levels of educational attainment with better economic prospects. Earnings increase with higher levels of education. A person's earning power compounds, rather than merely increases, with higher levels of educational attainment. However, the benefits of higher levels of education do not accrue evenly. White and Asian individuals receive greater economic benefit from education compared to Black and Hispanic individuals. In addition, for White and Asian individuals, education has a protective effect on wealth during times of recession while this benefit is absent for Black and Hispanic individuals for equal education.

EO.CI.7 Pre-K enrollment

Total count of children ages 3 to 4 enrolling in public or private preschool.19

Why it matters

Preschool attendance is associated with higher reading and math skills compared to non-preschool enrollment. Some studies show preschool enrollment can facilitate labor force participation and increase educational attainment for parents.

EO.CI.8 Workforce readiness ~~survey~~

Number and types of businesses reporting that they are able to find qualified job applicants locally.20

Why it matters

In addition to having job opportunities, our community must have a workforce that is prepared to fill those jobs.

17 Bureau of Labor and Statistics (Portland/Hillsboro/Vancouver)
18 US Census Bureau American Community Survey
19 US Census Bureau
20 ~~Community survey~~Survey of community businesses3

6-Year Priority Performance Measures

Goal: Create opportunities for generational wealth, especially for underserved communities, by strengthening support for small businesses. ~~*To ensure that the Vancouver economy is continuing to grow, the City will provide support and assistance to businesses in areas of the city that have high equity index scores.*~~

EO.PM.1 Number of new business licenses

The number of business licenses issued to new businesses within one calendar year in a census tract with a high equity index score.21

Why it matters

The number of new businesses is related to potential employment opportunities for people in our community. Providing opportunities for employment in census tracts that have a high equity index score prioritizes areas of the city with higher risk.

EO.PM.2 Equity index score

An equity index score has been calculated for each census tract in the city, which have been categorized as very low to very high. Generally, a census tract with a high or very high equity index includes communities that have a larger proportion of the population who are people of color, renters, ages 65+, households with children, a smaller proportion with a bachelor's degree or higher, and a lower median family income.22

Why it matters

Knowing the equity index scores for census tracts across the city allows investments to be made where they can have the largest impact on addressing inequity and the biggest improvement in factors that impact life outcomes.

~~*Goal: To ensure the Vancouver economy remains strong, the City will help existing businesses navigate identified barriers to success by implementing programs to help them through startup.*~~

EO.PM.3 Number of businesses older than two years

The number of businesses that have maintained a business license for more than two years.23

Why it matters

For our economy to thrive, we need to attract and retain businesses. The first few years of startup can be pivotal for the success of a business.

21 State Department of Licensing and City of Vancouver data
22 5-year American Community Survey Estimates by the US Census Bureau
23 State Department of Licensing, City of Vancouver data

Goal: ~~To increase the number of living wage jobs, the City will work with partner agencies to recruit five new businesses by 2029.~~Establish pathways to accessible quality jobs and reduce barriers to economic opportunity.

EO.PM.4 Living wage jobs in Vancouver. Number of living wage jobs in Vancouver

Living wage is considered the minimum employment earnings necessary to meet a family's basic needs while maintaining self-sufficiency.24

Why it matters

So that all working people and their families can afford basic necessities, ~~without governmental assistance.~~ developing a supportive and collaborative community with a shared interest and strong commitment to uplifting people.

Goal: ~~To s~~Support equitable development planning for City-managed development and redevelopment projects~~, the City will conduct feasibility analyses and equity impact analyses for City development projects~~.

EO.PM.5 Equitable development strategy. Alignment of City redevelopment projects with equitable development goals and outcomes~~Equity impact analysis (EIA) reports completed for 80% of City projects that meet the scope and size to require evaluation~~.

~~EIA evaluates the feasibility and impact of different development strategies. The analysis considers the impact of factors such as land use, development type, development incentives, parking approach and public benefit.25~~100% of City redevelopment projects utilize the tools and approaches outlined in the City's Equitable Development Strategy and post completion of projects an analysis is performed to measure whether desired goals and outcomes were achieved.

Why it matters

~~EIA determines how t~~The City's Equitable ~~d~~Development Strategy outlines tools and approaches to ensure that benefits from redevelopment projects (housing and commercial) benefit local residents and underserved communities, with a particular emphasis on guarding against displacement pressures. ~~plans for specific projects can support diverse populations and create economic opportunities for all City residents. Analysis will focus on business needs, housing, and how to reduce displacement, while creating a high level of accessibility for new development~~.

24 Census data and Massachusetts Institute of Technology's Living Wage Calculator

~~25 Completed EDIA's for development projects~~

~~26 Business License data, Washington Secretary of State Office and City of Vancouver Financial Services~~

~~*Goal: To support business retention efforts during large-scale construction projects such as Main Street Streetscape, Interstate Bridge Replacement, and other projects.*~~

~~**EO.PM.6 Percentage of businesses that are open at the start of the project through completion, relative to typical business closure rates**~~

~~The percentages that stay open and maintain their business during the duration and completion of long-term construction projects.26~~

Why it matters

~~Supporting existing business to reduce the disruption to their operations due to City infrastructure projects demonstrates the importance of local businesses to our community. City staff stewardship will protect the best interests of our residents and businesses.~~

Goal: Support Visit Vancouver's Destination Master Plan implementation to increase visitation and local placemaking efforts.

EO.PM.~~7~~6 Engagement by visitors and locals

The number of visits to ~~downtown~~ Vancouver based on hotel utilization, ~~community events~~ hosted events and festivals, and other tourism-~~based~~ specific ~~revenues~~data.~~27~~25

Why it matters

~~Expanding events~~ Events, festivals, and cultural programs and facilities help to create~~s~~ a sense of community for residents and visitors, ~~to enjoy~~ and ~~adds resources and revenue that benefits everyone~~have the potential to generate economic impact for Vancouver-based small businesses.

2~~7~~5 JLARC reporting, STR reports (hotel ~~utilization~~demand), lodging tax and sales tax revenues.
~~28,29,30 Program data collection~~

Goal: To achieve successful placements in apprenticeship programs and sustainable employment outcomes for individuals experiencing homelessness, the City will implement and manage a pre- apprenticeship program.

EO.PM.8 Program enrollment rate

The number or percentage of eligible individuals experiencing homelessness who enroll in the pre-apprenticeship program.28

Why it matters

Enrollment rate reflects the program's ability to attract/serve the target population.

EO.PM.9 Completion rate

Percentage of participants who successfully complete the program.29

Why it matters

Assesses the program's effectiveness and ability to retain participants.

EO.PM.10 Apprenticeship placement rate

Percentage of graduates who secure placements in apprenticeship programs.30

Why it matters

Transitions to apprenticeships increases education/training, likelihood of long- term career opportunities, and potential earning power.

~~EO.PM.11 Employment rate~~

~~Percentage of program participants who secure sustainable employment, whether through apprenticeships or other stable employment opportunities.31~~

Why it matters

~~Reflects the program's effectiveness in facilitating job placement and long-term economic stability for participants. Effective worker training and job placement for participants also increases the trained workforce available to existing and prospective employers/businesses.~~

~~EO.PM.12 Participant income growth~~

~~Average income growth among participants and graduates over time.32~~

Why it matters

~~Assesses the impact of the program in providing supportive employment services/training and improving/increasing participants' earning potential and long-term financial well-being. Greater earning potential leads to greater self- sufficiency for participants.~~

External Factors and Emerging Issues

- How might we ensure that all residents experience economic mobility?
- How might we maintain a resilient economy by supporting small businesses and skilled workforce that provides equitable opportunities for people and businesses?

Existing City Plans and Initiatives Related to Economic Opportunity

- Our Vancouver - Comprehensive Plan 2045
- Columbia River Economic Development Council 5 Year Regional Economic Development Plan
- 2019-2023 Consolidated Housing and Community Development Plan

~~31 Program data collection, participant surveys/exit interviews, employment partner surveys~~
~~32 Program data collection, participant surveys/interviews, HMIS~~

Housing and Human Needs

Strategic Outcomes - What are we trying to achieve?

Vancouver meets basic needs and partners with organizations to support its communities. All communities have access to safe and affordable housing, healthcare, food, transportation, education, and dependable access to utilities.

Community Indicators

HH.CI.1 Point-in-Time Count
HH.CI.2 Housing Affordability
HH.CI.3 Rental Affordability
HH.CI.4 Children in Poverty HH.CI.5 Healthy Food Insecurity HH.CI.6 People Living in Poverty

Performance Measures

HH.PM.1 Unsheltered Individuals
HH.PM.2 Occupancy Rate HH.PM.3 Exit Destinations
HH.PM.4 Diversity of Housing Stock HH.PM.5 Number of New Housing Units HH.PM.6 Rental Assistance
HH.PM.7 Annual Utility Rate Adjustments
HH.PM.8 Annual ~~SDC~~ System Development Charge Adjustments HH.PM.9 Reduce City Multiplier HH.PM.10 Utility Service Restoration HH.PM.11 Broadband Internet Access HH.PM.12 ~~Homeless Service Provider~~Community Court

Core Values

Livability

Equity & Inclusion

Long-Term Community Indicators

HH.CI.1 Point-in-time count of individuals experiencing homelessness

A countywide count of people experiencing homelessness held during one day in January each year. Data includes the race/ethnicity and age of individuals living unsheltered, individuals living in shelters, and ~~inidividuals~~ individuals in transitional housing programs.~~33~~26

Why it matters

Homelessness and the many factors (shortage in shelter, affordable housing, inequity in employment/housing/education, generational poverty, untreated mental health, and substance use) that contribute to it are a priority concern based on community survey results.

HH.CI.2 Housing affordability

The Housing Affordability Index (HAI) measures whether a typical family earns enough income to qualify for a mortgage loan on a typical home. A value of 100 means that a family with the median income has exactly enough income to qualify for a mortgage on a median-priced home. For example, a composite HAI of 120 means a family earning the median family income has 120% of the income necessary to qualify for a conventional loan covering 80 percent of a median-priced existing single-family home.34

Why it matters

Median home values are often tracked as an indicator of the wealth of a community. Many municipalities are funded through property tax, which is closely tied to home values. Households that are cost-burdened, characterized as spending 30% or more of household income on housing, are more likely to experience marital dissatisfaction and are less likely to spend money on child enrichment, healthcare, and food. Lack of access to affordable housing can increase commute times (leading to lower quality of life) and higher rates of eviction. Typically, a household's second-largest expenditure, transportation costs, are largely a function of the characteristics of the neighborhood in which a household chooses to live. Opposing trends are at work on housing affordability: lower mortgage costs, lower home values and the health of the market economy all contribute to a higher score.

HH.CI.3 Rental affordability

Renter households spending more than 30% of their income on housing costs and utilities are cost burdened; those spending more than half of their income are severely cost burdened.35

Why it matters

If rental housing is not affordable, people are at risk of becoming homeless.

~~33~~26 Council for the Homeless, Homeless Management Information System5 Department of Commerce, US Census data – American Community Survey

~~34~~27 Federal Reserve Economic Data (FRED)

~~35~~28 HUD Comprehensive Housing Affordability Strategy data

HH.CI.4 Children in poverty

The number of children under 18 living below the federally defined poverty line, expressed as a percentage of all children under 18. Disaggregated by race/ethnicity, special education, English language learners, and low-income.~~36~~29

Why it matters

Childhood poverty is strongly and negatively correlated with children's mental, emotional, and behavioral health and long-term life chances. Children in low socioeconomic status households are less likely to graduate from high school and more likely to experience developmental and academic difficulties.

HH.CI.5 Percentage of residents who are healthy food insecure

Food insecurity is defined by the United States Department of Agriculture as the lack of access, at times, to enough food for an active, healthy life. Disaggregated by race/ethnicity and age.~~37~~30

Why it matters

Food insecurity is associated with numerous adverse social and health outcomes and is increasingly considered a critical public health issue. Key drivers of food insecurity include unemployment, poverty, and income shocks, which can prevent adequate access to food.

HH.CI.6 People living in poverty

The number of people who are earning less than the federal poverty limit.~~38~~31

Why it matters

Poverty is associated with a host of health risks and housing instability. Reducing poverty helps build a stronger middle class and helps grow the economy.

~~36~~29 US Census Bureau
~~37~~30 Feeding America's Mind the Meal Gap
~~38~~31 US Census Bureau

6-Year Priority Performance Measures

Goal: To meet basic needs of individuals experiencing unsheltered homelessness, reduce barriers to accessing existing services, and reduce the number of individuals living unsheltered in our community, the City will increase shelter capacity by establishing additional Safe Stay Communities and Safe Parking options and partner with community organizations/nonprofits to operate sites.

HH.PM.1 Unsheltered individuals

Number of individuals living without shelter and/or on public right-of-way within the city.~~39~~32

Why it matters

Adequate shelter plays a vital role in promoting and maintaining physical and mental health. It reduces exposure to the elements/harsh weather conditions, can prevent illnesses or injuries related to the experience of homelessness, provides dignity and privacy, and facilitates regular access to healthcare and other support services. Having safe and stable shelter creates a foundation for stability, which affords individuals greater mental and physical capacity to improve their lives and transition to a more permanent housing situation, obtain employment and/or participate in education or work training programs, and build community/support networks necessary for long-term stability.

HH.PM.2 Occupancy rate

Percentage of beds/units/parking spaces that are occupied at any given time.~~40~~33

Why it matters

Reflects the demand, need and/or desire for and utilization of Safe Stay/Safe Parking sites.

HH.PM.3 Exit destinations

Where individuals go after leaving the Safe Stay/Safe Parking sites.~~41~~34

Why it matters

Tracking the exit destination (permanent housing, transitional housing, other shelter, family reunification, unsheltered homelessness, etc.) is reflective of the effectiveness/success of the program at facilitating pathways out of homelessness.

~~39~~32 HMIS, annual PIT Count, HART
~~40~~33 HMIS
~~41~~34 HMIS, HART

Goal: To increase options for housing citywide, the City will propose and adopt revisions to its land use regulations (VMC Title 20) to allow a variety of housing types and sizes in low-density residential and other zoning districts and reduce or eliminate regulatory or procedural barriers to housing production when possible.

HH.PM.4 Diversity of citywide housing stock by type and size

The share of new and existing citywide housing units that are detached single family homes, duplexes and townhomes, apartments, mobile homes, accessory dwelling units, and income- restricted units. Within these categories, the number of bedrooms will also be tracked.~~42~~35

Why it matters

A diverse range of housing types and sizes are needed to accommodate the diversity of local household types, sizes, and income levels.

Goal: To meet new demand and close the deficit within 10 years, Vancouver must increase annual housing production to at least 2,500 new housing units, including 750 new housing units per year that are affordable to households earning 80% or less of the area median income.

HH.PM.5 Number of new housing units constructed (overall and affordable)

Number of closed new construction permits – permitted new construction units receiving final approved inspection~~units that receive an occupancy permit~~.~~43~~36

Why it matters

When demand for housing is high and supply is low, housing prices increase. When there is adequate housing supply or lower demand, the price will fall.

Goal: Prevent homelessness and provide housing stability for households with low incomes by temporarily assisting with housing costs.

HH.PM.6 Number of households stabilized in housing with rental assistance and/or other housing services

Households receiving rental assistance maintain their housing and do not become homeless.~~44~~37

Why it matters

Rental assistance provides a safety net for people who are struggling to make ends meet and helps them maintain a decent standard of living. Housing stability is important for employment, school, social supports, and mental and physical health.

~~42~~35 County GIS analysis, City permit tracking
~~43~~36 Multifamily Development Dashboard and Affordable Housing Fund database
~~44~~37 HMIS

Goal: To protect Vancouver's water resources and ensure affordable access to water utilities, the City will implement a water resiliency framework with a financially sustainable rate approach.

HH.PM.7 Annual utility rate adjustments

The change in rates charged to customers for water utilities.~~45~~38

Why it matters

Adequate utility rates ensure that a system to protect water resources can be maintained and that all customers can afford to access this vital resource.

HH.PM.8 Annual System Development Charge (SDC) adjustments

The change in rates charged to developers when connecting to City water or sewer.~~46~~39

Why it matters

Adequate SDCs ensure that a system to protect water resources can be maintained and that the development community pays its fair share.

HH.PM.9 Reduce inside/outside city multiplier

Reduce the multiplier that the City charges water and sewer customers outside the city limits from 1.5 to 1.25 over a 15-year period.~~47~~40

Why it matters

An appropriate multiplier creates rate equity among customers and helps reduce risk for the City.

Goal: To ensure dependable utility services, the City will restore drinking water utility services within six hours of disruption and sewer utility services within eight hours of disruption.

HH.PM.10 Average time to restore utility services after disruption

The total time in hours from loss of service to restoration of services to City utility customers, whether planned or unplanned.~~48~~41

Why it matters

Access to clean, safe, and affordable water and sewer services is a foundation of public health and community vitality. Reliable utilities are key to building trust with customers. Being prepared to restore unexpected utility interruptions and communicating about planned interruptions is key to ensuring access to services and garnering public trust.

~~45~~38 Utility Billing System:
Infor ~~46~~39,~~47~~ 40 Infor
~~48~~41 INFOR database, City GIS analysis

HH.PM.11 Percentage of residents accessing high-speed broadband Internet in their home

Percentage of the population with access to download speeds greater than 25 Mbps at home (as of 2014).~~49~~42

Why it matters

Internet access has a huge impact on businesses, allowing employees to work remotely from home and communicate more efficiently. Healthcare is another field greatly affected by the advent of the Internet. Improvements in online connectivity and communication technology allow physicians much greater access to medical resources. Government organizations use the Internet to improve organization and communication, and voters can go online to gain more information about current issues.

Goal: The City will offer a Community Court to increase contact between homeless service providers and individuals accused of quality-of-life offenses. Vancouver is working to break barriers that have historically prevented individuals experiencing unsheltered homelessness from obtaining permanent jobs and housing while reducing quality-of-life offenses, supporting victims, and improving public trust in the justice system.

HH.PM.12 Community Court. Number of contacts between homeless service providers and individuals accused of quality-of-life offenses

The count of contacts (referrals in which recommended assistance has been completed) made between homeless service providers and individuals accused of a quality-of-life offense who opt to participate in a case plan offered through Community Court as an alternative to the traditional court docket at the District Court. A contact is counted once for each individual. Further detail may be obtained regarding the issues addressed during contact: identification, housing, substance use, mental health.~~50~~43

Why it matters

Individuals experiencing unsheltered homelessness face a wide variety of barriers that stand in the way of obtaining permanent jobs and housing.
Contacts with homeless service providers have been proven to assist in breaking down barriers to obtaining services such as housing, healthcare, insurance, behavioral health treatment, trauma therapy, personal identification/licensing services, and supplemental security income (SSI)/disability income.

~~49~~42 National Broadband Map

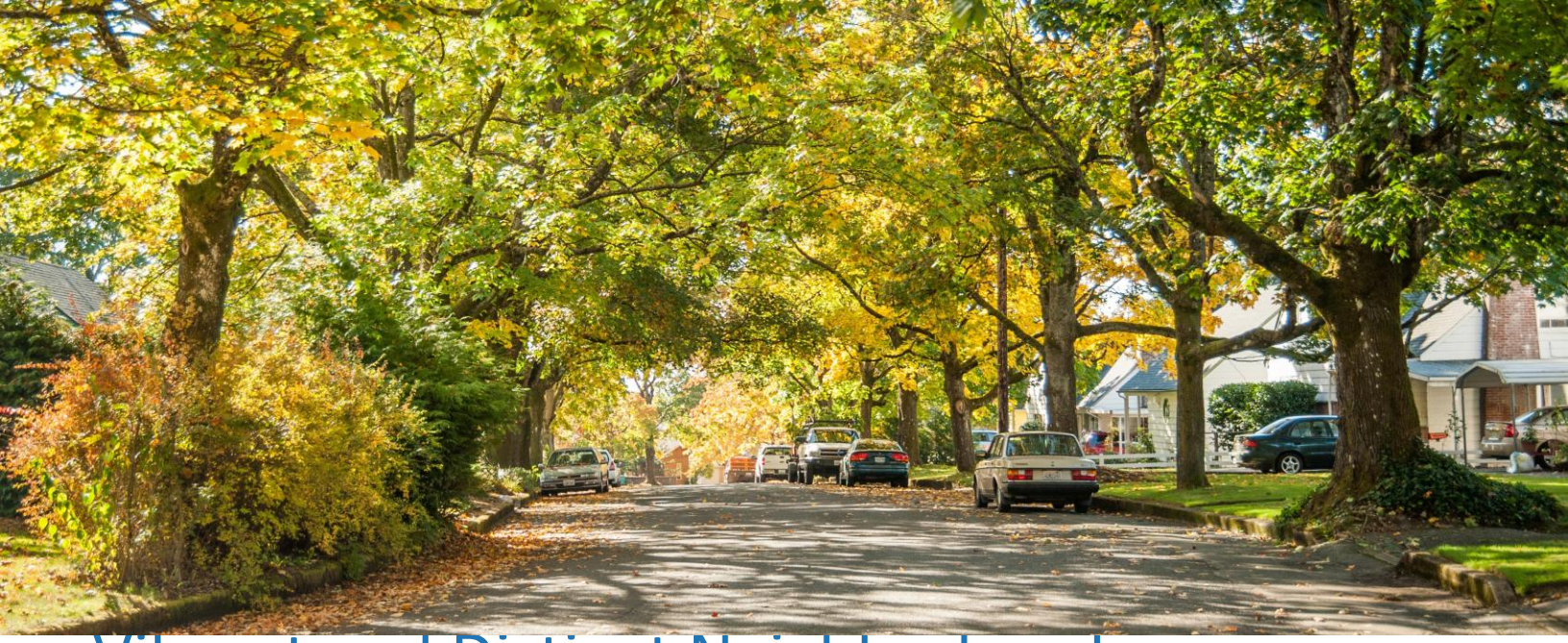
~~50~~43 Vancouver's Criminal Case Management System, Clark County District Court AIMs System, Volunteer Lawyers

External Factors and Emerging Issues

- How might we increase equitably distributed options for household availability in all parts of Vancouver?
- How might we leverage both prevention and service delivery to reduce the number of people experiencing homelessness?
- How might we proactively create conditions that result in optimal physical, mental, and behavioral health, and ensure access to health services is available to all Vancouver residents?
- How might we ensure race, ethnicity, gender, age, sexual orientation, education, geographic location, and income level do not pre-determine whether individuals are able to achieve better health?

Existing City Plans and Initiatives Related to Housing and Human Needs

- Housing Action Plan
- 2019-2023 Consolidated Housing and Community Development Plan



Vibrant and Distinct Neighborhoods

Strategic Outcomes - What are we trying to achieve?

Vancouver offers a variety of accessible places and spaces to interact and enjoy nature, art, culture, food, shopping, and community. Neighbors care for each other and show up in times of need.

Community Indicators

- VDN.CI.1 Neighborhood Cohesion VDN.CI.2
- Diversity of Businesses VDN.CI.3 Business
- Districts Assessment

Performance Measures

- VDN.PM.1 Existence of Key Businesses
- VDN.PM.2 Proximity to Services
- VDN.PM.3 Active Neighborhood Associations

Core Values

Livability

Equity & Inclusion

Trust & Relationships

Long-Term Community Indicators

VDN.CI.1 Neighborhood cohesion

Percent of adults who report a sense of high social cohesion (trust and feeling connected) in their neighborhoods.~~51~~44

Why it matters

A cohesive society is one where people are protected against life risks, trust their neighbors and the institutions of the state, and can work towards a better future for themselves and their families. Social cohesion, built on social inclusion, social capital, and social mobility, is the glue that holds society together.

VDN.CI.2 Diversity of businesses in neighborhood districts

An assessment of local businesses within a neighborhood district considering sector, ownership, and size as determined by number of employees.~~52~~45

Why it matters

Having a diversity of businesses may help contribute to a healthy and resilient local neighborhood economy. Understanding the types of businesses and any disparities may provide information for improving equity and diversity.

VDN.CI.3 Resident assessment of neighborhood business districts

Resident satisfaction with the mix of businesses in their neighborhood business district.~~53~~46

Why it matters

Residents are more likely to support businesses in their neighborhood business district if they have a positive perception of the business mix in their district.
How residents feel about their business district is important because a poor perception of neighborhood business districts will cause residents to spend their money elsewhere and support businesses outside of their area. Conversely, positive perceptions of neighborhood business districts will encourage local business support and promote entrepreneurship and business startups in the neighborhood.

~~51~~44 Community survey
~~52~~45 US Census Data, Annual Business Survey
~~53~~46 Periodic community survey

6-Year Priority Performance Measures

Goal: Invest in neighborhood commercial districts that result in safe, vibrant and accessible communities, so residents have the business services they need within close proximity to where they live. ~~To ensure that residents have the business services that they need within close proximity to where they live, the City will analyze demand and supply data to support and inform the development of neighborhood business districts.~~

VDN.PM.1 Existence of key businesses in neighborhood districts

Key businesses include grocery stores, restaurants, healthcare, recreation and arts/entertainment businesses within a district defined by neighborhood boundaries.54

Why it matters

Key businesses provide important services and improve residents' perceptions of the business mix in their district. Key businesses reduce the need to spend money elsewhere and encourage the development of neighborhood business districts.

Goal: To increase the number of people in Vancouver that have nearby access to supermarkets and full service grocery stores, and commercial and public services and amenities, the City will propose and adopt a Comprehensive Plan, zoning, and other changes to facilitate closer location of interrelated uses by 2028.

VDN.PM.2 Percentage of residents living within ¼ mile of supermarkets or food stores, restaurants, parks, schools or community centers

The share of city residents living within ¼ mile of a supermarket or food store and shares of City residents within 1,500 feet of a park, restaurant, park, school, or community center.~~55~~48

Why it matters

Proximity to services and amenities increases access and likelihood of use, reduces road system demand, encourages healthy transportation options, and facilitates community identity and reduced social isolation.

~~54~~47 NAICS, ESRI

~~55~~48 City GIS analysis

Goal: Maintain active and healthy neighborhood associations. At least 85% of neighborhood associations are considered active.

VDN.PM.3 Active neighborhood associations. ~~To maintain active and healthy neighborhood associations~~Percent of neighborhood associations that are considered active

Active status is measured by fulfilling the recognition requirements outlined in Vancouver Municipal Code 2.75 including: adopted by-laws, election of ~~full slate of elected~~ officers~~, following Washington state laws pertaining to open meeting and public disclosure,~~ and holding at least one meeting per year.~~56~~49

Why it matters

Neighborhood associations provide residents with a forum to address problems, share information, offer opportunities for community input, and to undertake projects to benefit the neighborhood. Recognized neighborhood associations serve as a conduit for communication between the community and the City.

External Factors and Emerging Issues

- How might we create equitable access to parks, trails, open space, and recreational opportunities?
- How might we support more connected communities, strengthening our community well- being and enabling more effective responses and recoveries tied to major events?

Existing City Plans and Initiatives Related to Vibrant and Distinct Neighborhoods

- Culture, Arts & Heritage Plan
- Parks, Recreation and Cultural Services Comprehensive Plan

~~56~~49 City staff

Culture and Heritage

Strategic Outcomes - What are we trying to achieve?

Vancouver celebrates culture and heritage. Public events, museums, cultural centers, concerts, and exhibits offer opportunities for communities to learn about different cultures and experiences.

Community Indicators

CH.CI.1 Arts-Related Businesses

CH.CI.2 Economic Impact CH.CI.3

Creative Vitality Index

Performance Measures

CH.PM.1 Investment in Arts, Culture, and Heritage

CH.PM.2 Participation in Arts, Culture, and Heritage Experiences

CH.PM.3 Indirect Investment in Arts, Culture, and Heritage

CH.PM.4 Geographic Distribution of Arts, Culture, and Heritage Resources

Core Values

Livability

Equity & Inclusion

Long-Term Community Indicators

CH.CI.1 Arts-related businesses

Total number of arts-related businesses and rate per 1,000 residents. Businesses include those in the North American Industry Classification System (NAICS) code 71: art galleries, camera and photographic supply stores, bookstores, performing arts companies, performing arts promoters, independent artists, writers and performers, musical instrument stores, compact disc and record stores, and museums.~~57~~50

Why it matters

The activities of art-related businesses and cultural and heritage organizations foster cultural and creative vitality. A growing number of arts-related businesses also provides opportunities for individuals to learn and participate in a rich array of arts, culture, and heritage activities. They are also essential to supplying arts and cultural organizations with products and services. Consequently, their number reflects, in part, the strength of the arts sector in a regional economy.

CH.CI.2 Economic impact of arts, culture, and heritage

The portion of community members employed by arts-related businesses as defined by North American Industry Classification System (NAICS) code and the compensation they receive. The value of the goods and services produced in an area related to arts, culture, historic preservation, and heritage.~~58~~51

Why it matters

The Vancouver community recognizes the educational, recreational, aesthetic, environmental, and economic development value of having a large area replete with public art, preserved landmarked buildings, and beautiful green spaces. This indicator helps measure the economic value of arts, culture, historic preservation, and heritage in our community so that we can make informed decisions about developing a healthy local creative economy and supporting ongoing stewardship, conservation, public access, and interpretation.

CH.CI.3 City of Vancouver's creative vitality index

Developed by the Western States Arts Federation (WESTAF) in partnership with Economic Modeling Specialists Inc. (EMSI), the Creative Vitality Index is a robust and inclusive measure of economic vitality of the arts and art-related activities in a specific geographic region of the United States.~~59~~52

Why it matters

This measure indicates the relative health of economic elements of the creative economy. It measures annual changes in the economic health of an area by using per capita concentration of creative activities in both the for-profit and non-profit sectors.

~~57~~50 US Census Data, County Business Patterns
~~58~~51 Bureau of Economic Analysis, National Endowment for the Arts, US Census Data
~~59~~52 ArtsWA, WESTAF and EMSI

6-Year Priority Performance Measures

Goal: To provide more equitable access to arts, culture, and heritage experiences across the community, the City will invest resources to support the local creative economy in locations that serve people residing in areas with a high equity index score.

CH.PM.1 Investment in arts, culture and heritage. City of Vancouver's direct investment in arts, culture, and heritage

Total expenditures on cultural grants; cultural events; public art installation, repair, and site preparation; preservation and interpretation of cultural and historical sites and structures; support to cultural service providers; and City staffing, supplies, and services to support these areas.~~60~~53

Why it matters

The City provides direct support to the local creative economy through budgeted projects and programs, cultural grants, public art installations and upkeep, site preservations and interpretation, and partnerships.

CH.PM.2 Participation in arts, culture and heritage experiences. Number of people participating in City-funded or partnered arts, culture, and heritage experiences

Number of attendees, participants and registrants at City-funded arts, culture, and heritage events, locations, and programs, including art events, cultural grant projects, art programming, and rentals of art, cultural, or heritage spaces.~~61~~54

Why it matters

The number of attendees indicates exposure to and participation in the creative economy, helping ensure that more of the community can benefit from arts, culture, and heritage. This also helps monitor progress toward reducing barriers.

CH.PM.3 Indirect investment in arts, culture, and heritage in Vancouver

Total dollar amount leveraged via cultural grants awarded and via preservation and interpretation of cultural and historical sites and structures, and value of in-kind work provided to support art installation or cultural assets.~~62~~55

Why it matters

The City's support can spur further investment in the local creative economy for greater overall impact to the community, such as providing a match for cultural grant recipients.

~~60~~53 City of Vancouver financials; Culture, Arts & Heritage Commission, Clark County Historical Museum, The Historic Trust

~~61~~54 City staff, staff at Clark County History Muesum, Fort Vancouver National Historic Site, and the Historic Trust, registration software

~~62~~55 Cultural grant recipient reports, Clark County Historical Museum, The Historic Trust, National Park Service, City staff from PRCS, Public Works, and other departments

Goal: To better understand equitable investment and access to cultural resources, the City will gauge engagement in, and geographic distribution of, arts, culture, and heritage experiences.

CH.PM.4 Geographic distribution of arts, culture, and heritage assets and resources

Mapping of City-owned public art; City-funded culture, arts, and heritage facilities and program locations; events; and interpretive elements.~~6~~3~~5~~6

Why it matters

Comparing the distribution of assets against participation data helps the City understand where barriers to accessing culture, art, and heritage occur. This in turn enables the City to address these barriers and focus on more equitable access across the city.

External Factors and Emerging Issues

- How might we inclusively honor and preserve Vancouver's unique and diverse history, culture, and traditions?
- How might we ensure the creative industry has equitable access to capacity building and revenue development resources and capital?
- How might we increase the supply of affordable public and private spaces (e.g., housing, work, studio, performance) for our creative industry to survive?

Existing City Plans and Initiatives Related to Culture and Heritage

- Culture, Arts & Heritage Plan
- Parks, Recreation and Cultural Services Comprehensive Plan

~~6~~3~~5~~6 City Cultural Services and GIS staff

Safe and Prepared Community

Strategic Outcomes - What are we trying to achieve?

Vancouver feels like a safe place to live, work, learn, and play. All communities are free from violence and crime and care for each other in times of need. Communities understand what to do in times of crisis because Vancouver plans for disasters and is ready to adapt to change. All communities have dependable access to utilities and buildings, bridges, and roads are designed to be modern, safe, inclusive, and accessible.

Community Indicators

- SPC.CI.1 Residents' Perception of Safety
- SPC.CI.2 Residents' Perception of Preparedness

Performance Measures

SPC.PM.1 Violent and Property Crime Rate SPC.PM.2 Fire Response Time

SPC.PM.3 Trainings for Disaster Events SPC.PM.4 Community Building Assessment SPC.PM.5 Building Seismic Code

Core Values

Livability

Equity & Inclusion

Trust & Relationships

Innovation

Sustainability & Resiliency

Long-Term Community Indicators

SPC.CI.1 Residents' perception of safety

How residents feel about public safety in their community.~~64~~57

Why it matters

Perceptions of neighborhood crime are negatively associated with level of physical activity among youth. Poorer perceptions of neighborhood safety are associated with higher levels of depressive symptoms among adults ages 50-74. Perceptions of neighborhood crime have been positively associated with other mental health problems, such as anger, depression, and anxiety, as well as vicarious victimization by exposure to violence in the neighborhood and visual signs of disorder. However, individuals who have a strong connection to their neighbors are less likely to worry about crime, even when living in areas with high levels of disorder.

SPC.CI.2 Residents' perception of community preparedness for disaster

How residents feel about the community's preparedness for a disaster, including individual, family, and neighborhood preparedness.~~65~~58

Why it matters

Residents are more likely to undertake disaster preparedness if they perceive it to be effective. Government trust can directly increase perceived efficacy and indirectly increase self-efficacy.

~~64,65~~57, 58 Community survey

6-Year Priority Performance Measures

Goal: To contribute to a safe community, the Vancouver Police Department will continue to foster community relationships and dedicate department resources toward crime response and prevention efforts.

SPC.PM.1 Violent and property crime rate

For state level data, crime rate is defined as the number of reported crimes per 100,000 residents. The violent crime figures include the offenses of murder, forceable sex offenses, robbery, and aggravated assault. The property crime figures include the offenses of burglary, larceny-theft, motor vehicle theft, and arson.~~66~~59

Why it matters

Violent crime rates correlate positively to poverty levels, income inequality, and residential instability. Research suggests that violent crime rates negatively correlate to the probability of arrest, the probability of imprisonments, level of social capital, and collective efficacy. Relative poverty and local segregation of high-income households from low-income households can exacerbate violent crime. Elevated crime rates correlate to decreased confidence in police and can contribute to weakened relationships between the community and police.

Goal: To ensure fire response times under eight minutes, the City will renovate or construct five fire stations by 2029, and add additional fire response units as needed in high-demand areas, prioritizing locations where response times are longer.

SPC.PM.2 Fire response time

The time elapsed from an emergency call alerting fire and emergency medical services response resources and arrival of emergency services at the site of the emergency.~~67~~60

Why it matters

A quick response time can save lives, reduce costs associated with damage, and build trust in public services provided the services are equitably available to all areas of the community.

Goal: To increase the opportunities for Vancouver residents to learn about and prepare for a disaster event, the City will provide disaster preparedness training for community partners.

SPC.PM.3 Trainings offered to residents to prepare for a disaster event

Provide quarterly disaster preparedness training opportunities for community partners.~~68~~61

Why it matters

Community members may not be aware of the sorts of issues a large-scale disaster might introduce into their lives and may not have taken any steps to prepare themselves. A prepared community is more resilient and can help mitigate the adverse effects of an event with preparation, provided they understand what to prepare for.

~~66~~59 FBI crime statistics

~~67~~60 CRESA/City of Vancouver Fire Department

~~68~~61 City staff

Goal: To increase the community's ability to prepare for and recover from a seismic disaster, the City will perform an assessment of anticipated seismic performance of existing buildings (resident, multifamily, commercial, industrial) in the community.

SPC.PM.4 Community building assessment

An inventory of the residential, multifamily, commercial, and industrial buildings in Vancouver built prior to 1990 and assessment of their ability to withstand a seismic event.~~69~~62

Why it matters

Since 1990, the building code has included specifications that address seismic resiliency. Understanding the risk associated with the building inventory prior to 1990 can assist the City in planning for recovery from or mitigation for a seismic event, increasing resiliency and reducing recovery time.

Goal: To prepare the community for a potential seismic event, the City will ensure compliance with all seismic codes for permitted projects, increasing the percentage of buildings that are seismically sound.

SPC.PM.5 Buildings meeting current seismic building codes

The percentage of buildings in the community that meet current codes for residential, multifamily, commercial, industrial, and government and are considered a lower risk.~~70~~63

Why it matters

Buildings that can withstand a seismic event will save lives and reduce costs associated with the event.

External Factors and Emerging Issues

- How might we engage and inform the community to ensure that public safety services are delivered to a diverse community and vulnerable populations in a safe, timely, and proactive manner given the challenges of significant population growth, racial inequities, and traffic congestion?
- How might we build meaningful community relationships that transform our organizations, foster trust and legitimacy, and increase compliance with laws and regulations?
- How might we strengthen local and regional partnerships to prevent, prepare for, and respond to natural and human-caused hazards?

Existing City Plans and Initiatives Related to Safe and Prepared Community

- City of Vancouver Emergency Operations Plan
- Clark Regional Natural Hazard Mitigation Plan

~~69~~62 City staff
~~70~~63 City Permit Center Infor

Climate and Natural Systems

Strategic Outcomes - What are we trying to achieve?

Environmental stewardship and efforts to address climate change ensure that everyone has a sustainable future. We recognize the intrinsic value of the land beyond the economic benefits it provides. Vancouver protects, restores, and cares for the natural environment upon which all living things depend. The health of our natural systems supports the health of all who live, work, and play in our community.

Community Indicators

- CN.CI.1 Greenhouse Gas Emissions
- CN.CI.2 Waste Diversion
- CN.CI.3 Tree Canopy
- CN.CI.4 Parkland Acreage per 1000 Residents

Performance Measures

- CN.PM.1 Proximity to Parks
- CN.PM.2 Business Inspections
- ~~CN.PM.3 GHG Emissions Inventory~~
- CN.PM.3 Landscapes that support natural systems
- CN.PM.4 GHG Emissions Goals
- ~~CN.PM.5 Parking Demand Program~~
- CN.PM.~~6~~5 Wastewater Solids Renewal Program
- CN.PM.~~7~~6 PFAS Regulatory Compliance CN.PM.~~8~~7 Organic Waste Sent to Landfill

Core Values

Livability | Equity & Inclusion | Innovation | Sustainability & Resiliency

Long-Term Community Indicators

CN.CI.1 Greenhouse gas emissions

Greenhouse gases include carbon dioxide, methane, and nitrous oxide and cause climate change.~~71~~64

Why it matters

Addressing climate change and the many impacts associated with it begins with decreasing the amount of greenhouse gases emitted. The City Council has adopted a goal of carbon neutrality – achieving net zero greenhouse gas emissions by balancing those emissions so they are equal (or less than) the emissions that get removed through the planet's natural absorption – for both municipal operations and the broader Vancouver community by 2040.

CN.CI.2 Waste diversion

Tons of solid waste diverted to recycling/composting as a ratio of tons of solid waste collected.~~72~~65

Why it matters

This indicator tracks how much solid waste is collected for recycling or otherwise diverted from disposal each year. Diverting solid waste from a landfill conserves valuable resources, saves energy, reduces greenhouse gas emissions and other harmful environmental pollutants, conserves landfill space, and creates jobs. Greater public outreach can change personal behavior and increase waste diversion.

CN.CI.3 Tree canopy

The percentage of land area covered by tree foliage.~~73~~66

Why it matters

Tree canopy contributes to air and stormwater quality and minimizes the urban heat island effect. Tree canopy is directly linked to human health and community livability. For maximum benefits, a 40% cover is recommended.

~~71~~64 Periodic greenhouse gas emission inventory of community and of City operations collected from various sources including, but not limited to, municipal operations, Regional Transportation Council, regional energy providers, Port of Vancouver, C-Tran.

~~72~~65 City of Vancouver Public Works Solid Waste Contract reporting

~~73~~66 GIS maps and aerial imaging.

CN.CI.4 Parkland acreage per 1,000 residents

This metric is calculated by dividing the total number of City park acres by the city's population and multiplying the factor by 1,000.~~74~~67

Why it matters

According to the National Recreation and Park Association, greenspace exposure corresponds with improved physical health, including decreases in stress, blood pressure, heart rate, and risk of chronic disease (cancer, diabetes, cardiovascular heart disease). Children with access to parks and facilities have shown decreased prevalence of obesity compared to children without access. Time spent in nature positively impacts mental health by increasing cognitive performance and well-being and alleviating illnesses such as depression, attention deficit disorders, and ~~Alzheimers~~Alzheimer's. For climate benefits, parks lower ground temperatures with tree canopy, clean water, reduce flooding and contribute to healthier air. Trees and vegetation in parks help reduce air pollution directly by removing pollutants and reducing air temperature. Urban parks can improve the environment, enhance storm water management, reduce traffic noise, and increase biodiversity.

~~74~~67 City Parks, Recreation and Cultural Services Staff, Census data
~~75~~68 City GIS analysis

6-Year Priority Performance Measures

Goal: To ensure that residents have opportunities for cooling during times of excessive heat, the Urban Forestry Program will plant trees in parks.

CN.PM.1 Proximity to parks. Number of residents within a 10-minute walk of a park that provides localized cooling through tree canopy cover or vegetative surfaces. The count of trees planted in parks by the Urban Forestry Program.

Geographic Information system (GIS) analysis determines the percentage of residents that meet the standards. The 10-minute walk standard is a recognized national standard that allows for comparison with peer cities.7568

Why it matters

Multiple studies show that parks with trees provide a cooling effect during extreme heat events. It is important to ensure that an increasing number of residents have access to these cooling benefits

Goal: To improve water quality and prevent negative effects on habitat and wildlife, the City will inspect businesses annually to ensure pollution prevention best-management practices are properly implemented.

CN.PM.2 Number of businesses inspected annually

Target: Conduct 800 inspections annually.

The count of inspections conducted by City staff each calendar year of businesses in Vancouver that have the potential to generate pollutants to the stormwater system.7669

Why it matters

Preventing pollutants from coming into contact with stormwater and entering water resources is the best way to reduce impacts from municipal stormwater and protect receiving waters and drinking water. Site inspections educate businesses on activities that have the potential to release pollutants to water resources and provide guidance on required best practices.

7669 City of Vancouver business inspection database (MS4Front Software)

Goal: To increase carbon storage and improve ecosystem resilience within Vancouver, the City will increase internal and external collaboration to maximize climate and natural systems outcomes on City-owned and managed landscapes~~To demonstrate progress towards the Council's overall carbon neutrality goals, City staff will update the greenhouse gas emissions inventory for both municipal operations and the entire Vancouver community~~.

CN.PM.3 Landscapes that support natural systems. Percentage of city-owned landscapes that are designed and managed to achieve natural systems outcomes.~~Updated greenhouse gas emissions inventory every four years~~

The percentage of the total area of plant-able land managed by the city (including parks, landscaping at office buildings, street medians, greenways) that support beneficial natural systems outcomes.

~~A greenhouse gas inventory is a list of emission sources and the associated emissions quantified using standardized methods~~.~~77~~70

Why it matters

The city manages a significant amount of land on behalf of its community members and is, therefore, positioned to have direct impact on the health of natural systems through planning, design, and maintenance. A coordinated approach can maximize City-owned landscapes in support of natural systems goals including pollinator habitat, native and resilient ecosystems, biodiversity, and carbon sequestration.

~~The City shall monitor progress towards its climate goals by conducting regular updates of its greenhouse gas inventory every four years and using the updated greenhouse gas inventory to re-assess the Climate Action Framework~~

~~for opportunities to maximize emission reductions, improve equitable outcomes, evaluate new technologies, leverage new funding opportunities, or achieve other community benefits~~.

Goal: To support the goal of achieving carbon neutrality by 2040 for both municipal operations and the broader Vancouver community, the City will look at further investments and changes to municipal policies to reduce greenhouse gas emissions, especially in the highest impact areas of transportation and buildings, to achieve an 80% reduction in emissions by 2025 for municipal operations and an 80% reduction in emissions by 2030 for the broader community.

CN.PM.4 Interim greenhouse gas emissions goals

Greenhouse gases include carbon dioxide, methane, and nitrous oxide and cause climate change.~~78~~71

Why it matters

Compliance with this early interim target will ensure that the City is on track to achieve its 2040 carbon neutrality target and that it is demonstrating leadership on climate action for the broader community.

~~77~~70 ~~Periodic greenhouse gas emission inventory of community and of City operations collected from various sources including, but not limited to, municipal operations, Regional Transportation Council, regional energy providers, Port of Vancouver, C-Tran~~Grounds maintenance records maintained by city staff

~~78~~71 Periodic greenhouse gas emission inventory of community and of City operations collected from various sources including, but not limited to, municipal operations, Regional Transportation Council, regional energy providers, Port of Vancouver, C-Tran

~~CN.PM.5 Number of agreements with private parking owners and increase in parking utilization by commuters, patrons and special event attendees.~~

~~The count of agreements between the city and parking lot owners in the parking enforcement zone and the associated parking capacity. 79~~

Why it matters

~~While the growth in people living and working downtown has made Vancouver a more vibrant and livable community, we recognize that the options for people to access and move around our city center must adapt to facilitate this growth. Central to this effort is a new approach to the City's management of its existing parking assets.~~

~~79 Business commitments, MOUs, and individual enrollment data.~~

Goal: ~~To plan for~~ Develop a plan for the effective, sustainable and cost-effective management of wastewater solids in support of strategic outcomes and through collaboration with community stakeholders. ~~to address climate change impacts by recovering treatment system biogas for energy recovery, and biosolids residuals for beneficial soil amendment, Public Works Wastewater Services will develop a 50% design plan by the end of 2028 that identifies needed facilities, and technologies, funding strategies, and community partnerships~~ to ~~maximizes resource recovery of wastewater solids in a safe, environmentally sound, and cost-effective manner. The planning effort incorporates synergies with the City's Climate Action Framework, Long Range Planning, Solid Waste Program and input from community stakeholders~~.

CN.PM.~~6~~ 5 Wastewater solids renewal program. Wastewater solids renewal program plan

~~Progress and d~~Development of a proposed plan that identifies the facilities, technologies, funding strategies and community partnerships to maximize resource recovery. The modeled quantity of biogas and beneficial solids available for capture and beneficial use.~~80~~72

Target: 50% design plan by the end of 2028.

Why it matters

~~As the~~The current ~~solids~~ system for managing solids collected through the sewer has a remaining useful life of eight to ten years, the solids renewal program plan pursues a more sustainable and beneficial direction for wastewater solids management that aligns with the City's Climate Action Framework, Comprehensive Plan while providing for safe, clean and environmentally sound facilities.

Goal: To ensure Vancouver's drinking water is safe for the community, the public works department will monitor PFAS concentrations and invest in ~~treatment systems~~ mitigation that reduces PFAS in drinking water. ~~in order to meet federal drinking water regulations and reduce the concentration of PFAS in drinking water by the end of 2028.~~

CN.PM.~~7~~ 6 PFAS drinking water regulatory compliance

The concentration of PFAS in drinking water as defined by federal regulations.~~81~~73

Why it matters

Per- and polyfluoroalkyl substances (PFAS) have been used around the world in industry and in consumer products such as food packaging, non-stick cookware, waterproof clothing, stain-resistant fabrics, and fire fighting foam. PFAS accumulate in the body over time and have known health impacts. Drinking water is one ~~a~~ known pathway for PFAS to enter the human body. Removal of PFAS from drinking water ~~in order~~ to meet federal drinking water regulations will reduce negative public health impacts.

~~80~~72 Consultant-based modeling tools to measure solids system attributes (GHG emissions, biogas generation, energy

production, energy usage, local air/water/land/traffic impacts, risk, capital & OM cost, revenue)
~~81~~73 City of Vancouver Public Works Water Utility sampling

Goal: To reduce per capita waste and support Council's Climate Action Framework, the City will build program capacity to divert wasted edible food to those who need it, increase the processing capacity of the existing collection and transfer system, and adopt an ordinance to require organics collection services in compliance with the Revised Code of Washington (RCW) 43.19A.150.

CN.PM.~~87~~ ~~Organic waste sent to landfill.~~ Tons of organic waste sent to landfill

Total tons of organic waste disposed of at landfill as measured in the Solid Waste System Waste Composition Study.~~82~~74

Why it matters

Diverting food waste, yard debris and other organic materials for composting or other beneficial uses provides a number of benefits, including reducing the amount of waste sent to landfills or incinerators, reducing greenhouse gas emissions from landfills.

External Factors and Emerging Issues

- How might we proactively identify, assess, and manage risks related to the quality, reliability, and access to critical infrastructure given the challenges of an aging infrastructure, greater climate impacts, and population growth?
- How might we improve our approach to facilities and infrastructure management to ensure a high-quality, efficient, and sustainable portfolio that supports both staff and the customer?

Existing City Plans and Initiatives Related to Climate and Natural Systems

- Urban Forestry Plan
- Climate Action Framework
- Comprehensive Solid Waste Management Plan
- Comprehensive Parks, Recreation, Arts & Culture Plan
- Stormwater Management Plan
- Comprehensive Plan

~~82~~74 5 year state solid waste composition study

High Performing Government

Strategic Outcomes - What are we trying to achieve?

Vancouver's government is reliable, fiscally responsible, equitable, and open to compromise. Decision-making processes are transparent. City leaders have integrity and work with the community to plan for the future.

Community Indicators

- HPG.CI.1 Price of Government
- HPG.CI.2 Resident satisfaction with municipal services
- HPG.CI.3 Municipal Bond Rating

Performance Measures

- HPG.PM.1 Workforce Profile Alignment
- HPG.PM.2 Employee Satisfaction and Engagement
- HPG.PM.3 Female VPD Staff
- HPG.PM.4 Audit Results
- HPG.PM.5 Open Data Hub Datasets
- HPG.PM.6 Legal and Regulatory Training
- HPG.PM.7 Response Rate to Outreach Methods
- HPG.PM.8 Demographic representation of community responses to outreach
- HPG.PM.9 Demographic representation of Boards and Commissions

Core Values

Equity & Inclusion

Trust & Relationships

Long-Term Community Indicators

HPG.CI.1 Price of government (city services) per capita as % of real median household income

Sum of all taxes, fees, and charges collected by a city or county as a percentage of aggregate personal income. That is, all revenue excluding that which comes from "Other Financing Sources" (long-term debt proceeds, sale of capital assets, transfers from other funds, insurance proceeds) and "Non-Revenues" (cash received for accounting purposes but is not technically revenue).
Disaggregated by race/ethnicity and age.~~83~~75

Why it matters

This indicator allows a local government to monitor the level of resources available to provide critical services within its jurisdiction and helps inform the price range within which residents and businesses are willing to pay for living in a city with those services.

HPG.CI.2 Resident satisfaction with municipal services

How satisfied residents are with municipal services in their community. Disaggregated by race/ ethnicity, age, income, English language learner, and disability.~~84~~76

Why it matters

Government services are often compulsory and serve a broad base of customers. Assessing the level of satisfaction with service can provide information about service gaps to certain populations or barriers to adequate service delivery.

HPG.CI.3 Municipal bond rating

Credit rating or assessment of the financial health of the organization as determined by third-party sources.~~85~~77

Why it matters

Bond ratings convey a sense of confidence and ability of the organization to finance projects to create a vibrant, safe, and diverse community.

~~83~~75 Revenues: Washington State Auditor's Office, City of Vancouver Budget Office. Personal Income: US Census, total population in City of Vancouver, per capita income.

~~84~~76 Community survey

~~85~~77 Moody's and S&P

6-Year Priority Performance Measures

Goal: To ensure that hiring practices, workforce and careers reflect the diversity of the community across the range and depth of the organization, the City will develop a systematic approach for collecting inclusive data regarding demographics within the City's workforce by 2029.

HPG.PM.1 ~~Workforce profile alignment.~~ Align City's workforce profile with regional and national demographics

City employee demographics based on race, age, ~~and~~ gender and veteran status.~~86~~78

Why it matters

Understanding the demographics of the workforce at the City may provide insight to barriers for certain populations that can be actively addressed.

Goal: To be an "Employer of Choice" the City will ~~improve~~ offer services and programs that meet employee~~s' engagement~~needs. Human Resources will survey employees in 2026 to understand if benefits meet their needs and to solicit feedback on what changes may be important.

Additionally, the City will continue to participate in the Northwest Benefits Survey annually and use it to understand how City benefits compare to those provided by other regional employers.

HPG.PM.2 Employee satisfaction and engagement

Percent of employees who feel that ~~their ideas and suggestions are valued by department management~~city services and programs meet their needs.~~87~~79

Why it matters

The City believes that a ~~healthy and happy~~supported and engaged workforce is essential to our community's success. We provide employees with ~~events and resources~~programs and services that are relevant to their needs and support their ability to be a high performing employee. ~~enhance the health and wellness of ourselves and our colleagues and support a balance between the demands of the workplace and our personal lives.~~

Goal: To increase public safety, the Vancouver Police Department will increase the representation of commissioned female recruits to 30% by 2030.

HPG.PM.3 ~~Femail VPD staff.~~ Percentage of commissioned staff in Vancouver Police Department who are female

The percentage of all commissioned staff within the Vancouver Police Department who are female.~~88~~80

Why it matters

Approximately half of Vancouver's population is female. According to the 30x30 initiative website, women make up only 12% of sworn officers and 3% of police leadership in the U.S. This under-representation of women in policing undermines public safety. Research shows women officers use less force and less excessive force; are

named in fewer complaints and lawsuits; are perceived by communities as being more honest and compassionate; see better outcomes for crime victims, especially in sexual assault cases; and make fewer discretionary arrests.

~~86~~78 Equal Employment Opportunity data, data collected by City, Workday and community Census data
~~87~~79 Employee ~~satisfaction~~ engagement survey
~~88~~80 City of Vancouver Workday - Human Resources Department and Vancouver Police Training Department

Goal: To increase public trust, the City of Vancouver will demonstrate our commitment to fiscal responsibility and transparency by having our annual audits from the Office of the Washington State Auditor completed without findings.

HPG.PM.4 Audit results

Each year, the City receives an audit from the Office of the Washington State Auditor. The City aims for these audits to be free of any findings. Findings are internal control weaknesses that are significant enough to result in material errors, non-compliance, or lack of fiscal accountability.
The independent Office of the Washington State Auditor follows Generally Accepted Auditing Standards and internal procedures to make consistent determinations on materiality regarding our annual Financial Statement, Federal Grant, and Accountability audits.~~89~~81

Why it matters

City leadership relies on the trust of the citizens to be effective in managing the operations of the City. The assurance provided by a clean audit from an independent body regarding the accuracy of the City's financial statement information and the effectiveness of internal processes to safeguard public resources is a vital tool to help increase trust through transparency.

Goal: To increase transparency and accountability, the City will foster and develop its data governance program including developing an Open Data Hub for publishing City datasets.

HPG.PM.5 Open Data Hub datasets. Number of high quality datasets available in Open Data Hub

The count of datasets available through the hub. An Open Data Hub is a website location where City datasets are proactively made available to the public. Datasets in this hub have undergone a data governance review to ensure quality, accessibility and confidentiality for pertinent data.~~90~~82

Why it matters

The ability to share and access data in a timely manner is key to gaining public support and lowering barriers to vital public information.

~~89~~81 The Office of the Washington State Auditor publicly publishes the results of their Financial, Federal, and Accountability audits on their website. The audit reports for the City of Vancouver as published on the State Auditor's at SAO.wa.gov will be our source for evaluating this performance measure.

~~90~~82 ArcGIS

Goal: To increase the number of City managers, supervisors and officials who receive necessary training in applicable legal and regulatory topics to 100% by 2025, the City will ensure that employees and officials have access to training and education needed to support their efforts to build a city of the future along the Columbia River through a shared commitment to equity, stewardship, resilience and community safety.

HPG.PM.6 Legal and regulatory training. Percent of City managers, supervisors and officials receiving training in applicable legal and regulatory topics

The percent of employees required to receive training who were offered the course and successfully completed it through the Workday Learning module. City managers, supervisors and officials includes City elected officials, volunteers and regular part-time and full-time managers and supervisors that work at the City. Applicable legal and regulatory topics include applicable privacy and transparency laws; municipal powers, authority and corporate governance; and accessibility, human rights, and labor and employment laws.~~91~~83

Why it matters

Increasing access to pertinent training supports comprehension of legal requirements related to City work. When City managers, supervisors and officials understand the constantly changing legal landscape impacting their jobs, they can better provide increased safety, support climate resiliency, and ensure equity and economic prosperity for Vancouver's residents.

Goal: Provide access to opportunities for everyone to serve, impacting their communities through trust and relationship building, by diversifying the recruiting methods for community to participate in Boards and Commissions. Identify gaps and assess the effectiveness of outreach strategies. Target to increase demographic diversity of Boards and Commissions participants.
HPG.PM.7 Response rate to outreach methods
The count of different outreach methods used to build engagement (i.e. social media, community events, partnerships, etc.) and associated response rates for each method.
HPG.PM.8 Demographic representation of community responses to outreach
HPG.PM.9 Demographic representation of Boards and Commissions
The demographic representation of boards and commissions is in alignment with the City demographics
For each recruitment event, collect appropriate demographic data to track participation
Why it matters: Broadening the diversity of participants serving on city Boards and Commissions enables other perspectives to be heard with intention and compassion. Representation from the communities we serve is supported and uplifted for all voices to be heard.

External Factors and Emerging Issues

- How might we address the fact that current data maturity of the organization is individualized?
- How might we foster and model relationships of trust, welcome diverse viewpoints, and confront racism at all levels (personal, cultural, and institutional) in our community and in the City?
- How might we create systems that recognize the ability of underrepresented communities to co-create solutions with local government and with each other?
- How might we achieve more equitable outcomes and deliver services that meet or exceed the expectations of the people we serve?
- How might we continue to meet the needs of a rapidly growing city while managing organizational capacity and ensuring fiscal responsibility?

- How might we attract and retain a talented workforce that sustains a workplace culture of engagement, community focus, and high performance?
- How might we mature the City's data and technology capabilities to provide secure and scalable solutions that enable staff to deliver accessible, modern, and impactful services to all residents?

Existing City Plans and Initiatives Related to High Performing Government

- Diversity Equity and Inclusion Strategic Plan
- Financial Policies
- Water Strategy

~~91~~83 Workday Learning Module

Next Steps

This plan reflects a foundational vision for the City of Vancouver. It provides a mechanism for the City and community to ensure accountability to the core values and focus areas by assessing and measuring progress against the outlined indicators and measures.

The Strategic Plan will inform future efforts by:

- Connecting the Strategic Plan focus areas to the City budget and investments. City Council will examine budget proposals through the lens of the Strategic Plan to ensure programmatic investments and policies align with the indicators and measures.
- Creating a community dashboard to demonstrate transparency and ensure community members can evaluate progress over time.
- Aligning other City processes, plans, and policies with the overall values embraced within the Strategic Plan.
- Maintaining an ongoing committee to periodically assess progress, provide feedback, and inform decision-making as it relates to implementation of programs and actions connected to the focus areas and aligned with the core values.
- Developing and maintaining communications that support ongoing community engagement and awareness of the Strategic Plan. Sharing opportunities to participate in other planning processes connected to the indicators and measures.

Revision History		
Councilmembers	Date	Revision
		1

To: Mayor and City Council
From: City Manager
Date: February 2, 2026

Subject
Approval of the Claim Vouchers

Action Requested
Approve claim vouchers for February 2, 2026.

Attachments:
1. February 2, 2026 Claim Vouchers

VOUCHER APPROVAL

We, the undersigned council members of the City of Vancouver, Clark County, Washington, do hereby certify that the merchandise or services hereinafter specified have been received and that the vouchers listed below are approved for payment in the amount of:

$ 9,164,593.62 **this 2nd day of February 2026.**

MAYOR

COUNCILMEMBER

Cyndi A. Turner

Digitally signed by Cyndi A. Turner
Date: 2026.01.26 17:17:55 -08'00'

AUDITING OFFICER

COUNCILMEMBER

DATE	INCLUSIVE CHECK NUMBERS	CHECK TOTAL
January 19, 2025 - January 25, 2026	Accounts Payable Checks (see attached)	$ 4,750,710.14
January 19, 2025 - January 25, 2026	Hansen City Payments (see attached)	$ 4,622.01
January 19, 2025 - January 25, 2026	Visa Refunds (see attached)	$ 1,019.14
January 19, 2025 - January 25, 2026	Payroll Checks (see attached)	$ 4,408,242.33
TOTAL		**$ 9,164,593.62**

INVOICE PAYMENTS REPORT

Payment Category	Payment Type	Transaction Reference	Payment Date	Payment Amount	Payment Payee	Memo
Miscellaneous Payment	Check	29501	1/21/2026	313.08	Brent Braun	Refund parking fees for reservation not completed
Miscellaneous Payment	Check	29502	1/21/2026	20.00	Chappelles Towing, LLC	Refund application fee for employee no longer employed.
Miscellaneous Payment	Check	29503	1/21/2026	286.99	DSHS Office of Financial Recovery	OFR Invoice #0001601457-IN
Miscellaneous Payment	Check	29504	1/21/2026	59.00	Esther Short Commons Apartments	Refund duplicate payment to INV#77083481
Miscellaneous Payment	Check	29505	1/21/2026	124.42	Fernando Diaz Gutierrez	CMI-379824
Miscellaneous Payment	Check	29506	1/21/2026	173.18	Fox Coatings	ROW-380312 (jobsite: 108 W 6th St)
Miscellaneous Payment	Check	29507	1/21/2026	188.00	HYDRO TECH FIRE PROTECTION, INC	FRI-382111, FRI-382114
Miscellaneous Payment	Check	29508	1/21/2026	390.00	Odyssey Contracting LLC	FRI-381093
Miscellaneous Payment	Check	29509	1/21/2026	33.84	Professional Credit Service	Refund PCS for invoice #70807 negative trust. Citation 7205400783 - Kateline Snook Garza
Miscellaneous Payment	Check	29510	1/21/2026	686.36	Slater Architecture	RES-382635 (jobsite: 216 SE 100th Ave Vancouver, WA)
Miscellaneous Payment	Check	29511	1/21/2026	59.00	Vancouver Housing Authority	Refund duplicate payment to INV#7708330
Ad Hoc Payment	Check	29512	1/21/2026	18.24	Accurate Construction Services LLC	5505 NE 43RD PL ,VANCOUVER,WA,98661
Ad Hoc Payment	Check	29513	1/21/2026	252.04	Adkisson,Janet	1514 SE 104TH CT ,VANCOUVER,WA,98664
Ad Hoc Payment	Check	29514	1/21/2026	411.47	Hales,Kim or Kelly	13711 NE 101ST DR ,VANCOUVER,WA,98682
Ad Hoc Payment	Check	29515	1/21/2026	60.79	Holmes,Leonora	2000 KAUFFMAN AVE ,VANCOUVER,WA,98660
Ad Hoc Payment	Check	29516	1/21/2026	228.04	Keim,Raymond or Lela	17146 SE 23RD DR ,VANCOUVER,WA,98683
Ad Hoc Payment	Check	29517	1/21/2026	19.37	Lambie,Michael R	13212 NE 83RD ST ,VANCOUVER,WA,98682
Ad Hoc Payment	Check	29518	1/21/2026	248.98	Manor,Rei	14208 NE 51ST ST ,VANCOUVER,WA,98682
Ad Hoc Payment	Check	29519	1/21/2026	143.00	Meyette,Travis or Veanna	3403 XAVIER AVE ,VANCOUVER,WA,98660
Ad Hoc Payment	Check	29520	1/21/2026	131.88	Rustad,Jennifer or Anthony	15911 NE 32ND ST ,VANCOUVER,WA,98682
Ad Hoc Payment	Check	29521	1/21/2026	17,255.53	Vancouver School District #37 VSAA	3101 MAIN ST ,VANCOUVER,WA,98663
Ad Hoc Payment	Check	29522	1/21/2026	82.78	Weidong Jiang or Ping Gu	18610 SE 24TH ST ,VANCOUVER,WA,98683
Ad Hoc Payment	Check	29523	1/21/2026	23.83	Wolfson,Alan or Patricia	714 NE 152ND AVE ,VANCOUVER,WA,98684
Supplier Payment	Check	29524	1/21/2026	10,530.00	Afghan Associates Inc	
Supplier Payment	Check	29525	1/21/2026	16,868.00	Allegis Group Holdings Inc - Remit-To: TekSystems Inc - Atlanta	
Supplier Payment	Check	29526	1/21/2026	136.00	American Sani-Can	
Supplier Payment	Check	29527	1/21/2026	1,175.00	Amex Products Inc	
Supplier Payment	Check	29528	1/21/2026	544.00	Andy Kapana	
Supplier Payment	Check	29529	1/21/2026	499.23	Archaeological Services LLC	
Supplier Payment	Check	29530	1/21/2026	28,494.72	Blue Peak Logic Inc	
Supplier Payment	Check	29531	1/21/2026	9,448.00	Bradshaw Nursery LLC	
Supplier Payment	Check	29532	1/21/2026	11,101.39	Brown & Wilson Partnership LLC	
Supplier Payment	Check	29533	1/21/2026	565.21	Cellco Partnership - Remit-To: Cellco - Dallas	
Supplier Payment	Check	29534	1/21/2026	270.91	Chicago Title Company of WA	
Supplier Payment	Check	29535	1/21/2026	20,150.00	City of Portland - Remit-To: City of Portland - General AR	
Supplier Payment	Check	29536	1/21/2026	94.00	City of Vancouver - Remit-To: COV Main	
Supplier Payment	Check	29537	1/21/2026	42,072.42	Clark County - Remit-To: Clark County - Treasurer Vancouver	
Supplier Payment	Check	29538	1/21/2026	68,581.99	Clary Longview LLC	
Supplier Payment	Check	29539	1/21/2026	442.41	Columbia Resource Company	
Supplier Payment	Check	29540	1/21/2026	228,879.41	Community Foundation for Southwest Washington	
Supplier Payment	Check	29541	1/21/2026	6,364.80	eLock Technologies LLC	
Supplier Payment	Check	29542	1/21/2026	7,712.21	Emerson LLLP	
Supplier Payment	Check	29543	1/21/2026	8,150.00	ePact Network Ltd	
Supplier Payment	Check	29544	1/21/2026	300.00	ERF Company Inc	
Supplier Payment	Check	29545	1/21/2026	1,695.00	Erickson Structural Consulting Engineers	
Supplier Payment	Check	29546	1/21/2026	89.39	Galls LLC	
Supplier Payment	Check	29547	1/21/2026	2,940.70	Genuine Parts Company - Remit-To: NAPA - Vancouver	
Supplier Payment	Check	29548	1/21/2026	240,726.80	Grade Werks Excavating LLC	
Supplier Payment	Check	29549	1/21/2026	8,155.00	Groundwater Solutions, Inc.	
Supplier Payment	Check	29550	1/21/2026	465.50	H&H Wood Recyclers	

*Please contact Procurement Services if you would like to review the justification for EMERGENCY procurement.

INVOICE PAYMENTS REPORT

Payment Category	Payment Type	Transaction Reference	Payment Date	Payment Amount	Payment Payee	Memo
Supplier Payment	Check	29551	1/21/2026	929.25	Harold LeMay Enterprises	
Supplier Payment	Check	29552	1/21/2026	29,565.21	Herrera Environmental Consultants Inc	
Supplier Payment	Check	29553	1/21/2026	3,315.50	J.S. Held LLC	
Supplier Payment	Check	29554	1/21/2026	1,928.96	J-2 Blueprint Supply Co.	
Supplier Payment	Check	29555	1/21/2026	201.98	Janus Youth Programs Inc	
Supplier Payment	Check	29556	1/21/2026	46,226.35	LSW Architects PC	
Supplier Payment	Check	29557	1/21/2026	600.00	Nagra & Atwal Corporation	
Supplier Payment	Check	29558	1/21/2026	12,500.00	National Association of City Transportation Officials Inc	
Supplier Payment	Check	29559	1/21/2026	5,358.34	National Park Service - Remit-To: National Park Service - Pearson Lease	
Supplier Payment	Check	29560	1/21/2026	267.46	Northwest Natural Gas Company - Remit-To: NW Natural - Portland	
Supplier Payment	Check	29561	1/21/2026	18,163.90	Parametrix, Inc	
Supplier Payment	Check	29562	1/21/2026	3,700.00	PVTPI LLC	
Supplier Payment	Check	29563	1/21/2026	44,785.08	Scott Edwards Architecture LLP	
Supplier Payment	Check	29564	1/21/2026	25,692.21	State of Washington Department of Transportation - Remit-To: WADOT - PO Box 47339	
Supplier Payment	Check	29565	1/21/2026	24,500.00	Towncenter Residential Association	
Supplier Payment	Check	29566	1/21/2026	7,668.31	Waste Connections of Washington - Remit-To: Waste Connections - Vancouver	
Supplier Payment	Check	29567	1/23/2026	5,400.31	Aflac	
Supplier Payment	Check	29568	1/23/2026	6,335.40	AFSCME Local #307	
Supplier Payment	Check	29569	1/23/2026	658.50	California State Disbursement Unit	
Supplier Payment	Check	29570	1/23/2026	2,533.50	Chapter 13 - Trustee	
Supplier Payment	Check	29571	1/23/2026	491.00	Hawaii SDU	
Supplier Payment	Check	29572	1/23/2026	759.96	IAM Local #1374	
Supplier Payment	Check	29573	1/23/2026	9,298.10	Life Insurance Company of North America	
Supplier Payment	Check	29574	1/23/2026	1,275.00	MFS Service Center Inc	
Supplier Payment	Check	29575	1/23/2026	50.00	OPEIU Local #11	
Supplier Payment	Check	29576	1/23/2026	6,640.62	OPEIU Local #11	
Supplier Payment	Check	29577	1/23/2026	851.00	Teamsters Local #58	
Supplier Payment	Check	29578	1/23/2026	350.00	UA Local #290	
Supplier Payment	Check	29579	1/23/2026	2,750.10	Western Conference of Teamsters	
Supplier Payment	Check	29580	1/23/2026	1,518.00	Western Metal Industry Pension Fund	
			Checks	**1,001,975.95**		
Expense Payment	Direct Deposit	EFT-00333534	1/22/2026	195.79	Nicholas Helgren	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00333535	1/22/2026	215.42	Keegan Benenati	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00333536	1/22/2026	215.60	Tanner Muonio	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00333537	1/22/2026	588.00	Justin Ventura	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00333538	1/22/2026	217.59	Daniel Avery	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00333539	1/22/2026	238.00	David Wrast	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00333540	1/22/2026	265.20	Nikki Chen	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00333541	1/22/2026	243.00	Zachary Perron	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00333542	1/22/2026	207.70	Justin Reiner	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00333543	1/22/2026	201.81	Tyler Kesterson	Employee Reimbursement
Cash Advance Payment	Direct Deposit	EFT-00333544	1/22/2026	225.75	Scott Woodhouse	Travel Advance
Expense Payment	Direct Deposit	EFT-00333545	1/22/2026	136.00	Terry Cunnane	Employee Reimbursement
Cash Advance Payment	Direct Deposit	EFT-00333546	1/22/2026	225.75	Branden Werry	Travel Advance
Cash Advance Payment	Direct Deposit	EFT-00333547	1/22/2026	267.25	Saray Farias-Pulido	Travel Advance
Expense Payment	Direct Deposit	EFT-00333548	1/22/2026	70.00	Brian McLemore	Employee Reimbursement
Cash Advance Payment	Direct Deposit	EFT-00333549	1/22/2026	37.50	Keith Devos	Travel Advance
Expense Payment	Direct Deposit	EFT-00333550	1/22/2026	173.59	Mike McDonald	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00333551	1/22/2026	113.75	Ryan Lopossa	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00333552	1/22/2026	79.27	Spencer Harris	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00333553	1/22/2026	52.22	Hunter Ivey	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00333554	1/22/2026	144.00	Travis Myers	Employee Reimbursement
			Direct Deposit	**4,113.19**		
Supplier Payment	EFT	EFT-00333555	1/22/2026	8,964.00	Clarity Consulting Partners, LLC	
Supplier Payment	EFT	EFT-00333556	1/22/2026	7,221.38	Bray Sales Inc.	
Supplier Payment	EFT	EFT-00333557	1/22/2026	3,605.61	Accurate Investigation Services	
Supplier Payment	EFT	EFT-00333558	1/22/2026	7,994.20	Fourth Plain Forward	
Supplier Payment	EFT	EFT-00333559	1/22/2026	55,718.93	Council for the Homeless	
Supplier Payment	EFT	EFT-00333560	1/22/2026	150.00	Dominick Rose	
Supplier Payment	EFT	EFT-00333561	1/22/2026	9,959.45	Vancouver Housing Authority	
Supplier Payment	EFT	EFT-00333562	1/22/2026	8,775.00	Andrews Terry Jeffers LLP	
Supplier Payment	EFT	EFT-00333563	1/22/2026	8,471.62	Waxie's Enterprises Inc	
Supplier Payment	EFT	EFT-00333564	1/22/2026	6,520.00	Consor North America Inc - Remit-To: Consor North America Inc	
Supplier Payment	EFT	EFT-00333565	1/22/2026	13,154.25	Brown and Caldwell - Remit-To: Brown & Caldwell - San Francisco	
Supplier Payment	EFT	EFT-00333566	1/22/2026	17,629.85	Merriman Contracting LLC	
Supplier Payment	EFT	EFT-00333567	1/22/2026	13,366.99	Fehr & Peers	

*Please contact Procurement Services if you would like to review the justification for EMERGENCY procurement.

INVOICE PAYMENTS REPORT

Payment Category	Payment Type	Transaction Reference	Payment Date	Payment Amount	Payment Payee	Memo
Supplier Payment	EFT	EFT-00333568	1/22/2026	174.08	Fire Systems West	
Supplier Payment	EFT	EFT-00333569	1/22/2026	746,538.64	TCF Architecture, PLLC	
Supplier Payment	EFT	EFT-00333570	1/22/2026	1,200,943.84	Nutter Corporation	
Supplier Payment	EFT	EFT-00333571	1/22/2026	700.00	Brad Piesch Aggressive Enterprises, Inc	
Supplier Payment	EFT	EFT-00333572	1/22/2026	48,276.99	In Line Commercial Construction Inc	
Supplier Payment	EFT	EFT-00333573	1/22/2026	118,478.30	Advanced Excavating Specialists LLC	
Supplier Payment	EFT	EFT-00333574	1/22/2026	98,983.22	Do Good Multnomah	
Supplier Payment	EFT	EFT-00333575	1/22/2026	6,823.00	BAE Urban Economics, Inc.	
Supplier Payment	EFT	EFT-00333576	1/22/2026	7,627.48	Northwest Staffing Resources Inc - Remit-To: Northwest Staffing Resources	
Supplier Payment	EFT	EFT-00333577	1/22/2026	5,580.00	Cascadia Partners LLC	
Supplier Payment	EFT	EFT-00333578	1/22/2026	10,057.41	Live Love Outreach	
Supplier Payment	EFT	EFT-00333579	1/22/2026	62,334.92	Del Sol Inc	
Supplier Payment	EFT	EFT-00333580	1/22/2026	8,032.82	Felida Park Senior Housing LLP	
Supplier Payment	EFT	EFT-00333581	1/22/2026	148,560.68	Outsiderinn.org	
Supplier Payment	EFT	EFT-00333582	1/22/2026	169,955.99	Jacobs Engineering Group Inc	
Supplier Payment	EFT	EFT-00333583	1/22/2026	857.34	Distinctive Landscape LLC	
Supplier Payment	EFT	EFT-00335587	1/23/2026	177.87	Legal Shield	
Supplier Payment	EFT	EFT-00335588	1/23/2026	12,601.35	Vancouver Police Officer Guild	
Supplier Payment	EFT	EFT-00335589	1/23/2026	32,865.63	IAFF Local #452	
Supplier Payment	EFT	EFT-00335590	1/23/2026	25,837.30	Allegiance Benefit Plan Management Inc (COBRA)	
Supplier Payment	EFT	EFT-00335591	1/23/2026	1,293.36	Vancouver Command Guild	
			EFT	**2,868,231.50**		
Supplier Payment	Manual Wire		1/1/2026	16,684.40	Global Payments Inc	
Supplier Payment	Manual Wire		1/16/2026	1,564.11	JP Morgan Chase Bank, N.A.	
Supplier Payment	Manual Wire		1/20/2026	79,647.74	Paymentus Corporation	
Supplier Payment	Manual Wire		1/22/2026	59,669.04	The Bank Of New York Mellon Trust Company	
Supplier Payment	Manual Wire		1/22/2026	801.00	KFPro, Inc	
Supplier Payment	Manual Wire		1/22/2026	5,850.19	Superion, LLC	
Supplier Payment	Manual Wire		1/22/2026	157,797.53	Blue Cross Blue Shield of Oregon	
Supplier Payment	Manual Wire		1/22/2026	2,999.40	Washington Dental Service	
Supplier Payment	Manual Wire		1/23/2026	397,637.75	International City Management Association Retirement Corporation	
Supplier Payment	Manual Wire		1/23/2026	33,574.49	Vancouver Firefighters Union Health & Welfare Trust	
Supplier Payment	Manual Wire		1/23/2026	27,375.00	Washington State Firefighters	
Supplier Payment	Manual Wire		1/23/2026	11,805.94	Western States Health & Welfare Trust	
Supplier Payment	Manual Wire		1/23/2026	586.00	Oregon SDU	
Supplier Payment	Manual Wire		1/23/2026	6,357.98	Washington SDU	
Supplier Payment	Manual Wire		1/23/2026	74,038.93	State of Washington Department of Retirement Systems (DRS)	
			Manual Wire	**876,389.50**		
			Checks	**1,001,975.95**		
			Direct Deposit	**4,113.19**		
			EFT	**2,868,231.50**		
			1/26/2026	4,622.01	City Payments	Posted 01-19-26 - 01-25-26
			Hansen Total	**4,622.01**		
			1/26/2026	281.14	Miscellanous	Parks Class Refunds FCC 01-19-26 - 01-25-26
			1/26/2026	738.00	Miscellanous	Parks Class Refunds MCC 01-19-26 - 01-25-26
			VISA Total	**1,019.14**		
			Payroll Total	**4,408,242.33**		
			GRAND TOTAL	**9,164,593.62**		

*Please contact Procurement Services if you would like to review the justification for EMERGENCY procurement.

City of Vancouver
Payroll Council Report
January 19, 2025 - January 25, 2026

Check No.	Date	Explanation	Amount	
3215 - 3226	01/23/26	January 23rd Payroll	$	3,166.59
333646 - 335586	01/23/26	January 23rd Direct Deposits	$	4,405,075.74

$ 4,408,242.33