

OUR VANCOUVER

OUR FUTURE 2045



COMMUNITY ATLAS: EXISTING CONDITIONS REVIEW

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KEY DEFINITIONS

CONNECTED + ACCESSIBLE NEIGHBORHOOD

The connected and accessible neighborhood is a planning concept that focuses on access to services and amenities as a measure of equity. A 15-minute walk, roll, or bike ride is the threshold used to define reasonable access.

AMENITIES

Urban services like public parks, libraries and grocery stores that should be accessible within a 15-minute walk or bike under the 15-minute neighborhood concept.

BIPOC

Black, Indigenous, (and) people of color.

BROWNFIELD SITE

Sites defined by the United States Environmental Protection Agency that are (potentially) contaminated by a hazardous substance or pollutant.

CO-CREATIVE PROCESS

A planning process that is guided collaboratively by community members, experts, and a range of stakeholders.

EQUITY

Applying an equity lens to planning processes to ensure “just and fair inclusion into a society in which all can participate, prosper, and reach their potential” (APA Planning for Equity Policy Guide).

LIVABILITY

Factors that contribute to a community's quality of life, including its environmental, economic, and social wellbeing.

PROTECTED HABITAT AREA

Locations that require particular consideration during the development process because of their ecological significance.

SPECIES AREA

Areas with a particular concentration of species biodiversity.

SUPERFUND SITE

Sites designated by the United States Environmental Protection Agency that require long-term remediation and monitoring due to contamination by a hazardous substance or pollutant. These sites include manufacturing facilities, processing plants, landfills and mining sites.

SUSTAINABILITY

Practices that avoid the depletion of natural resources in order to maintain an ecological balance.

URBAN GROWTH AREA (UGA)

Planning areas defined as part of a city's long-term planning effort where urban growth is encouraged. The UGA encourages development that preserves open space, promotes density, and reduces sprawl.



Figure 1: Peacehealth Southwest Hospital

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INTRODUCTION





Figure 2: I-5 Sunset

COMMUNITY ATLAS: EXISTING CONDITIONS REPORT

In 2022, the City of Vancouver initiated an update to its Comprehensive Plan and Title 20 Code Update. As part of this process, the City has embarked on a co-creative process with the community of Vancouver to ensure an equitable engagement and outreach process. The City strives to acknowledge past actions that have influenced historic development patterns and generate a collective vision for the future.

In order to accurately capture existing conditions within Vancouver, the planning team has conducted an analysis of current information pertaining to the natural environment, land use and zoning, community demographics, cultural resources, economy, the built environment, parks, recreation, trails and open spaces, public facilities, and a review and audit of the existing comprehensive plan and supplemental plans. This analysis constitutes the Community Atlas document.

WHAT IS THE PURPOSE OF THE COMMUNITY ATLAS?

The Community Atlas is a document intended to support the City's planning efforts as it updates its Comprehensive Plan and Title 20 Code. This document contains information on the City's core values and existing conditions including statistics, data and mapping, and an assessment of Vancouver as a 15-minute neighborhood, in a user-friendly format, all

meant to inform baseline analyses for the development of the Comprehensive Plan.

By capturing this information in one document, the City will be able to reference the Community Atlas at regular intervals during the horizon of the Comprehensive Plan to provide the community with updates on implementation progress.

WHAT DOES IT INCLUDE?

Within each chapter of the Community Atlas there are narratives, maps, imagery and statistics that provide current community information available to support long-range planning efforts for the Comprehensive Plan and Title 20 Code Update. The Community Atlas chapters are:

1. Introduction
2. People
3. Natural Environment
4. Cultural Resources
5. Built Environment
6. Economy
7. Parks, Recreation, Open Spaces and Trails
8. Regulatory Framework Assessment

WHY IS THE ATLAS IMPORTANT?

The City of Vancouver is expected to reach a population of 268,000 residents by the year 2042.¹ This is in part due to growth trends seen in the region, with an estimated increase of 18% in population between 2010 and 2020.² Vancouver is growing in response to several factors including increased immigration to the region, urbanization and increased development.

These trends are influenced by local, county and state policies that were created to sustainably manage growth over time - this includes policies like the City of Vancouver's Urban Annexation Blueprint Plan (2007), the County Comprehensive Growth Management Plan and the State of Washington Growth Management Act.

The City of Vancouver last updated their Comprehensive Plan in 2011 - which will require the chapters, or 'elements', to be updated to mirror not only the new requirements of the Growth Management Act but also reflect current City policies which include other guiding documents such as the Strategic Plan, the Transportation System Plan, and the Climate Action Framework.

WASHINGTON GROWTH MANAGEMENT ACT

In 2023, the State of Washington Legislature updated its approach to how communities are required to plan for housing to meet more immediate needs and to prepare for long-term growth. House Bill 1220 (HB 1220) requires communities to plan for the creation of housing which is affordable to all community members at all income levels. This Bill also changed how municipalities have to plan for updates to the housing elements in comprehensive plans.

WHAT INFORMS THE COMMUNITY ATLAS?

The Atlas is a document informed by others - it relies on current population projections from the 2020 Census and subsequent American Community Survey updates, ESRI GIS and analyst data, existing City of Vancouver policies and documents, Clark County policies and state legislative changes. While not an extensive list, the following documents were consulted during the creation of this document:

- City of Vancouver Strategic Plan: 2023-2029 Update
- 2011 Vancouver Comprehensive Plan and Zoning Code
- Subarea and Action Plans
- Vancouver Parks, Recreation and Cultural Services Comprehensive Plan 2022
- City of Vancouver Diversity, Equity and Inclusion Strategic Plan
- Reside Vancouver: An Anti-Displacement Strategy
- City of Vancouver Climate Action Framework
- Transportation System Plan
- City of Vancouver Consolidated Housing and Community Development Plan
- Urban Forestry Management Plan
- Main Street Promise
- City of Vancouver Shoreline Master Program
- Clark County Comprehensive Economic Development Plan 2018-2023
- Clark County Countywide Planning Policies
- An Ethnohistorical Overview of Groups with Ties to Fort Vancouver National Historic Site
- Washington Transportation Plan 2035
- State of Washington Growth Management Act

These documents provided a basis for capturing the existing conditions outlined in this Community Atlas and the initial 15-minute neighborhood analysis.

CITY OF VANCOUVER'S STRATEGIC VISION

The City of Vancouver has a Strategic Plan that is updated every 6 years in order to define the City's vision and core values, and understand what the City needs to prioritize and invest in.

The City recently adopted the 2023 Strategic Plan - which outlines key priorities through 2029 - and takes into account existing and future City limits. Building on the previous 2016 Strategic Plan and robust engagement efforts, a series of core values and focus areas have been defined and serve as the foundation of the document.³

LIVABILITY

Livability for Vancouver is about ensuring that residents have access to basic necessities, requirements and experiences, and a quality of life.

It also means that there should be a focus on ensuring that every resident and cultural group can live in Vancouver and feel a sense of pride and belonging all while maintaining individual and cultural identities, beliefs and values.

An emphasis on safety, access, opportunity, inclusivity, and equity will lead efforts to provide for a clean, safe City that welcomes and enables residents of all ages and abilities to feel nurtured and valued while comfortably accessing public spaces, programs, resources, economic opportunities, education, and affordable housing.

SUSTAINABILITY AND RESILIENCY

The City is focused long-term solutions to sustainability and resiliency which include economic, environmental and social issue crisis management, in addition to a focus on environmental justice for all Vancouver communities. Additionally, the City seeks to build structures that take into account expanding and evolving green technologies.

The City is focused on a proactive and goal oriented approach to protecting natural resources, reducing greenhouse gas emissions, introducing forward-thinking nature-based solutions, and planning for crisis management.

INNOVATION

The City of Vancouver wants to invite and encourage creative thinking in order to promote the well-being of residents. For Vancouver, innovation includes technology, infrastructure, programs, climate change, and business to ensure that the City attracts and retains businesses and jobs.

Creative problem solving, adapting to change, creating space for creative communities, collaborating, and adapting to changing trends will ensure that Vancouver continues to confront barriers to innovation and ensure that the City invests in its future.



Figure 3: Bike Lane



Figure 4: Farmers Market Day of the Dead

EQUITY AND INCLUSION

Equity and inclusion focused policy will enable Vancouver to be a place where all people are able to express their beliefs and values freely and safely. The City celebrates different perspectives, cultures, activities and people, and wants to provide access to opportunities through investments and accounting for historical policies that have led to inequities across Vancouver communities. This includes breaking down and eliminating barriers that have affected communities of color, religious minorities, people with disabilities, LGBTQIA+ communities, and other disadvantaged communities.

Through nurturing and valuing all community members and ensuring equitable access to resources, and fair and transparent processes, the City will provide inclusive economic opportunities.

TRUST AND RELATIONSHIPS

The City of Vancouver Strategic Plan emphasizes the importance of trust and relationships - specifically between the City government and the Vancouver community. Transparent processes and decision-making are integral to

creating a community that is livable, equitable, and resilient and where community members, businesses, and residents are engaged and participate in City programs and initiatives.

The City understands how important trust is to effecting community safety, and that the relationship between the community and law enforcement will require building, repairing and maintaining relationships and ongoing collaboration and inclusion. Specifically, focusing on equity, accountability, respect, strong partnerships, representation, fairness, kindness, and honesty.

The City believes that investing in community relationships will benefit all people in the Vancouver community and will serve to create a place where officials and residents have trust in each other.

PLANNING FOR CONNECTED AND ACCESSIBLE NEIGHBORHOODS

WHY ARE CONNECTION AND ACCESSIBILITY IMPORTANT?

The connected and accessible neighborhood is a planning concept that aligns with the vision and goals of the 2023 Strategic Plan. It envisions neighborhoods where residents have access to basic needs, essential services and amenities, such as grocery stores and libraries, within in an easy 15-minute walk, bike or roll. It increases livability and equity-minded policies while supporting sustainability goals.

This type of development pattern represents an equitable distribution of amenities, services, and facilities due to their accessibility. Such services and amenities include grocery stores and markets, transit stops, parks and open space, trails, schools, libraries, hospitals and urgent care facilities.

In plans such as the Heights District, the City of Vancouver used a 20-minute walk to services and amenities as a metric. This was historically best practice, but this policy direction is more ambitious, adopting a 15-minute walk as the goal to equitably increase access to essential services across the city.

To define this concept for Vancouver, the Community Atlas identifies essential services and amenities within the City and analyzes their locations. The graphic below illustrates what should be accessible to residents within a 15-minute walk, bike or roll. The subsequent map identifies what areas in Vancouver are close to meeting connected and accessible neighborhood goals, and which areas need additional considerations.

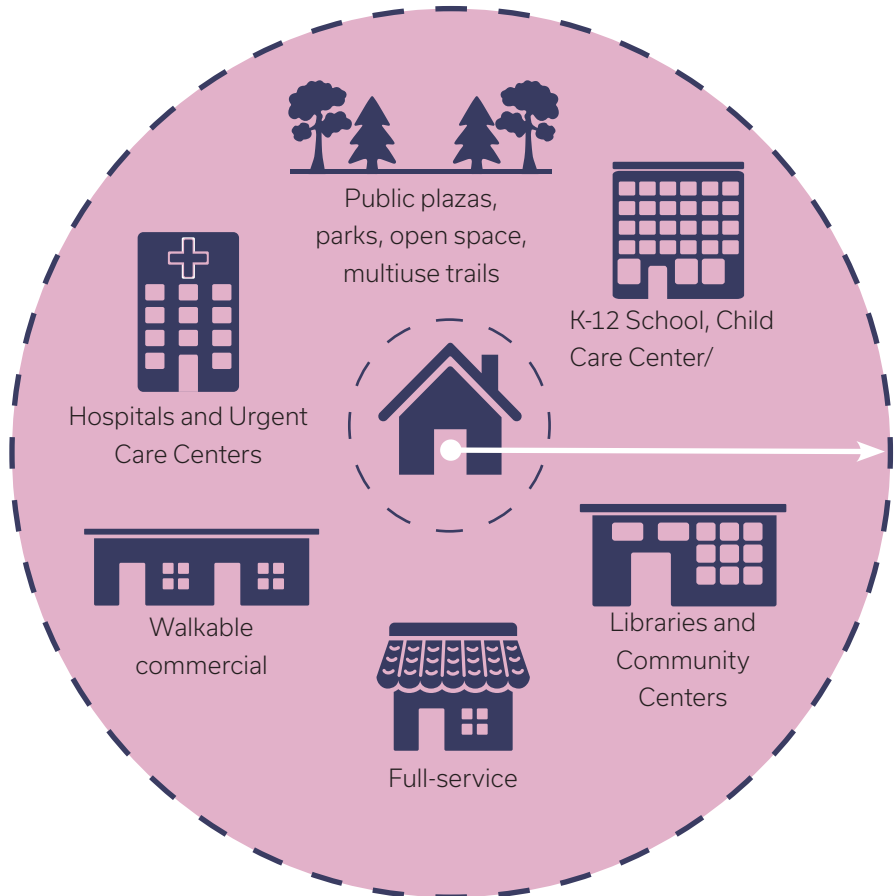


Figure 5: Connected and Accessible Neighborhood Illustrative Graphic

MAPPING METHODOLOGY

A majority of essential services are located in central Vancouver. By identifying where essential services are currently located, decision-makers can plan for where additional services need to be developed into the future or where density could be added to take advantage of existing services. This framework has been used to develop an initial understanding of where development should be focused into the future to ensure services are accessible.

Over the past few decades, Vancouver has experienced a significant increase in diversity. This has also brought to light various socioeconomic challenges and the need for cultural awareness and inclusivity. Diversity, equity, and inclusion (DEI) efforts are vital, particularly for historically underrepresented groups and individuals. Vancouver aims to promote fair and full participation of all residents and community members regardless of race, gender, sexuality, identity, or disability.

Understanding current DEI concerns is crucial for developing an equity framework that addresses privilege imbalances and the interconnected issues faced by different communities. Vancouver utilizes equity principles and guidelines to create a more inclusive City and protect underrepresented community members. Communities at risk, including Black or Indigenous people, people of color, people with low incomes, people with disabilities, renters, LGBTQIA+ individuals,

homeless individuals, and small business owners, will be prioritized in the City's efforts to ensure equity and inclusion for all.

The Community Atlas focuses on access to essential services as a means to inform equitable development.

To measure access to essential services, the Community Atlas uses a walkshed: the area within a particular walking distance (in this case 15 minutes) from a point of origin. The density of walksheds is determined by the number of paths or walksheds in a specific area. The more overlapping walksheds there are in an area, the higher the walkshed density. A higher walkshed density indicates a more accessible Vancouver, as it communicates the number of destinations reachable within a certain walking distance.

To establish an access to services map illustrating walkshed density, an individual walkshed analysis by essential service type was calculated, then synthesized to create the composite maps on the following pages.

For this analysis, the following walksheds were considered: full service groceries, transit stops, parks and open spaces, trails, libraries, ambulatory healthcare services, and schools. This is illustrated on the map on the next page.



Figure 6: Vancouver Public Library

CHAPTER SOURCES

- 1 City of Vancouver Comprehensive Planning estimate, based on recent growth trends as quantified by the Washington State Office of Financial Management
- 2 2020 Decennial Census, US Census Bureau
- 3 City of Vancouver 2023 Strategic Plan

ACCESS TO SERVICES MAP

The purpose of this map is to highlight areas of the City that are currently served by amenities within a 15-minute walk, bike or roll. The shading on the map is darker in areas with more amenities within the threshold.

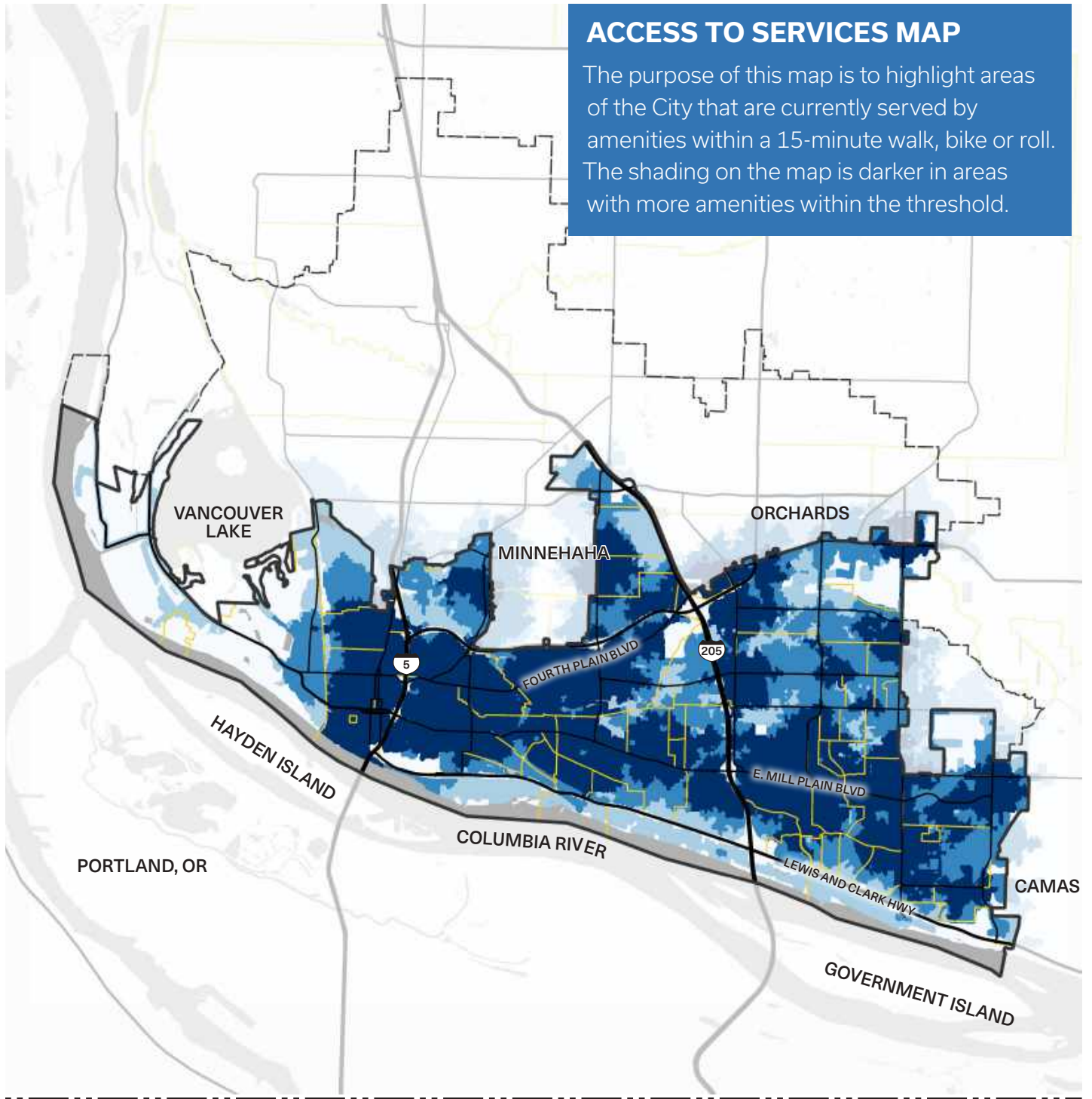


Figure 7: 15-Minute Neighborhood Map

- City Boundary
- UGA
- Waterbodies
- Neighborhood

Number of Essential Amenity Types within a 15-Minute Walk, Bike or Roll.

- 0
- <2
- 2-4
- 4-7

Essential amenity types are classified into seven categories: Bus stops, parks, libraries, healthcare facilities, schools, food and beverage and other essential services identified by the City of Vancouver.



County of Clark, WA, Oregon Metro, Oregon state, State of Oregon GEO, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA



PEOPLE



COMMUNITY OVERVIEW

As the City of Vancouver experiences rapid growth, it is prompting local leaders, designers, and the community to think critically when planning for the future of both its community members and unique neighborhoods. There are several factors influencing growth which include proximity to Portland, investments by the City of Vancouver into infrastructure and development, its location along the Columbia River and its thriving and diverse local community.

Understanding how Vancouver has grown since the 2011 Comprehensive Plan is crucial to defining how change has impacted its neighborhoods and development patterns. The following information reflects the research that was conducted as part of the City of Vancouver's Community-At-A-Glance (including source data references). The Community-At-A-Glance document can be found on the City's community engagement website Be Heard Vancouver (www.beheardvancouver.org).

POPULATION TRENDS

Vancouver has witnessed significant population growth over the past decade. The population increased from 161,791 people in 2010 to 190,915 people in 2020.⁴ This is a population increase of 29,124 people, an 18% increase in the span of just ten years.⁵ This growth trend is projected to continue, with an estimated population of 268,000 by the year 2042.⁶ Understanding growth patterns in both Vancouver and

Clark County is imperative when it comes to planning and designing for the City's future.

ECONOMY

Vancouver has experienced impressive employment rates in recent years. Employment in Vancouver is concentrated in the healthcare, education, food service, administrative, real estate, business, manufacturing, engineering, construction, transportation, and materials moving industries. The median income of Vancouver's residents increased by 34% between 2010 and 2020, from \$47,307 to \$63,617.⁷ These trends may have changed dramatically due to the increase of population, jobs and opportunity, as well as inflation. However, despite this dramatic increase, Vancouver's median income is still lower than the median income in Clark County (\$75,253) and the State of Washington (\$73,775).⁸

Vancouver's employment rate is 96.5%, and the unemployment rate was 3.5% as of December 2021.⁹ This is slightly lower than the national average unemployment rate of 3.9% noted in December 2020.¹⁰ The average single family home value increased 129% since 2010, which has provided current and new homeowners great opportunities to invest and build wealth.¹¹

PROJECTED GROWTH

161,791	POPULATION (2010)
190,915	POPULATION (2020)
195,512	POPULATION (2022)
268,000	POPULATION (2042)



Figure 8: Vancouver Landing



Figure 9: Story Walk

However, the competitive real estate market has posed great difficulties for aspiring homeowners and living costs for the community.

Despite certain positive developments, not everyone has benefited equally and it is important to acknowledge persistent socioeconomic disparities. Approximately 12.7% of individuals in Vancouver have experienced poverty compared to 9.0% county-wide, highlighting the need for ongoing efforts to address income disparities and ensure economic stability for all members of Vancouver's community.¹²

In 2021, 20,955 Clark County residents received food stamps or SNAP benefits, indicating a significant number of individuals who rely on food assistance programs.¹³

AGE, ETHNICITY, LANGUAGE, LGBTQIA+ ORIENTATION, RACE, VETERAN STATUS

The City of Vancouver experienced dramatic growth in terms of age, ethnicity, language, LGBTQ+ orientation, race, and veteran status over the past decade. As the population and opportunity have increased, the population of communities of color have also experienced substantial growth with an increase of 64% in the last decade.¹⁴

Within the City, 2.3% of residents identify as Black or African American, 13.9% as Hispanic and Non-White, 1.5% as Native Hawaiian and other Pacific Islander, 0.6% as Native American, 5.6% as Asian, 6% as Two or More Races, and 71.5% identify as White.¹⁵

POVERTY

12.7% INDIVIDUALS HAVE EXPERIENCED POVERTY

8.3% FAMILIES HAVE EXPERIENCED POVERTY

COMMUNITY OVERVIEW

The school-aged population in Vancouver follows a similar trend, with a breakdown of 52.6% students identifying as White, 27.45% as Hispanic and Non-White, 8.9% as Two or More Races, 4.65% as Asian, 3.15% as Black or African American, 2.7% as Native Hawaiian and other Pacific Islander, and 0.45% as Native American. With the increase of diverse families from different backgrounds, 19.7% or 34,723 people spoke a language other than English at home in 2021.¹⁶

The City's demographic profile reflects a relatively young population with a median age of 37 years old, slightly younger than the median age of Clark County (38.6 years old).¹⁷ Approximately 22% of the population is under 18 years old, and 47% of the population under 35 years old. There is a small aging population with 6.3% of the population 75 years or older.¹⁸

While approximately 10.7% of adults in the City identify as LGBTQ+¹⁹, data from the Vancouver and Evergreen School Districts reveals that a significant percentage (31-33%)²⁰ of students self-report as LGBTQ+ across 8th, 10th, and 12th grade levels.

EDUCATION

There were 48,825 students in the City of Vancouver enrolled in school for the 2021-22 school year. Overall, 91% of Vancouver residents hold a high school diploma and 29.2% of Vancouver residents hold a bachelor's degree.²¹

The City of Vancouver strives to provide a conducive environment for students to



Figure 10: Ogden Elementary School

EDUCATION

91%

**RESIDENTS HAVE
A HIGH SCHOOL
DIPLOMA**

29.2%

**RESIDENTS HOLD A
BACHELOR'S DEGREE**

thrive academically. Approximately 62% of ninth graders in Vancouver and Evergreen School Districts passed all their courses and 90% of the senior classes at Vancouver and Evergreen School districts graduated.²²

HOUSING

Vancouver's housing market has experienced significant changes over the past decade. The average value of a single-family home in Vancouver saw a dramatic increase of 129% between 2010 and 2020, from \$213,400 to \$490,494.²³

The monthly mortgage payment averaged to \$1,734²⁴ in March 2022 and the average market for a 1-bedroom unit in Vancouver was \$1,411²⁵ in 2021. There is a relatively even split between renters and owners with 48% of Vancouver residents renting and 52% of Vancouver residents who own.²⁶

Due to the high costs of housing, approximately 39.5% of residents are considered rent burdened, meaning more than 35% of their income is spent on rent. 21.9% of Vancouver residents are extremely rent burdened, meaning more than 50% of their income is spent on rent.²⁷

Vancouver had an increase of housing units by 32% from 63,620 units in 2010 to 83,868 units in 2021.²⁸ However, Vancouver also suffers from a housing deficit of approximately 4,000 housing units - which is included in estimates of Clark County's deficit of

13,500 housing units. Between 2019-2021, approximately 80% of new construction in the City has been multifamily dwellings.²⁹

SAFETY & MOBILITY

The 2024-2044 Transportation System Plan (TSP) outlines goals for Vancouver’s transportation network organized around the principles of safety, equity, climate, choice, connectivity, and maintenance. As Vancouver grows and changes, the City is focused on expanding transportation options to include walking, rolling, biking, small mobility, transit and freight.³⁰

As of 2021, 82% of Vancouver workers drove to work. Participants in the TSP outreach process cited safety and comfort as key barriers to using alternate methods of travel. While over 47,000 Vancouver residents live within a quarter mile of the Vine and the Mill Plain Bus Rapid Transit system, TSP feedback suggested that ridership might increase through improved comfort, commute time, and connectivity.³¹

During the pandemic, transit ridership declined the least in census tracts that were identified as high-priority equity areas. Additionally, BIPOC residents reported being particularly impacted by safety concerns waiting for transit on nights and weekends. The improvements outlined in the TSP prioritize areas with higher demographic indicators of risk.³²



Figure 11: Farmers Market

HEALTH AND FOOD SYSTEMS

As of 2020, approximately 9.7% of Vancouver residents were living with a disability.³³ In 2018, heart disease accounted for 176 male deaths and 118 female deaths per 100,000.³⁴ Chronic lower respiratory diseases, which includes asthma and chronic obstructive disease, account for 210 deaths per 100,000.³⁵ Diabetes was another prevalent issue causing 507 deaths per 100,000.³⁶

These statistics highlight the importance of addressing health issues, concerns for accessibility, and providing the necessary support systems for Vancouver residents. This includes assessing the local foodshed and identifying gaps in service to residents who may live more than a 1/4 mile from a grocery store and have limited means of transportation.

Clark County has seen an increase in the number of community-supported agricultural programs, farmers markets, and interest in locally sourced foods. Agricultural operations provide many benefits to the area including providing jobs, lowering barriers to accessing healthy foods, and enhancing the rural character and protecting open and green spaces.

SAFETY & MOBILITY

29%	INCREASE IN VEHICLE CRASHES (2010-2019)
47,000	RESIDENTS LIVE WITHIN 1/4 MILE OF BUS RAPID TRANSIT
82%	VANCOUVER WORKERS DRIVE TO WORK



Figure 12: Downtown Vancouver

CLIMATE

As Vancouver looks to mitigate its environmental impact and promote sustainability, it is crucial to meet the goals outlined in the Climate Action Framework, including how to address the largest contributors to greenhouse gas (GHG) emissions. In Vancouver, transportation (36%), buildings (28%), aviation (25%), and industrial processes (8%) are the sectors with the largest contribution to GHG emissions.³⁷

Efforts to transition to renewable energy sources are underway, with roughly 9% of energy used in Vancouver and greater Clark County coming from renewable energy sources.³⁸ The City also aims to achieve a tree canopy of 28% by 2030 from a tree canopy of 6,066 acres, covering only 19% of Vancouver land in 2020.³⁹

INCOME & EMPLOYMENT

The connection between income, employment, and diversity, equity and inclusion (DEI)

INCOME & EMPLOYMENT

\$67,462	VANCOUVER MEDIAN HOUSEHOLD INCOME
15%	RESIDENT HOUSEHOLDS LIVE BELOW THE FEDERAL POVERTY LINE
75%	VANCOUVER WORKERS COMMUTE ALONE BY CAR

measures in Vancouver is significant, especially considering the income disparities among different racial populations.

The City's median household income stands at \$67,462, but this figure varies by race: Black/African American households have a median income \$24,000 lower than the overall median. Certain neighborhoods, like Bagley Downs and Meadow Homes, face alarming rates of childhood poverty, surpassing 50% for children under 5. Moreover, over 15% of resident households live below the federal poverty line.⁴⁰

PARKS AND OPEN SPACE ACCESS

The City of Vancouver faces disparities in park access, particularly in areas north of Burton Road and east of I-205 where there is a significant need for park acquisition to serve existing and future residents. Existing parks on the west side of I-5 tend to be smaller with a low ratio of parkland accessible to high density residential neighborhoods. These disparities were identified during the development of the Vancouver Department of Parks, Recreation and Cultural Services (VPRCS) Comprehensive Plan.⁴¹ The

Equity Index completed by VPRCS will inform recommendations in the Comprehensive Plan.

While dense tree canopies are prevalent in specific residential neighborhoods in central Vancouver, Vancouver's tree canopy coverage is significantly lower than the recommended 40% or the Washington average of 32%, with only 19% coverage. Notably, communities of color experience less tree canopy coverage, falling below the City's average by 2.4%.⁴²

As climate change progresses, it will be especially important to ensure equitable access to open space and tree canopy to protect the City's most vulnerable populations from the potential impacts of global warming. The City's network of natural areas will be increasingly essential to promote resiliency. These specific concerns are addressed in the City of Vancouver's Climate Action Framework.⁴³

DIVERSITY EQUITY AND INCLUSION (DEI)

Over the past few decades, Vancouver has experienced a significant increase in diversity, with a particular increase in Hispanic or Latine



Figure 13: Fourth Plain Public Art Mural

community members of any race. While the City is still 70% white, this is still a significant decrease from 1970, when 99% of the population identified as white.⁴⁴ This demographic change has brought light to various socioeconomic challenges and the need for cultural awareness and inclusivity. DEI policies and programs are vital, particularly for historically marginalized groups and individuals. Vancouver aims to promote fair and full participation regardless of race, gender, sexuality, identity, or disability which is reflected in the co-creative process for the Comprehensive Plan and Title 20 Code Update. To incorporate DEI principles into the City's built environment, a long-term vision and associated policy directions will need to be developed through discussions with the community during the planning process. These policies will support the work already accomplished by the City in Reside Vancouver: An Anti-Displacement Plan which is focused on guiding equitable development in central Vancouver. Understanding current DEI concerns is crucial for developing an equity framework that addresses privilege imbalances and interconnected issues faced by different communities. (More information about the City's Equity Framework and Equity Analysis, which are considered companion documents to the Community Atlas and upcoming Comprehensive Plan and Title 20 Code Update can be found on the BeHeardVancouver.com website).

The City of Vancouver utilizes equity principles and guidelines throughout many of its adopted documents and plans to create a more inclusive City and protect marginalized community members, especially communities considered to be at risk - Black or Indigenous residents, people of color, people with low incomes, people with disabilities, renters, LGBTQ+ individuals, homeless individuals, immigrants, and small business owners. All of these communities will be prioritized in the City's efforts to ensure future Comprehensive Plan policies promote equity and inclusion for all.

EQUITY INDEX

In order to put the Community Overview into context for the City of Vancouver it is important to understand that there have been historical patterns of development that have influenced the built form across different areas of the city. Generally speaking, there are three loosely defined geographies, west (areas west of I-5), central (areas between I-5 and I-205) and east (areas east of I-205). These geographies within the city developed over time, generally west to east, and are reflective of different settlement patterns, regulations, and periods of growth.⁴⁵ A map of these geographies and their historical development can be found in the Cultural Resources chapter.



Figure 14: East Fourth Plain Boulevard

and Ethnic Minority Status, and Housing Type/Vehicular Transportation Access.⁴⁷

Understanding SVI is critical for emergency planners, city officials, public health authorities, state and local health departments, and non-profit organizations. Together, they analyze municipalities at risk and provide support to the most vulnerable populations in the event of a disaster. This involves estimating the required supplies like food, water, medicine, and bedding, as well as the number of emergency personnel and shelters needed to assist people effectively.⁴⁸

According to the CDC/ATSDR census tracts, the City of Vancouver exhibits a high social vulnerability index. Areas with medium-high and high social vulnerability are concentrated along major interstates and arterial roads. The greater Vancouver areas, on the other hand,

display a lower level of vulnerability, ranging from low to low-medium vulnerability.

The SVI map is intended to reflect existing conditions and does not indicate priority areas for investment. However, it can be used as a tool to identify areas that are especially susceptible to the impacts of public investment when considered alongside other factors like residential density and housing costs. Public investment and private development can bring numerous benefits, but if equity considerations are not prioritized, it can lead to severe consequences for vulnerable communities, including pressures on the housing market and involuntary displacement.

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47 Center for Disease Control and Prevention/Agency for Toxic Substances and Disease Registry Social Vulnerability Index, 2022
48 Center for Disease Control and Prevention/Agency for Toxic Substances and Disease Registry Social Vulnerability Index, 2022

SOCIAL VULNERABILITY MAP

The purpose of this map is to illustrate social vulnerability based upon information available from the CDC. The CDC assesses 16 factors, such as poverty, lack of vehicle access, and crowded housing, which are categorized into four themes: Socioeconomic Status, Household Characteristics, Racial and Ethnic Minority Status, and Housing Type/Vehicular Transportation Access.

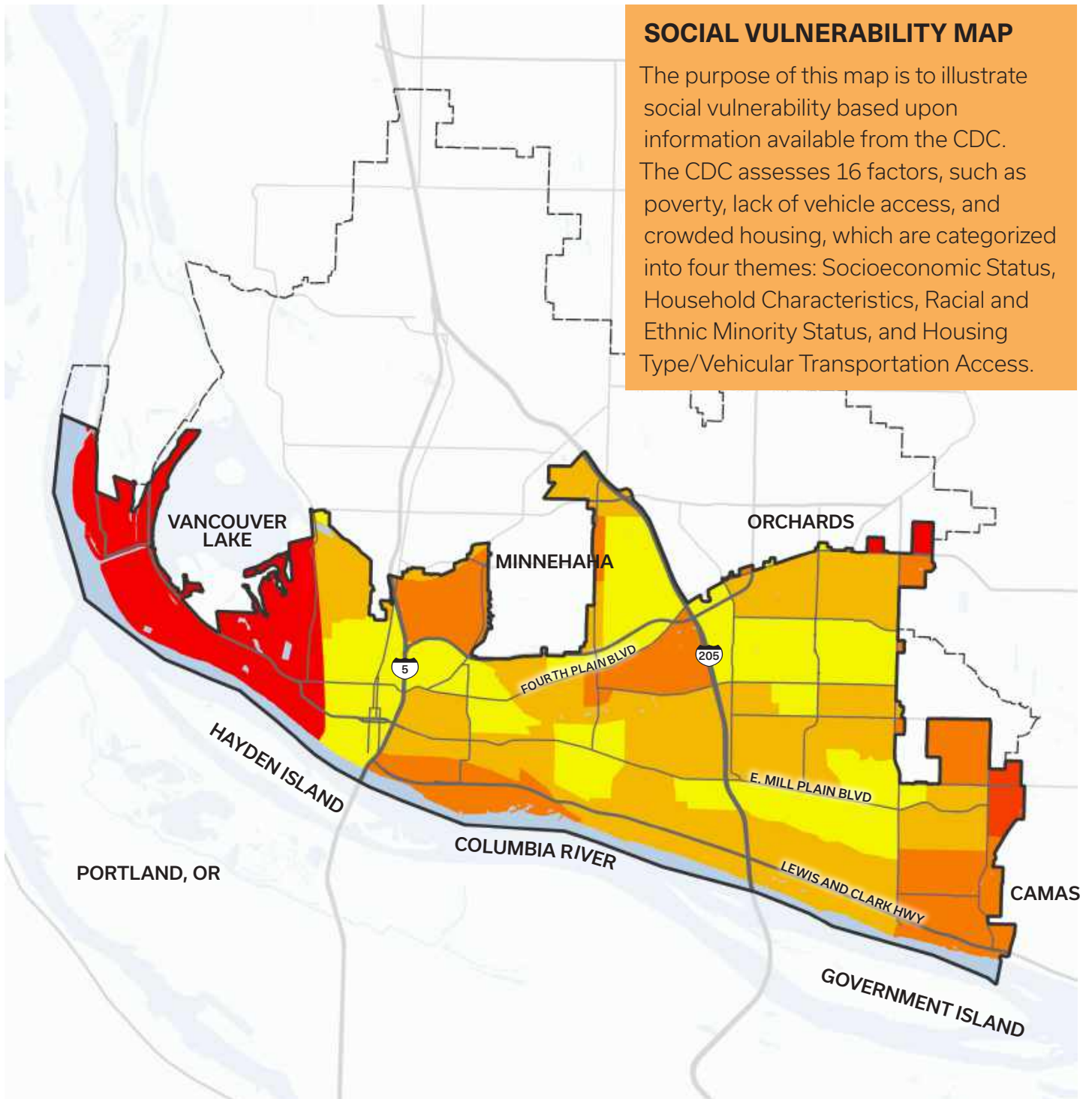









Figure 16: Social Vulnerability Index

-  City Boundary
-  UGA
-  Waterbodies

- Social Vulnerability
-  Highest
 - 
 - 
 -  Lowest



County of Clark, WA, Oregon Metro, Oregon state, State of Oregon GEO, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA



NATURAL ENVIRONMENT



NATURAL ENVIRONMENT OVERVIEW

Vancouver is rich in natural beauty, with rivers, creeks and lakes, urban forests and views of Mt. St. Helens, Mt. Adams, and Mt. Hood. Its landscape offers innumerable benefits, ecological and otherwise.

The Columbia River, Burnt Bridge Creek, Vancouver Lake and other water resources provide fish and wildlife habitat, and opportunities for recreation.⁴⁹ Oak woodland and Douglas fir forest support sensitive native species, improve air and water quality and beautify the urban landscape.⁵⁰

For thousands of years, humans have relied on Vancouver's abundant water, wildlife and forest. Ongoing urban development poses a threat to key natural resources and requires thoughtful and intentional management. In recent years, wildfires have become more prevalent during summer and early fall, which has caused damage to forested areas, and contributed to intermittent unhealthy air quality conditions due to smoke and particulate matter. Vancouver is also vulnerable to flooding, landslides and earthquakes.⁵¹

EXISTING CONDITIONS

- Vancouver is 70 miles east of the Pacific Ocean and is bordered on the south and west by the Columbia River. The Lewis River is to the north and the Cascade Mountains lie to the east.
- Vancouver's climate is typical to the Pacific Northwest, which is characterized by wet, mild winters and hot, dry summers. The City receives approximately 42 inches of rainfall annually.⁵²
- The City of Vancouver and the surrounding region have been shaped by a network of inland streams and wetlands that support a wide variety of vegetation and wildlife habitat, ranging from pasture and agricultural lands, riparian vegetation and woodlands. Historically, Vancouver's landscape was characterized by open meadows, conifer forests, mixed conifer-deciduous forests, and lowland riparian forests.⁵³
- The alluvial floodplain contains mostly marshes and hardwoods, while the upland includes various substantial woodlands of 20 to 30 acres or more.⁵⁴
- Critical Areas, which include 'wetlands, frequently flooded areas, fish and wildlife habitat and conservation areas, geologically hazardous areas, and areas with a critical recharging effect on aquifers used for potable water' are protected by the State of Washington Growth Management Act. In Vancouver, protections apply to areas including riparian buffers and special flood hazard zones.⁵⁵
- Air quality is monitored in Clark County by the Southwest Clean Air Agency, which was created in response to the Washington Clean Air Act of 1967. The air quality in Clark County was good to moderate all but five days in 2022.⁵⁶
- The City of Vancouver has multiple Superfund and Brownfield sites which includes the Alcoa, or Vancouver Smelter site, which is a property adjacent to the Columbia River. The City is actively working to inventory and assess brownfield sites within City limits which are targeted for clean-up through a partnership with the Clark County Public Health Department. Using a \$600,000 Brownfields Coalition grant from the U.S. Environmental Protection Agency, the Brownfields Assessment Project will focus on the Fourth Plain area in central Vancouver and may include St. John's and/or St. James and Fruit Valley Areas.⁵⁷

NATURAL ENVIRONMENT MAP

The purpose of this map is to provide an overview of the natural features of the City. This composite map depicts the major hydrology of the site including waterbodies, streams, wetlands and the 100-year floodplain. Habitat and slopes (5-25% and more than 25%) were overlaid.

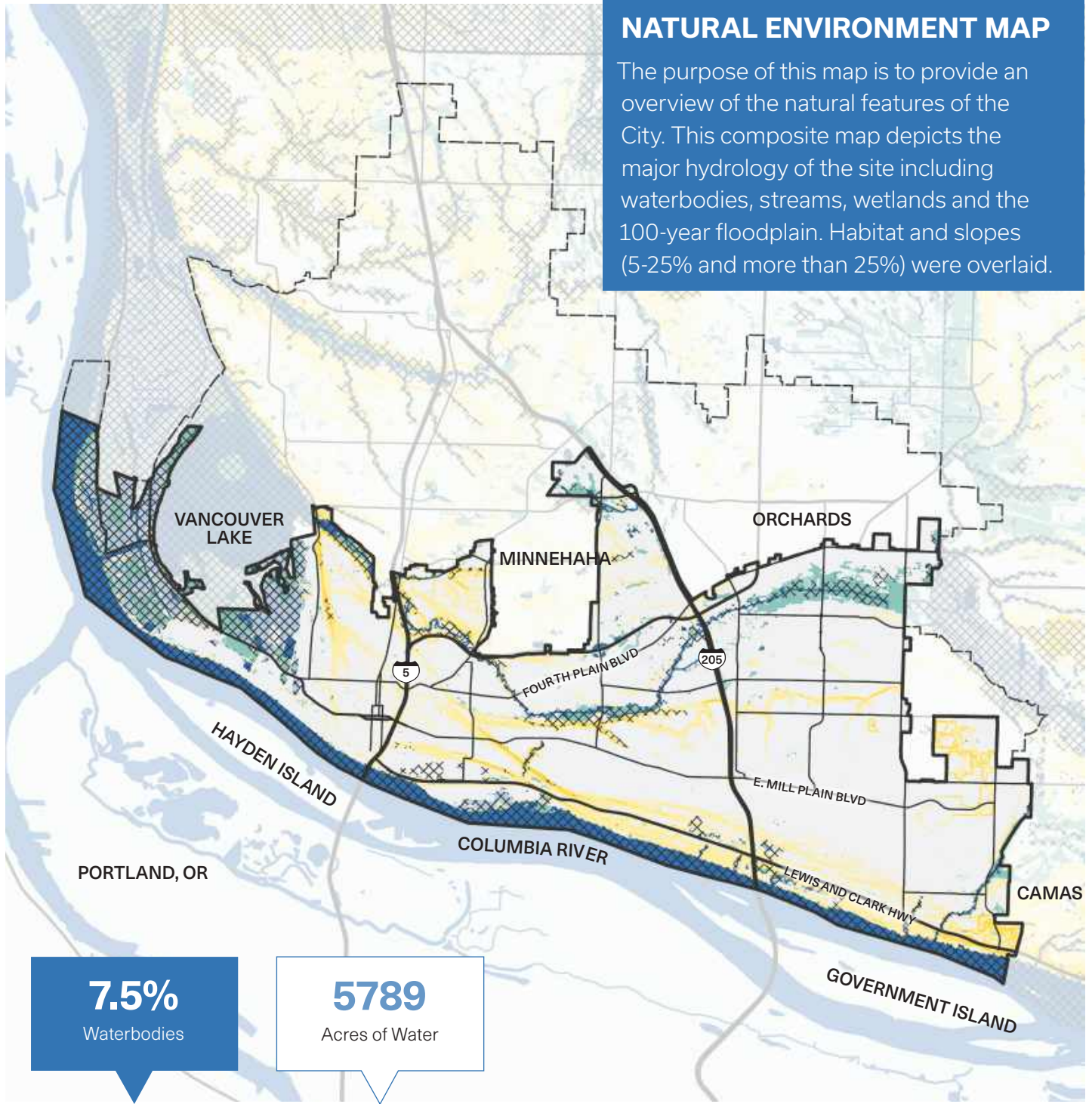


Figure 17: Natural Environment Map

- City Boundary
- UGA
- Waterbodies
- Stream

- Wetland
- 100 Year Floodplain
- Habitat

- Slope
- 5 to 25%
 - 25% or More



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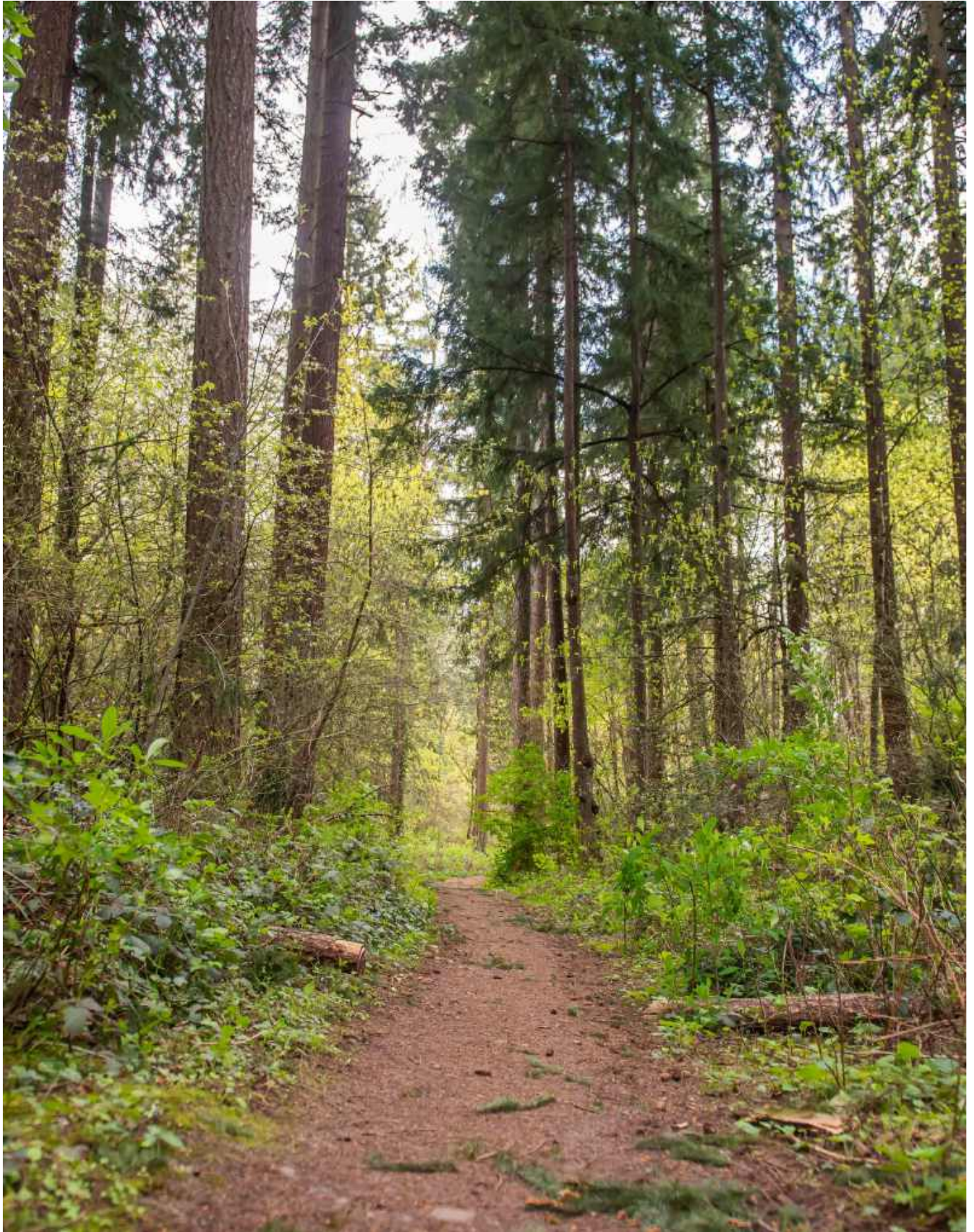


Figure 18: Tranquility Urban Natural Area

ENVIRONMENTALLY SENSITIVE AREAS

The Growth Management Act requires that critical environmental areas are protected. Critical areas include wetlands, areas with a critical recharging effect on aquifers, fish and wildlife habitat, floodplains and geologically hazardous areas.

In addition to compliance with the Growth Management Act, Vancouver’s municipal code includes a Critical Areas Protection Ordinance. The ordinance designates and protects ecologically sensitive and critical areas in Vancouver and describes reasonable use of those properties.⁵⁸

Vancouver Lake is a vital regional resource that fulfils a variety of functions including wildlife habitat, flood control, wetlands, surface and groundwater hydrology and recreational amenities. However, the lake

suffers from blue-green algae blooms that are toxic to humans and wildlife.⁵⁹

The Clark County Conservation Areas Acquisition Plan, adopted in 2014, divides the County into watershed subareas to identify high value conservation lands. Within the City of Vancouver, the Plan identifies land in and around the Columbia South Slope, Vancouver Lake Lowlands and the Burnt Bridge Creek corridor.⁶⁰

The Vancouver Parks, Recreation and Cultural Services Comprehensive Plan, adopted in 2022, recommends additional conservation lands along major riparian corridors, habitat areas and migration corridors, urban growth buffers, and areas with unique site qualities.⁶¹

ENVIRONMENTAL PROTECTION FRAMEWORK

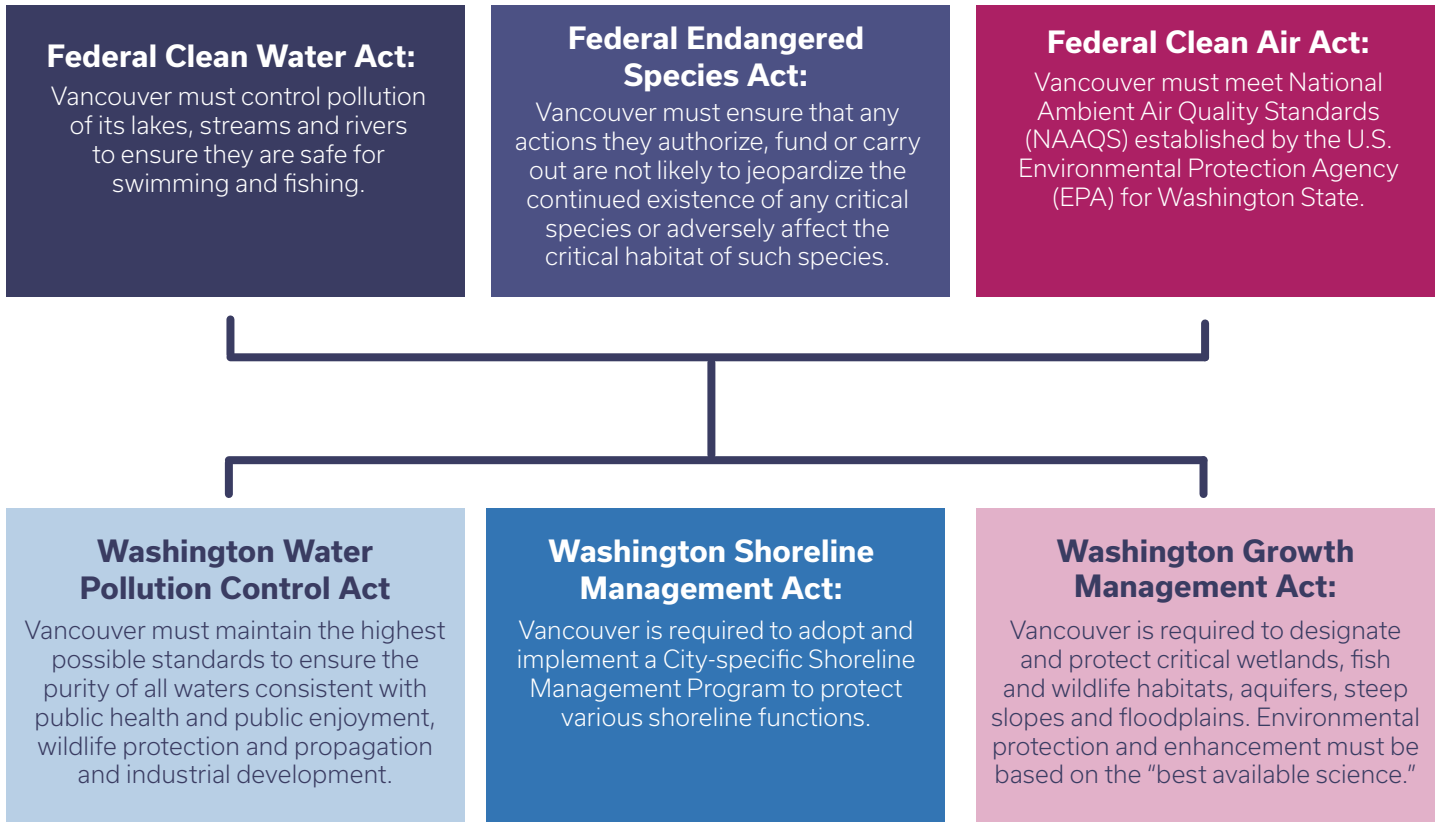
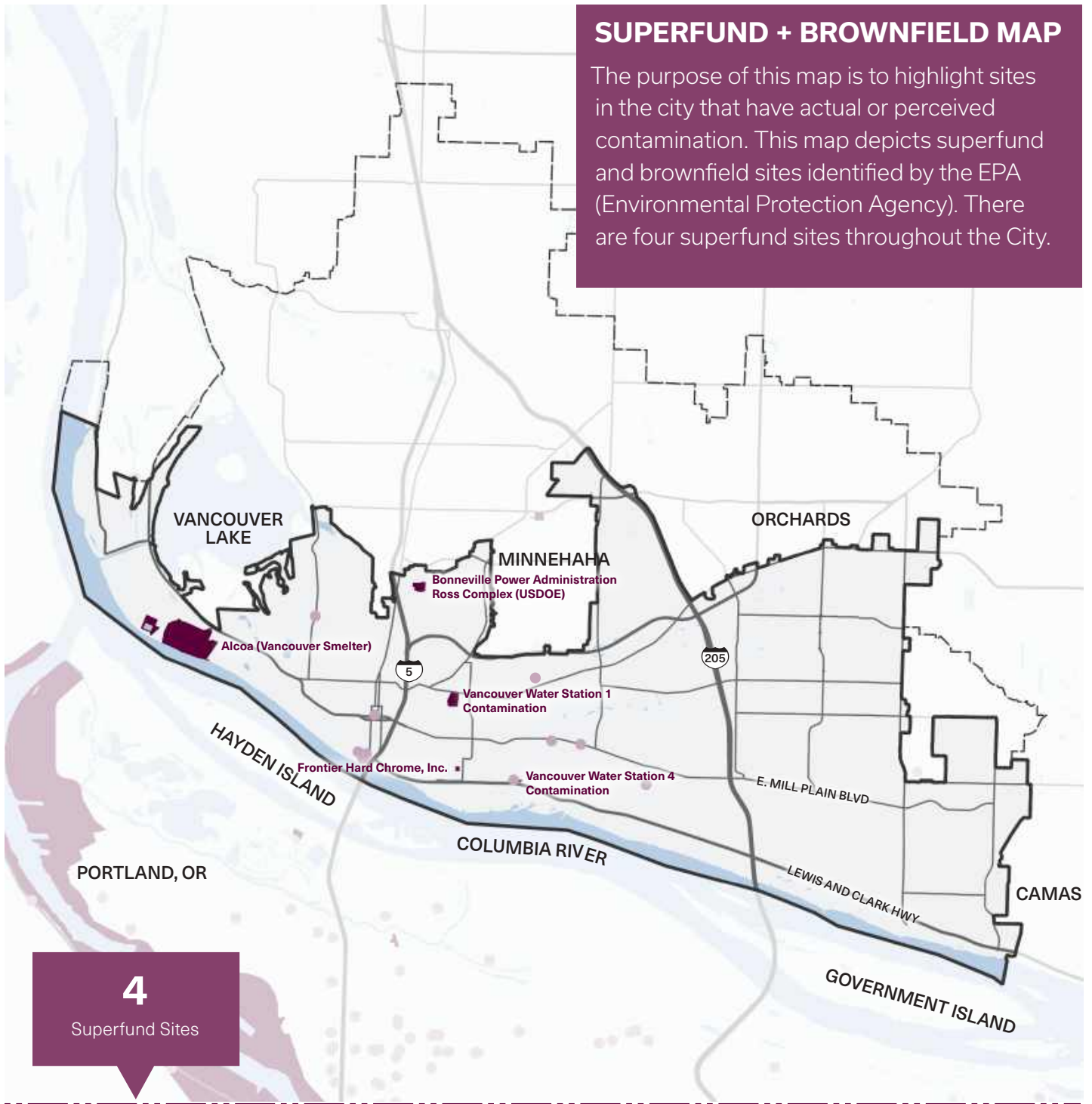


Figure 19: Environmental Protection Framework

SUPERFUND + BROWNFIELD MAP

The purpose of this map is to highlight sites in the city that have actual or perceived contamination. This map depicts superfund and brownfield sites identified by the EPA (Environmental Protection Agency). There are four superfund sites throughout the City.



4
Superfund Sites

Figure 20: Superfund and Brownfields Map

- City Boundary
- UGA
- Waterbodies

- Superfund Site
- Brownfield Site



County of Clark, WA, Oregon Metro, Oregon state, State of Oregon GEO, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

SUPERFUND + BROWNFIELD SITES

Superfund sites are set aside by the United States Environmental Protection Agency (EPA) as environmentally contaminated sites designated for clean up. Brownfield sites are sites whose redevelopment may be complicated by the presence of an environmental contaminant.⁶²

There are several Superfund and brownfield sites throughout Vancouver, including the 300-acre Alcoa (Vancouver Smelter) site on the southwest side near the Columbia River. The Alcoa site was purchased by Port of Vancouver in 2009 and now hosts Terminal 5, a marine terminal for long-term storage and rail loading.⁶³

The City of Vancouver is currently conducting a Brownfield Assessment Project which is a partnership with Clark County Public Health and the Vancouver Housing Authority. This project is utilizing a \$600,000 Brownfields Coalition Grant from the U.S. Environmental Protection Agency. The Brownfield

Assessment Project is focused primarily on assessments in the Fourth Plain area.⁶⁴

The City has updated and expanded its inventory of Brownfields sites to include potential sites throughout Clark County and will work to complete at least 15 Phase I Environmental Site Assessments, complete at least 12 Phase II ESAs, prepare analyses - Analysis of Brownfield Cleanup Alternatives (ABCA) - for one hazardous substance site and one petroleum site. Additional clean up plans will be developed for up to two brownfield sites through Area-Wide Plans (AWP) or Final Clean Up Plans.⁶⁵

The City has brought together a Brownfields Advisory Committee (BAC) which will provide guidance throughout the duration of the grant. Cataloguing ownership of these sites may be important for understanding what sites may be rehabilitated for parklands, housing, or other future development.⁶⁶

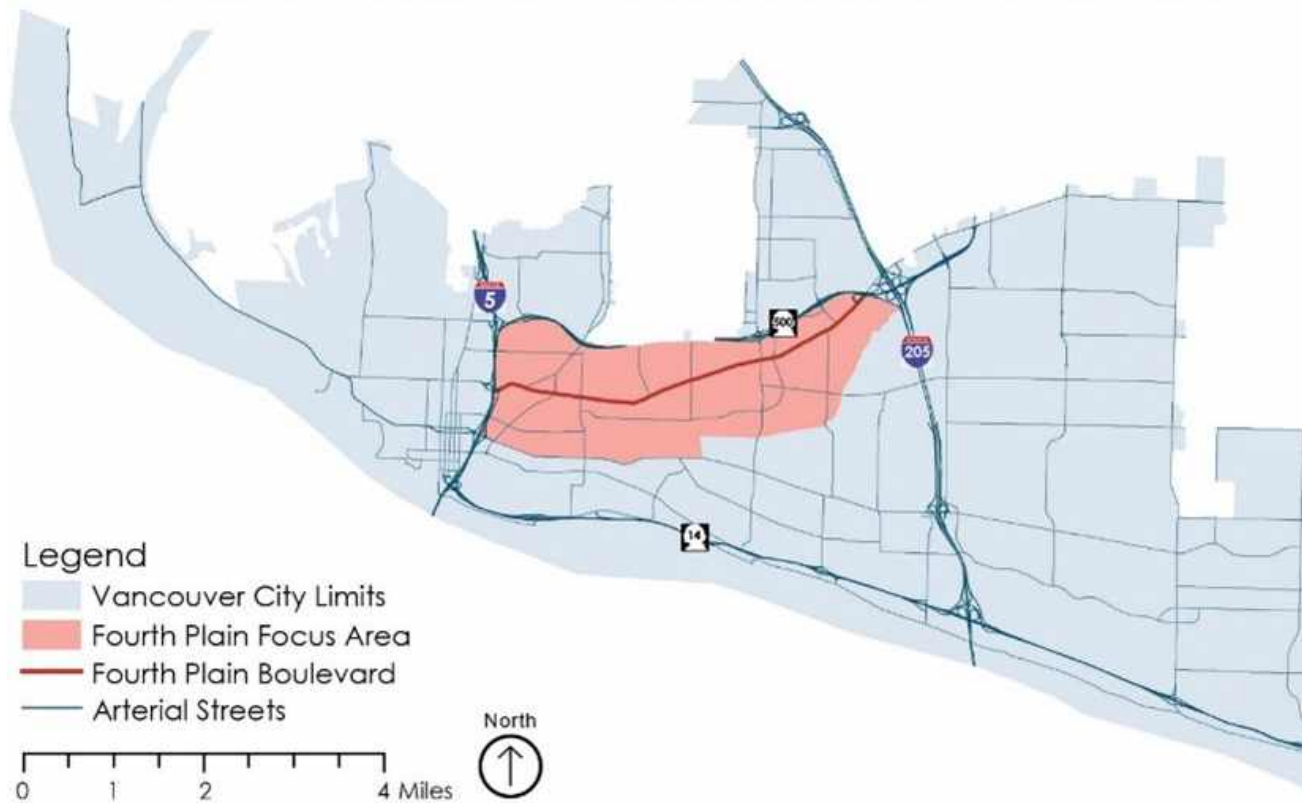


Figure 21: Brownfields Project Fourth Plain Focus Area Map

WATER RESOURCES

Water is abundant in Vancouver – the City contains approximately 2,467 acres of wetland and 2,524 acres of water, which includes rivers, streams and lakes. All Vancouver drinking water comes from local groundwater.⁶⁷

Vancouver’s three main waterbodies (Columbia River, Burnt Bridge Creek, and Vancouver Lake) are all considered impaired by pollutants by the State of Washington Department of Ecology.⁶⁸

Vancouver’s floodplain is concentrated at the western edge of the city. Stormwater retention sites are distributed throughout the city.⁶⁹

The Columbia River provides recreation opportunities, helps nurture wildlife, forests, agriculture, neighborhoods and businesses.⁷⁰

The Burnt Bridge Creek Greenway links several green spaces across Vancouver through eight miles of paved trail alongside the Burnt Bridge Creek that pass through a variety of landscapes. Parts of the creek support fish species.⁷¹

Vancouver Lake serves as a haven for wildlife and migratory waterfowl. Visitors to the park can also enjoy views of Mount Hood, Mount St. Helens and Mount Adams on clear days.⁷²



Figure 22: Columbia River



Figure 23: Vancouver Lake



Figure 24: Columbia River (East)

WATER RESOURCES MAP

The purpose of this map is to provide an overlook of the hydrological landscape of the City. This map depicts the water resources and includes constructed systems such as dams, stormwater lines, stormwater outfalls, and bio-retention locations.

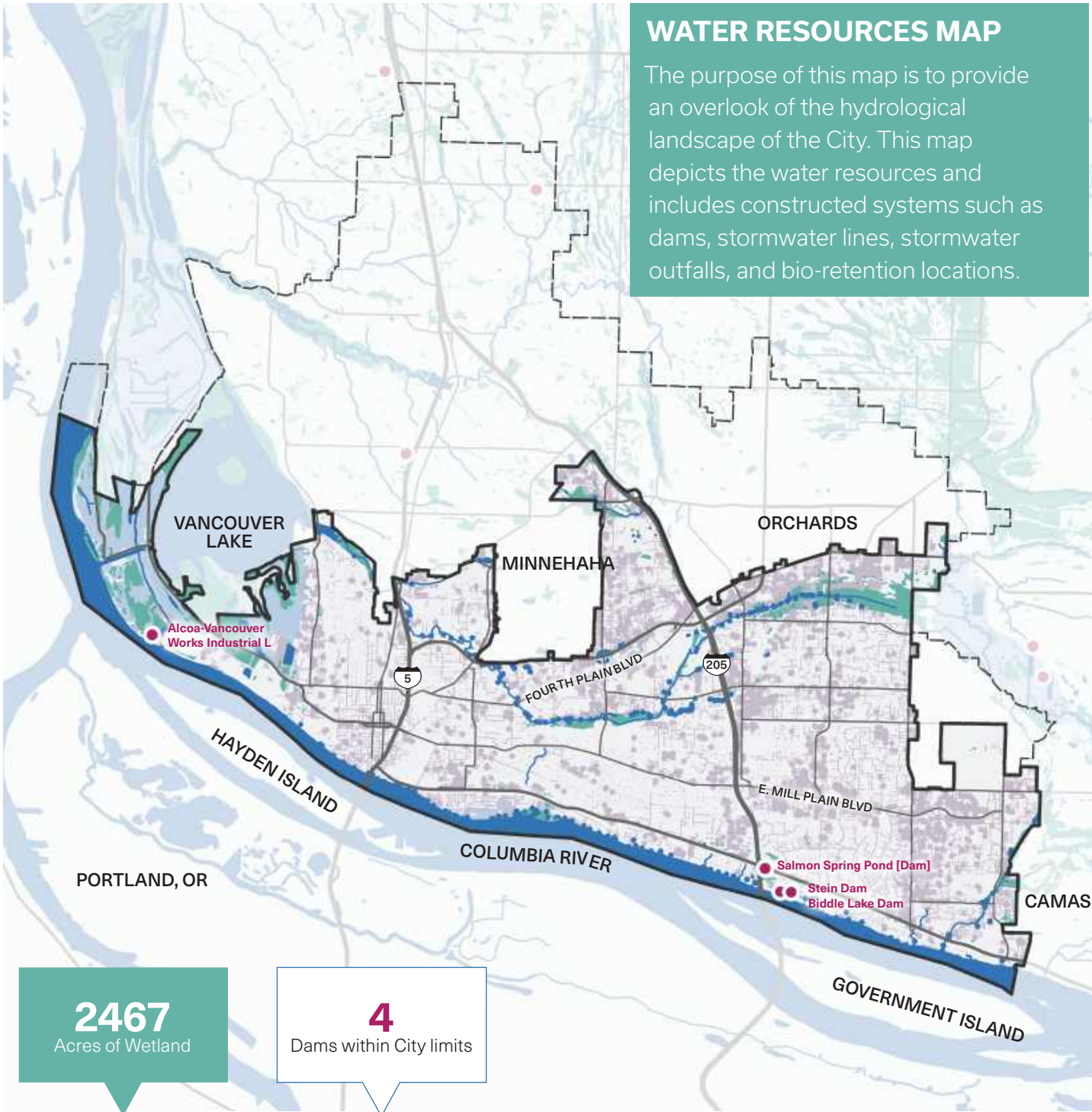


Figure 25: Water Resource Map

- City Boundary
- UGA
- Waterbodies
- Stream
- Wetland
- 100 Year Floodplain
- Dam

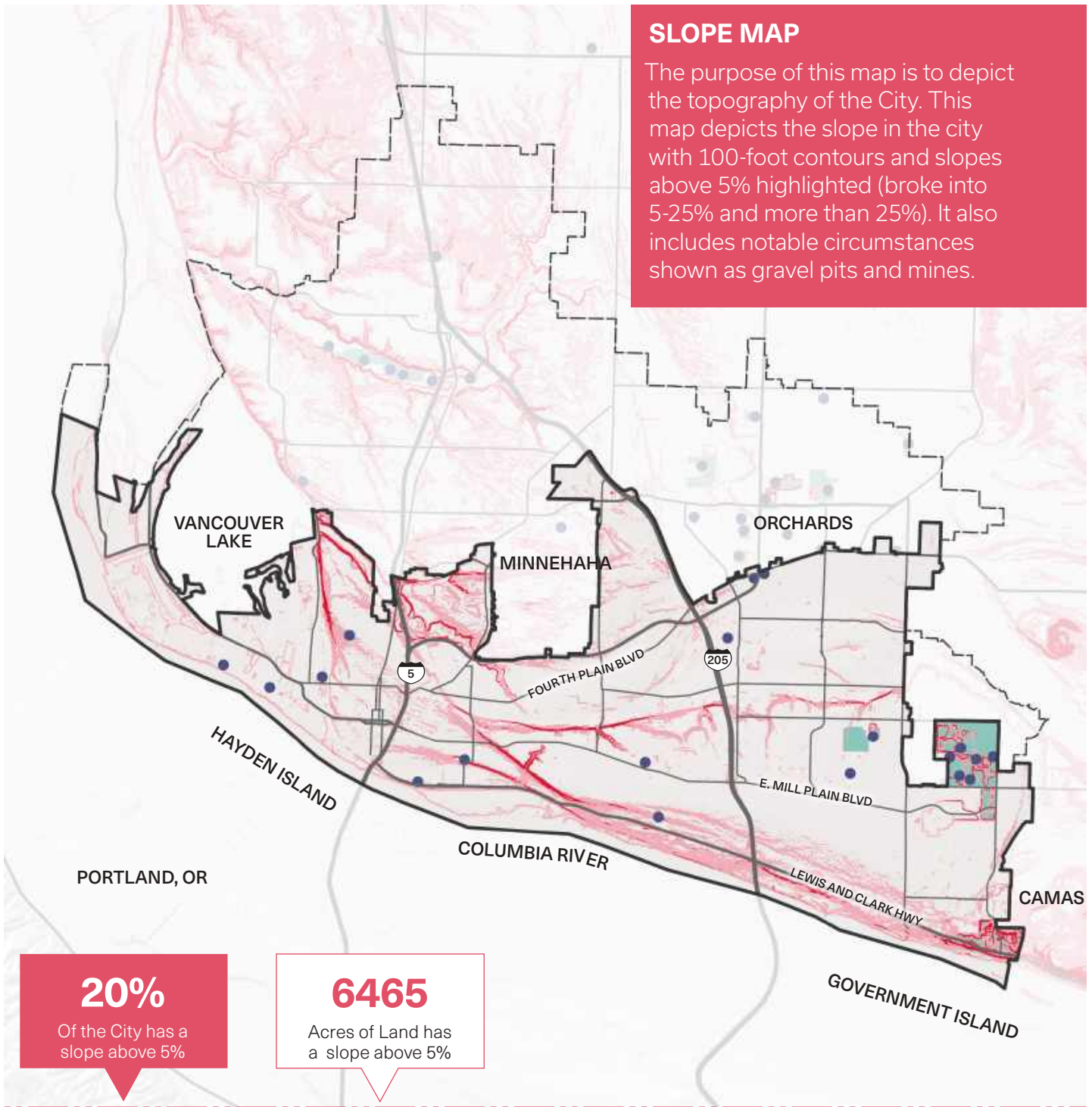
- Stormwater**
- Main Line
- Outfall
- Bio-retention, Swale, Pond, etc.



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SLOPE MAP

The purpose of this map is to depict the topography of the City. This map depicts the slope in the city with 100-foot contours and slopes above 5% highlighted (broke into 5-25% and more than 25%). It also includes notable circumstances shown as gravel pits and mines.



20%

Of the City has a slope above 5%

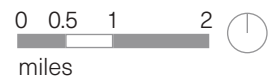
6465

Acres of Land has a slope above 5%

Figure 26: Slope Map

- City Boundary
- UGA
- Waterbodies
- Gravel Pit
- Mine

- Slope
- Less than 5%
 - 5 to 25%
 - 25% or More



County of Clark, WA, Oregon Metro, Oregon state, State of Oregon GEO, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

TOPOGRAPHY

Ancient glacial flooding has molded Vancouver's landscape by depositing clay, silt, sand and gravel along the banks of the Columbia River.⁷³

The City is relatively flat, but there are steep slopes along portions of the Columbia River, Burnt Bridge Creek and Vancouver Lake.

Approximately 20% of the City has a slope above 5%. Slopes of around 5% to 25% are highly prevalent on the southeast side of Vancouver touching Columbia River. Slopes of

25% or more are prevalent closer to the center of the city with around a two-mile radius.

It is important to understand where slopes are steep, as these sites may be more difficult to develop due to possible instability, erosion or drainage problems.⁷⁴

Gravel pits are located sporadically throughout the City but are highly prevalent on the east side of Vancouver alongside high slopes (above 25%) and mines.



Figure 27: Old Evergreen Highway Aerial

TREE CANOPY

Vancouver's 6,000 acres of tree canopy is composed primarily of Douglas fir, red cedar, hemlock, maple, and alder.⁷⁵

Vancouver has continuously been recognized as a Tree City USA by the National Arbor Day Foundation, in partnership with the U.S. Forest Service and Washington State Department of Natural Resources Urban and Community Forestry Program. This recognition reflects Vancouver's commitment to effective management and care for its urban tree canopy.⁷⁶

The 2011 Comprehensive Plan established a goal of 28% tree canopy cover by the year 2030.⁷⁷ As of October 2023, Vancouver reported 19% tree canopy cover (no change from 2010).⁷⁸

Tree canopy ranges from 40% in the Dubois Park neighborhood to 9% in the Esther Short neighborhood.⁷⁹ The densest tree canopy is concentrated in the southeast near the banks of the Columbia River. There are significant gaps in tree canopy moving west along the river.

Tree canopy is more prevalent from the center to the east of Vancouver. Dense tree canopy is concentrated along Lewis and Clark Highway and Burnt Bridge Creek. Tree canopy is more sparse in residential and industrialized neighborhoods.

The Urban Forestry Management Plan, published in October 2023, outlines a long-term framework to preserve Vancouver's urban forest, achieve tree canopy coverage goals and address environmental injustice.⁸⁰

EQUITY ANALYSIS FINDING

Neighborhoods with higher proportions of people of color have 2.4% less tree canopy cover than the City average.

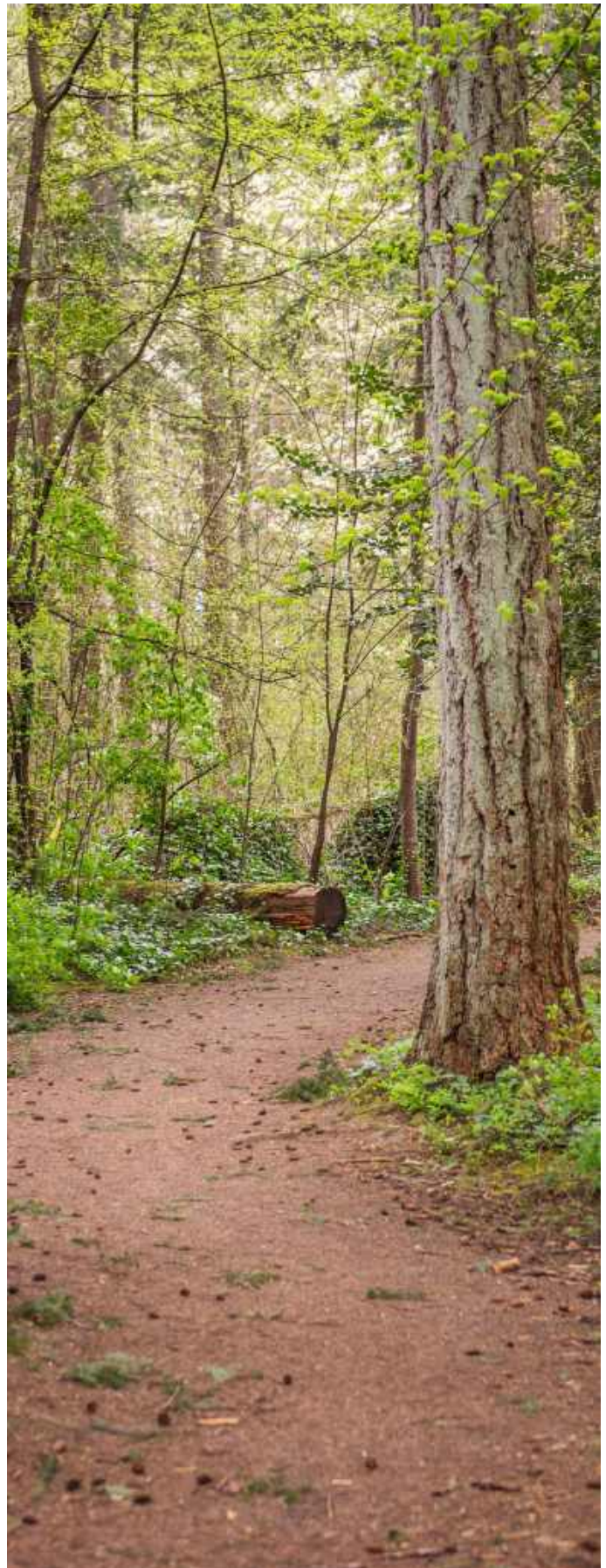


Figure 28: Beaver Marsh Loop

VEGETATION MAP

The purpose of this map is to highlight areas of the City with denser tree canopy. This map depicts vegetation density in the city. The density of the tree canopy increases as the green becomes more saturated.

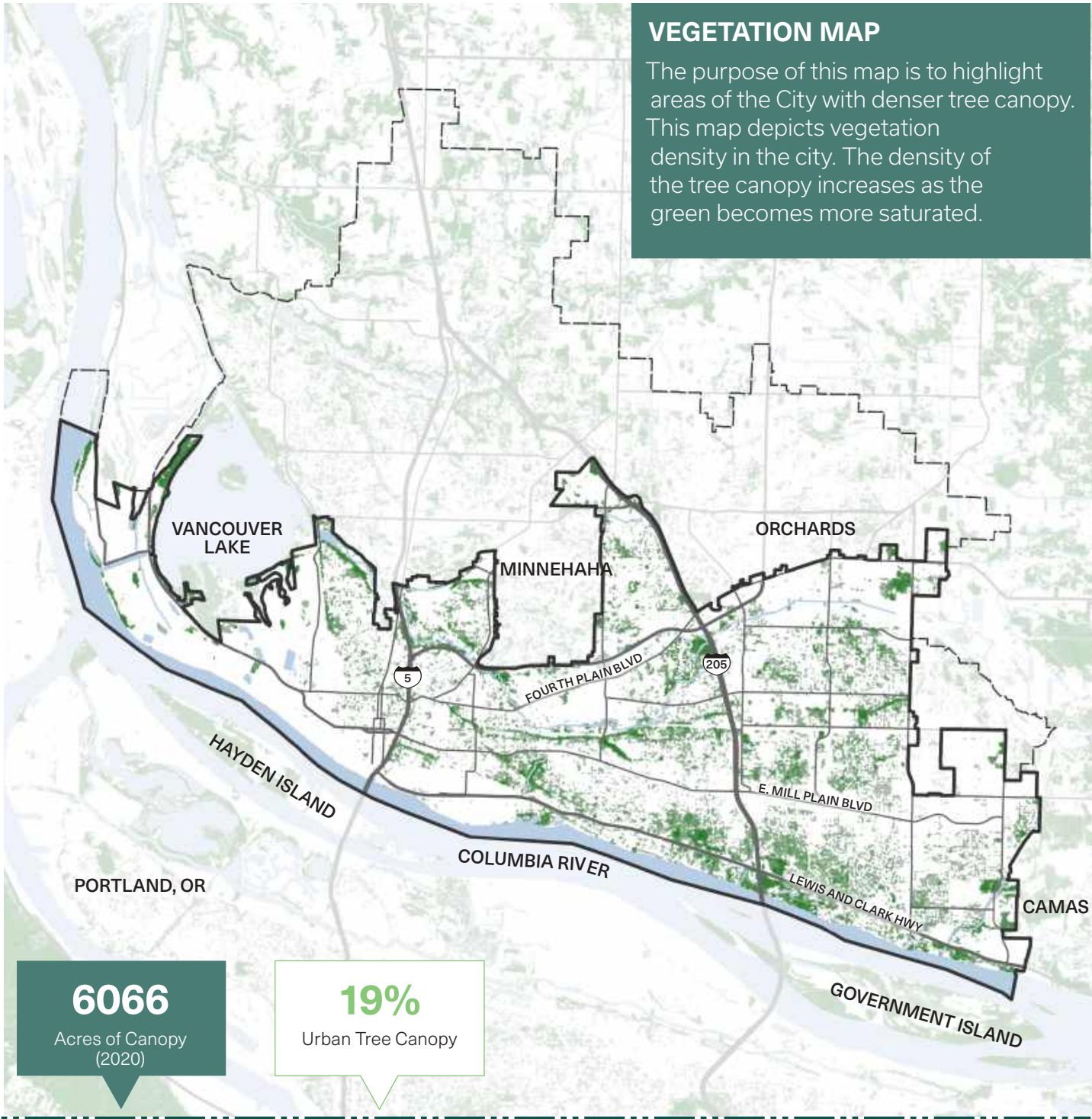
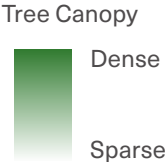


Figure 29: Vegetation Map

- City Boundary
- UGA
- Waterbodies



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WILDLIFE + HABITAT MAP

The purpose of this map is to identify areas of importance to the species and habitats in the City. This map depicts wildlife and habitats in the city. The data is divided into 3 categories: Riparian Habitat, Habitat, and Species Area. Riparian habitat also includes the development buffer required by the City.

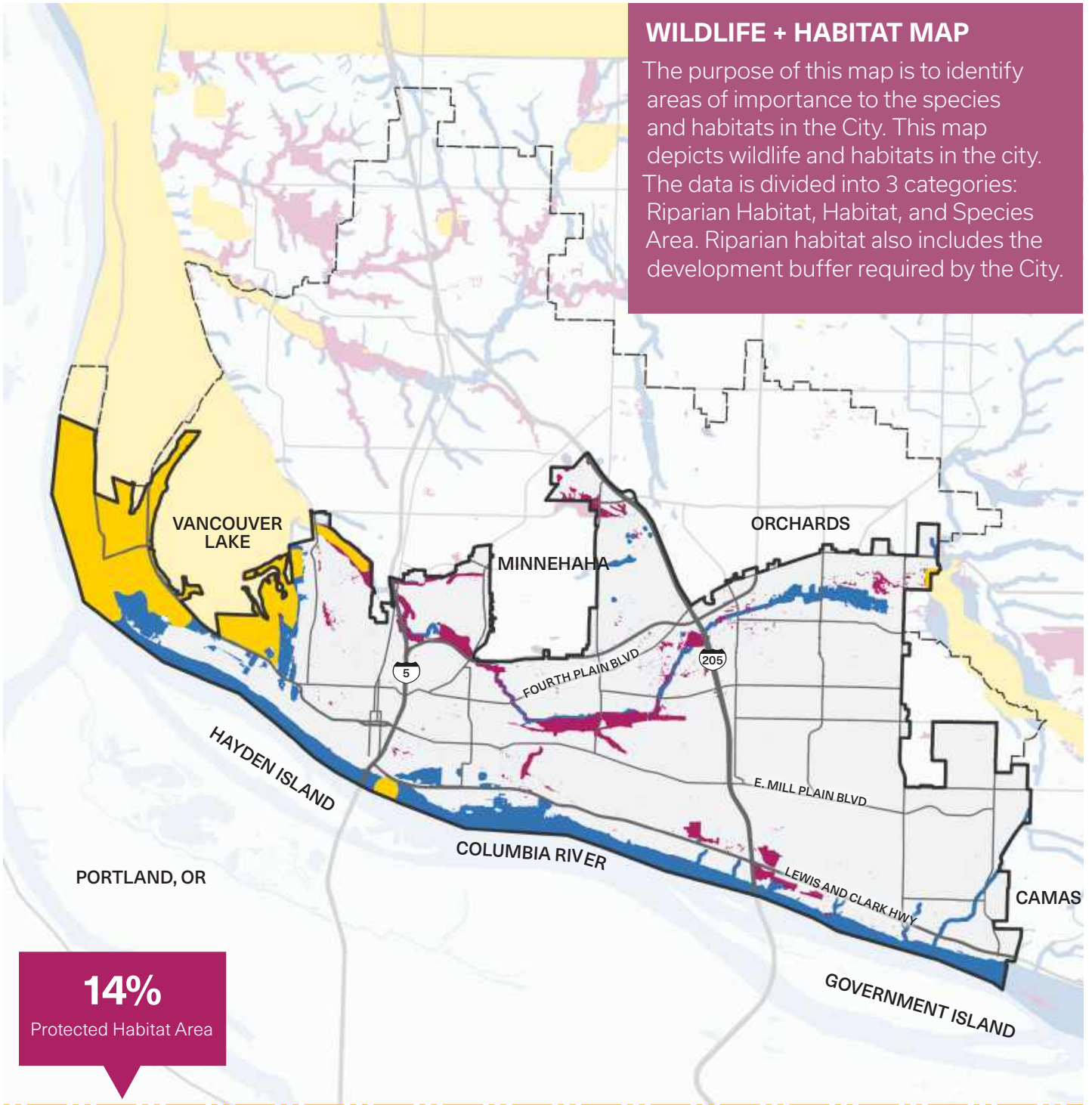


Figure 30: Wildlife and Habitat Map

- City Boundary
- UGA
- Riparian Habitat
- Habitat Area
- Species Area



County of Clark, WA, Oregon Metro, Oregon state, State of Oregon GEO, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

WILDLIFE + HABITATS

Approximately 14% of Vancouver is considered Riparian Habitat, Habitat Area or Species Area based upon existing County, State and Federal data. Habitat Areas are located primarily in the center of the City along Burnt Bridge Creek as well as on the far East of Vancouver next to Camas, Washington. Most of the Species Areas are located along the west side of Vancouver. The Riparian Habitat is located along Burnt Bridge Creek and Columbia River. Additionally, Vancouver is an important stop for birds traveling along the

Pacific Flyway and fish traveling along the larger Lower Columbia region fish migration route.⁸¹

The Washington Department of Fish and Wildlife (WDFW) identifies priority habitats and species to ensure protection and management. Priority habitats include riparian areas, freshwater wetlands and oak woodlands, while priority species include bald eagles, western grey squirrels and great blue herons.⁸²



Figure 31: Fenton Park

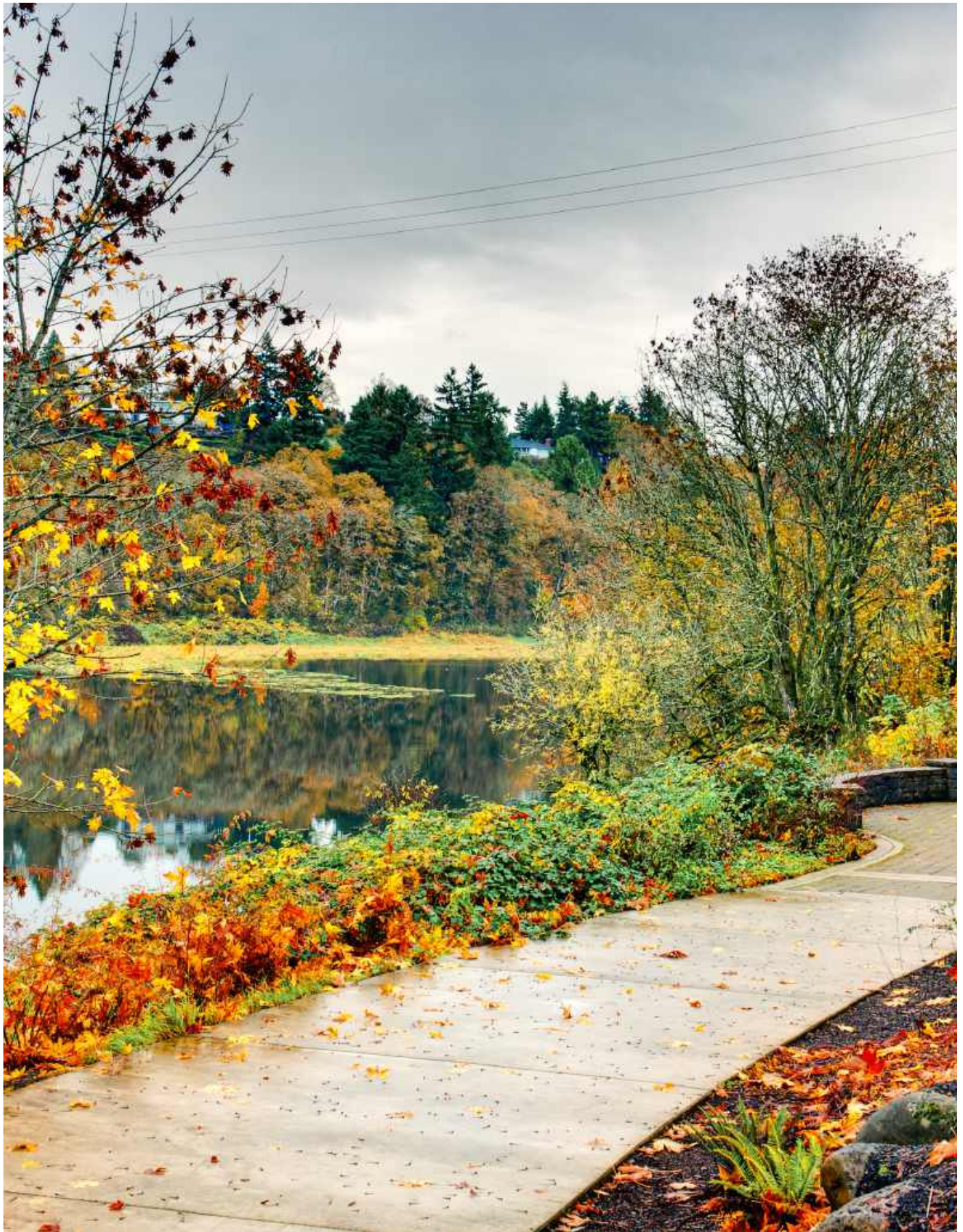


Figure 32: Burnt Bridge Creek Regional Trail

ONGOING CHALLENGES

Restoring and protecting Vancouver's natural areas requires ongoing maintenance, including hand work in shrub and native plant areas, removal of health and safety hazards, and the upkeep of natural areas impacted by human use.⁸³

Air quality is an ongoing challenge for Vancouver, especially given the increasingly frequent wildfires. Despite its good to moderate air quality day-to-day, in 2023, Clark County received an "F" grade from the American Lung Association's State of the Air Report, which tracks ozone, particle pollution and populations at risk.⁸⁴

Tree health management, species selection, and best practices in design and maintenance are essential to achieve Vancouver's tree canopy goals. The tree canopy goals established in the Urban Forestry Management Plan were developed to address discrepancies in tree cover between neighborhoods, particularly the 2.4%

difference in tree canopy cover in neighborhoods with higher proportions of people of color.⁸⁵

The Burnt Bridge Creek, Vancouver Lake, and the Columbia River are all considered impaired.⁸⁶ Vancouver must balance the recreation and economic functions of its waters while preserving their ecological function by enhancing water quality, improving drainage, protecting wetlands and other sensitive areas and preparing for flooding.

While Vancouver will not be uniquely affected by climate change, this is a major challenge the City must respond to in the coming years and which has been highlighted as a priority through the City of Vancouver Strategic Plan: 2023-2029 Update. In recent years the city has experienced heat waves, hazardous ice storms, and wildfire smoke - and has resolved to drastically cut greenhouse gases in order to achieve its adopted goal of carbon neutrality by 2040.⁸⁷

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- 83 Vancouver Comprehensive Plan, 2011-2030
- 84 American Lung Association
- 85 City of Vancouver Urban Forestry Management Plan
- 86 State of Washington Department of Ecology
- 87 City of Vancouver Strategic Plan: 2023-2029 Update



HISTORY AND CULTURAL RESOURCES



HISTORY OVERVIEW

The City of Vancouver, situated on the north bank of the Columbia River, possesses a rich historic legacy that dates back thousands of years. At the time of European colonization, Vancouver was primarily occupied by the Chinook and Cowlitz tribes. Countless tribes from across the Pacific Northwest came to this area to trade with one another via the extensive network of waterways. Historically, the city was known for its prime location along the Columbia River, allowing access to abundant resources, trade, and shared goods.⁸⁸

European settlement in Vancouver commenced in the late 18th century, when Captain George Vancouver of the British Royal Navy ventured into the area. In the early 19th century, the Lewis and Clark Expedition set foot on the site of Vancouver when exploring the west coast of North America, but it was not until 1825 that Fort Vancouver was established as a major trading post for the Hudson's Bay Company. This was a significant moment in history as this promoted the fur trading business and the economic development in the region.⁸⁹

Around the mid-19th century, there were many settlers, primarily attracted by the Oregon Trail

and promise of fertile lands. Vancouver was a major transportation hub enabling agricultural products to reach broader markets along the West Coast. This period of rapid growth led to the congressional approval of the formation of Vancouver as an official City in 1857.⁹⁰

Throughout the 20th century, Vancouver experienced significant industrialization, urban development, and population growth. During this time it established numerous industries such as shipbuilding, lumber, and manufacturing.⁹¹

Many historic sites and buildings have been revitalized to preserve their unique architectural characteristics and embrace Vancouver's history. The City of Vancouver is popularly recognized for its historic site, Fort Vancouver. Fort Vancouver has a rich, long history from its establishment as a major trading post in the 19th century to its role as an Army post during the Second World War. Fort Vancouver and other historic sites are preserved to educate residents on Vancouver's history and how the city developed into what it is now.⁹²



Figure 33: Grant House Vancouver Barracks

ARCHAEOLOGICAL PROBABILITY MAP

The purpose of this map is to identify the likelihood of an area having archeological significance. The City of Vancouver has created a probability metric to identify if properties or areas have a higher probability of having archeological significance. This data is divided into 2 categories: Higher probability and Lower Probability.

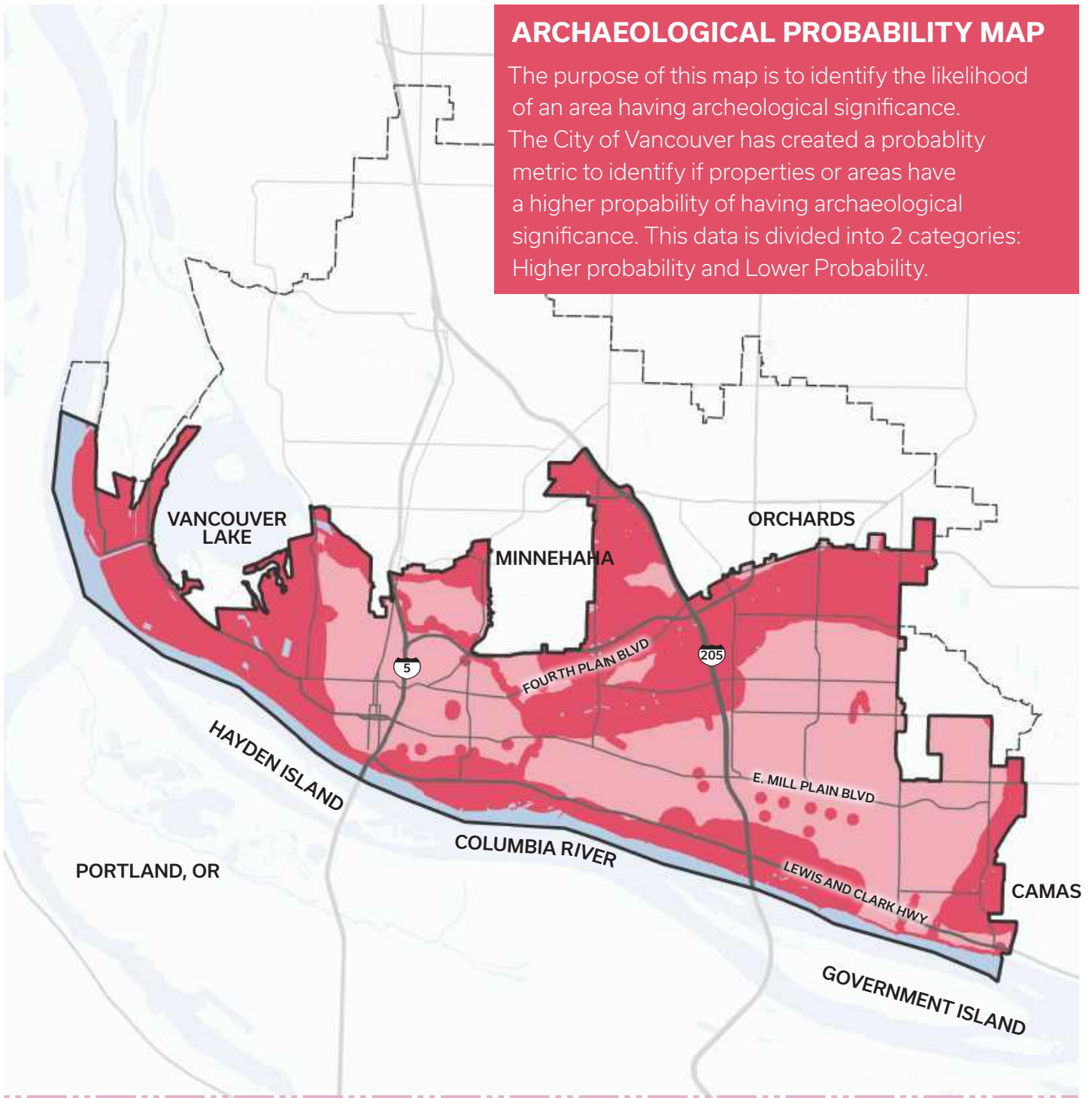







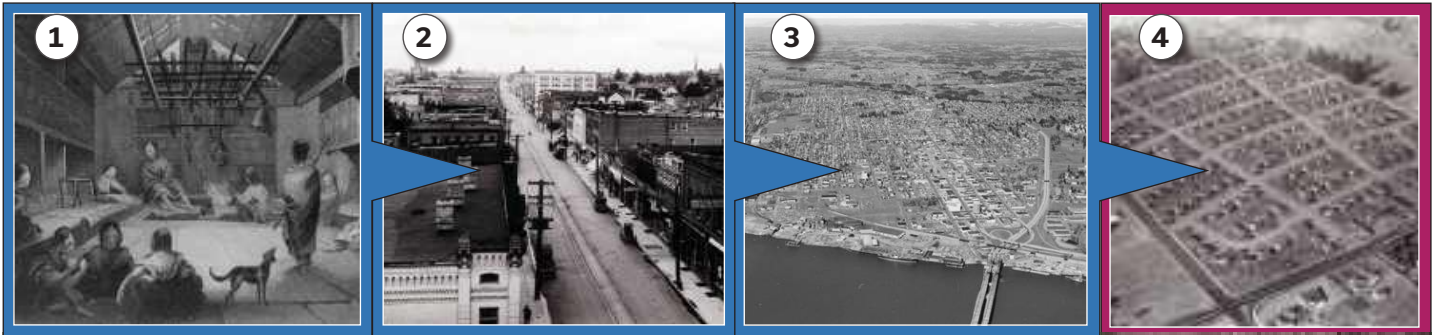
Figure 34: Archeological Probability Map

-  City Boundary
-  UGA
-  Waterbodies

- Probability
-  Higher
 -  Lower



County of Clark, WA, Oregon Metro, Oregon state, State of Oregon GEO, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA



10,000 years ago - 1825

The first people establish communities in the area that is now Vancouver and Clark County, including Chinook and Cowlitz tribe settlements.

1825 Hudson's Bay Company arrives and establishes Fort Vancouver.

1857 The City of Vancouver is incorporated with approximately 1,722 people.

1909 Vancouver's first annexation, approximately 2,670 acres, quadruples the geographic size of the city.

1917 The I-5 Bridge opens, providing access for motor vehicles and trolley service.

1945 Vancouver Housing Authority adopts a plan for wartime housing projects to support the growing population.



HISTORICAL DEVELOPMENT TIMELINE

The area that is now Vancouver was first inhabited more than 10,000 years ago by the Chinook and Cowlitz people. Since the establishment of Fort Vancouver in 1825, Vancouver has generally expanded eastward. While distinct planning efforts over time, such as the 1994 Visions for the Vancouver Urban Area, have aimed to focus Vancouver's growth into centers and corridors, additional suburban expansion has continued to occur through annexations.



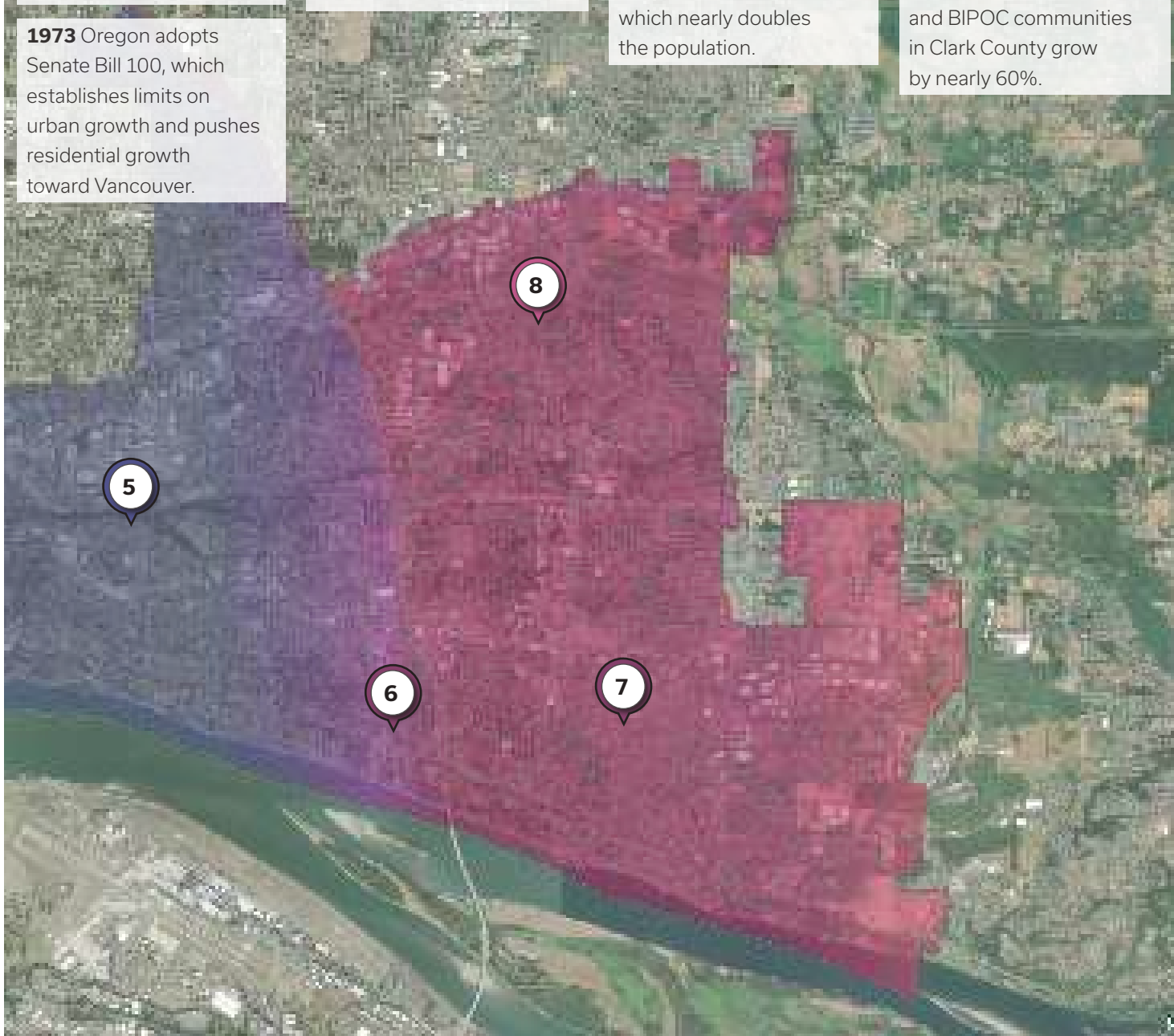
1957 City of Vancouver adopts its first comprehensive plan, establishing segregated land uses and residential street patterns.

1982 Infrastructure-driven growth expands the population and city size; 1-205 opens, increasing access between Portland and Vancouver.

1997 Guided by the 1994 comprehensive plan, Vancouver annexes a large area of unincorporated Clark County, adding 58,000 new residents which nearly doubles the population.

2010 - 2020 Job opportunities and relatively low cost of living continue to grow the city. The population increases by 30,000 new residents and BIPOC communities in Clark County grow by nearly 60%.

1973 Oregon adopts Senate Bill 100, which establishes limits on urban growth and pushes residential growth toward Vancouver.



CELEBRATING OUR COLLECTIVE HISTORY

Today, Vancouver is a spirited and vibrant community known for its natural beauty, cultural richness, and community-led efforts to preserve, educate, and celebrate its history through initiatives and organizations. The City of Vancouver plays a key role as an educational and cultural hub in the larger metropolitan region.

Historic preservation is crucial to the community and fabric of Vancouver. Multiple organizations and services in the City of Vancouver, including the Historic Trust, and the National Park Service, work to preserve the City's heritage and historic landmarks.

The Historic Trust is an organization that manages several City-owned historic properties and educates residents and visitors about Vancouver's community and history. The Historic Trust organizes a variety of engaging programs and events for visitors. These include military history talks on The Vancouver Barracks, interactive games, First Friday concerts features The NE Plus Ultra Jazz Orchestra, informative lectures, museum history talks, and guided tours.⁹³

The Historic Trust signed a master lease with the City of Vancouver in 2006, which allowed the Trust to maintain and preserve historic structures such as Officers Row, the West Vancouver Barracks, and other associated residential and commercial leases consisting of the Artillery Barracks, the Evergreen Arboretum, the Marshall House, the O.O. Howard House, the Providence Academy Ballroom and Chapel, and the Red Cross Building.⁹⁴

The National Park Service (NPS) provides a range of activities and programs, including the Vancouver National Historic Reserve. The National Historic Reserve includes 252 acres of protected land and was recognized congressionally in 1996. It is considered to be the foremost historic archaeological site in the Pacific Northwest and includes many recorded archaeological sites, most of which are also on the National Register.⁹⁵

The NPS oversees the City's main historic landmark, Fort Vancouver. Fort Vancouver and its surrounding areas offer several fascinating

places to explore and delve into the area's history, and is culturally significant to the greater region. The NPS aims to preserve and educate the public about both the evolved history of Fort Vancouver and its current conditions.⁹⁶

The NPS provides many different services and opportunities for programming for all ages. These programs include opportunities for passive and active recreation, visiting the Fort Vancouver Garden or the Japanese Castaways' Memorial, and indoor activities including watching a blacksmith work or learning what it takes to be a Junior Ranger at the Fort Vancouver National Historic Site. Educational opportunities for students include field trips, youth volunteer programs, and other training programs to encourage learning and growth.⁹⁷

The NPS also oversees several other fascinating historic places that preserve and educate Vancouver's dynamic cultural history, including the Pearson Air Museum, The Village, The Vancouver Barracks, and the McLoughlin House.⁹⁸ Additional historic programming in the City of Vancouver includes military history talks, lectures, Providence Academy tours, Marshall House tours, and Botanic Garden self-guided tours.⁹⁹

EQUITY FRAMEWORK

As part of the Comprehensive Plan and Title 20 Update Equity Framework, the City of Vancouver has documented historic actions that have informed present day Vancouver's built form. A summary of this information can be found in the historic timeline on Page 42, with full document available on the City's community engagement website Be Heard Vancouver (www.beheardvancouver.org).



Figure 35: Marshall House Vancouver Barracks

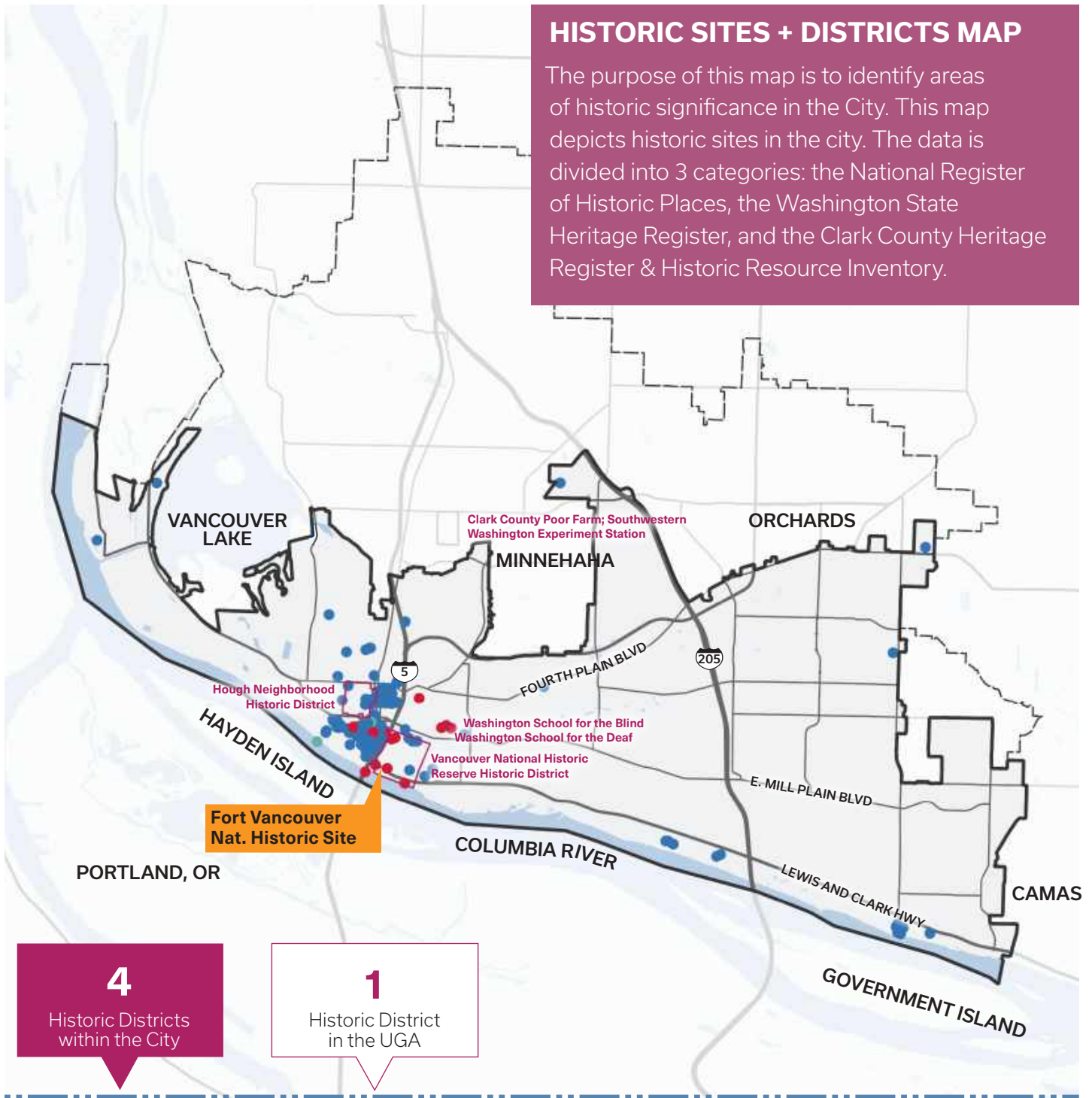


Figure 36: Historic Sites Map

- City Boundary
- UGA
- Waterbodies
- Historic District

Historic Register

- National Register of Historic Places
- Washington State Heritage Register
- Clark County Heritage Register & Historic Resource Inventory



County of Clark, WA, Oregon Metro, Oregon state, State of Oregon GEO, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

HISTORIC PRESERVATION PROGRAM

The Clark County Historic Preservation Commission coordinates historic preservation for Clark County, including the City of Vancouver. The Commission's responsibilities include maintaining the local Heritage Register and administering historic preservation incentive programs.¹⁰⁰

The City's Historic Preservation Ordinance ensures the recognition, assessment, and safeguarding of cultural and historic assets within Vancouver. It actively promotes the preservation, restoration, and rehabilitation of these resources, ensuring their conservation for the benefit of current and future generations.¹⁰¹

The Vancouver Municipal Code 17.39 applies to properties in Vancouver and includes eligibility criteria for historic and cultural resources in Clark County, in addition to the National Register of Historic Places and Washington State Heritage Register.¹⁰²

The City of Vancouver also requires an archaeological predetermination, or study, which is intended to assist staff and decision-makers in understanding whether the existence of an archaeological site within a development or disturbance site is likely. This study is linked to the Archaeological Probability Map. These regulations include requirements, exemptions and standards to assist development applicants and city staff in understanding site context and importance.¹⁰³

The City also has a large number of mid-20th century buildings (approximately forty-three residential, commercial and institutional structures) that have been surveyed. This work intends to raise awareness around the significance of this architectural period and highlight the need for preservation of these properties.¹⁰⁴

VANCOUVER, WASHINGTON LIST OF SITES ON THE NATIONAL REGISTER OF HISTORIC PLACES

- Anderson-Beletski Prune Farm
- Chumasero-Smith House
- Clark County Courthouse
- Clark County Poor Farm - Southwester Washington Experiment Station
- Covington House
- Elks Building
- Evergreen Hotel
- Fort Vancouver National Site
 - Pearson Air Museum
 - Fort Vancouver Visitor center
 - Japanese Castaways' Memorial
- Hidden Houses
- House of Providence
- John P. and Mary Kiggins House
- Kiggins Theater
- Luepke Florist
- Heye H. and Eva Meyer Farmstead
- Officers Row, Fort Vancouver Barracks (21 Houses)
 - Ulysses S. Grant House
 - General O.O Howard House
 - George C. Marshall House
 - The Marshall House
 - Vancouver Barracks Post Hospital
- Slocum House
- John Stanger House
- U.S. National Bank Building
- U.S. Post Office - Vancouver Main
- Vancouver National Historic Reserve Historic District
- Vancouver Public Library
- Vancouver Telephone Building
- Vancouver-Portland Bridge
- Vancouver Washington School for the Blind
- McLoughlin House

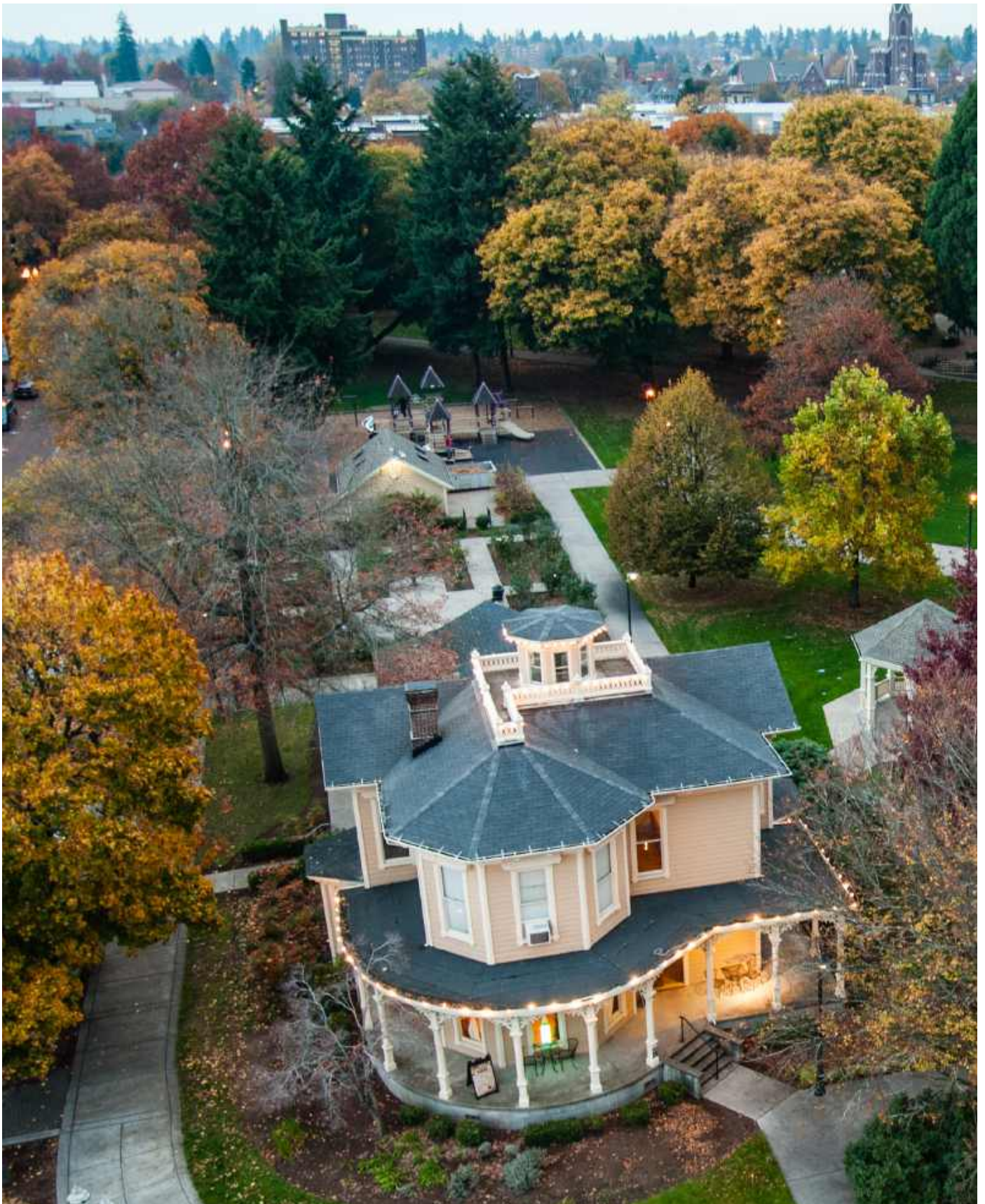


Figure 37: Slocum House and Esther Short Park

SPOTLIGHT ON ARTS + CULTURE

The City of Vancouver boasts a vibrant cultural scene. The arts play a vital role in enhancing the unique character and identity of Vancouver.

The City is home to a variety of artists, arts, and cultural organizations. This rich artistic landscape not only provides vibrancy to the City but also contributes to its economic prosperity, health, and overall well-being through the provision of public art installations and murals throughout parks, open spaces and along sidewalks. The City currently owns over 20 pieces of outdoor art and has over 50 murals within city-limits.¹⁰⁵

The City of Vancouver places a strong emphasis on its culture, arts and heritage. To support these efforts, the City adopted the Culture, Arts and Heritage Plan in 2018.¹⁰⁶

The City defines culture as being conveyed through any of the following: language, customs, knowledge, cuisine, institutions, music, dance, theater, and those elements which embody the distinguishing characteristics of everyday existence. The City acknowledges and appreciates that art is considered to be

a powerful medium to communicate, evoke emotion, and convey ideas. The City also understands the importance of heritage as an integral part of Vancouver's cultural fabric, encompassing traditions, languages, buildings, and other historical contexts that have been passed through generations.¹⁰⁷

Through partnership with the Fourth Plain Forward, the City has seen almost 20 murals installed along Fourth Plain Boulevard through the Summer of Murals Program.¹⁰⁸

Vancouver's Art, Culture, and Heritage initiative includes an inventory of the City's cultural assets and art community needs: Unique Neighborhoods, The Fort, Parks, Public Art, Downtown, Columbia River, Vancouver's Downtown Association, Leaders, Our Surrounding Natural Beauty, Leaders, National Park Service, Historical Museum, Local Artists, Arts, Dance, Theater and Music Organizations, Education System, The City Organization, Our Proximity to Portland, Art Donors, Arts and Cultural Events, Vancouver's History.¹⁰⁹

CHAPTER SOURCES

- 88 *City of Vancouver Land and People's Acknowledgment*
- 89 *City of Vancouver Equity Framework 2023*
- 90 *City of Vancouver Equity Framework 2023*
- 91 *City of Vancouver Equity Framework 2023*
- 92 *National Park Service*
- 93 *The Historic Trust*
- 94 *The Historic Trust*
- 95 *National Park Service*
- 96 *National Park Service*
- 97 *National Park Service*
- 98 *National Park Service*
- 99 *City of Vancouver*
- 100 *Clark County Historic Preservation Commission*
- 101 *City of Vancouver Municipal Code*
- 102 *City of Vancouver Municipal Code*
- 103 *City of Vancouver Municipal Code*
- 104 *Washington State Department of Archaeology and Historic Preservation*
- 105 *City of Vancouver*
- 106 *City of Vancouver*
- 107 *City of Vancouver*
- 108 *City of Vancouver*
- 109 *City of Vancouver*



BUILT ENVIRONMENT



BUILT ENVIRONMENT OVERVIEW

Development in the City of Vancouver is guided and allocated by zoning, codified in Vancouver Municipal Code (VMC) Title 20, Land Use and Development Code. The City of Vancouver designates various use types within each zoning category which includes residential, commercial, and industrial zone districts in addition to specialized zone districts for mixed uses and parks and open spaces.¹¹⁰

The City of Vancouver features a range of building typologies and land uses, including residential uses (single family, duplex, multi-family) essential

services, retail, commercial, industrial, civic, amenity services, and parks and recreation.¹¹¹

The City currently reports a housing unit deficit of 4,000 units, and the housing stock will need to accommodate a growing population.¹¹²

The City recently updated its Transportation System Plan (TSP) which, similar to a comprehensive plan, provides visionary guidance for the future based on existing conditions, trends, community engagement, and available funding mechanisms.¹¹³

LAND COVER

Land cover data was obtained by the National Land Cover Database, created by the Earth Resources Observation and Science (EROS) Center. This database is updated every five years and provides historical data on landcover change taking into consideration urban imperviousness and tree canopy. Analyzing the City of Vancouver and surrounding areas reveal a high percentage of medium and high-intensity developed parcels, indicating an urbanizing environment. Between 2001 and 2019, the City of Vancouver lost approximately 22% of its shrubland cover.¹¹⁴

The analysis also indicates low levels of several land cover categories including developed open space, deciduous forest, evergreen forest, mixed forest, shrubland, grasslands, cultivated crops and woody wetlands.¹¹⁵

Based upon existing conditions and growth projections, the City of Vancouver can expect that trends captured in the land cover map will continue through the horizon of the Comprehensive Plan, Our Vancouver Our Future 2045. These trends align with the conditions of the Urban Growth Area.



Figure 38: Vancouver Aerial

LAND COVER MAP

The purpose of this map is to identify land cover patterns in the City. This map depicts Vancouver's land cover. The data is divided into 15 categories relating to the land's development intensity.

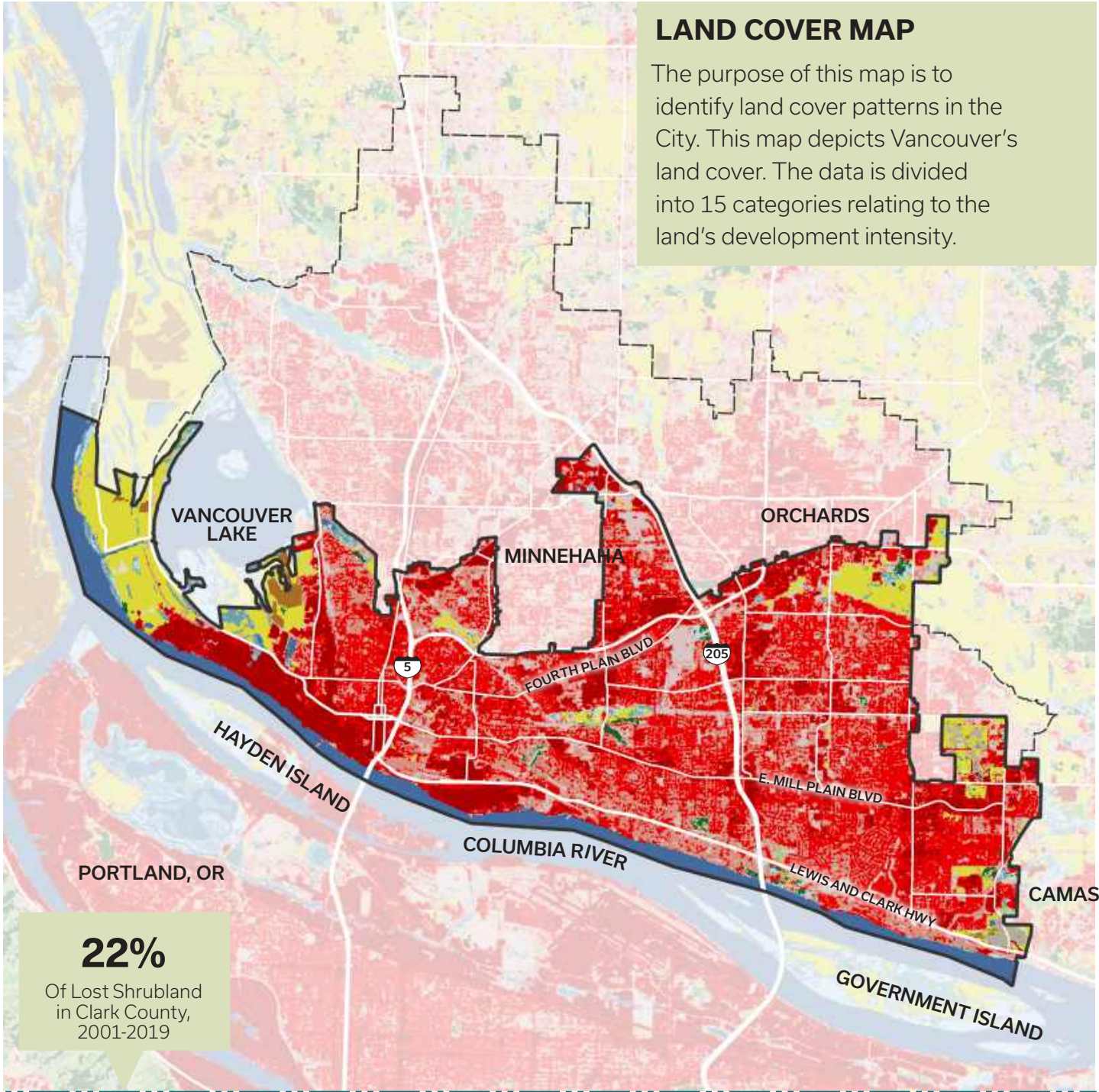


Figure 39: Land Cover Map

- City Boundary
- UGA
- Landcover (2019)**
- Open Water
- Developed, Open Space
- Developed, Low Intensity
- Developed, Medium Intensity
- Developed, High Intensity
- Barren Land
- Deciduous Forest
- Evergreen Forest
- Mixed forest
- Shrub/Scrub
- Grassland/Herbaceous
- Pasture/Hay
- Cultivated Crops
- Woody Wetlands
- Emergent Herbaceous Wetlands

0 0.5 1 2 miles

County of Clark, WA, Oregon Metro, Oregon state, State of Oregon GEO, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

ZONING DESIGNATION MAP

The purpose of this map is to display how different areas within the city have been zoned. This map depicts the different zoning designations in the city. The data is divided into 6 categories: Agriculture, Single Family, Multifamily, Commercial, Industrial, and Special District Zoning.

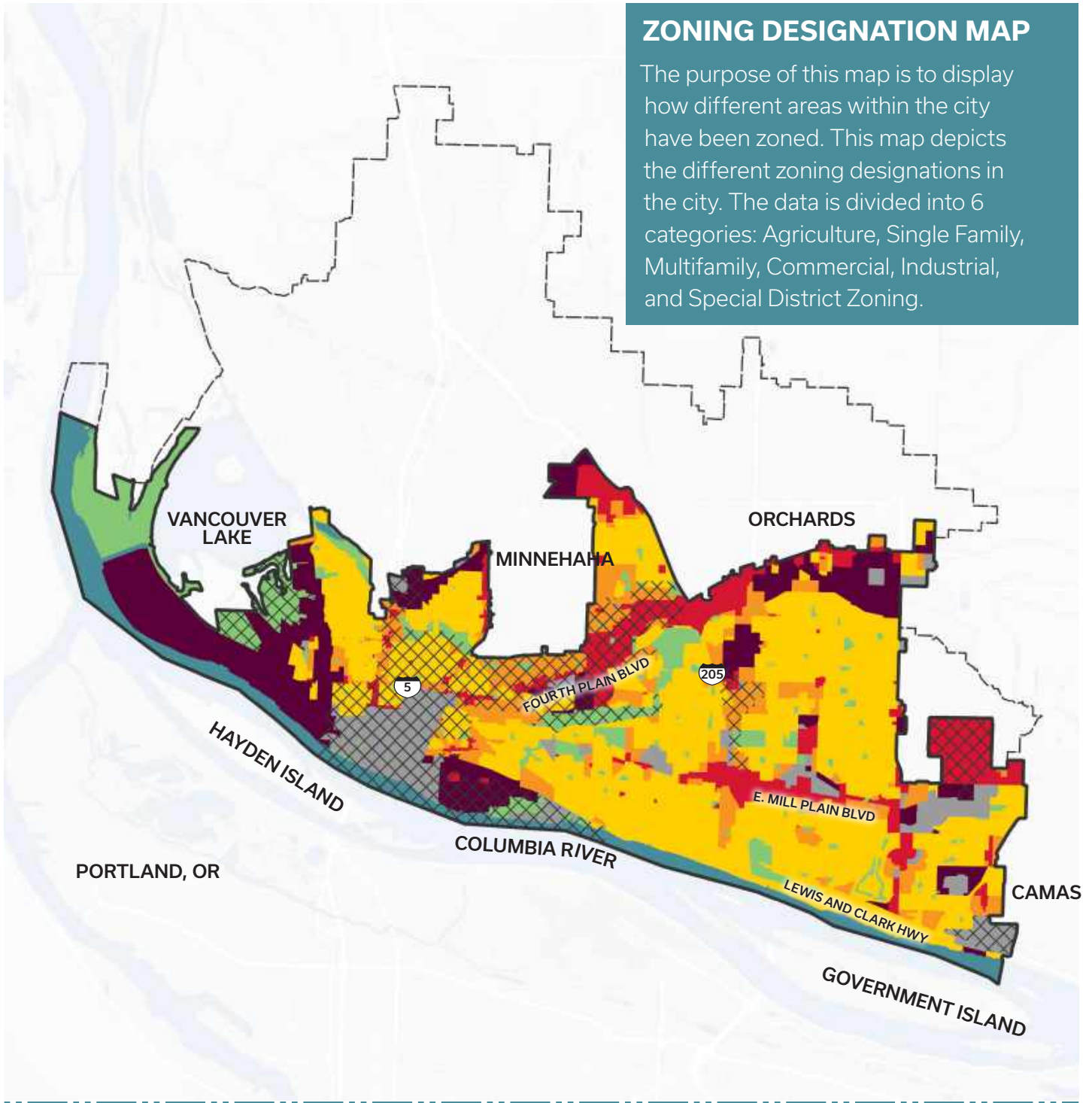






Figure 40: Zoning Designation Map

-  City Boundary
-  UGA
-  Waterbodies
-  Zoning Overlay

- Zoning Designation
-  Parks and Open Space
 -  Single Family
 -  Multifamily
 -  Commercial
 -  Industrial
 -  Special District
 -  Water



County of Clark, WA, Oregon Metro, Oregon state, State of Oregon GEO, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

ZONING + OVERLAYS

Given Vancouver's significant cultural, demographic, and economic transformations, assessing the existing zoning designations within the City's communities is integral to fostering a prosperous and equitable future for all residents. As part of the Comprehensive Plan and Title 20 Code Update, the City of Vancouver will conduct a thorough and comprehensive assessment of existing policies and zoning districts in order to understand how future policies and zoning code updates may better serve the Vancouver community. Zoning is an essential tool to integrate the City's diversity, equity and inclusion (DEI) principles into the built environment.

The Washington State Growth Management Act mandates that Vancouver Municipal Code (VMC) Title 20 aligns with the comprehensive plan and local community objectives.¹¹⁶ This requirement ensures a sustainable and comprehensive approach to administering land use, preserving natural resources, and promoting environmentally friendly design practices. The City emphasizes the integration of cultural diversity and heritage, while simultaneously supporting and fostering a wide range of employment opportunities and businesses. Additionally, the City prioritizes the provision of high-quality urban services to residents.

The City of Vancouver designates various use types within each zoning category. Residential zoning is broken into zones of single- and multi-family housing, with the numerical value denoting the minimum lot size allocated to each zone. For instance, R-9 would require a minimum lot size of 5,000 square feet (equivalent to 9 units per acre) with a maximum building height of 35 feet.¹¹⁷

The City also establishes specific zoning requirements for commercial use, denoted by codes such as CN, CC, CG. The CN designation is the Neighborhood Commercial Zone which permits a limited range of retail services to cater to nearby neighborhoods. Maximum building height in the CN zone is 35 feet. The Community Commercial, or CC zone, serves larger areas and allows for a maximum building height of 55 feet. The General Commercial, or CG zone,

generally permits a broad range of services, including major facilities, without a height limit. Additional commercial designations include the City Center (CX), the Waterfront Mixed-Use (WX), the Central Park Mixed-Use (CPX), the Mixed-Use District (MX), the Riverview Gateway District (RGX) and the Heights District (HX) zones. These additional zoning districts allow for targeted commercial and mixed-use development types with varying dimensional allowances.¹¹⁸

Industrial zones include Light Industrial (IL), Heavy Industrial (IH), and Office Commercial Industrial (OCI) and the Employment Center Mixed-Use (ECX).¹¹⁹

The City also incorporates specific specialty zones tailored to meet the community's needs, such as those designated specifically for parks or open spaces. These include Natural Areas (NA), Greenway (GW), and Park.¹²⁰

BUILDING USES

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.

Information from the City of Vancouver Development Dashboard indicates there are over 2,000 applications for residential development as of Q4 2023, which includes renovations, additions, and new construction in various stages

of development. The City also has almost 550 multifamily residential applications, 883 building commercial use applications, and 47 mixed-use residential use applications. Commercial use permits are generally located along major thoroughfares while mixed-use residential permits have been concentrated in downtown Vancouver and along Fourth Plain Boulevard. Multi-family projects are dispersed across downtown Vancouver, Fruit Valley, and central Vancouver neighborhoods including Central Park, Bagley Downs, Harney Heights, Edgewood Park, Ogden, Marrison and Burton Ridge.¹²¹



Figure 41: Single Family Home



Figure 42: Multi-Family Housing



Figure 43: Subdivision



Figure 44: Commercial Corridor

BUILDING USE MAP

This map includes building information for parcels in Vancouver, including specific information about density for residential parcels.

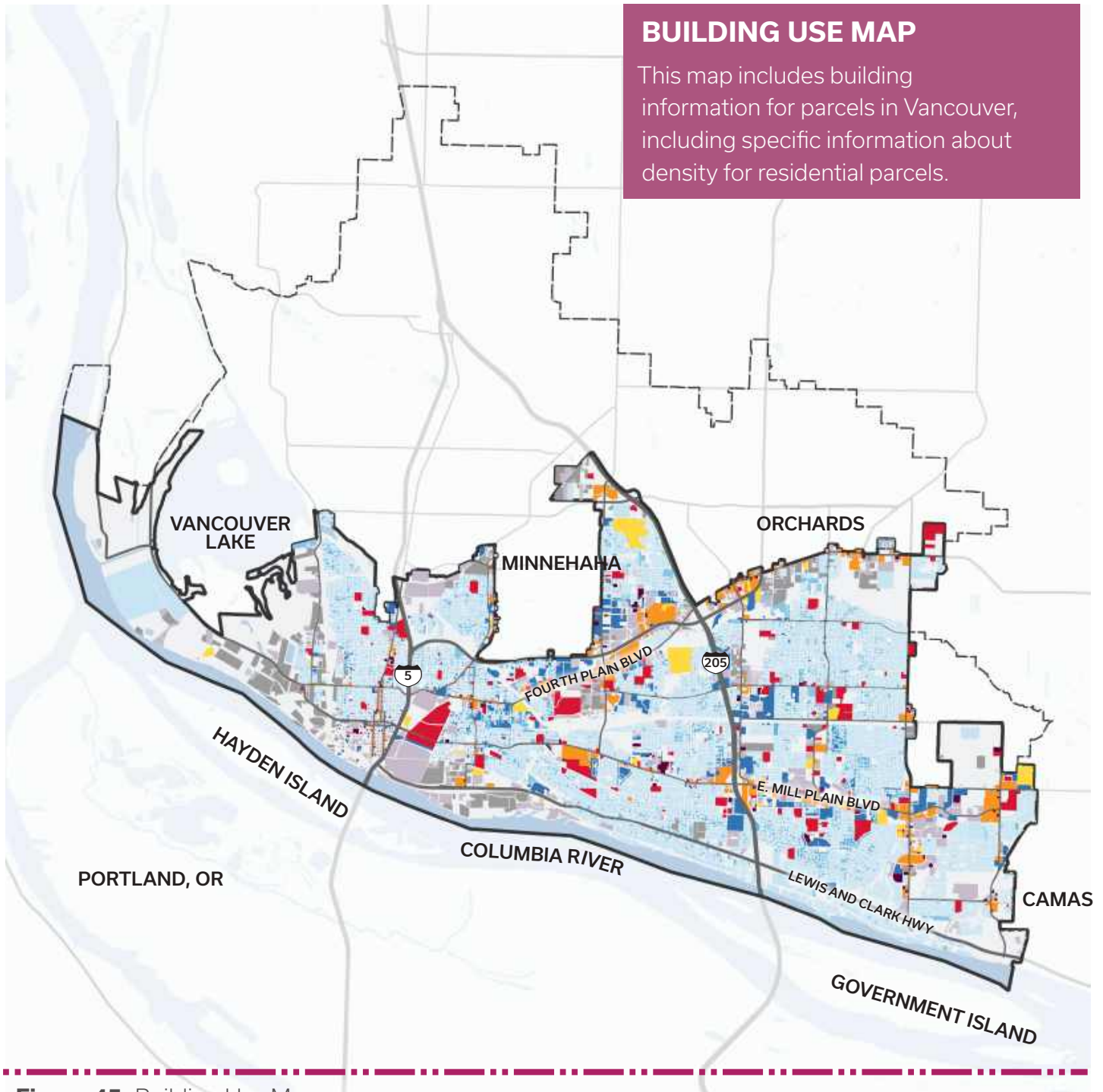


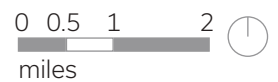
Figure 45: Building Use Map

- City Boundary
- UGA
- Waterbodies

Building Typology by Parcel

- Essential Services
- Single Family
- Duplex
- Multifamily

- Retail
- Commercial
- Industrial
- Civic
- Amenity Services



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HOUSING

Vancouver's housing market has experienced significant changes and challenges over the past decade. This is especially true in recent years, as trends have shifted through the COVID-19 pandemic. The average value of a single-family home has grown significantly and while median income has also increased, it has not tracked with the 129% increase in home value.¹²² In 2021, the median monthly mortgage payment was \$1,734 and in March 2022, the average market rent for a 1-bedroom unit in Vancouver was \$1,411.¹²³

A large portion of Vancouver renters are cost-burdened, meaning more than 30% of their income is spent on rent. Over 20% of residents are considered extremely cost-burdened, spending more than 50% of their income rent.¹²⁴ Rental cost burden threatens other aspects of security and wellbeing for vulnerable populations, including important measures like food security. While there has been a significant uptick in the total number of housing units in Vancouver between 2010 and 2021, there is still a deficit both in Vancouver and at a County level. This shortage has contributed to rental affordability challenges for Vancouver community members.¹²⁵

Approximately, 48% of Vancouver residents rent their home. This is a large renter population compared to Clark County (34%), Washington State (36%) and the United States (35%).¹²⁶

In 2021 there were 83,868 housing units in Vancouver, a 32% increase from 63,620 in 2010. There is an estimated deficit of 13,500 housing units in greater Clark County (7% of the existing housing stock), including a 4,000-unit deficit within the City of Vancouver (5% of the existing housing stock).¹²⁷

There has been significant public investment in the Waterfront and Downtown areas in recent years, and private investment has followed in the form of new multi-family housing, retail and commercial spaces. It is important to stabilize affordable housing options in neighborhoods targeted for public investment so that households of lower economic means can enjoy the benefits of infrastructure and amenity improvements.¹²⁸

HOUSING NEEDS ASSESSMENT

The City of Vancouver is currently creating an updated Housing Needs Assessment which provides in-depth detail on recent market trends. The full document can be found in the City's community engagement website Be Heard Vancouver (www.beheardvancouver.org).

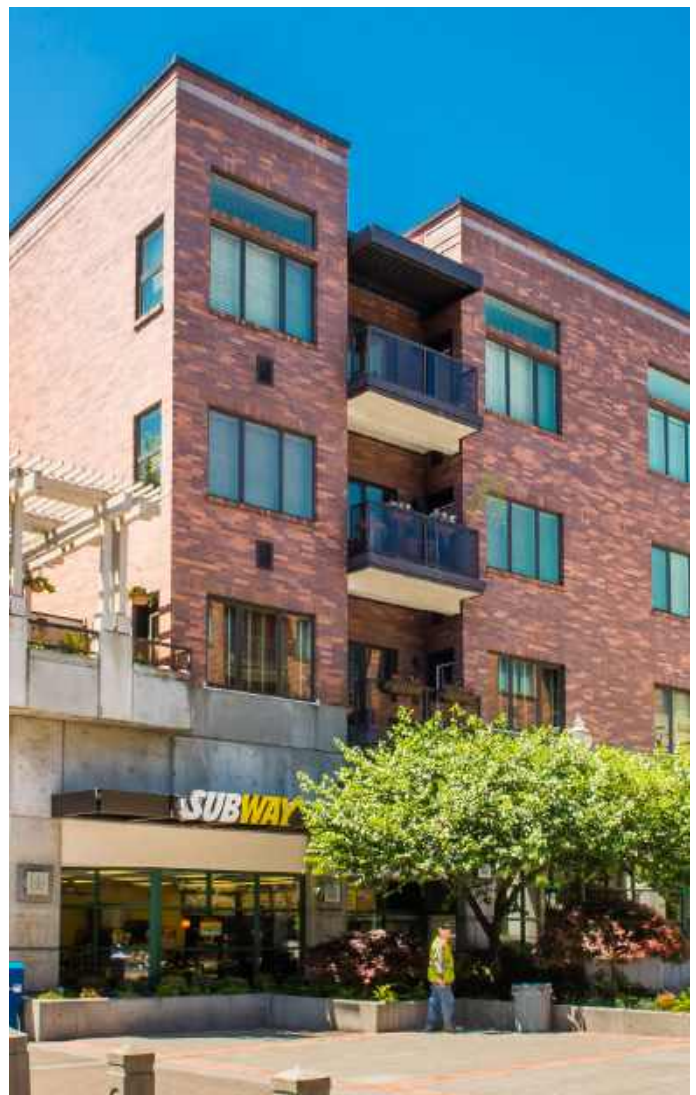


Figure 46: Multi-Family Housing Development

HOUSING STOCK

There is an estimated 4,000-unit housing deficit within the City of Vancouver. Of the 3,481 vacant housing units in Vancouver, only 31% are for rent.¹²⁹

Vancouver's housing stock is fairly young, with most structures built between 1990 and 1999. The median year built is 1985.¹³⁰

More than half of housing units in Vancouver are detached single-family structures. However, between 2019 and 2021, 80% of new construction in Vancouver was multifamily. Around 2,000 of Vancouver's 79,000 housing structures are mobile homes.¹³¹

HOUSING VULNERABILITY

Based on an assessment conducted for the Reside Vancouver Plan, Central Vancouver is the most socioeconomically vulnerable area in the City, specifically the Meadow Homes and Maplewood neighborhoods.¹³²

As of Q2 2023, Clark County's Housing Affordability Index (HAI) was 68.2, meaning that a family earning the median household income has 68.2% of the income necessary to qualify for a loan covering 80% of a median-priced home. This value indicates that there is an affordability gap in Clark County's housing market.¹³³

INCOME-BASED HOUSING

Vancouver Housing Authority (VHA) is the public housing authority for Vancouver. VHA currently administers approximately 200 public housing units, 3,350 Housing Choice Voucher units and 25 units of local, non-traditional housing.¹³⁴

VHA is a participating agency in the Moving to Work (MTW) program under the U.S. Department of Housing and Urban Development (HUD). Under the MTW program, VHA is granted the flexibility to design and test innovative, locally designed strategies that use Federal dollars more efficiently and increase housing choices for low-income families.¹³⁵

HOUSING*

4,000

HOUSING UNIT DEFICIT IN VANCOUVER

31%

OF VACANT HOUSING UNITS ARE FOR RENT

80%

OF HOMES CONSTRUCTED BETWEEN 2019 AND 2021 WERE MULTI-FAMILY

89

VANCOUVER'S HOUSING AFFORDABILITY INDEX SCORE

200

HOUSING UNITS MANAGED BY THE VHA

3,350

HOUSING CHOICE VOUCHER UNITS MANAGED BY THE VHA

25

NON-TRADITIONAL HOUSING UNITS MANAGED BY THE VHA

2,000

OF 79,000 HOUSING UNITS IN VANCOUVER ARE MOBILE HOMES

*Note that this data is current as of the time of this report, and that data will be updated as part of the Comprehensive Plan process.

SIDEWALK NETWORK / RESIDENTIAL PARCEL MAP

This map overlays residential parcels with the sidewalk network, making it possible to identify areas where people live that are not well-connected for pedestrians, as well as areas that are well-connected but have few residential parcels.

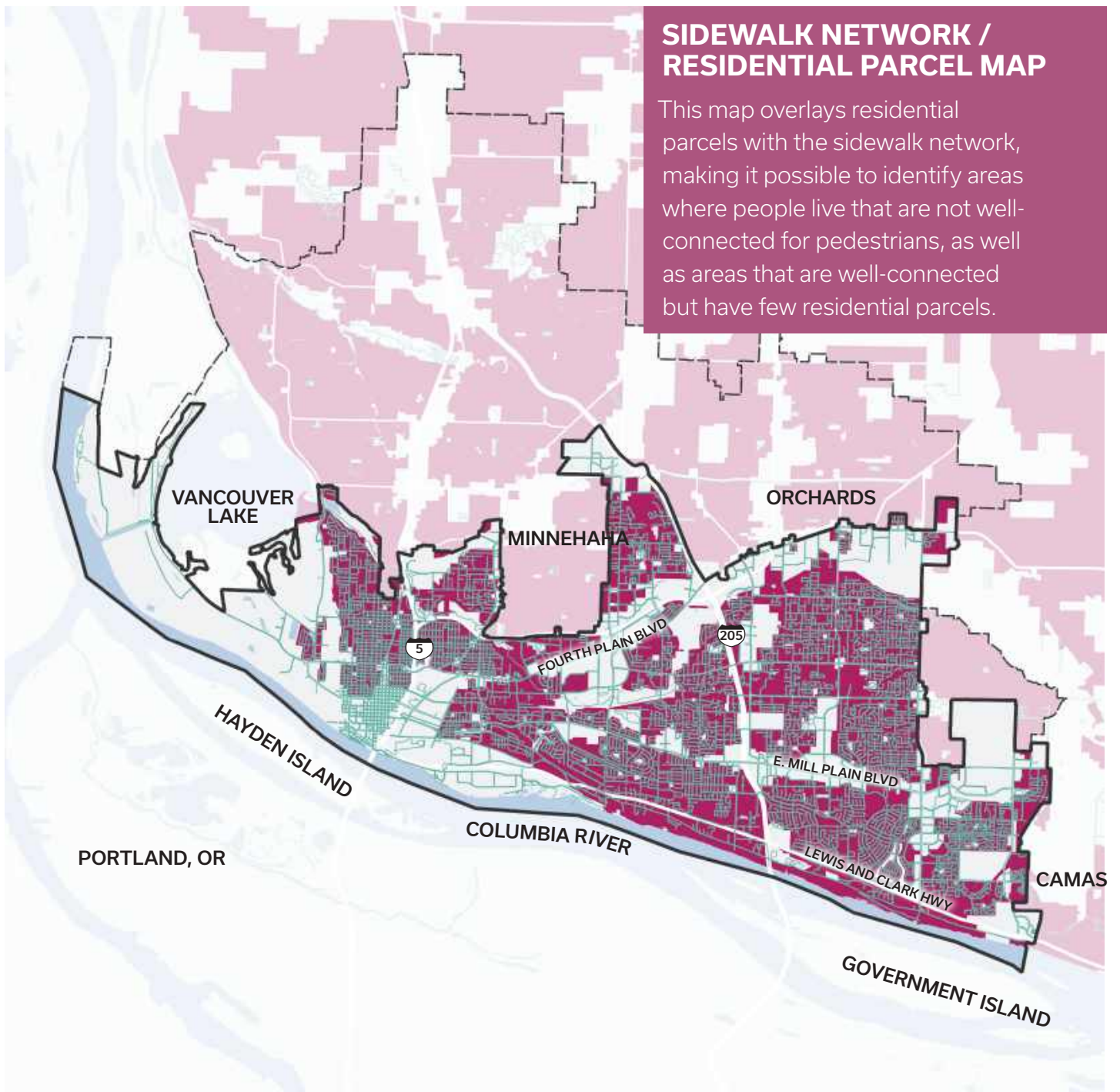





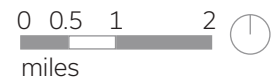


Figure 47: Sidewalk Network / Residential Parcel Map

-  City Boundary
-  UGA
-  Waterbodies

-  Sidewalk
-  Residential Zoned Parcels



County of Clark, WA, Oregon Metro, Oregon state, State of Oregon GEO, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA



Figure 48: Sidewalk Network

CURRENT HOUSING POLICIES

- **Affordable Housing Fund (AHF):** In 2016, Vancouver established a \$42mm AHF. This fund can be used to build and preserve long-term affordable housing, provide shelters to people experiencing homelessness and provide rental assistance to households at risk of eviction. The AHF was set to expire in 2023 but should be renewed to protect residents experiencing housing insecurity.¹³⁶
- **Emergency Rental Assistance (ERA) Program:** \$1.25mm of the AHF is allocated annually to support the existing ERA Program, but given the impending expiration of the AHF, the ERA Program may need to secure alternate funding. Following the renewal of the AHF, the ERA Program should be expanded to keep pace with demand.¹³⁷
- **Land Acquisition and Management Strategy:** Vancouver should develop a strategy to acquire and redevelop publicly owned land by transferring its properties to affordable housing developers.¹³⁸
- **Community Land Trust (CLT):** A CLT acquires land to maintain housing affordability in perpetuity. Existing CLTs in Vancouver include Proud Ground and Evergreen Habitat for Humanity.¹³⁹

POLICIES TO CONSIDER

- **Right of First Refusal Program:** A Right of First Refusal allows CLTs the first option to purchase residential properties. This allows the CLT to purchase the property at full market value and maintain it at affordable levels in perpetuity to provide either rental or homeownership opportunities to low-income households.¹⁴⁰
- **Amended Multifamily Tax Exemption (MFTE):** The Multifamily Tax Exemption could be restructured to require developers seeking the 8-year property tax exemption through the 'Development Agreements' route to instead form Community Benefits Agreements (CBAs). CBAs would allow community organizations and residents to have input in the outcomes and processes associated with new development.¹⁴¹

TRANSPORTATION

Vancouver is home to the region's first bus rapid transit (BRT) system. The BRT is known as the Vine BRT and it runs along the Fourth Plain corridor. The Vine BRT opened in 2017 and has since decreased travel time for riders by 12%, with up to 10 minutes saved per trip. Bus ridership has increased by 45% while per-passenger cost decreased by 21%. Bus routes in Vancouver connect residents within the city and to Portland and neighboring municipalities. Approximately 25% (47,679) Vancouver residents live within a quarter mile of the Mill Plain BRT and the Vine BRT.¹⁴²

As of 2021, 82% of Vancouver residents drove to work. Additionally, car crashes increased by 29% between 2010 and 2019. The 2024-2044 Transportation System Plan (TSP) proposes a framework for future transportation investment intended to reduce car dependency and improve mobility safety for all, regardless of ability, age, race, ethnicity or income.¹⁴³

TRANSPORTATION SYSTEM PLAN

- The City's transportation system is guided by the Transportation System Plan (TSP), which provides policy direction on transportation infrastructure investments in the City but also looks regionally to support transportation needs.
- The Plan covers all forms of mobility including travel by car, transit, bicycle and wheelchair.
- Similar to the Comprehensive Plan, the TSP captures existing conditions and trends and utilizes community input to guide the development of policies, programs and projects that reflect the needs of all community members and those who travel in, around, and through the City of Vancouver.
- In 2024, the City of Vancouver published its newest update to the TSP, which was last updated in 2004. Community engagement established a set of initial project goals, including safety, equity, climate, transportation choices, regional connectivity, and maintenance. An updated plan with existing condition findings and proposed policies and recommendations can be found on the City's website.
- The initial project goals for the TSP are related to those that will likely guide the development of the Comprehensive Plan Update, including how to create connected thriving neighborhoods, how to create complete corridors, how to connect community members to transit opportunities, how to promote and protect pedestrians and cyclists and how to evolve with changing transportation technologies.

ROAD SYSTEM CLASSIFICATION MAP

This map shows how roads in Vancouver are classified according to the State of Washington. Roads may have different development restrictions depending on their classification.

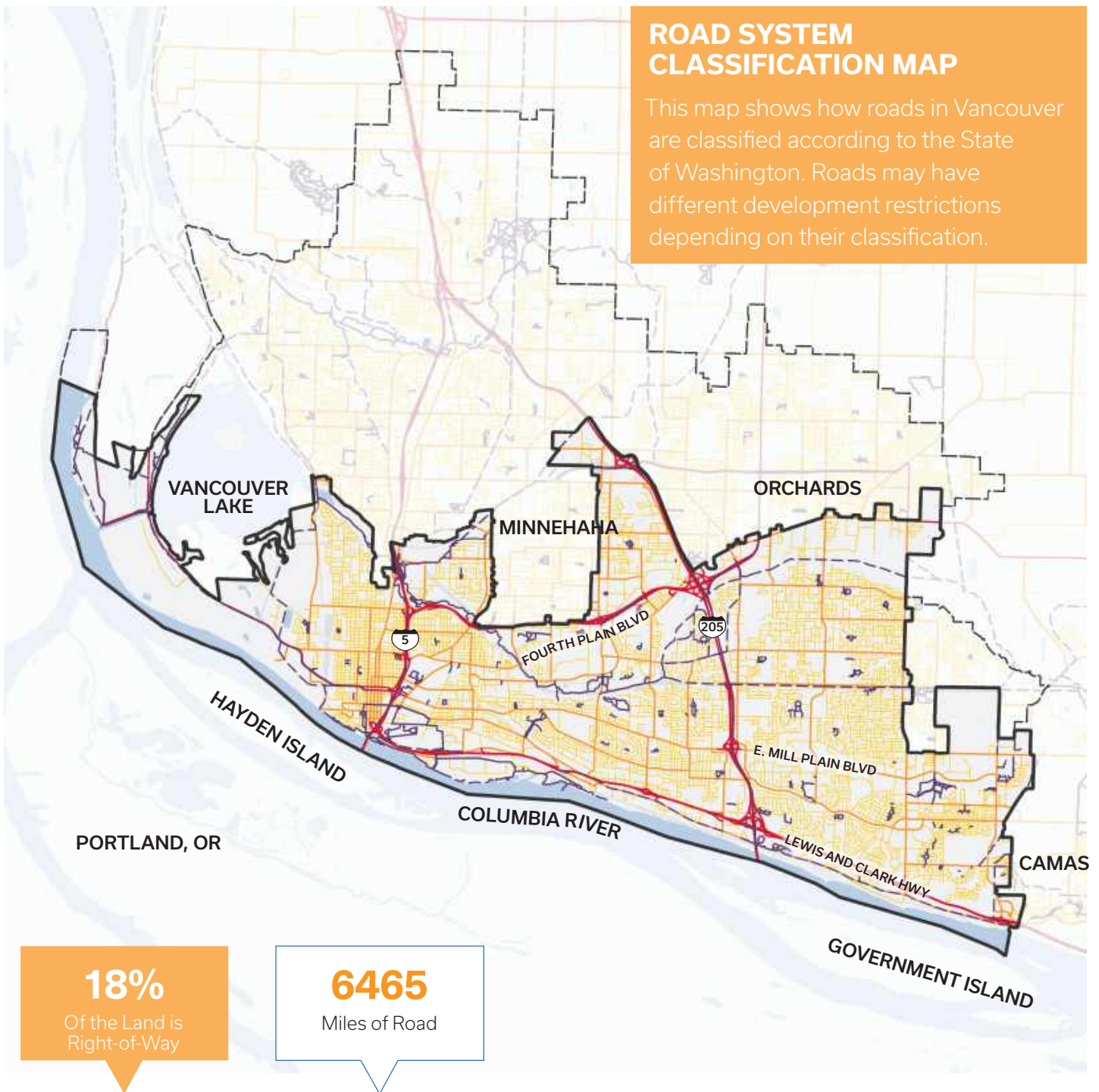
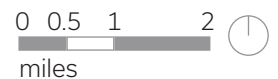


Figure 49: Road System Classification Map

- City Boundary
- UGA
- Waterbodies

- Trails**
- Existing
- Conceptual

- Roads**
- Highway
- Arterial
- Collector
- ROW



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TRAFFIC COUNTS MAP

The purpose of this map is to categorize streets in Vancouver by their average daily traffic. The streets highlighted in red see the highest traffic volume, while streets highlighted in yellow see the lowest traffic volume.

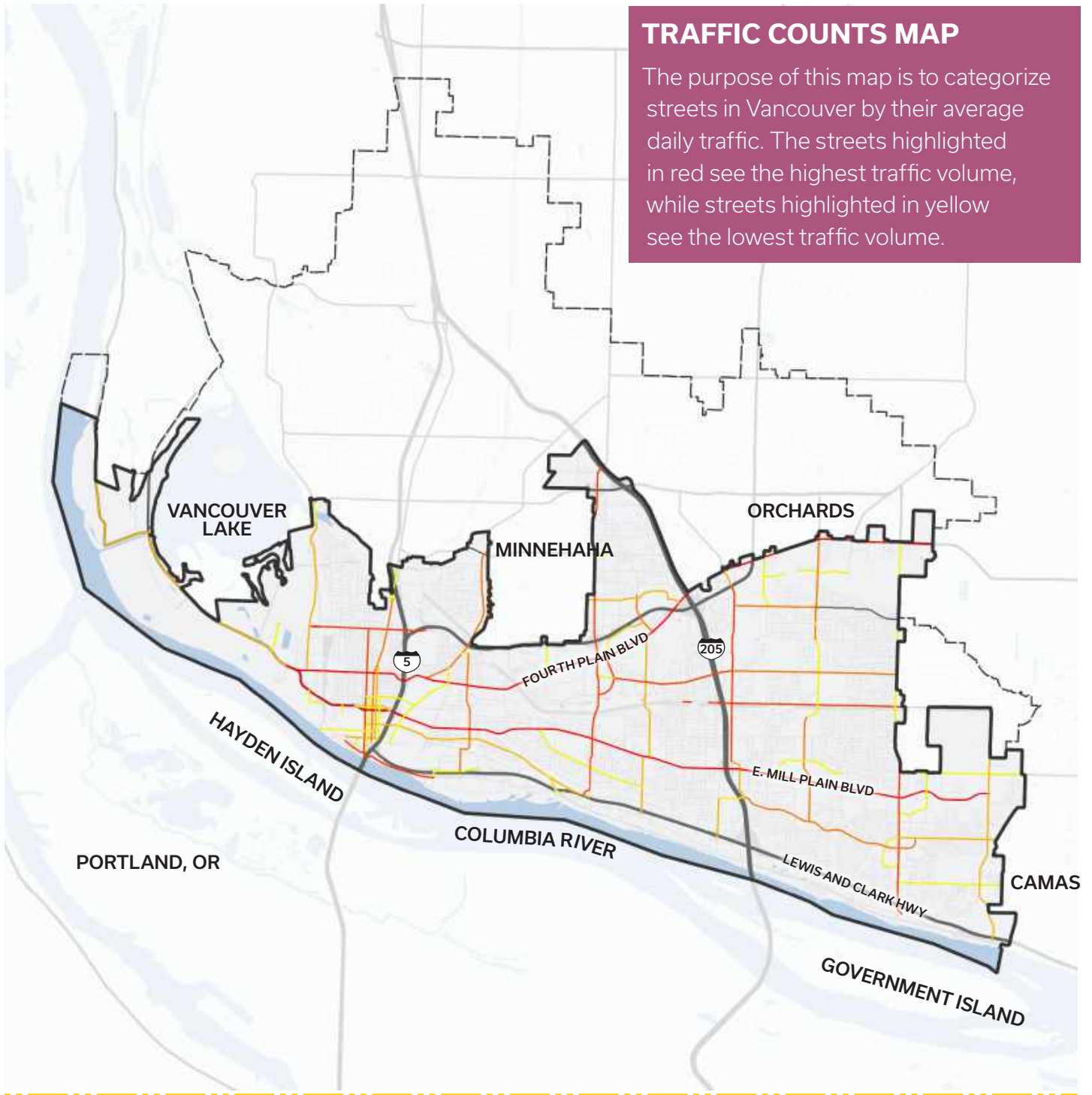


Figure 50: Traffic Counts Map

- City Boundary
- UGA
- Waterbodies

- Average Daily Traffic (in 1000s)
- <6
 - 1-13
 - 14-26
 - 27-52
 - >53



County of Clark, WA, Oregon Metro, Oregon state, State of Oregon GEO, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

MOBILITY MAP

The purpose of this map is to visualize non-vehicular mobility options across the city to identify any areas that are not well-served by bus stops or bike routes.

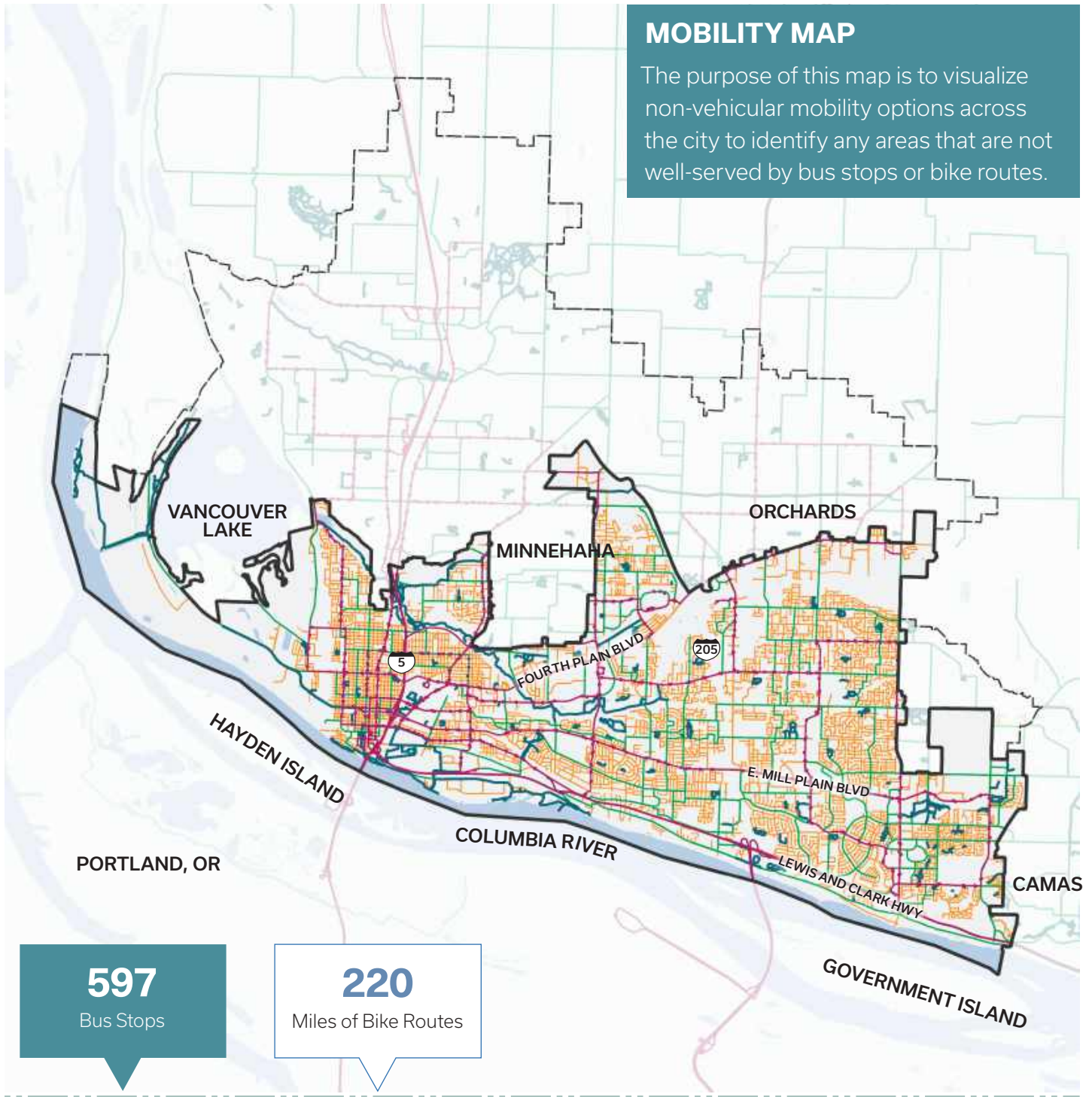


Figure 51: Mobility Map

- City Boundary
- UGA
- Waterbodies

- Bus Route and Stop
- Trail
- Bike Route
- Sidewalk

0 0.5 1 2

miles
County of Clark, WA, Oregon Metro, Oregon state, State of Oregon GEO, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

TRAFFIC COLLISIONS MAP

The purpose of this map is to visualize traffic collisions across the city, so areas in which collisions are clustered can be identified for further analysis.

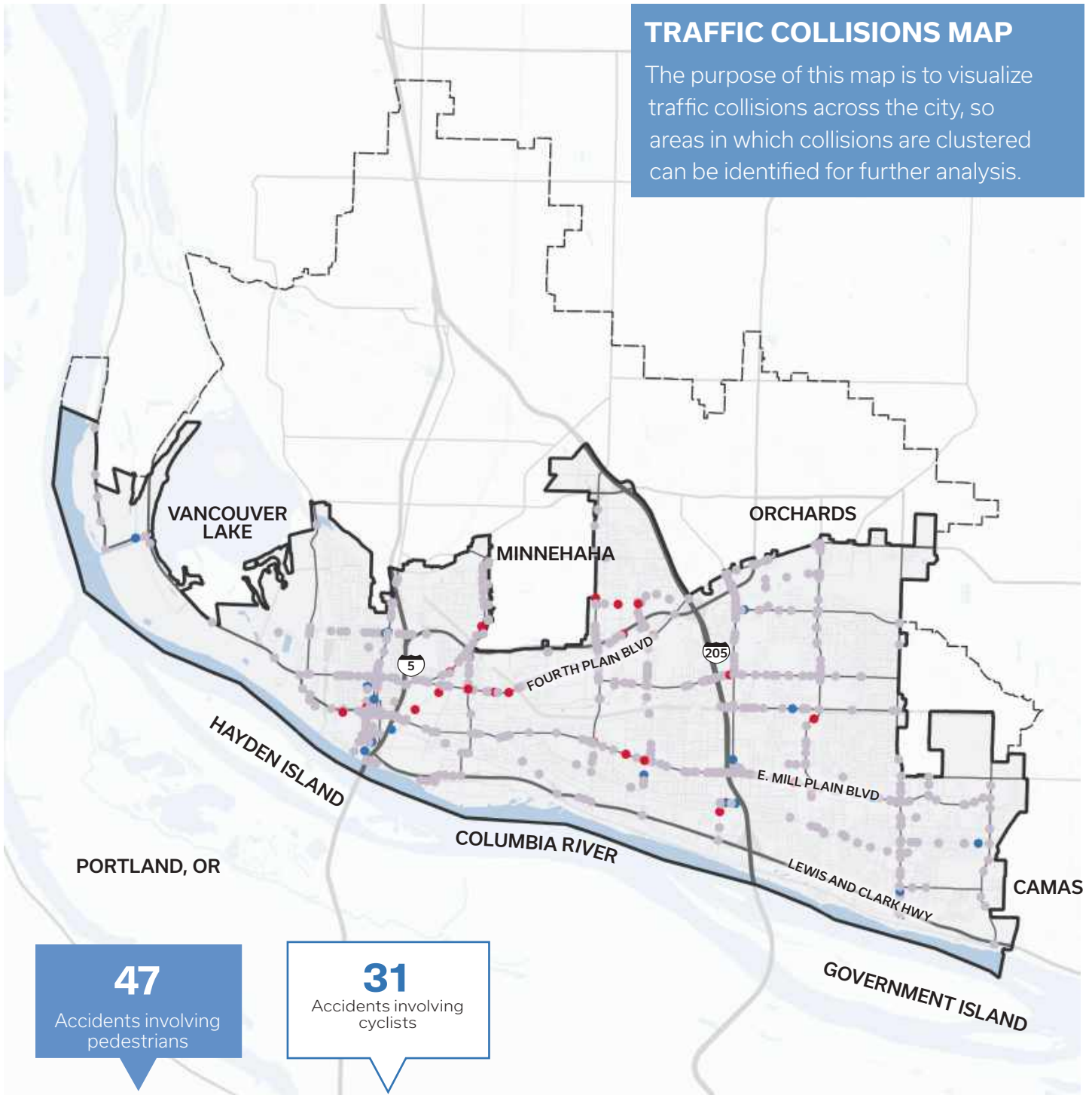


Figure 52: Traffic Collisions Map

- City Boundary
- UGA
- Waterbodies

- Collision Type (2020)
- Pedestrian Involved
 - Bicycle Involved
 - Vehicle Only



County of Clark, WA, Oregon Metro, Oregon state, State of Oregon GEO, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

ONGOING PLANS + RECENTLY COMPLETED EFFORTS

- **Transportation System Plan:** Vancouver is on track to adopt a new Transportation System Plan in Spring 2024.
- **Fourth Plain Boulevard and Fort Vancouver Way:** The roadway will be reconfigured and repaved. The plan will evaluate the potential of repurposing a travel lane to improve safety, mobility and accessibility.
- **SE 34th Street:** The street will receive a microsurfacing treatment. The plan will evaluate the potential of adding bicycle facilities, slowing speeding vehicles and increasing transit access.
- **McGillivray Boulevard:** The plan will evaluate safety improvements to better meet the needs of pedestrians, bikers, people using mobility devices and drivers. Ahead of a planned pavement project, the plan will also explore opportunities to improve safety and comfort on the corridor.
- **Tech Center Drive:** The road received safety improvements, increased multimodal access to a major employment center and filled an important gap in Vancouver’s bike network. Improvements were completed in 2021.
- **McLoughlin Boulevard:** Permanent speed cushions and flashing light intersection crossings were installed along the boulevard. The road included a pilot of buffered bike lanes and “sharrows” (shared lane markings). Improvements were completed in 2019.
- **Columbia Street Safety and Mobility Project:** The street will receive paving, microsurfacing and mobility improvements along with additional street trees.

CHAPTER SOURCES

110 Vancouver Municipal Code
111 City of Vancouver
112 ECONorthwest; City of Vancouver
113 City of Vancouver Transportation System Plan
114 National Landcover Database
115 National Landcover Database
116 Washington State Growth Management Act
117 Vancouver Municipal Code
118 Vancouver Municipal Code
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120 Vancouver Municipal Code
121 City of Vancouver Development Dashboard
122 2020 Decennial Census, US Census Bureau
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125 Reside Vancouver: An Anti-Displacement Strategy
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129 ECONorthwest; City of Vancouver
130 2020 Decennial Census, US Census Bureau
131 2021 American Community Survey 5-year Estimates, US Census Bureau
132 Reside Vancouver: An Anti-Displacement Strategy
133 National Association of Realtors
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135 United States Department of Housing and Urban Development; Vancouver Housing Authority
136 Reside Vancouver: An Anti-Displacement Strategy
137 Reside Vancouver: An Anti-Displacement Strategy

138 Reside Vancouver: An Anti-Displacement Strategy
139 Reside Vancouver: An Anti-Displacement Strategy
140 Reside Vancouver: An Anti-Displacement Strategy
141 Reside Vancouver: An Anti-Displacement Strategy
142 City of Vancouver Transportation System Plan
143 City of Vancouver Transportation System Plan



ECONOMY



LOCAL ECONOMY OVERVIEW

Vancouver's strategic location along the confluence of several rivers has sustained human settlement for thousands of years.¹⁴⁴ As the City grows and changes, its geography and its connection to the river remains an important asset.

The Chinook people lived in what is now Vancouver for 10,000 years before European contact, and their proximity to the rivers allowed them to become prolific traders who lived in relative abundance. In 1825, the original Hudson's Bay Company (HBC) established Fort Vancouver and the City grew to become the regional center of commerce. After HBC relocated to Canada, and until the Second World War, Vancouver's economy was composed of logging and lumber mills, railroads and agriculture, primarily prune farming.¹⁴⁵

World War II brought industry and population to Vancouver, but the decline in industrial jobs after the war led to unemployment, population loss and disinvestment, particularly in the African American community.¹⁴⁶ The construction of I-5 and later the I-205 bridge further disrupted the existing urban fabric, making downtown more difficult to access and drawing businesses away from the city.¹⁴⁷

More recently, Vancouver has attracted a growing and diverse community, and it is poised to revitalize its historic industrial legacy. Situated in the heart of the Pacific Northwest, Clark County is exceptionally well-positioned to access major West Coast, Midwest and international markets through multimodal connections to I-5 and I-84, deep-water ports, rail and the Portland International Airport (PDX).¹⁴⁸

EQUITY ANALYSIS FINDING

Following World War II, Vancouver's Black community experienced 77% unemployment as job discrimination ran rampant.

Today, Vancouver is relatively affordable compared to nearby cities. Forbes reports that the cost of living in Vancouver is 15% less than in Portland.¹⁴⁹ It attracts young working people and has a strong and diverse small business community, mostly clustered on the west side. The City is already preparing its economy for future growth and an increasingly multicultural population, and is working to expand protections and opportunities for small business ownership and revitalize its commercial corridors.

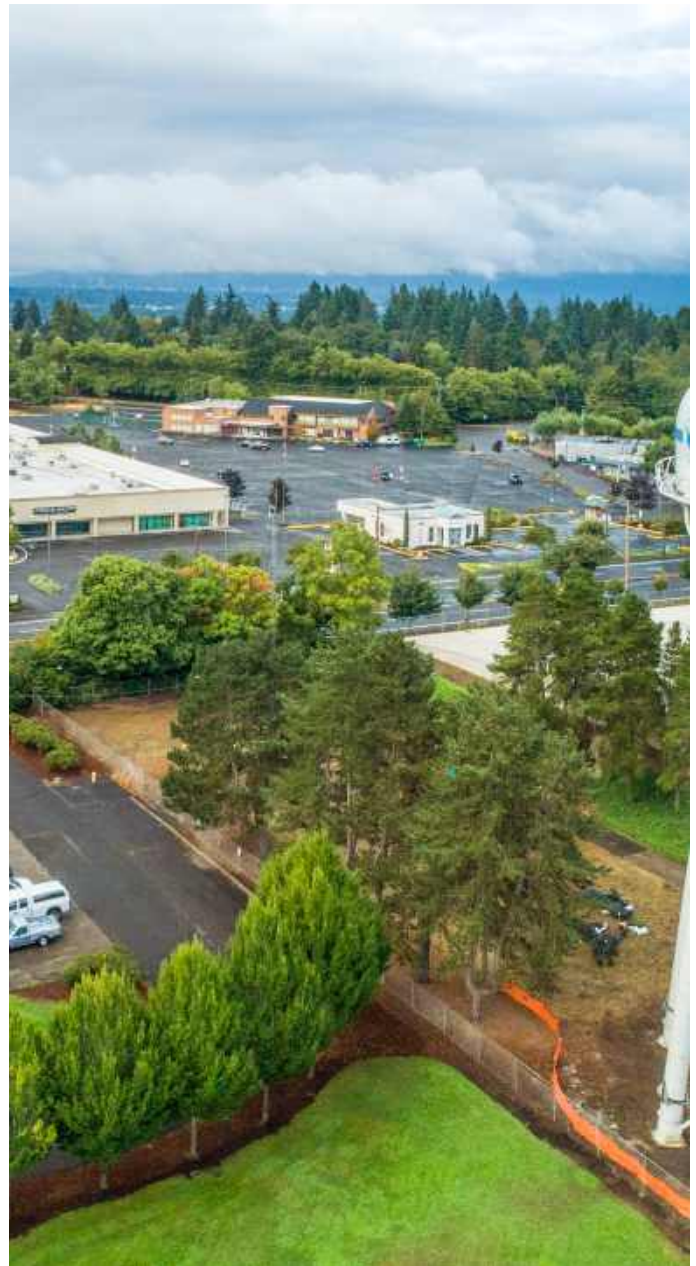


Figure 1: Heights District



Figure 2: Vancouver Waterfront Park

EXISTING ECONOMIC CONDITIONS



Figure 3: Industrial Area

INDUSTRIES

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.¹⁵⁰

The largest percentage of businesses in Vancouver are in the service sector, followed by retail, then finance, insurance and real estate.¹⁵¹

As of 2019, around a third of Vancouverites commuted across the Columbia River to work in Portland, Oregon,¹⁵² suggesting that many residents do a portion of their day-to-day spending out of state. Updated data is needed to determine how the rise of remote work following COVID-19 has affected this trend.

Clark County is a driving force behind the greater Portland-Vancouver region's reputation as "Silicon Forest", with companies like Logitech, TSMC, Silicon Forest Electronics, SEH America and others calling Clark County home.¹⁵³

Computer and electronics is a strong legacy cluster for the county. Computer and electronics, along with other emerging high-paid industries like clean tech, software,

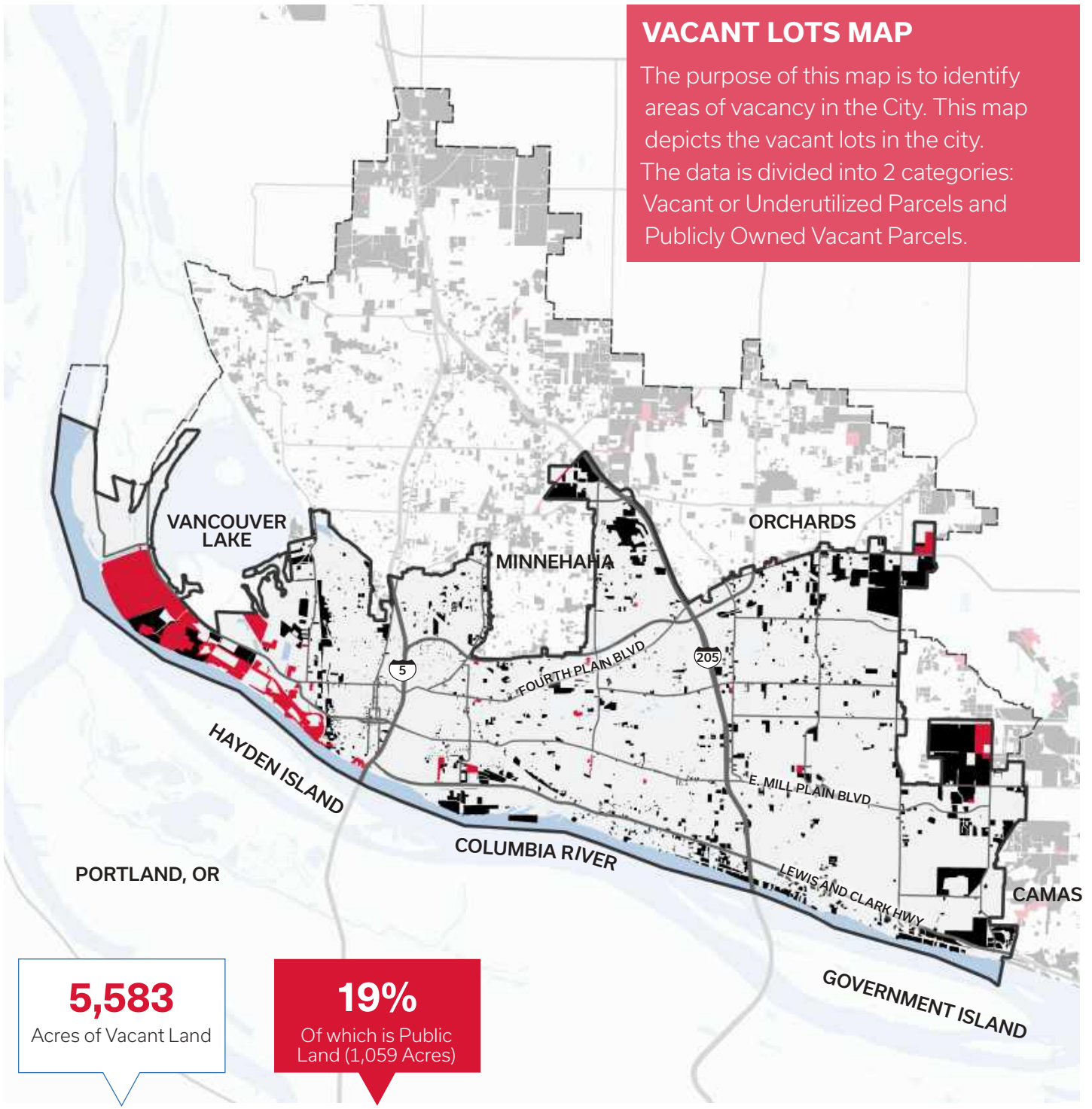
metals and machinery and life sciences have existing clusters in Vancouver.¹⁵⁴

According to the 2017 Census of Agriculture (the most recent year for which data is available), there were 750 farms in Clark County totaling nearly half a million acres and \$99 million in annual sales. Vancouver also has several local purveyors of locally sourced and/or made goods including a meat and food processing establishment.¹⁵⁵

27% of all parcels in the City are zoned for commercial uses. 17% of all parcels in the City are zoned for industrial uses. There are 5,583 acres of vacant land across the city, 19% (1,059 acres) of which is publicly owned. Vacant lands are based on Clark County's vacant buildable lands model and additional growth truthing will be needed as part of the comprehensive planning update process.

VACANT LOTS MAP

The purpose of this map is to identify areas of vacancy in the City. This map depicts the vacant lots in the city. The data is divided into 2 categories: Vacant or Underutilized Parcels and Publicly Owned Vacant Parcels.








5,583

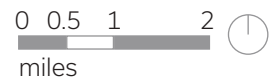
Acres of Vacant Land

19%

Of which is Public Land (1,059 Acres)

Figure 4: Vacant Lots Map

-  City Boundary
-  UGA
-  Waterbodies
-  Vacant or Underutilized Parcel
-  Publicly Owned Vacant Parcel



County of Clark, WA, Oregon Metro, Oregon state, State of Oregon GEO, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

PUBLIC LANDS MAP

The purpose of this map is to display publicly owned lands in the City. The data is divided into 6 categories defined by ownership: City, County, State, Federal, Ports, and Other.

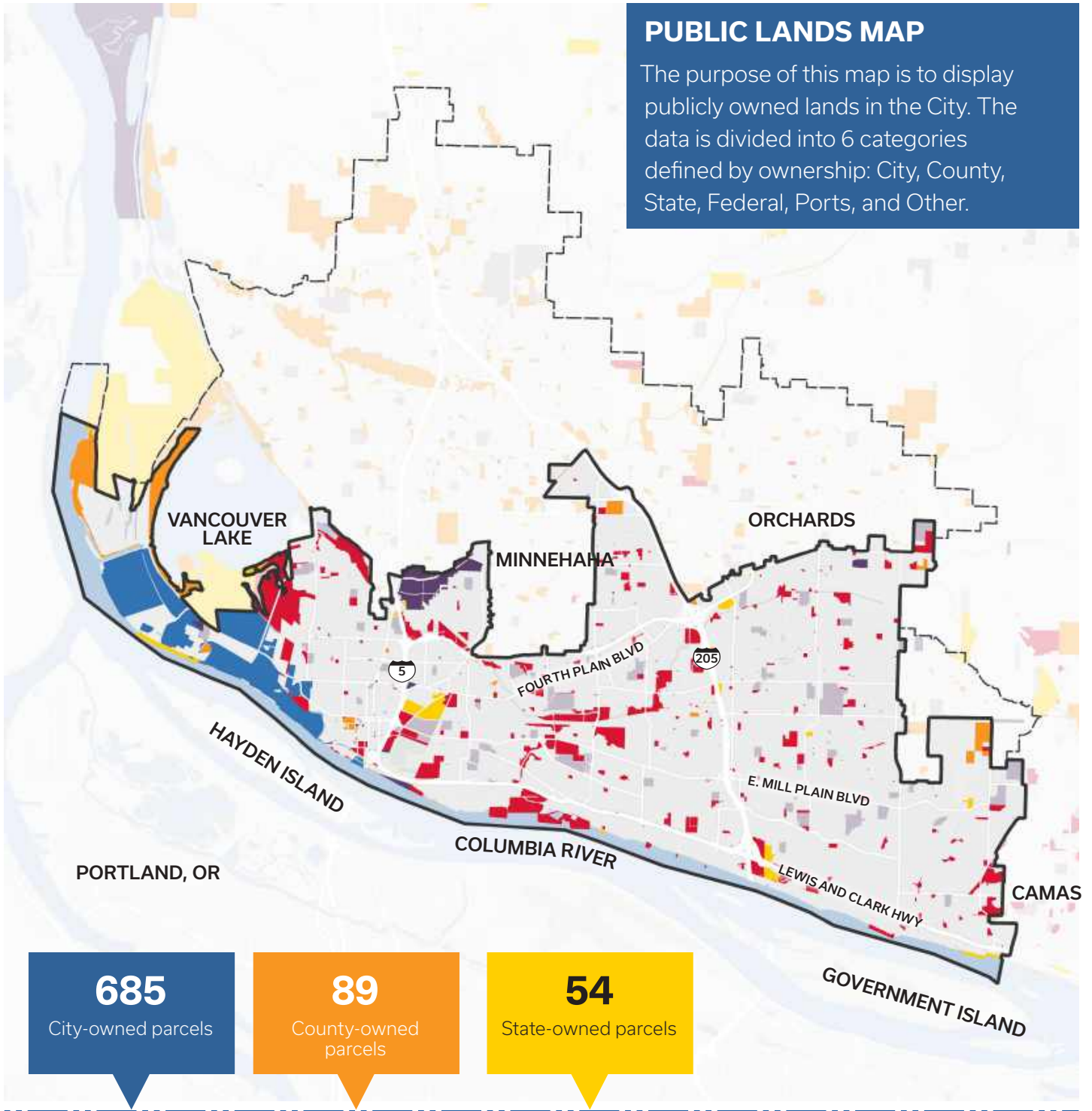


Figure 5: Public Lands Map

- City Boundary
- UGA
- Waterbodies

- Owner
- City
 - County
 - State
 - Federal
 - Ports
 - Other

0 0.5 1 2

miles

County of Clark, WA, Oregon Metro, Oregon state, State of Oregon GEO, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

WORKFORCE COMPOSITION

- In 2021, the unemployment rate in Vancouver was 3.5%.¹⁵⁶
- Since February 2020, Clark County gained a net 13,200 jobs, an increase of 7.8%. Clark County outperformed the nation (+0.5%), the state (+1.5%), Oregon (+0.3%), Seattle metro (+0.5%) and the Portland metro area (+1.2%) in this period.¹⁵⁷
- In the first two months of COVID-19, Clark County lost 11.1% of its employment base. The county fully recovered these jobs by July 2021, much more quickly than comparable areas. Employment in June 2022 was approximately 6.2% above pre-COVID-19 levels.¹⁵⁸
- Compared to the United States, Vancouver has higher-than-average employment concentrations in the transportation and real estate sectors. 57.6% of the population is employed in white collar professions, followed by 24.8% in blue collar industries and 17.6% in the service sector. This is in contrast with the city's business composition, which primarily corresponds to jobs in the service sector.¹⁵⁹
- An estimated 70% of people who *work* in Vancouver *live* outside the city, while approximately 66% of people who *live* in Vancouver *work* outside the city. This suggests a potential misalignment between available jobs and housing options.¹⁶⁰
- While wages have increased in general, so has wage inequality. One measure of wage disparities, the 90/10 ratio, is calculated by comparing the top 10% to the bottom 10% of wages. This figure increased from 7.8 in 2019 to 8.7 in 2021, despite a notable increase in minimum wage in 2020.¹⁶¹

WORKFORCE

3.5%

VANCOUVER
UNEMPLOYMENT
RATE IN 2021

13,200

NET JOB GAIN
IN CLARK
COUNTY SINCE
FEBRUARY 2020

57.6%

POPULATION IS
EMPLOYED IN
WHITE COLLAR
PROFESSIONS

24.8%

POPULATION IS
EMPLOYED IN
BLUE COLLAR
PROFESSIONS

17.6%

POPULATION IS
EMPLOYED IN
SERVICE SECTOR

70%

VANCOUVER
WORKERS LIVE
OUTSIDE THE CITY

66%

VANCOUVER
RESIDENTS
WORK OUTSIDE
VANCOUVER

EQUITY ANALYSIS FINDING

Wages for Black, Indigenous, Pacific Islander, and Latine workers average around 80% or less of the average for all workers.

CENTERS AND CORRIDORS

Over the past twenty years, Vancouver has embarked on numerous projects to prepare for growth and adapt to changing demographics. While several of these projects date back to the early 2000s and the last Comprehensive Plan update, there have been notable areas of growth and investment.

It will be important for the City to assess the successes and challenges faced during the implementation of policies related to the centers and corridors identified in the last Comprehensive Plan in order to identify how to update its policies to not only reflect the recently adopted Strategic Plan and focus on equity, inclusion, safety and climate change. Additional maps identifying equity analysis and 15-minute neighborhood analysis findings can be found in Appendix A: Maps.

There are several centers and corridors that have achieved a high-level of essential service provision including Fourth Plain, Vancouver City Center, Central Park, and Columbia Tech Center. Several areas need to be addressed through the Comprehensive Plan update to ensure investments counter historical inequities, including Fruit Valley, Upper Main, Minnehaha, Mill Plain (MacArthur and SWWMC) and Birtcher and N.E. Fourth Plain.

Through further analysis and the development of land use scenarios the City will be able to better

understand how to balance policies to ensure that areas that have low scores on the hot spot analysis experience effective change through the horizon of the updated Comprehensive Plan.

Policy updates will take into consideration Growth Management requirements, including projected growth and demand for housing units, in addition to the priorities and goals outlined in the City of Vancouver Strategic Plan: 2023-2029 Update.

- **Fourth Plain:** The Fourth Plain neighborhood is home to many immigrants, with a thriving business community that reflects its racial and ethnic diversity. In 2007, Fourth Plain was the subject of a subarea plan that resulted in a zoning overlay and designation as a target area for Community Development Block Grant (CDBG) funds. Fourth Plain Forward, a local nonprofit, works in partnership with the City to ensure development in the area is community-led and benefits local residents and businesses. Over the next three years, the City will invest more than \$25 million in American Recovery Plan (ARPA) money into the Fourth Plain area.¹²⁸
- **112th Avenue Corridor:** 112th Avenue from NE 4th Street and NE 33rd Street was identified in the previous Comprehensive Plan as an area for concentrated growth. This area was also affected by the ongoing split diamond I-205 project. Pedestrian upgrades were ongoing as of 2020.¹²⁹



Figure 6: Columbia Tech Center

CENTERS + CORRIDORS MAP

The purpose of this map is to highlight centers and corridors defined by the City's 2011 Comprehensive Plan. The data is divided into 2 categories with 2 subcategories: Completed / In Progress areas and Futures and their respective Centers and Corridors.

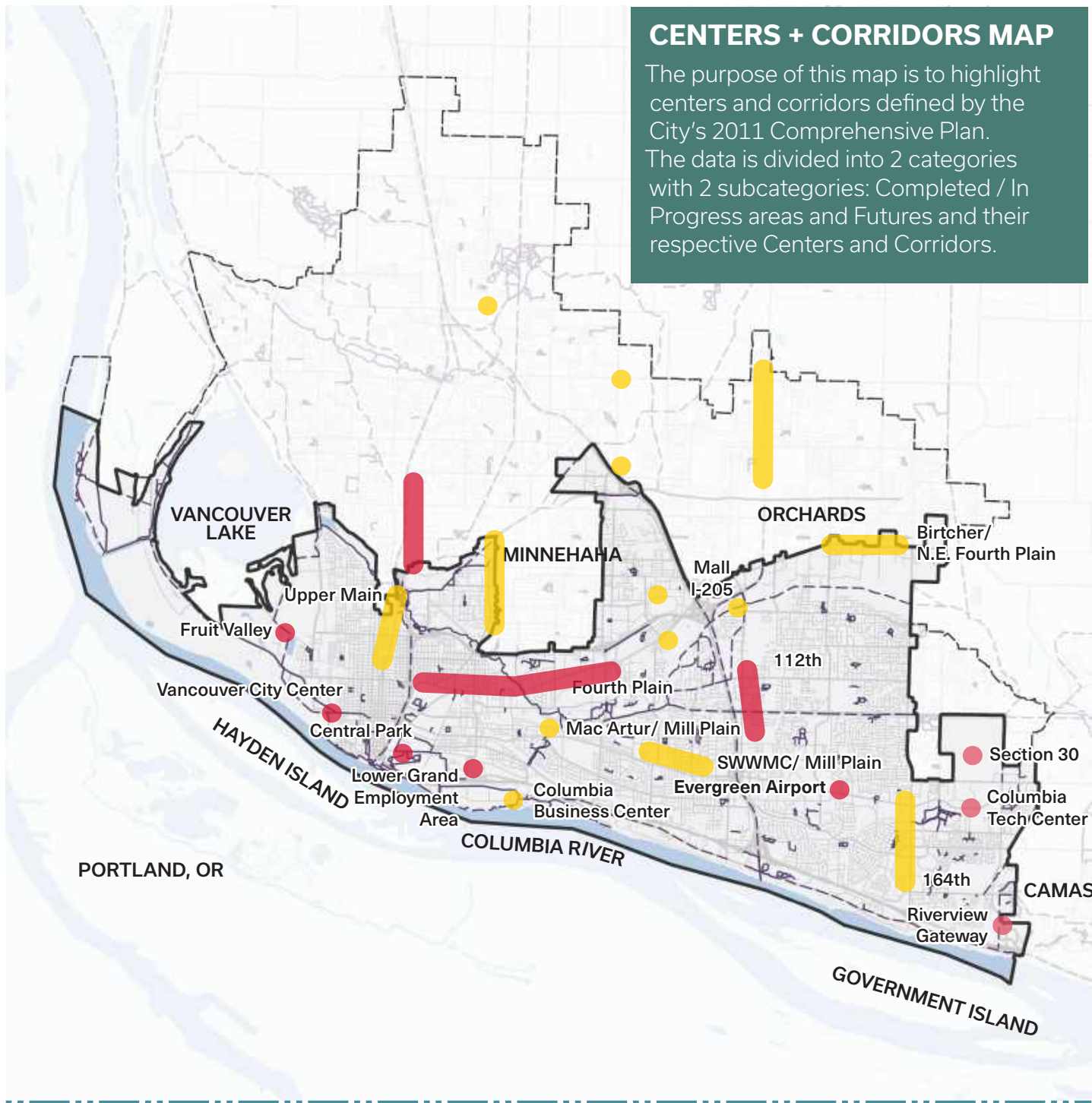


Figure 7: Centers + Corridors Map

- City Boundary
- UGA
- Waterbodies

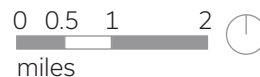
- Trails**
- Existing
- Conceptual

Completed/ In Progress

- Corridor
- Center

Future

- Corridor
- Center



County of Clark, WA, Oregon Metro, Oregon state, State of Oregon GEO, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

CONNECTED AND ACCESSIBLE NEIGHBORHOOD + EXISTING GROWTH STRATEGY

The purpose of this map is to highlight centers and corridors defined by the City's 2011 Comprehensive Plan overlaid onto the 15-minute neighborhood analysis. This map illustrates where centers and corridors have successfully implemented introducing essential services.

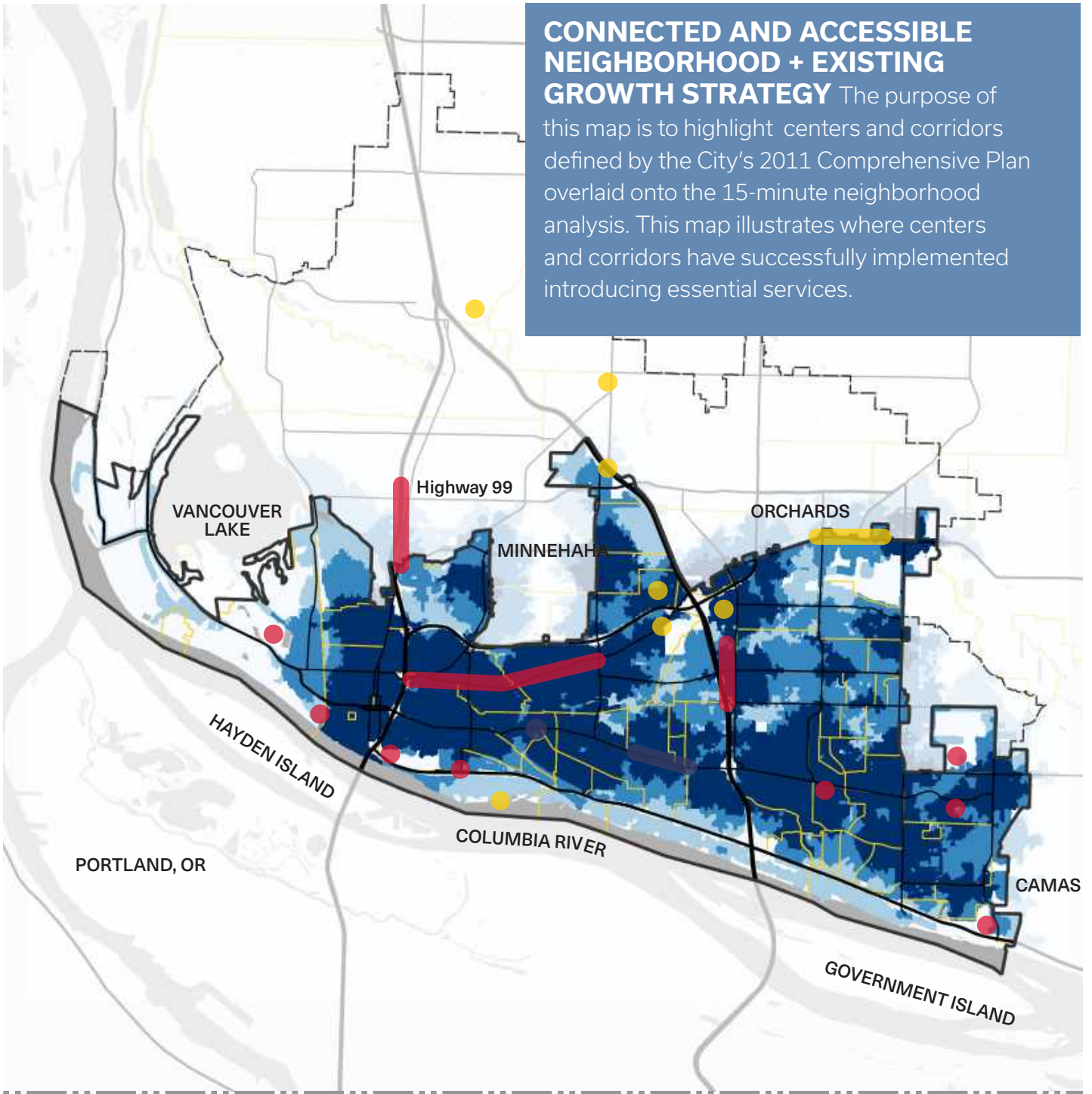


Figure 8: 15-Minute Neighborhood and Centers + Corridors Map

- City Boundary
- UGA
- Waterbodies
- Neighborhood

Number of Essential Amenity Types within a 15-Minute Walk

- 0
- <2
- 2-4
- 4-7

Completed/ In Progress

- Corridor
- Center

Future

- Corridor
- Center

0 0.5 1 2
miles

County of Clark, WA, Oregon Metro, Oregon state, State of Oregon GEO, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

CENTERS AND CORRIDORS CONT.

- **Central Park:** The Central Park planning area is bound by I-5 to the west, the Columbia River to the south and residential neighborhoods to the east and north. It includes sections of the Hudson's Bay, Central Park and Columbia Way neighborhoods. This area was originally identified as a priority in 1979 but formal redevelopment did not begin until 2008. The majority of property in this area is primarily educational, parklands and residential areas. Ongoing projects in the neighborhood include renovations to an existing multifamily residential property and the establishment of a new Washington State School for the Blind building.¹³⁰
- **Fruit Valley:** The City of Vancouver adopted the Fruit Valley Neighborhood Action Plan in 2008. When the plan was written, Fruit Valley was home to 55 businesses, most of which were industrial, and 61% of the study area was zoned for industrial use. Fruit Valley's industrial legacy continues today, with several industrial buildings proposed or under construction.¹³¹
- **Evergreen and Grand Commercial Corridors:** The Evergreen and Grand Corridors are targeted for redevelopment as part of the City's Commercial Corridor Strategy (CCS). The Evergreen and Grand subarea is subject to restricted uses, regulatory standards and improvements to the pedestrian environment.¹³²
- **Vancouver City Center:** Growth in Vancouver's approximately 130-block city center is guided by the Vancouver City Center Vision (VCCV), a plan adopted in 2007. Ongoing development includes a streetscape project targeting Main Street between 5th and 15th Street. Approximately \$10 million in American Rescue Plan (ARPA) funding has been allocated for the redevelopment of this downtown corridor, intended to improve safety, community cohesion and economic prosperity, in line with the overall vision for Vancouver City Center.¹³³
- **The Heights District:** The Heights District is a new mixed-use neighborhood on the site of the former Tower Mall. It is an opportunity for private-public partnership that provides benefits and opportunities to a range of residents. The Heights District Plan proposes the following land use plan: 1,340 residential units, 56,000 sf commercial, 65,000 sf office, 83,000 sf hospitality, 20,000 sf church/multipurpose, 6.1 acres parks/open space.¹³⁴
- **Riverview Gateway:** The Riverview Gateway Plan was adopted in 2009 to guide development in Riverview Gateway, an area which offers access to downtown Vancouver, Portland airport and other destinations in Clark County. Large swaths of industrial land were identified as opportunities to transition the area into a vibrant and well-connected mixed-use neighborhood. The plan to transform the Riverview Gateway site into a mixed-use and residential community was under review by City Council as of 2021.¹³⁵
- **Lower Grand Employment Area:** The Lower Grand Employment Area (LGEA) in Southwest Vancouver was the subject of a 2016 area plan. The plan identifies strategies to preserve and develop industrial land within the LGEA so it can remain a valuable employment center and gateway.
- **Section 30:** Section 30 was annexed by the City of Vancouver in 2008. In 2021, City Council approved the development of a multi-building campus on the site that will house the offices of HP Inc. This project is expected to catalyze further development, while its proximity to the Columbia Tech Center (CTC) will solidify East Vancouver's growing niche as a tech hub.¹³⁶

ECONOMIC DEVELOPMENT OPPORTUNITIES

LOCAL DRIVERS

Vancouver's historic geographic advantage remains relevant today. Its quality of life, unique landscape and mild climate make it an attractive place to live. This strength has the potential to attract business owners looking to move their companies or their back-office operations to a more attractive location.

The current (2018-2023) Clark County Economic Development Plan prioritizes downtown Vancouver in the county-wide economic development strategy. As a thriving urban center, Vancouver is poised to host jobs, housing and entertainment as the region grows and changes.¹⁶²

Clustered office campuses in East Vancouver including Columbia Tech Center (CTC) and the future home of HP Inc. offer "live-work-play" communities attracting high-tech industries and workers.¹⁶³

The market size of the Solar Power industry in the U.S. has grown 15% per year on average between 2017 and 2022, while sales of electric vehicles in the United States more than doubled in 2021. With a strong legacy in computer and electronics, industrial land, available employment and a skilled workforce, Clark County has a competitive foundation for supporting growth in clean technology.¹⁶⁴

The Washington State University – Vancouver (WSU) is part of the Washington State University system and enrolls about 2,800 students, 43% of whom are first generation. As the only four-year research institution in Southwest Washington, WSU Vancouver boasts "big school resources in a small school environment." 95% of WSU Vancouver graduates stay and work in the Portland Metro Region.¹⁶⁵

Clark College is a community college in Vancouver that offers degree programs including advanced manufacturing, business and entrepreneurship, and science, technology and engineering.¹⁶⁶

As the Pacific Northwest becomes increasingly expensive, Vancouver's relative affordability is a draw for young workers. It is important to leverage this asset for growth while protecting the current renter population. Similarly, Vancouver must balance incentives to attract and retain high-tech industries with efforts that support the small business community. The Columbia River Economic Development Council (CREDC) supports businesses in Clark County and the surrounding region north of the Columbia River. They provide free services to qualifying businesses and leverage private-public partnerships to connect businesses with other key resources.¹⁶⁷

LOCAL ECONOMIC DRIVERS

2,800

STUDENTS AT VANCOUVER WASHINGTON STATE UNIVERSITY (WSU)

43%

STUDENTS AT WSU ARE FIRST GENERATION

95%

WSU GRADUATES STAY IN REGIONAL WORKFORCE

11,500

STUDENTS AT CLARK COLLEGE

INCENTIVES

- **Income and Sales Tax:** Washington State does not have a personal or corporate income tax. Vancouver can leverage this feature to attract businesses and residents that might otherwise settle in Portland. In contrast, Washington does have a sales tax while Oregon does not.¹⁶⁸
- **Main Street Tax Credit:** The Vancouver Downtown Association is a designated Washington Main Street Community. Under the Main Street tax credit incentive program, the Downtown Association is eligible to receive tax credits equal to 75% of private contributions received.¹⁶⁹
- **Industry Tax Incentives:** Washington State offers tax incentives relevant to Vancouver's identified growth areas, including high tech industries and data centers.¹⁷⁰
- **International Service District:** Vancouver falls within an International Service District defined by Washington State. Businesses offering specified services to an international market are eligible for a \$3,000 annual tax credit per new job created. Eligible services include legal, architectural and financial services.¹⁷¹
- **New Market Tax Credits:** The Federal New Market Tax Credit is an often underutilized, but very powerful financing tool. Businesses can obtain benefits including lower interest rates (sometimes below market) on loans, interest-only payments for seven years, non-traditional financing not available in the marketplace, access to a reduced cost of capital, and more. The NMTC is a competitive program administered by the U.S. Department of the Treasury's Community Development Financial Institutions Fund.¹⁷²

CHAPTER SOURCES

- 144 City of Vancouver Equity Analysis 2023
- 145 Columbia River Economic Development Council
- 146 City of Vancouver Equity Analysis 2023
- 147 City of Vancouver Equity Analysis 2023
- 148 City of Vancouver Equity Analysis 2023
- 149 Forbes Cost of Living Calculator
- 150 Fourth Plain Forward Plan
- 151 ESRI
- 152 Census OnTheMap
- 153 Columbia River Economic Development Council
- 154 Columbia River Economic Development Council
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- 163 Columbia River Economic Development Council
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- 168 Department of Revenue Washington State
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- 171 United States Department of the Treasury Financial Institutions Fund
- 172 United States Department of the Treasury Financial Institutions Fund



PARKS, RECREATION, OPEN SPACES AND TRAILS



PARKS, RECREATION, OPEN SPACES AND TRAILS OVERVIEW

The Vancouver Department of Parks, Recreation and Cultural Services (VPRCS) oversees and manages a total of 1,700 acres of parkland across 113 sites. The City provides a wide range of park offerings, including everything from competitive sports programs to natural areas.¹⁷²

In 2022, VPRCS published a Park System Comprehensive Plan to analyze existing conditions and identify 10-year goals and metrics. The Comprehensive Plan envisions safe and equitable access to programs and public spaces that cultivate healthy connections between neighbors and nature. To achieve this goal, VPRCS must increase parkland citywide to address gaps in access, meet national standards, and keep pace with population growth.¹⁷³

The quantity and quality of parks, recreational opportunities, open space, and trails have important implications for Vancouver's livability. The VPRCS Comprehensive Plan emphasizes the far-reaching impacts of urban green space on public health, economic development and ecological function by describing parks as "essential spaces."¹⁷⁴

EXISTING CONDITIONS

A Department of Parks and Recreation for the City of Vancouver was established in 1955 to oversee about 100 acres of public parkland. Today, there are 3,800 acres of public land in Vancouver, comprising 12% of the City's total land area. The modern Department of Parks and Recreation, VPRCS, manages around 1,700 acres of this as parkland as well as 20 miles of trails. Since 2014, the City of Vancouver has acquired 48.6 acres of public land and developed 12 acres of parkland.¹⁷⁵

Vancouver is divided into three Park Impact Fee (PIF) Districts, each of which establishes Level of Service (LOS) standards and assesses impact fees on new residential development to offset the cost of meeting the recreational needs of a growing population. The City of Vancouver adopted population-based standards for land acquisition based on park classification in 1994.¹⁷⁶

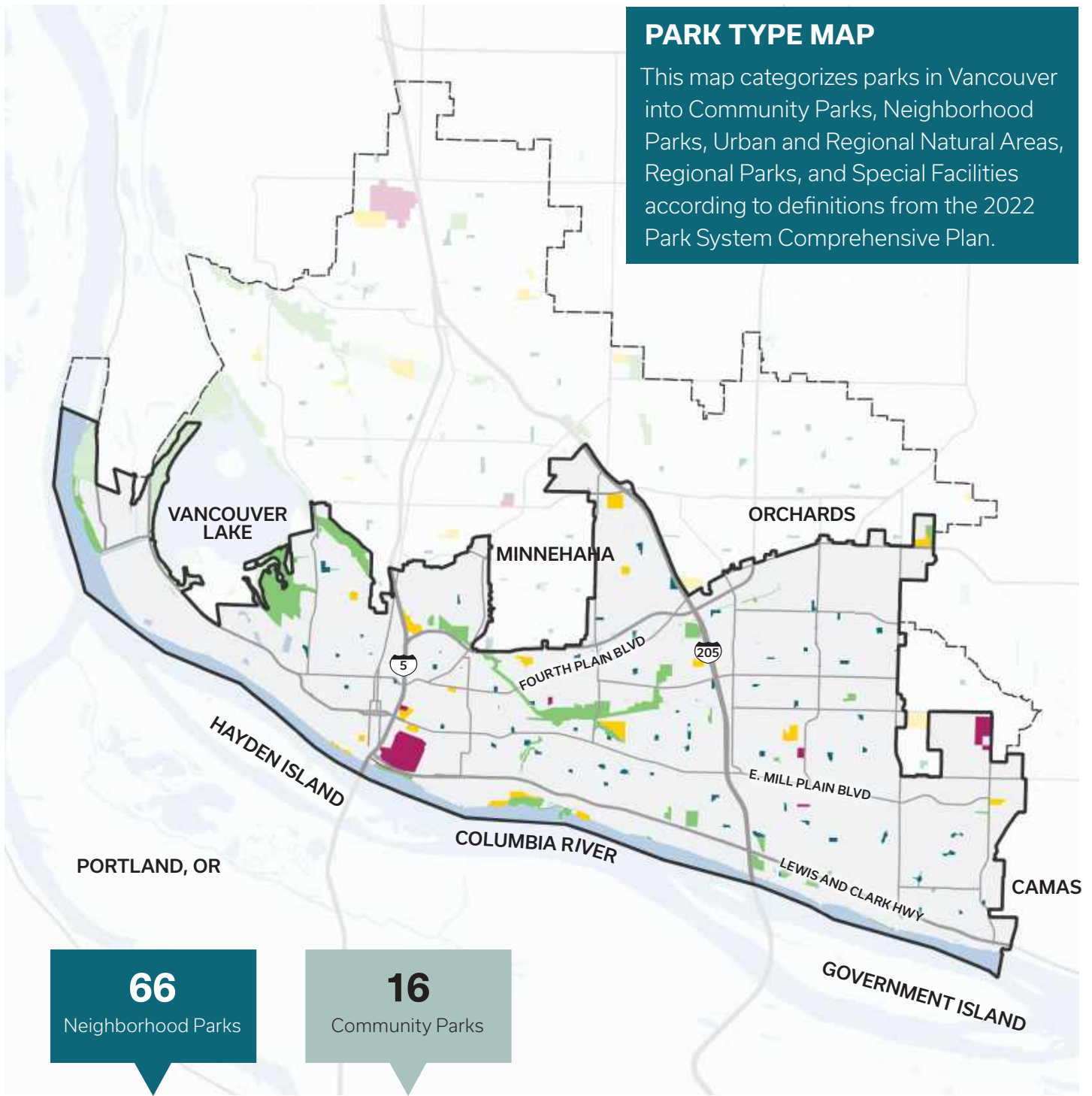
Currently, VPRCS operates community gardens at Marshall Community Park, Haagen Community Park, and at Fruit Valley, Landover-Sharmel, First Place, and Bella Vista Neighborhood Parks. These gardens provide the opportunity for community members to rent plots for a season to grow fresh produce and flowers.¹⁷⁷

Expansion and maintenance of the park system will be essential in the coming years. Residents living east of I-205 have expressed a desire for more parks, while residents living west of I-205 have expressed a need for updated park amenities including benches and trails.¹⁷⁸

The park system elements that Vancouverites valued most in 2022 were trails and water access. The primary reasons why Vancouverites used parks in 2022 were for exercise and enjoying nature.¹⁷⁹

PARK TYPE MAP

This map categorizes parks in Vancouver into Community Parks, Neighborhood Parks, Urban and Regional Natural Areas, Regional Parks, and Special Facilities according to definitions from the 2022 Park System Comprehensive Plan.



66
Neighborhood Parks

16
Community Parks

Figure 62: Park Type Map

- City Boundary
- UGA
- Waterbodies

- Park Type
- Community
 - Neighborhood
 - Urban and Regional Natural Area
 - Regional
 - Special Facility

0 0.5 1 2
miles

County of Clark, WA, Oregon Metro, Oregon state, State of Oregon GEO, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA



Figure 63: Playground



Figure 64: Trail



Figure 65: Columbia River Renaissance Trail



Figure 66: Firstenberg Community Center Pool

PARK DEVELOPMENT MAP

This map identifies developed parks, parks slated for future development, and other recreational and open spaces.

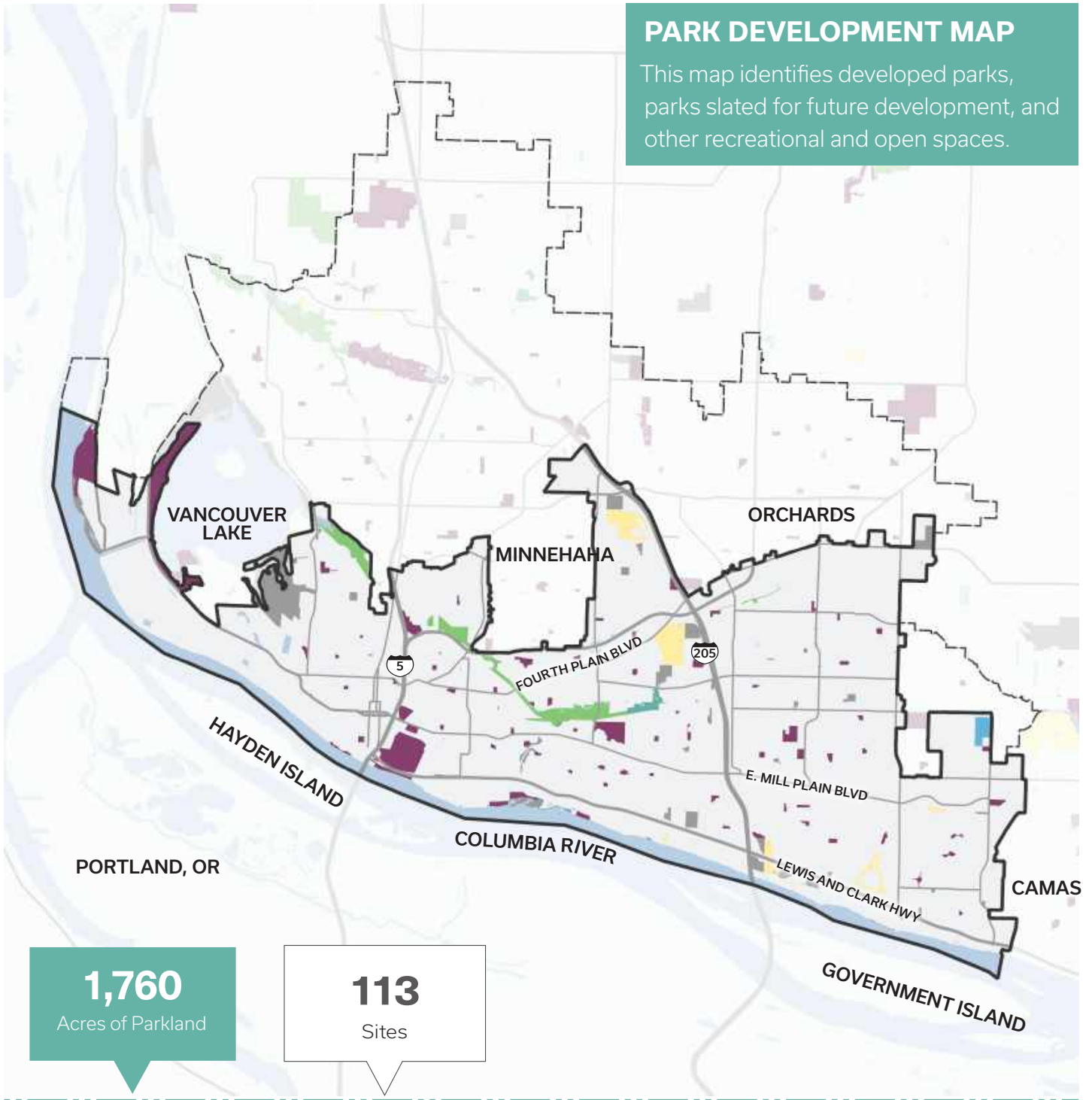


Figure 67: Park Development Map

- City Boundary
- UGA
- Waterbodies

- Park Development
- Developed
 - Improved Greenspace
 - Open Space / Trail Corridor
 - Sport Complex
 - Undeveloped
 - Private



County of Clark, WA, Oregon Metro, Oregon state, State of Oregon GEO, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

CHALLENGES + OPPORTUNITIES

CHALLENGES

The City of Vancouver currently provides 4.46 acres of parkland per 1,000 residents, less than the City's goal of 6 acres and only half of the national median of 10.8 acres. To meet park demand for the projected 2031 population, Vancouver must acquire an additional 568 acres and develop 417 acres of parkland. As population increases it is harder to find land for parks, so the City must take care to ensure that growing high-density areas balance residential development with the required green space.¹⁸⁰

A ½-mile, or 10-minute walking distance is nationally recognized as the reasonable walking distance to recreational facilities, a standard that was supported by Vancouver Parks Recreation and Cultural Services (VPRCS) Comprehensive Plan survey respondents. Using this standard to assess park LOS indicates service area gaps across the City.¹⁸¹ The 10-minute walkshed aligns with and is even more ambitious than the 15-minute neighborhood ideal.

Vancouver's park impact fee (PIF) program was established in the mid-1990s to provide a joint funding source for the acquisition and development of urban parkland in the City of Vancouver and Vancouver Urban Growth Area. The current PIF process inherently puts park planning at the end of the development cycle, thus limiting the ability to negotiate the most suitable locations for future parks or to maximize the park service area by incorporating pedestrian interconnections in the project design.¹⁸²

EQUITY ANALYSIS FINDING

Many of the areas with the greatest park need are not experiencing the residential development that generates PIF revenue, and are therefore limited in their capacity to expand or revitalize the park system.

OPPORTUNITIES

The City of Vancouver recognizes that the Columbia River is an essential asset that offers opportunities for recreation, nurtures wildlife, forests and agriculture and supports neighborhoods and businesses. The Vancouver Waterfront Development Project is currently underway, bringing additional housing, office and retail space, dining and entertainment options to the Waterfront. This project compliments other waterfront destinations like the recently completed Vancouver Waterfront Park and the Water Resources Education Center.¹⁸³

Vancouver currently exceeds the standard LOS for urban natural areas. Given this asset, the VPRCS aims to ensure that these spaces are high-quality and distributed equitably as the city's population grows and changes.¹⁸⁴

Vancouver's trails are an essential component of its park system. The VPRCS plans to pursue an acquisition and development program in cooperation with other concerned agencies to improve the trail network's connectivity.¹⁸⁵

Parks within Vancouver, overlaid with habitat areas, floodplains and wetlands illustrate what can be considered a green infrastructure network, as illustrated in the Greenspace Map on Page 86.¹⁸⁶

PARK EQUITY MAP

This map identifies high-priority areas for park investment based on a weighted overlay of demographic variables calculated using GIS. Areas in dark blue are considered the highest priority for park investment according to neighborhood demographics and existing park level of service.

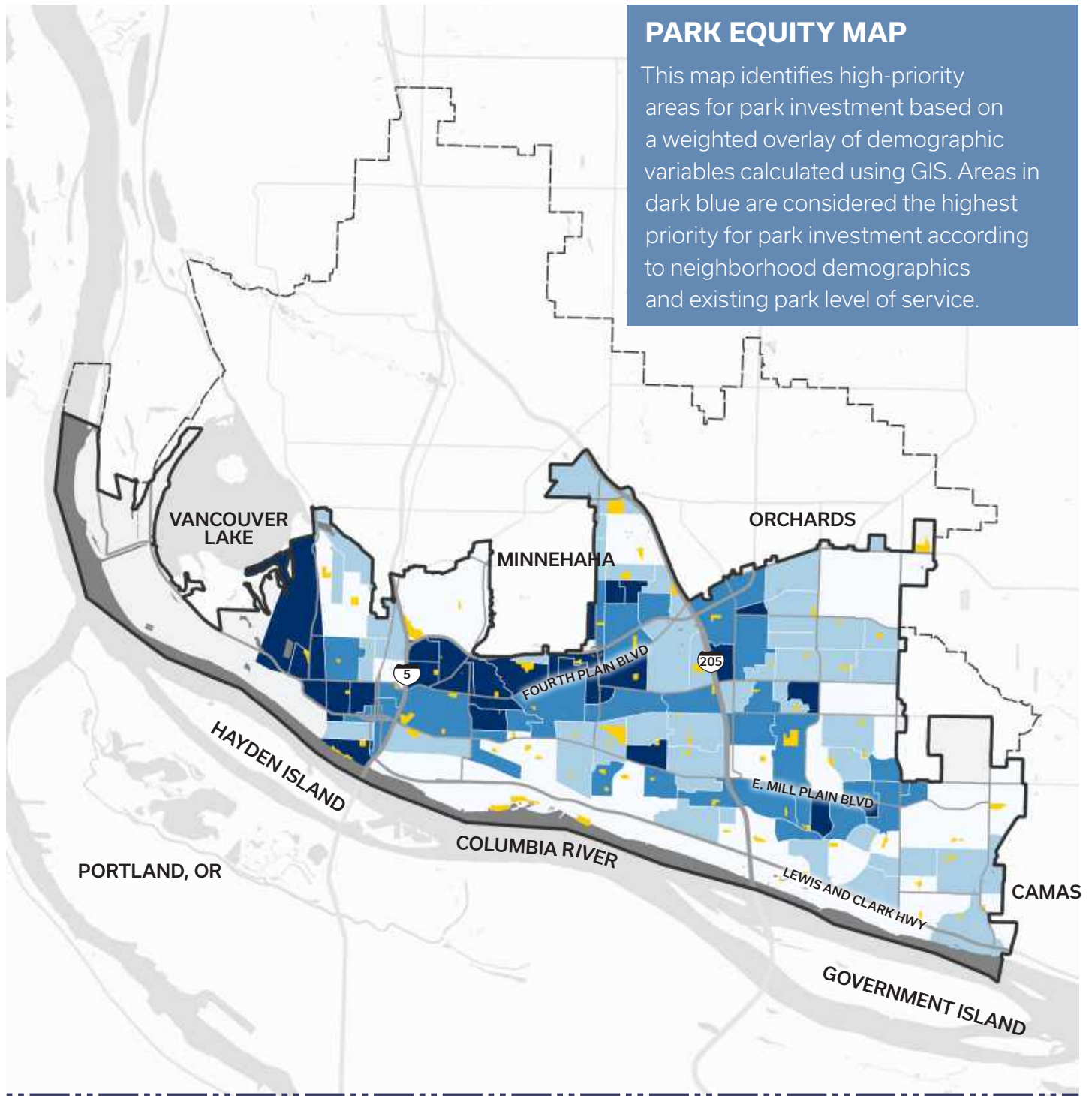
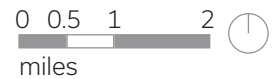


Figure 68: Park Equity Map

- City Boundary
- UGA
- Waterbodies
- Community and Neighborhood Park

- Vancouver Demographics and Equity Matrix Priority
- Low Priority
 -
 -
 - High Priority



County of Clark, WA, Oregon Metro, Oregon state, State of Oregon GEO, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

GREEN SPACE MAP

This map categorizes green space across the City as park, habitat, floodplain, or wetland.

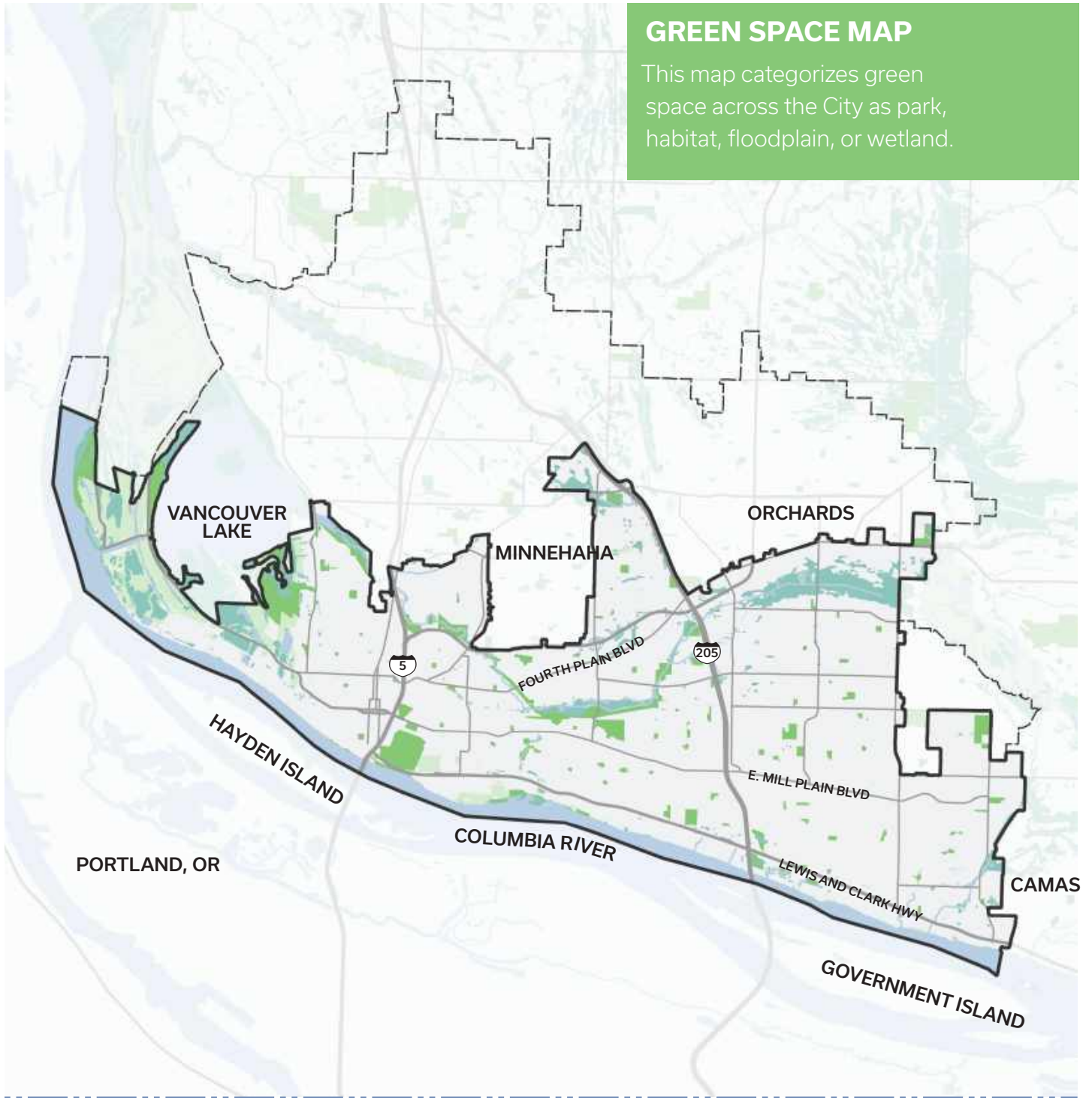
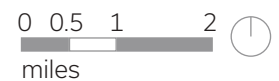


Figure 69: Green Space Map

- | | |
|---------------|-----------------------|
| City Boundary | Park and Natural Area |
| UGA | Floodplain |
| Waterbodies | Wetland |
| Stream | |



County of Clark, WA, Oregon Metro, Oregon state, State of Oregon GEO, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

EQUITABLE ACCESS

ACCESSIBILITY

Universal design defines accessibility above and beyond the requirements of the Americans with Disabilities Act (ADA). Universal park design considers multidimensional barriers to accessibility, including the provision of restrooms, water fountains and parking for individuals with disabilities.¹⁸⁷

The park system must tailor its communication to an increasingly diverse population. In addition to English, VPRCS Comprehensive Plan outreach was conducted in Spanish, Russian and Vietnamese, and these populations should be considered in future signage and programming. As Vancouver's senior and school-age populations grow, the park system can promote multigenerational play that engages Vancouver's youngest and oldest residents.¹⁸⁸

Ensuring safe bike and pedestrian access to parks is essential for the 53% of Vancouver residents who walk to their local park. In a survey completed during the VPRCS planning process, 26% of residents note the lack of sidewalks as a safety concern.¹⁸⁹

WATER ACCESS

Vancouver is bordered by 18 miles of river, but only 5 miles are open for public access, including the Vancouver Waterfront Park and Frenchman's Bar Park. Given the popularity of waterfront amenities in Vancouver, the City should consider opportunities to expand access to the Columbia River in a way that balances human and ecological goals.

Vancouver Lake offers 2.5 miles of shore access, including 35 developed acres where residents can enjoy picnicking, windsurfing and beach volleyball, among other activities.¹⁹⁰

FUNDING SOURCES¹⁹¹

- **American Rescue Plan Act (ARPA):** ARPA funding could be used for community park development to provide an economic stimulus in vulnerable neighborhoods.
- **Conservation Futures:** This property tax, valued at \$.0625/\$1,000 assessed value, is levied for the purpose of acquiring park land, open space, critical habitat, farm, and timber lands.
- **PIF Rate Update:** As of the Parks, Recreation and Cultural Services Comprehensive Plan's publication, the most recent update to the PIF rate was in 2020. The Plan suggests that PIF rates should be updated based on current land values and park development costs to help Vancouver better reflect the actual costs of acquiring and developing parkland. This could also include funding for linear parks and civic plazas.
- **Regional Park and/or Regional Trail Impact Fee Program:** PIFs are only collected for new residential development within the Vancouver city limits. However, growth both inside and outside the Vancouver UGA affects the need for regional parks, trails and special facilities. Additional revenue could be collected for regional facilities by charging a regional PIF for all development in the County, including non-residential development and development within the incorporated cities.
- **Stronger Vancouver Initiative:** As of March 2021, City Council had established their intention to revisit the Stronger Vancouver Initiative, which was initially proposed in 2017. Stronger Vancouver proposes adjustments to existing funding sources including PIFs, business licenses and utility taxes to prepare for the needs of a growing, urbanizing community.

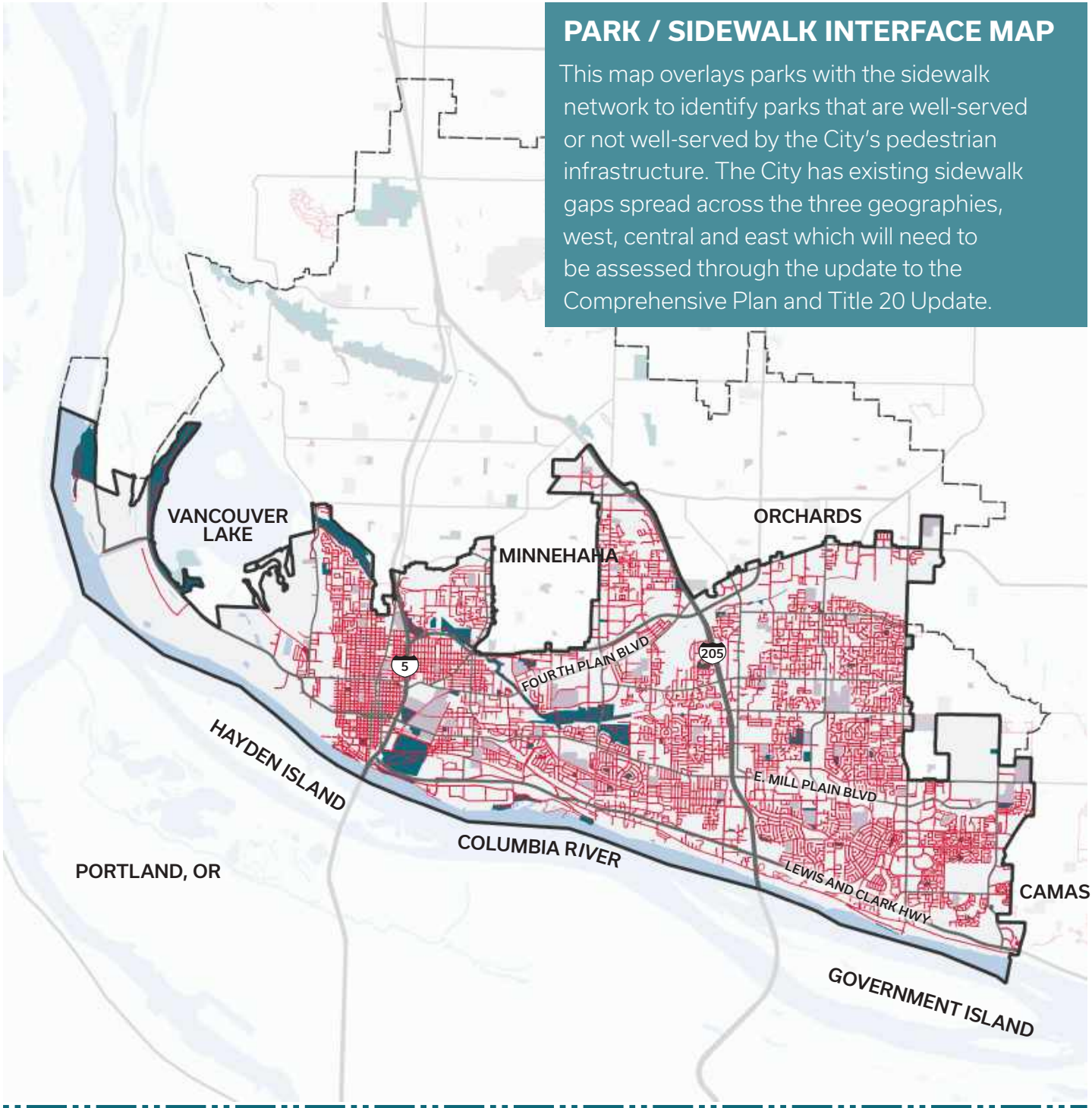


Figure 70: Park / Sidewalk Interface Map

- City Boundary
- UGA
- Waterbodies

- Existing Park, Open Space and Trail Corridor
- Sidewalk and Trails



County of Clark, WA, Oregon Metro, Oregon state, State of Oregon GEO, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA



Figure 71: Sidewalk Infrastructure

CHAPTER SOURCES

- 172 *Vancouver Parks, Recreation and Cultural Services Comprehensive Plan, 2022-2031*
- 173 *Vancouver Parks, Recreation and Cultural Services Comprehensive Plan, 2022-2031*
- 174 *Vancouver Parks, Recreation and Cultural Services Comprehensive Plan, 2022-2031*
- 175 *Vancouver Parks, Recreation and Cultural Services Comprehensive Plan, 2022-2031*
- 176 *Vancouver Parks, Recreation and Cultural Services Comprehensive Plan, 2022-2031*
- 177 *Vancouver Parks, Recreation and Cultural Services Comprehensive Plan, 2022-2031*
- 178 *Vancouver Parks, Recreation and Cultural Services Comprehensive Plan, 2022-2031*
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- 180 *Vancouver Parks, Recreation and Cultural Services Comprehensive Plan, 2022-2031*
- 181 *Vancouver Parks, Recreation and Cultural Services Comprehensive Plan, 2022-2031*
- 182 *Vancouver Parks, Recreation and Cultural Services Comprehensive Plan, 2022-2031*
- 183 *City of Vancouver*
- 184 *Vancouver Parks, Recreation and Cultural Services Comprehensive Plan, 2022-2031*
- 185 *Vancouver Parks, Recreation and Cultural Services Comprehensive Plan, 2022-2031*
- 186 *Vancouver Parks, Recreation and Cultural Services Comprehensive Plan, 2022-2031*
- 187 *Vancouver Parks, Recreation and Cultural Services Comprehensive Plan, 2022-2031*
- 188 *Vancouver Parks, Recreation and Cultural Services Comprehensive Plan, 2022-2031*

189 Vancouver Parks, Recreation and Cultural Services Comprehensive Plan, 2022-2031



PUBLIC FACILITIES



PUBLIC FACILITIES OVERVIEW

Essential services play a crucial role in maintaining the functionality and well-being of the City. These services are integral to employing policies that promote and support the 15-minute neighborhood concept. Today, the City's essential services are located primarily along the Mill Plain, Fourth Plain, and 164th Avenue corridors as well as in downtown. Vancouver has identified these essential services fall under the following categories (using The North American Industry Classification System (NAICS) 3-digit code, or subsector): ambulatory healthcare services, building material or garden equipment and supplies dealer, credit intermediation and related activities, educational services, food and beverage store, general merchandise store, health and personal care store, hospital, personal laundry service, religious, grantmaking, civic, professional or similar organization, and social assistance. These essential services are vital for the proper functioning of the City and ensuring the well-being of its residents.

The City of Vancouver itself is responsible for providing administration and support facilities to facilitate the smooth operation of essential services. Services managed by the City of Vancouver include the Fort Vancouver Regional Library System, which offers access to a wide range of books, resources, and community programming. Clark County contributes to essential services in Vancouver through the provision of law enforcement and emergency response support services.

These essential services, along with the support facilities and resources provided by the City of Vancouver and Clark County, are key components of the City's infrastructure. They ensure that residents have access to critical services, promote community well-being, and support the overall functionality and livability of Vancouver.



Figure 72: Police Precinct

PUBLIC FACILITIES OVERVIEW MAP

The purpose of this map is to highlight key public facilities within the city, including schools, emergency services, and "essential places" as defined by the Vancouver Department of Parks and Recreation.

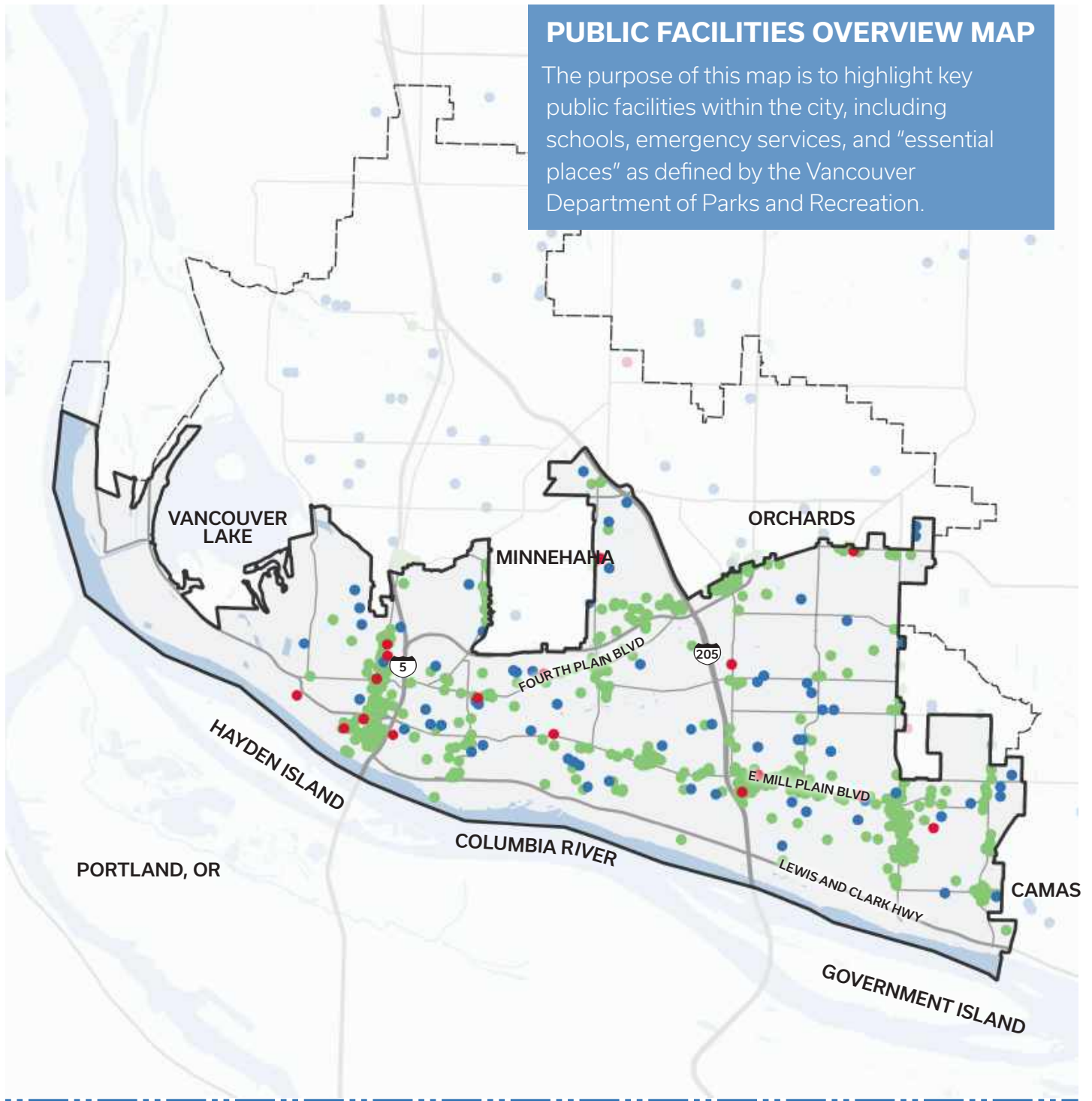








Figure 73: Public Facilities Overview Map

-  City Boundary
-  UGA
-  Waterbodies

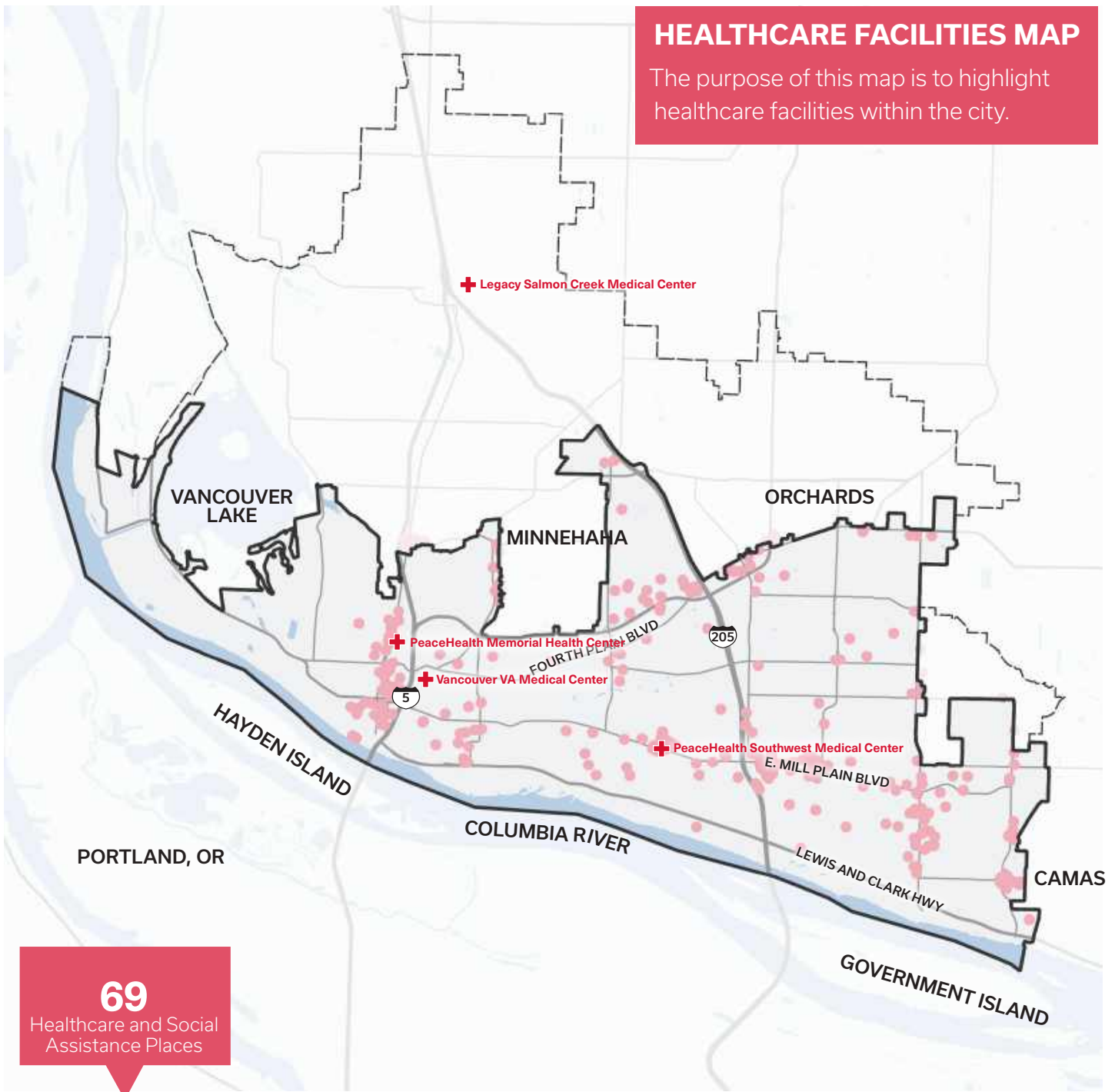
- Public Facilities**
-  School
 -  Emergency Service
 -  Essential Place



County of Clark, WA, Oregon Metro, Oregon state, State of Oregon GEO, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

HEALTHCARE FACILITIES MAP

The purpose of this map is to highlight healthcare facilities within the city.



69
Healthcare and Social Assistance Places

Figure 74: Healthcare Facilities Map

- City Boundary
- UGA
- Waterbodies

- Healthcare and Social Assistance
- Hospital



County of Clark, WA, Oregon Metro, Oregon state, State of Oregon GEO, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

HEALTHCARE

Vancouver's health system is robust, with healthcare and social assistance services located throughout the City. Health services are clustered around the 3 medical centers and the major corridors.

PeaceHealth Southwest Medical Center is the largest hospital in the City, with 450 beds as of 2012. The hospital serves the Columbia-Willamette area of Oregon and Washington, with Clark County being its primary service area. The Emergency Department had 76,244 visits between July 2021 and June 2022. The hospital also features major medical services such as advanced heart and vascular care, a level II trauma center, centers dedicated to the treatment of brain, spine, and other traumas, a certified stroke center, a Kearney Breast Center, advanced imaging services, 3D mammography, joint replacement, neurosciences, and cancer care.¹⁹¹

Administratively, PeaceHealth has been recognized as a leader in information technology integration in clinical care. Academically, the hospital has been operating a family medicine residency through the University of Washington since 1995. Environmentally, the hospital established an environmental sustainability program in 2020 and has since won the Practice GreenHealth Environmental Excellence award and Clark County Business of the Year.¹⁹²

The Vancouver VA Medical Center is an integral part of the Veterans Health Administration (VHA) in Southwest Washington. This center offers primary care, mental health and specialty health services however, they currently do not offer emergency services. Specialty health services offered included PTSD care, audiology, community living center (CLC), transitional lodging, and prosthetics.¹⁹³

Legacy Salmon Creek Medical Center is located within the Vancouver Urban Growth Area (UGA). Legacy Salmon Creek is an acute care hospital with 147 beds, as part of Legacy Health, a nonprofit organization based in Portland, OR. It opened in 2005 and was the first hospital built in Washington state in 20 years. Notable services offered are the Legacy Cancer Institute, neonatal intensive care unit, birthing center, orthopedics, surgery center, breast health center, and surgical care.¹⁹⁴

Vancouver's health system plays an integral role in the Southwestern Washington regional health system and the larger Portland Metropolitan Area. The presence of these medical facilities, and other facilities focused on serving low-income, uninsured populations such as Sea Mar and the Free Clinic, ensure that residents have access to comprehensive healthcare services and specialized treatments, contributing to the community's overall health and wellbeing.



Figure 75: PeaceHealth Southwest Hospital

EMERGENCY SERVICES

Emergency services are organizations that ensure public safety and health by providing services that are fast and effective. The 3 primary forms of emergency services are Fire, Medical, and Police. Each is essential to the function of a city and is essential to the safety of the public.

FIRE DEPARTMENT

The Vancouver Fire Department (VFD) provides fire protection and emergency medical services (EMS) to the City and Clark County (Fire District 5). They protect 288,000 people covering 89.2 square miles. In addition to fire and EMS, they provide marine response, fire prevention, and fire investigation. Regionally, they provide hazardous materials and technical rescue responses.¹⁹⁵

Today the VFD has 11 stations, operated by 182 VFD and 142 American Medical Response (ARM) personnel. They have a diverse offering of vehicles including 10 fire engines, mobile water tenders, brush units, ladder trucks, command units, rescue units, medical rehab units, mobile air compressors, fire boats, heavy rescue units, hazardous material units, high-capacity pump and foam tender, and a fire investigation unit. Vancouver has a long history of being a highly trained and efficient, all-hazard firefighting force with 1,302 fire suppression responses in 2021. They also responded to 4 technical rescues and 193 hazmat situations.¹⁹⁶

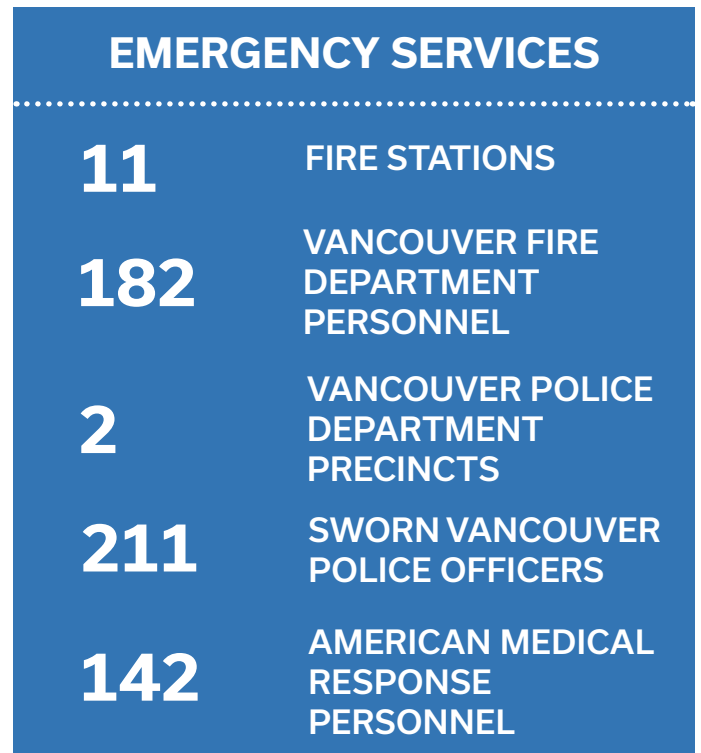
POLICE DEPARTMENT

The Vancouver Police Department (VPD) and the Clark County Sheriff's Department provide police services in the City. The VPD has 2 precincts and employs 211 sworn members, 84% of whom have had 40 hours of Crisis Intervention Training (CIT). All officers receive the training required under the Washington Administrative Code and the Revised Code of Washington. The 720-hour basic law enforcement academy in Burien, WA covers topics such as criminal law and procedures, traffic enforcement, cultural awareness, communication skills, emergency vehicle use, firearms, crisis intervention, patrol procedures, criminal investigation, and defense tactics. Overall,

Vancouver suffers from more property and violent crime than the national average. In 2018, Vancouver's crime rate was 461 per 100,000 people. This is more than the States average of 311, but less than its neighbor Portland, with 520. Notably, motor vehicle thefts reached 641.5 per 100,000 people compared to the national average of 284. From 2013 to 2021, 35,478 arrests were made, 59% of which were low-level, non-violent offenses. VPD's police budget per person falls within the 86th percentile of comparable cities. Their police presence is strong, falling in the 73rd percentile of comparable cities.¹⁹⁷

EMERGENCY MANAGEMENT PROGRAM

The City of Vancouver has an Emergency Management Program that serves as a framework for hazards experienced daily and for catastrophic events such as an earthquake along the Cascadia Subduction Zone. This program focuses on the distinct phases of emergency management which include mitigation, preparedness, response, and recovery. This, along with the VFD and VPD, form the emergency services system in Vancouver. This system is integral to Vancouver and the entire southwest region of Washington.¹⁹⁸



EMERGENCY SERVICES MAP

The purpose of this map is to highlight emergency services within the city.

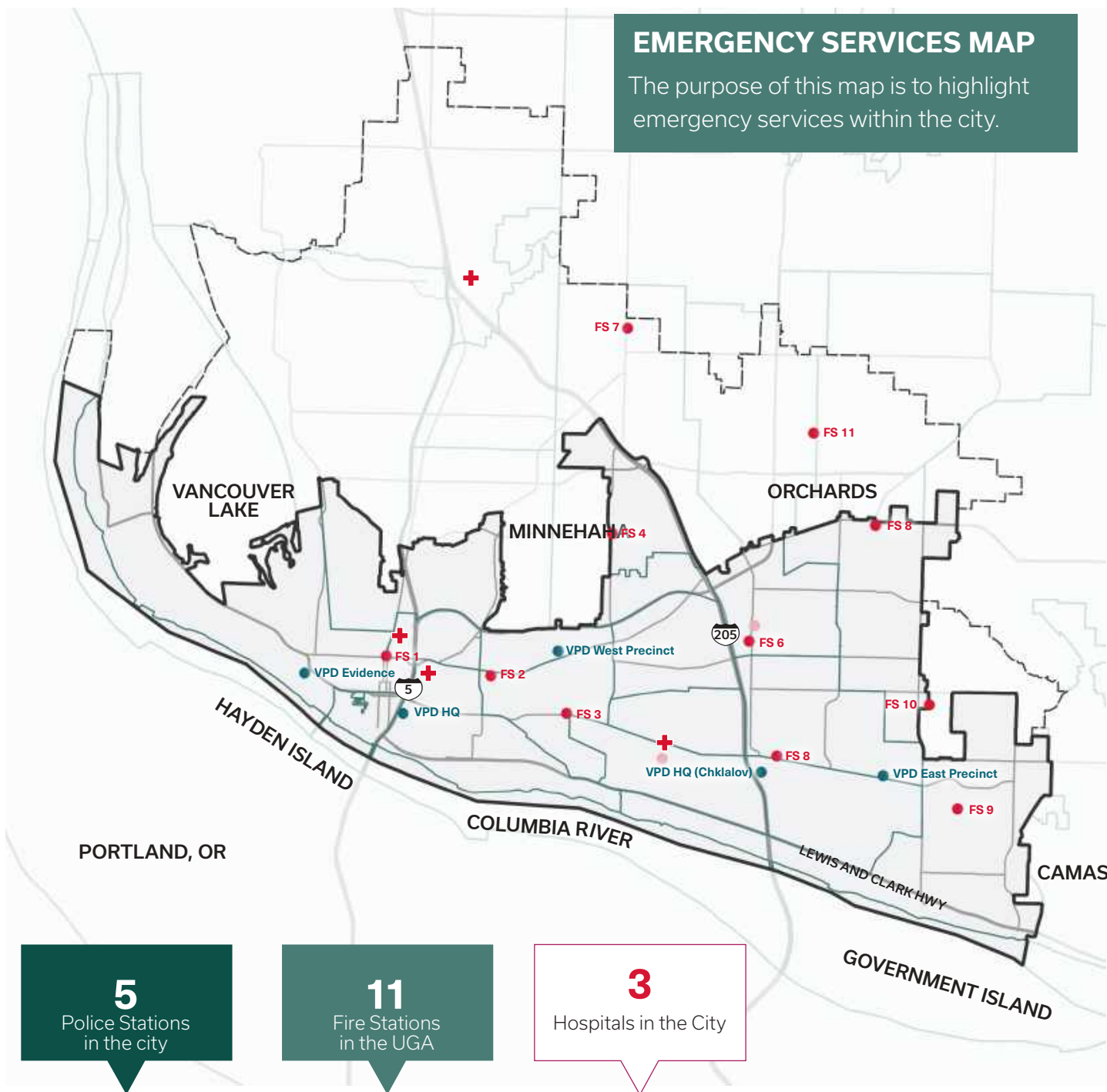


Figure 76: Emergency Services Map

- City Boundary
- UGA
- Waterbodies

- Fire Department
 - Station
 - Future Station
- Police Department
 - Police Station
 - Beat Area
 - Hospital



County of Clark, WA, Oregon Metro, Oregon state, State of Oregon GEO, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

SCHOOLS MAP

The purpose of this map is to highlight all of the educational facilities within the city.

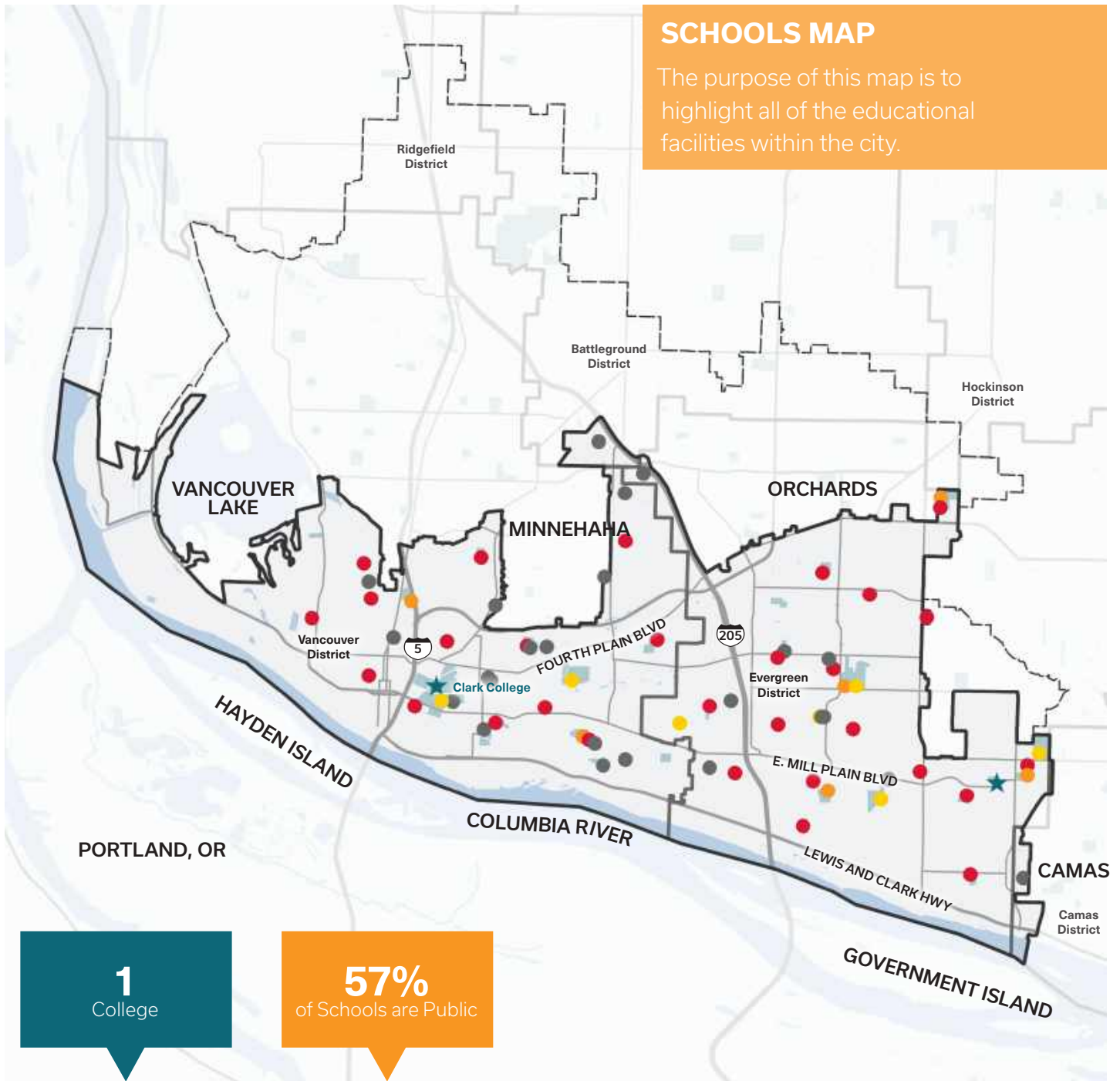


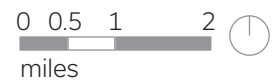
Figure 77: Schools Map

- City Boundary
- UGA
- Waterbodies

- School Parcels
- College
- Private and Special

Public School Type

- Elementary
- Middle
- High



County of Clark, WA, Oregon Metro, Oregon state, State of Oregon GEO, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

SCHOOL DISTRICTS

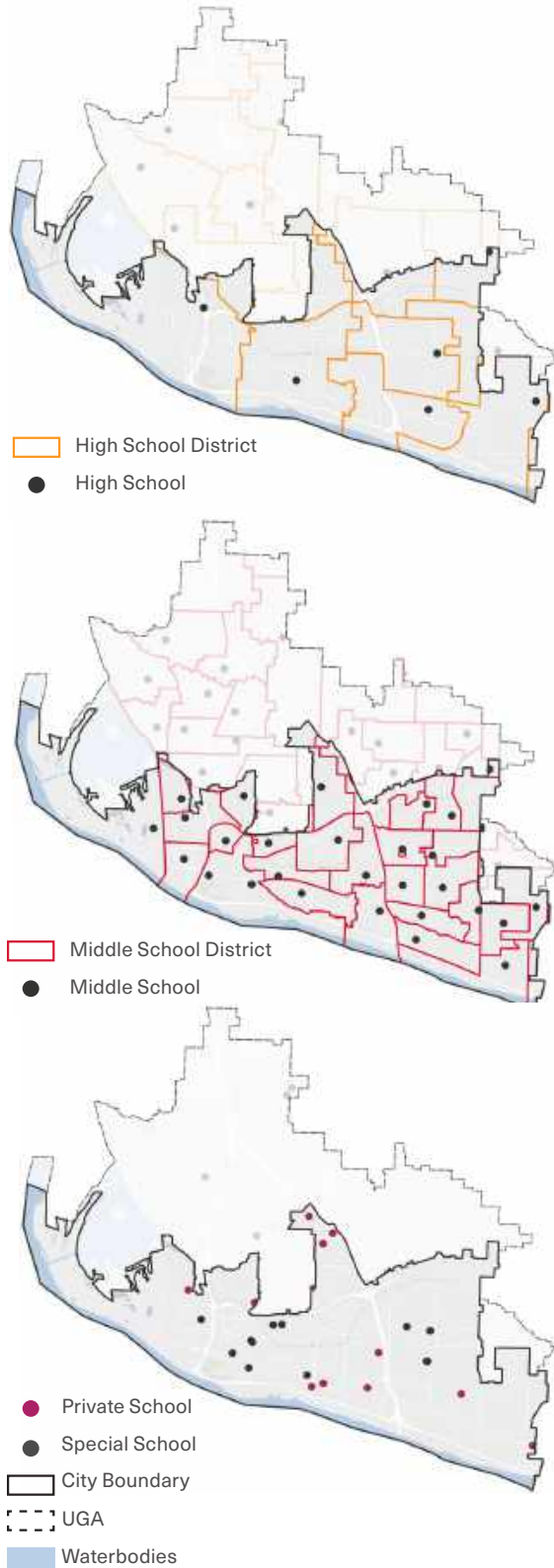


Figure 78: Schools Districts and Maps

County of Clark, WA, Oregon Metro, Oregon state, State of Oregon GEO, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

The Vancouver school system is a mix of public, charter, private, and special schools. There are 2 regional public school districts in Vancouver, WA: the Vancouver Public School (VPS) District and the Evergreen School District. The City also is home to the Washington School for the Deaf, and the Washing School for the Blind.

VPS is the primary provider of public education in the City. The school district consists of 21 elementary, 6 middle, and 5 high schools covering a district of 58 square miles. The average student-teacher ratio is 17:1, which is less than the state average of 19.7:1. The school district is above average in the state, with an 89% graduation rate. The Vancouver School of Arts and Academics, a public magnet school within the district, ranks as the 13th best high school in the state of Washington. Within the VPS District, 45.7% of the student population is a minority and the student body speaks 100 different languages. VPS has 3,300 employees, 1,404 of whom are classroom teachers. Teachers, on average, have 12.1 years of experience. The City has a 5-member elected school board serving a 4-year term.¹⁹⁹

The Evergreen School District serves Clark County and the eastern part of Vancouver and consists of 22 elementary, 6 middle, and 6 high schools. It also includes 4 specialty schools.²⁰⁰

The educational system in Vancouver also includes Clark College, a community college offering over 100 options including bachelor, associate's, and certificates. Clark College's history in the community runs deep: founded in 1933, it is the oldest institution of higher education in southwest Washington. Their offerings include a "transitional studies program" which includes a high school diploma, English as a second language, and skills and training programs. They also host many annual events such as Jazz Fest and Sakura Festival, celebrating 100 Shirofugen cherry trees gifted and planted at Clark College 25 years ago.²⁰¹

The Camas, Battle Ground, Ridgefield, and Hockinson School Districts are located within the surrounding unincorporated urban area. Overall, Vancouver boasts a robust school system with offerings from K-12 and beyond throughout the City.²⁰²

UTILITIES

POTABLE WATER

The potable water system in Vancouver, Washington is managed by the City of Vancouver and serves the City as well as the northern portion of the Vancouver UGA.

Water pressure requirements for the system are determined by the Washington Department of Health, which establishes pressure standards of 30 pounds per square inch (psi).²⁰³ 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 residents.

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 to ensure an adequate water supply is available for firefighting purposes.²⁰⁴

One geographical challenge faced by the water system in Vancouver is the disconnect between the location of the water reservoirs in the

southwest and the areas experiencing population growth in the northeast. To maintain the flow of water and meet the increasing demands, the City needs to continuously improve its transmission infrastructure and pumping systems.

Considering the future, the City of Vancouver may need to explore alternative water sources. The Salmon-Washougal and Lewis Watershed Management Plan, published in 2006, recommended sourcing water from the Columbia River instead of relying on flow-limited streams and sensitive aquatic habitats. This suggests that water bodies such as the Vancouver Lake lowlands and the Steigerwald Wildlife Refuge should be protected to ensure their viability as potential water sources.²⁰⁵

Overall, the City of Vancouver is responsible for managing the potable water system and must comply with pressure standards set by the Washington Department of Health while also meeting the fire flow requirements outlined by the NFPA. Addressing the geographical challenges and considering alternative water sources are important factors in ensuring a sustainable and reliable water supply for the growing population in the City.

SOLID WASTE + COMPOSTING

The City of Vancouver's Solid Waste Services fall under the purview of the Public Works Department which oversees garbage, recycling and organics collection. 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 pick up for residents and businesses to help reduce the amount of organic materials going to landfill. This 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 2025.²⁰⁶



Figure 79: Vancouver Lake

POTABLE WATER MAP
 The purpose of this map is to highlight access to potable water within the city, specifically special wellhead protection areas.

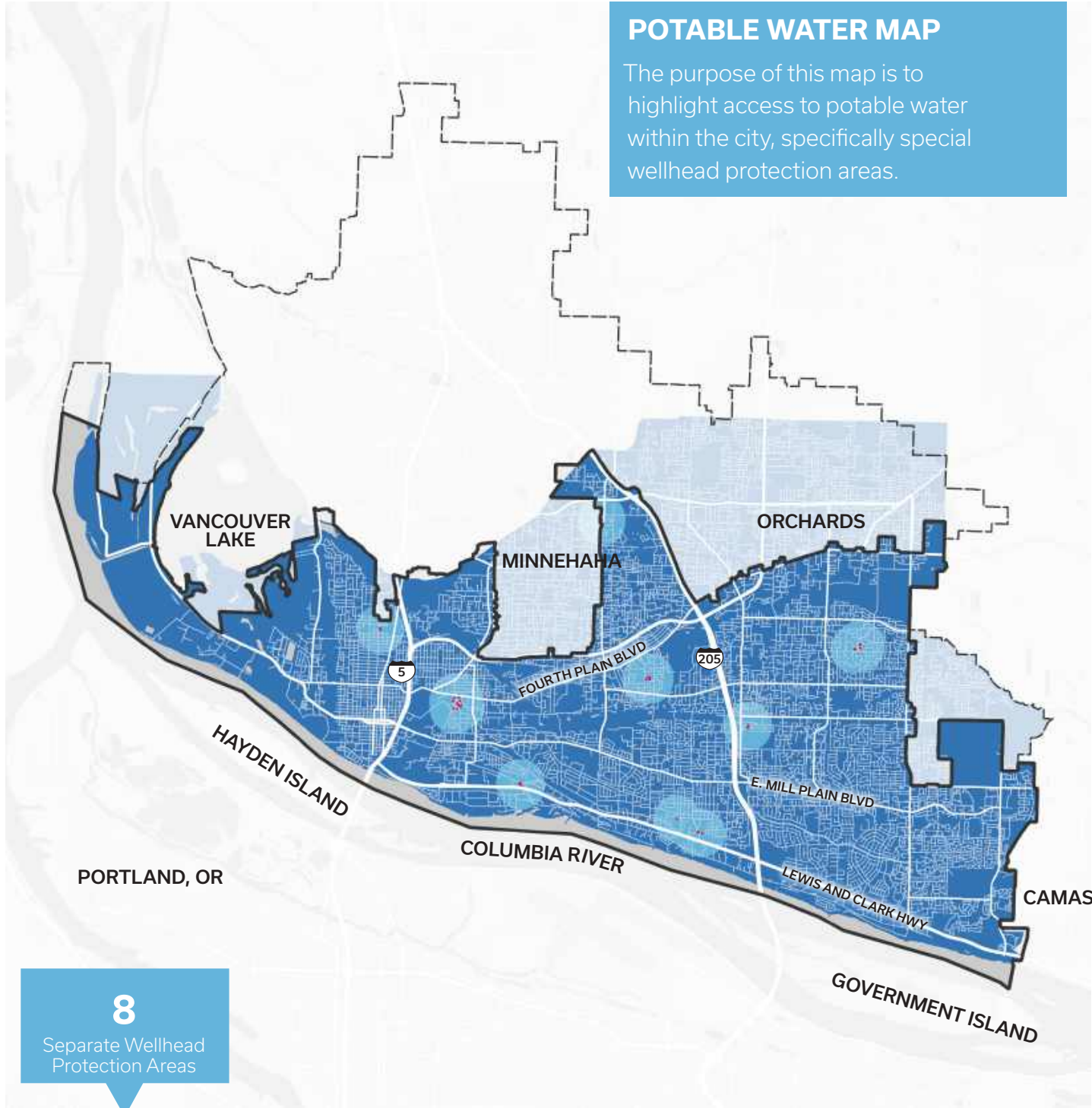


Figure 80: Potable Water Map

- City Boundary
- UGA
- Waterbodies

- Water Service Area
- Water Main

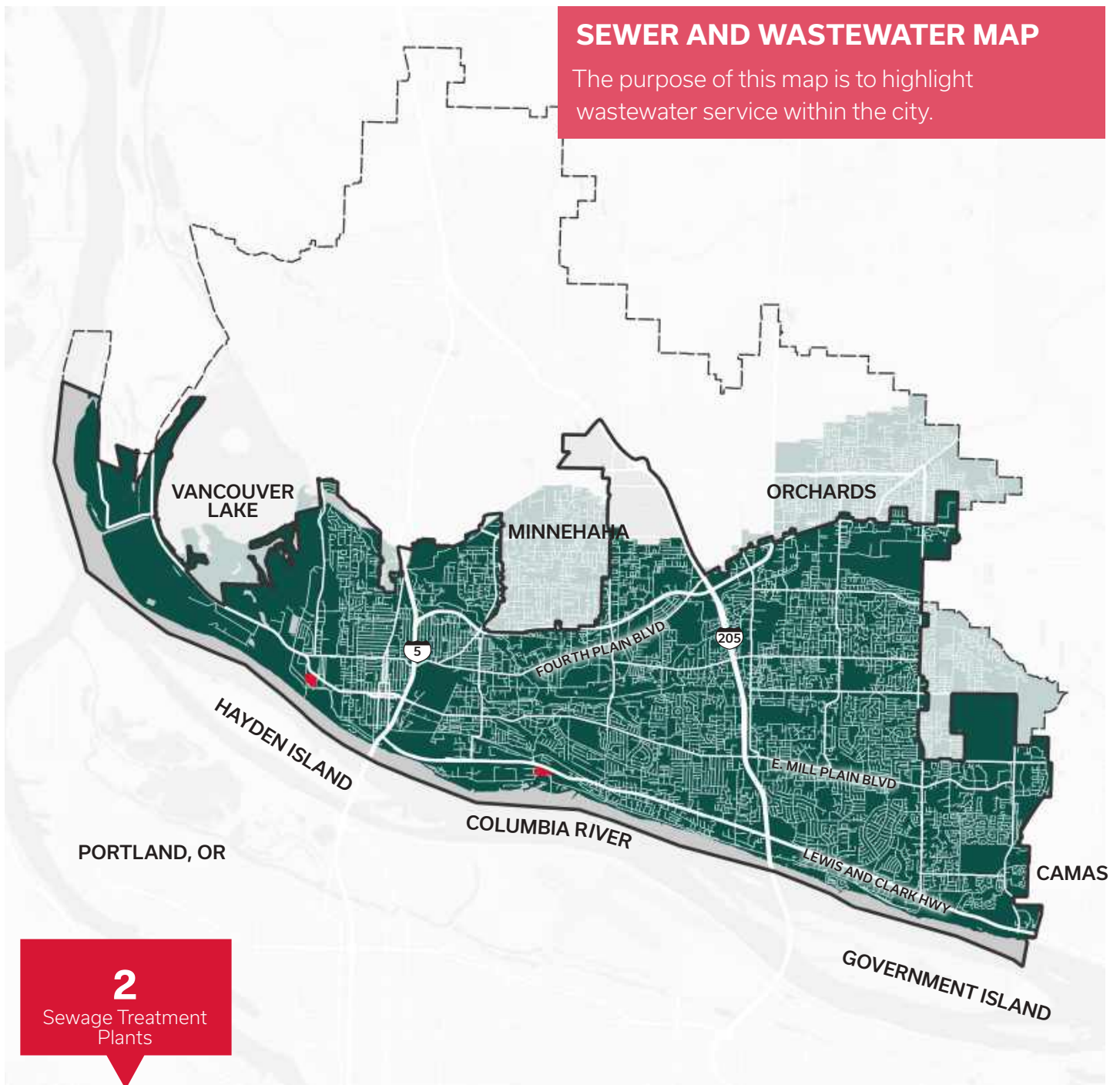
- Wellhead Protection Area
- Water Well Protection Area (100')
 - Special Wellhead Protection Area (1900')



County of Clark, WA, Oregon Metro, Oregon state, State of Oregon GEO, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

SEWER AND WASTEWATER MAP

The purpose of this map is to highlight wastewater service within the city.



2

Sewage Treatment Plants

Figure 81: Sewer and Wastewater Map

- City Boundary
- UGA
- Waterbodies

- Wastewater Service Area
- Sewer Main
- Sewer Treatment Plant

0 0.5 1 2 miles

County of Clark, WA, Oregon Metro, Oregon state, State of Oregon GEO, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

SEWER + WASTEWATER

Sanitary sewer is provided by the City of Vancouver within the City limits as well as the northern unincorporated area. As of 2011, they served 192,000 residents covering 55.8 sq. miles. The sewer system is an extensive network spanning 716 miles of pipe. These pipes transport residential, commercial, and industrial wastewater to two treatment plants: Westside Water Reclamation Facility (WWRF) and Marine Park Water Reclamation Facility (MPWRF).²⁰⁷ Both of these have been recognized for environmental excellence employing advanced processes to treat wastewater and remove pollutants before releasing it into the Columbia River. From there, sterilized ash from incinerated solids is trucked to a landfill in Boardman, OR.

There are various federal and state standards to ensure the system meets former and future demands. These standards encompass factors such as water quality, environmental protection, and public health. The City of Vancouver adheres to these standards to ensure the proper functioning and compliance of the wastewater system.²⁰⁸

Overall, the wastewater system in Vancouver is a comprehensive and well-managed system that plays a crucial role in safeguarding public health, protecting the environment, and meeting the wastewater treatment needs of the community.

SEWER + WASTEWATER

55.8 SQUARE MILES OF SEWER SERVICE AREA

716 MILES OF SEWER NETWORK PIPES

192K+ PROPERTIES SERVED

CHAPTER SOURCES

- 191 PeaceHealth Southwest Medical Center, Clark County Fact Sheet
- 192 Green Biz Clark County, Green Business Spotlight: PeaceHealth Southwest Medical Center
- 193 Vancouver VA Medical Center
- 194 The Columbian
- 195 VFD Annual Report 2023
- 196 VFD Annual Report 2023
- 197 Police Scorecard: Vancouver, WA
- 198 City of Vancouver Emergency Management
- 199 Vancouver Public Schools
- 200 Vancouver Public Schools
- 201 Clark College
- 202 National Center for Education Statistics
- 203 City of Vancouver Public Works
- 204 Vancouver Municipal Code
- 205 Washington State Department of Ecology
- 206 Washington State Department of Ecology
- 207 City of Vancouver Public Works
- 208 City of Vancouver Public Works



REGULATORY FRAMEWORK



REGULATIONS OVERVIEW

The Comprehensive Plan and Title 20 Code Update is an opportunity for the City of Vancouver to assess historical planning context, past actions, existing Comprehensive Plan policies, existing Clark County planning policies, State of Washington Growth Management Act policies, and other supporting guiding documents in order to not only understand how these documents have contributed to existing conditions but how they can inform the development of updated and new land use and built environment policies.

HISTORICAL DEVELOPMENT CONTEXT AND PAST ACTIONS

The Equity Framework, as part of the Comprehensive Plan and Title 20 Code Update, defines what equity means for the Vancouver community and outlines a framework and guiding principles. It includes an analysis of the demographics profile of City residents focusing on vulnerable and historically marginalized communities.

The Equity Framework includes an expansive narrative on past actions that have led to communities in Vancouver being marginalized and vulnerable to displacement and policy changes. A full summary of these actions, including citations, can be found in the Equity Framework document available on the City's community engagement website Be Heard Vancouver (www.beheardvancouver.org). A condensed version can be found below:

1800S: EARLY SETTLEMENTS AND THE HUDSON'S BAY COMPANY

During the inception of The Hudson's Bay Company and the early non-native settlements, the trading operations comprised a diverse array of residents. Higher-ups often lived within the Fort, while lower level employees lived outside.

As the fur industry flourished in Fort Vancouver, numerous native Hawaiians migrated to Vancouver. They were brought by fur trading ships that voyaged from China and made a stop in Hawaii, seeking employment opportunities.

In 1844, the initial American settlers relocated their activities to the British territory further north, leading to significant changes in the region.

With the establishment of their own barracks, the United States brought in several new military officers who, in turn, brought along their "personal servants" who were essentially akin to slaves.

As the United States experienced growth and sought labor, various groups of Chinese immigrants were employed for work in and around Vancouver throughout the 1880s and 1890s.

In 1899, the U.S. 24th Infantry witnessed the arrival of 103 buffalo soldiers, segregated black cavalry troops. These troops were met with considerable animosity from the white community in Vancouver and the white troops replaced the black cavalry troops in leadership roles.

LATE 19TH CENTURY - EARLY 20TH CENTURY

With significant advancements occurring prior to World War I and transformations in Vancouver's agricultural land, railroad, and logging sectors, the city experienced substantial growth. By around 1920, the white population comprised the majority, totaling approximately 12,600 residents. Nonetheless, census records indicate the presence of a small percentage of African American, Native American, Chinese, and Japanese individuals.

During the 1920's, the Ku Klux Klan held a prominent position throughout the country and made an appearance in Vancouver on March 11, 1921. The largest rally in the northwest, consisting of 500 Klansmen and 10,000 spectators, took place in Vancouver's Bagley Downs in 1924. This event engendered significant tensions and instilled fear among Vancouver's minority groups.

From the 1920s to the 1940s, numerous laws were enacted to restrict and discourage

communities of color based on their race, color, or religion. These laws primarily stemmed from urban development, as communities across Washington adopted deed restrictions to enforce racial segregation, preventing non-white families from selling, leasing, or renting properties in certain neighborhoods.

To date, no study has specifically examined the racial restrictive covenants in Vancouver. However, the University of Washington and Eastern Washington University have identified around 40,000 restricted properties within five Washington counties through their research efforts.

Developers in Vancouver implemented financial restrictions on plats to hinder the development of affordable housing. Advertisements explicitly prohibited housing costing less than \$1,000, as it was deemed to "disfigure" the development

JAPANESE-AMERICAN COMMUNITIES: CONTRIBUTIONS & DISPLACEMENTS

After the Chinese Exclusion Act halted Chinese immigration in 1882, American industrialists shifted their focus to the Japanese population as a source of inexpensive labor, particularly in the railroad industry. However, Japanese immigrants still faced exclusion under "Alien Land Laws."

In 1889, the Washington State Constitution prohibited non-citizens (aliens) from owning land. This restriction applied to Asian immigrants, even if they were seeking U.S. citizenship. The U.S. Congress also banned Asian immigrants from attaining citizenship under any circumstances.

In 1921, the Hood River Anti Alien Association successfully lobbied the state to pass an Alien Land Law. This law stripped non-citizens of their rights to rent or lease land. The Japanese immigrant community, known as the Nikkei community, played a significant role in Vancouver's truck farms, operations dedicated to growing produce for sale at local markets and restaurants, located in Clark County. President Roosevelt issued

Executive Order 9066, which resulted in the forced relocation of 120,000 Japanese and Japanese Americans to concentration camps.

The Italian, German, and Japanese communities were prohibited from residing in southern and western Clark County and were forcibly removed from their homes and compelled to repurchase their land once the war concluded.

1939-1945: WORLD WAR II

In December 1943, the population increased to approximately 83,000, including a growth in the African American population to 8,825. Both white and black populations were recruited for labor in the shipyard due to operational needs. However, only a small portion of the 1.5 million African Americans who left the South in the 1940s migrated to the North and West for employment.

Moving to the Pacific Northwest brought significant cultural changes for many families, who also had to endure legally enforced segregation and racist systems in education, employment, and housing.

As Vancouver experienced rapid population growth and infrastructure development, the Vancouver Housing Authority (VHA) was established in 1942 to accommodate this expansion. It is believed that although the VHA did not have written policies promoting segregation, black and white populations ended up living separately within the housing developments based upon the states they came from.

Facing housing discrimination, the formation of NAACP Branch #1139 in Vancouver aimed to advocate for desegregation, equal employment opportunities, and education for black residents. The NAACP collaborated with local leaders on the issue of housing segregation to ensure permanent housing options were available for African Americans.

1945-1958: THE END OF WORLD WAR II

As World War 2 neared its conclusion, approximately 30,000 workers faced layoffs

as various industries scaled back. Discussions arose regarding the temporary housing projects undertaken by the Vancouver Housing Authority (VHA) and the potential impact on the city due to expanding public housing for white residents.

In 1958, the city of Vancouver decided to demolish the temporary housing designated for wartime efforts and transformed these developments into privately-owned subdivisions.

In 1952, the city established the Mayor's Commission on Open Housing, collaborating with the NAACP to create non-discriminatory housing opportunities that addressed concerns raised by city residents.

In January 1958, Vancouver became the first city to obtain special mortgage insurance to finance 150 units of affordable private housing.

Despite efforts to protect underprivileged communities, discrimination and segregation persisted in the housing market. Families of color were discouraged or outright prevented from renting or purchasing properties.

Recognizing the limited employment opportunities available to black families after World War 2, the NAACP actively lobbied major employers to hire black workers. These efforts eventually led to the passage of the 1949 Washington State Law prohibiting employment discrimination.

1955-1979: MODERNIZATION AND URBAN RENEWAL

The construction of Interstate 5 (I-5) in March 1955 had a significant impact on downtown Vancouver. The highway's development resulted in the separation of downtown Vancouver from other parts of the city and created accessibility issues due to the lack of exits. Major arterial roads were cut off, which affected the overall fabric of the city. This transformation also played a role in the emergence of shopping malls, which drew businesses away from the city center. During the 1960s and 1970s, Vancouver embarked on an urban renewal movement. The primary objective

was to remove housing in neighborhoods that appeared underdeveloped, aiming to improve the city's appearance. This effort posed a threat to many historic buildings. However, community rallies and local activism assisted in the relocation of the Slocum House which was moved from an area west of downtown to the southwest corner of Esther Short Park.

In 1970, Clark County's population was approximately 128,500, with a significant majority identifying as white. At the time, demographic diversity was much lower with only a small percentage of the population identified as black, indigenous, Asian Pacific Islander, or Hispanic. Moreover, many of these residents resided in areas located south of the I-5 bridge.

1980S - PRESENT: PROGRESS & RENEWAL

Over the past 50 years, Vancouver has undergone significant growth, particularly through annexations that have brought diversity to its population and attracted newcomers due to the establishment of numerous high-tech businesses.

As of 2020, Vancouver's population reached 193,000, making it the fourth largest city in Washington State. The racial composition has changed considerably since 1970, with white residents now accounting for 70% of the population—a significant decrease from the 99% of the time.

The Vancouver housing authority continues to play a crucial role in the community by providing subsidized housing for families, the elderly, and individuals with disabilities. Since 1989, it has been guided by the Vancouver Downtown Association, ensuring its vital presence in the city.

After advocating for more than a century, the Chinook Indian Nation successfully petitioned the United States for federal recognition as a tribe in 2001. Unfortunately, this recognition was revoked by the George W. Bush administration only 18 months later. This revocation significantly impacts Native Americans, as they

lack the same legal protections and benefits enjoyed by federally recognized tribes, such as access to housing on reservation lands.

GROWTH MANAGEMENT ACT REQUIREMENTS

THE GROWTH MANAGEMENT ACT

The State of Washington Legislature passed the Growth Management Act (GMA) in 1990 to establish thresholds and guides for growth and development statewide and to require municipalities, or local governments, in urbanizing areas to adopt comprehensive plans. Growth Management is intended to help guide growth to areas where sustainable development can occur – i.e. is there available community infrastructure such as water and sewer service. It can also promote concurrent development of schools, parks, and affordable housing and create clear expectations or predictability for community and urban growth.

Since the advent of Growth Management practices in Washington State, there has been a concerted effort through established policies to promote healthy, walkable communities with access to nature in addition to preserving Washington’s natural resources and conserving and maintaining both farmlands and forested areas.

ANNEXATION

Annexation in the City of Vancouver has been guided by the Annexation Blueprint Plan, 2007, which served to identify areas within the Urban Growth Area that were urbanizing and to create a timeline for annexation. The Annexation Blueprint was initially adopted in 2003, and later updated in 2007 which included an interlocal agreement with Clark County for 10 years, and expired in 2017. This document includes a schedule for annexing lands within the Urban Growth Area which includes 18 annexation areas and 57 subareas. These annexation areas were structured into separate phases where each area is grouped into four distinct phases

that span five-years. The Comprehensive Plan and Title 20 Update will include a review and update of the Annexation Blueprint Plan.

INVENTORY OF PAST AND CURRENT PLANS AND STUDIES

The City of Vancouver has an extensive library of past plans and documents that guide current policy, goals, and investments. However, there are still some gaps related to guidance on public health, public safety, food systems and place-based economic strategies.

The table on the following pages provides a summary of the vision and goals of past and current plans and studies that have informed this Atlas and that will inform the development of the Comprehensive Plan:

- 2011 Vancouver Comprehensive Plan and Zoning Code
- Subarea and Action Plans
- Vancouver Strategic Plan: 2023-2029 Update
- Vancouver Parks, Recreation and Cultural Services Comprehensive Plan 2022
- City of Vancouver Diversity, Equity and Inclusion Strategic Plan
- Reside Vancouver: An Anti-Displacement Strategy
- City of Vancouver Climate Action Framework
- Transportation System Plan
- City of Vancouver Consolidated Housing and Community Development Plan
- Urban Forestry Management Plan
- Main Street Promise
- City of Vancouver Shoreline Master Program
- Clark County Comprehensive Economic Development Plan 2018-2023
- Clark County Countywide Planning Policies
- An Ethnohistorical Overview of Groups with Ties to Fort Vancouver National Historic Site
- Washington Transportation Plan 2035
- State of Washington Growth Management Act

INVENTORY OF PAST AND CURRENT PLANS

PLAN	VISION	GOALS + RECOMMENDATIONS
Fourth Plain Forward Action Plan	<p>The Fourth Plain is a culturally diverse and welcoming community with a distinct identity and sense of place. The Fourth Plain Forward Plan builds on the Fourth Plain Corridor Subarea Plan to envision how the neighborhood's multicultural business district can celebrate diversity, achieve safe streets, high-quality and accessible transit, and broadly shared economic security and opportunity.</p>	<ul style="list-style-type: none"> • Cultivate a vibrant and welcoming business district • Stabilize and grow small businesses • Create a growth pipeline for food entrepreneurs • Prioritize pedestrian safety and access • Foster inclusive Transit-Oriented Development (TOD)
Vancouver Strategic Plan (2023 - 2029)	<p>The Vancouver Strategic Plan serves to provide direction to the City for the next six years and beyond. The plan aims to make Vancouver more equitable, safe and climate friendly. As a city on the rise, this plan will ensure that the City's unique identity is preserved, while providing room for it to grow and evolve into the future.</p>	<ul style="list-style-type: none"> • Enhance livability • Create an inclusive and equitable community • Encourage innovation and creative thinking • Develop sustainable and resilient solutions to economic, environmental, and social issues • Foster trust through a transparent process • Plan for an aging population
Vancouver Comprehensive Plan (2011)	<p>The Vancouver Comprehensive Plan (2011) served as an update to the City's first comprehensive plan, adopted in 1994 under Washington's Growth Management Act. This plan envisioned Vancouver's 20-year trajectory pertaining to community and economic development, housing, environment, public facilities and services and annexation, as well as strategies for implementation.</p>	<ul style="list-style-type: none"> • Maintain and enhance liveability • Plan for growth • Enhance urban centers • Facilitate connectivity • Promote public health and sustainability • Plan for an aging population

		LAND USE CONSIDERATIONS	COMPREHENSIVE PLAN CONSIDERATIONS
	<ul style="list-style-type: none"> Promote Transit Oriented Development (TOD) by developing density along major corridors and pedestrian safety and access 	<ul style="list-style-type: none"> Build on Vancouver's human capital and existing small business base Cultivate opportunities for multicultural small business districts through the built environment and community economic development Ensure that public works projects promote pedestrian safety and accessibility 	
	<ul style="list-style-type: none"> Provide community policies that will directly influence investments based upon the City's identified core values. 	<ul style="list-style-type: none"> Ensure vision and guidance for the City's core values - livability, equity and inclusion, innovation, sustainability and resiliency, and community trust and relationships. 	
	<ul style="list-style-type: none"> The Vancouver Comprehensive Plan and Zoning Code (2011) offers a comprehensive land use map, zoning code and relevant policies to guide land use and development 	<ul style="list-style-type: none"> The Vancouver Comprehensive Plan and Zoning Code (2011) is the basis for the current Comprehensive Plan update. It includes relevant guidelines and recommendations for each area of the Comprehensive Plan 	

INVENTORY OF PAST AND CURRENT PLANS

PLAN	VISION	GOALS + RECOMMENDATIONS
<p>Vancouver Parks, Recreation & Cultural Services Comprehensive Plan</p>	<p>The City of Vancouver recently adopted the Vancouver Parks, Recreation & Cultural Services Comprehensive Plan, which envisioned a community with diverse recreational interests and a strong legacy of valuing parks, natural spaces and cultural services.</p>	<ul style="list-style-type: none"> • Build community connections through arts and cultural programming • Address inequities through inclusive access • Provide hands-on educational experience • Develop interconnected green infrastructure that will contribute to economic vitality • Develop green spaces that conserve the natural ecosystem, provide transportation alternatives and offer areas for stormwater retention • Promote physical activity
<p>Evergreen & Grand Commercial Corridors Strategy</p>	<p>This Plan is part of the overarching Commercial Corridors Strategy (CCS), an effort by the City of Vancouver to enhance existing commercial corridors, increase transportation options, expand access to services and amenities, support job growth, and increase housing opportunities.</p>	<ul style="list-style-type: none"> • Promote vibrancy, sustainability and mixed-use • Recognize and build upon the neighborhood's unique setting, history and character
<p>Reside Vancouver</p>	<p>Reside Vancouver is an anti-displacement community and economic development strategy produced by the City of Vancouver. The Plan offers recommendations as to how the City can help to stabilize vulnerable communities and support them as they move towards financial self-sufficiency over time.</p>	<ul style="list-style-type: none"> • Mitigate displacement and exclusion associated with population growth and investment • Ensure that development projects protect vulnerable communities from displacement

LAND USE CONSIDERATIONS	COMPREHENSIVE PLAN CONSIDERATIONS
<ul style="list-style-type: none"> • Ensure safe and equitable access to parks and cultural spaces, • Ensure connectivity between parks and outdoor spaces 	<ul style="list-style-type: none"> • Leverage and protect existing natural and cultural resources • Ensure that Comprehensive Plan recommendations align with the vision and goals of the Parks Comprehensive Plan • Promote green infrastructure and alternative modes of transportation
<ul style="list-style-type: none"> • Includes a land use framework for the study area • Identifies three complementary land use areas with anchor development sites, • Recommends short-term regulatory changes as well as longer-term policies, programs, and tools • The overarching land use goal is to provide an appropriate mix of commercial and residential uses while strengthening current businesses 	<ul style="list-style-type: none"> • Ensure balanced land uses on commercial corridors • Promote a balanced, multi-modal mobility network • Provide adequate parking • Consider urban design of public spaces to promote vibrancy and inclusivity • Prioritize small businesses in economic development strategy
<ul style="list-style-type: none"> • Anti-displacement strategies require careful stewardship of the existing affordable housing stock and intentional management of vacant / underutilized land. This includes expanding and supporting Community Land Trusts (CLTs). 	<ul style="list-style-type: none"> • Preserve the existing stock of affordable housing • Produce context-sensitive affordable housing • Ensure that workforce and economic development programs are accessible to workers, small business owners and lower-income residents

INVENTORY OF PAST AND CURRENT PLANS

PLAN	VISION	GOALS + RECOMMENDATIONS
<p>Vancouver City Center Vision</p>	<p>The Vancouver City Center Vision was intended to foster and guide the continued growth of the approximately 130-block City Center to promote a vibrant, mixed-use downtown.</p>	<ul style="list-style-type: none"> • Promote residential development, including affordable housing • Support "messy vitality" • Improve the Main Street Corridor • Support the Vision with strategic investment in public infrastructure, especially transportation
<p>Heights District Plan</p>	<p>The Heights Plan is an opportunity for private-public partnership that provides benefits and opportunities to a range of residents. The Heights District is a new mixed-use neighborhood on the site of the former Tower Mall. It offers easy access to major commercial uses, cultural resources and open spaces.</p>	<ul style="list-style-type: none"> • Residential units will increase from 232 to 1,800, a minimum of 10% will be family units and 25% will be income-based • Collect \$34 mm in tax revenue over 20 years • Achieve green/wellness certification • Increase jobs from 650 to 900-1,000, • Retain 30% of local small businesses • Ensure 30% tree canopy coverage • Reduce driving alone trips and vehicle collisions
<p>Climate Action Framework</p>	<p>Under the Climate Action Framework, the City of Vancouver proposes to reduce its Greenhouse Gas emissions and build resiliency to climate change impacts. The Plan charts a path to carbon neutrality by 2040.</p>	<ul style="list-style-type: none"> • Embed equity in climate action • Develop a resilient, green economy • Transition to 100% clean energy • Significantly reduce per capita energy use • Build walkable, mixed-use, and compact neighborhoods • Create connected, carbon-rich natural systems • Reduce per capita waste and water use

LAND USE CONSIDERATIONS	COMPREHENSIVE PLAN CONSIDERATIONS
<ul style="list-style-type: none"> • Encourage residential development, including affordable housing, in downtown • Revitalize downtown uses along the Main Street Corridor • Focus waterfront redevelopment on residential uses and public access • Protect historic buildings and neighborhoods Encourage key support services like full-service grocery • Encourage development within the western part of downtown • Promote arts, cultural, and institutional uses in downtown 	<ul style="list-style-type: none"> • Consider the Main Street Corridor redesign as a priority project • Consider waterfront connections as a priority project • Prioritize pedestrian safety, accessibility and connectivity • Ensure that the I-5 redesign improves access to city center and consider the benefits and burdens associated with this project • Address feelings of fragmentation in downtown
<ul style="list-style-type: none"> • The Heights District Plan proposes the following land use plan: 1,340 residential units, 56,000 sf commercial, 65,000 sf office, 83,000 sf hospitality, 20,0000 sf church/ multipurpose, 6.1 acres parks/open space 	<ul style="list-style-type: none"> • Ensure appropriate tree canopy • Promote pedestrian infrastructure • Consider anti-displacement strategies and protective measures for vulnerable individuals and small business owners living in and around the proposed Heights District
<ul style="list-style-type: none"> • To achieve the vision set forth in the Climate Action Framework, land must be set aside for accessible active transportation and green infrastructure 	<ul style="list-style-type: none"> • The Comprehensive Plan can build on specific goals related to natural resources, the built environment, parks and open spaces and public facilities set forth in the Climate Action Framework. The Comprehensive Plan can also use the Climate Action Framework to develop metrics pertaining to emissions, the green economy and green infrastructure

INVENTORY OF PAST AND CURRENT PLANS

PLAN	VISION	GOALS + RECOMMENDATIONS
<p>Transportation System Plan (DRAFT)</p>	<p>The City of Vancouver's transportation system is guided by its Transportation System Plan, or TSP. This Plan envisions that Vancouver will be multimodal and safe - with integrated goals related to climate, equity and the economy.</p>	<ul style="list-style-type: none"> • Offer multimodal transportation options • Ensure safety • Reduce impact on the climate and natural environment • Support the needs of all and counteract historic and current inequities • Advance regional prosperity • Maintain existing infrastructure and invest strategically
<p>City of Vancouver 2019-2023 Consolidated Housing and Community Development Plan</p>	<p>The City of Vancouver hopes to use HUD funding to develop affordable housing, public services, public facilities and infrastructure and economic development.</p>	<ul style="list-style-type: none"> • Create, maintain and support affordable housing • Mitigate homelessness and related issues • Revitalize neighborhoods and communities • Increase economic and job development opportunities
<p>Urban Forestry Management Plan (UFMP)</p>	<p>Vancouver's UFMP envisions that Vancouver as an urban forest that is a healthy, dynamic, diverse and cohesive ecosystem that is valued and cared for through community stewardship.</p>	<ul style="list-style-type: none"> • Manage trees as vital components of the community • Apply best management practices to the urban forest • Improve levels of service, sound policies, protocols and standards, • Continue the process of long-range planning and management • Engage and educate the community in matters of urban forestry
<p>Main Street Promise</p>	<p>The Main Street Promise is an engineering project intended to move Downtown Vancouver towards a new era where Main Street will not only serve as the heart of the City but will be safe, accessible and connected.</p>	<ul style="list-style-type: none"> • Increase safety for people and vehicles • Welcome visitors and support Main Street businesses • Improve infrastructure

LAND USE CONSIDERATIONS		COMPREHENSIVE PLAN CONSIDERATIONS	
<ul style="list-style-type: none"> • Increase transportation options across all of Vancouver's neighborhoods • Build a well-connected bicycle network • Establish greater separation between vehicular traffic, pedestrians and bikes • Plan for efficient emergency response • Install green infrastructure • Increase urban tree canopy (UTC) in public right-of-way (ROW) • Improve freight movement to industrial and commercial centers • Promote development patterns that support transit, walking and biking 		<ul style="list-style-type: none"> • Promote multi-modality • Consider gaps in transit access • Promote safe systems approach to streets • Integrate climate considerations in transit planning • Prioritize investment according to current and historic inequities • Consider regional connectivity • Assess the condition of existing infrastructure and assets 	
	<ul style="list-style-type: none"> • Consider the land use requirements for additional (affordable and supportive) housing 		<ul style="list-style-type: none"> • Identify opportunities for creating new affordable housing and preserving existing affordable housing • Describe resource allocation and policies related to homelessness • Consider HUD funding sources for community and economic development projects
	<ul style="list-style-type: none"> • The UFMP coordinates the management and administration of the urban forest 		<ul style="list-style-type: none"> • Consider the urban forest as a vital component of the City • Incorporate the urban forest in natural resource, park and open space planning • Ensure that land use decisions consider existing trees and the urban forest
	<ul style="list-style-type: none"> • The roadway, sidewalks and adjacent outdoor spaces along Main Street will be reconfigured to improve safety, foster a sense of community and drive economic prosperity 		<ul style="list-style-type: none"> • The Comprehensive Plan can consider how Main Street Promise might be catalytic to the surrounding downtown neighborhood, and how to ensure the goals of Main Street Promise align with those of the Comprehensive Plan

INVENTORY OF PAST AND CURRENT PLANS

PLAN	VISION	GOALS + RECOMMENDATIONS
<p>City of Vancouver Shoreline Master Program</p>	<p>The City of Vancouver Shoreline Master Program envisions that development along the Vancouver shoreline should promote public health, safety and community welfare and will ensure no net loss of shoreline ecological functions.</p>	<ul style="list-style-type: none"> • Ensure consistency between Vancouver and state shoreline guidelines • Preserve sites of historic and cultural significance • Protect shoreline resources and vegetation • Maintain an economic environment that is balanced with the natural and human environment • Prepare for flood conditions, • Increase public water access • Rehabilitate impaired shorelines • Minimize the need for shoreline armoring and develop best ecological practices in cases where it is necessary • Provide transportation, utilities and institutional facilities in shoreline areas without adverse effects on shoreline function • Promote the shoreline's aesthetic function • Maintain and enhance the quality and quantity of the region's water resources
<p>Regional Transportation Plan (RTP) for Clark County</p>	<p>The RTP envisions that the Clark County region will be a vibrant region with centers of commerce, business, industrial activity and safe neighborhoods by 2040.</p>	<ul style="list-style-type: none"> • Support economic development • Ensure safety and security of the transportation system • Develop an efficient multi-modal system that enhances regional accessibility and mobility • Maximize efficient management and operations • Protect natural resources and promote energy efficiency • Ensure financial viability

INVENTORY OF PAST AND CURRENT PLANS

PLAN	VISION	GOALS + RECOMMENDATIONS
<p>Clark County Comprehensive Economic Development Plan 2018-2023</p>	<p>Clark County' Comprehensive Economic Development Plan spans the horizon from 2018-2023. The Plan envisions Clark County to be one of the most inclusive, healthy, and amenity-rich communities in the country.</p>	<ul style="list-style-type: none"> • Advance sectors that offer opportunities for a variety of specializations • Focus on retention and expansion of existing businesses • Ensure that Clark County residents are the primary benefactors of all economic development activity • Leverage the diversity of the Clark County community • Capitalize on Clark County's strategic geographic location • Position Clark County as a national business center
<p>Clark County 20-year Comprehensive Plan 2015-2035</p>	<p>The Comprehensive Plan encourages growth in urban growth areas and rural centers, with each area center separate and distinct from the others.</p>	<ul style="list-style-type: none"> • Preserve existing housing and add housing options • Conserve natural resources • Identify and protect critical environmental areas • Shift towards non-vehicular modes of transportation • Build capacity in public facilities to prepare for anticipated growth • Ensure park planning considers anticipated growth • Preserve historic structures • Ensure that economic development anticipates future growth while protecting existing residents and businesses • Develop an urban design strategy • Prepare for annexation and incorporation

INVENTORY OF PAST AND CURRENT PLANS

PLAN	VISION	GOALS + RECOMMENDATIONS
<p>SR 503 Corridor Plan: Vancouver to Battle Ground</p>	<p>The Washington State Department of Transportation envisions a future where the SR 503 corridor is a model of efficient and sustainable transportation while accommodating the needs of a diverse group of users while enhancing and promoting vibrant communities.</p>	<ul style="list-style-type: none"> • Review vehicle access along the corridor to determine whether it is too restricted or too unrestricted • Develop strategies for a connected and low-stress active transportation network • Consider industrial, commercial and residential growth in the city of Battle Ground and north Clark County and its effects on congestion • Explore Practical Solutions and Transportation Systems Management and Operations (TSMO) strategies to maximize use of existing infrastructure • Determine Transportation Demand Management, transit and other TSMO strategies to provide mobility, access and congestion relief • Improve corridor safety • Identify any equity and environmental justice issues and determine strategies to address them



LAND USE CONSIDERATIONS

COMPREHENSIVE PLAN CONSIDERATIONS

- Land use factors to be taken into account encompass existing deficiencies in active transportation options, including biking, walking, and rolling facilities, as well as the accessibility of transit and addressing issues with vehicle congestion. Safety enhancements and the development of strategies for freight mobility planning along the north-south highway in adjacent communities in north and central Clark County are also crucial for the well-being of local residents and businesses."

- The Comprehensive Plan should prioritize the examination of safety and accessibility concerns related to active transportation networks, specifically focusing on the SR 503 corridor due to its growing usage. It is essential to assess the potential effects on residents and businesses in specific communities and implement ongoing management strategies for this corridor

INVENTORY OF PAST AND CURRENT PLANS

PLAN	VISION	GOALS + RECOMMENDATIONS
<p>C-TRAN 2021-2026 Transit Development Plan</p>	<p>C-TRAN presents itself as one of the leading transit agencies that connects people to opportunities which support economic vitality, and enhance residents quality of life for the community.</p>	<ul style="list-style-type: none"> • Based on the principals guided from the Washington Transportation Plan, C-TRAN key elements include • Increase service by up to 10% in the next two (2) years • Maintain the current target of service designed with 80% toward productivity and 20% toward coverage • Identify/prioritize the next BRT corridors • Look to innovative coverage – Mobility on Demand • Consider additional Park and Rides • Increase base capacity to accommodate more buses • New Administration/ Operations facility • Stay on top of Paratransit needs.
<p>Clark County Labor Market Information - Regional Economy Information</p>	<p>N/A</p>	<ul style="list-style-type: none"> • More Choices • Unique Attributes • Easy Walking Distance • Open Spaces • Public Spaces • Conservation • Economic Development • Sustainability • Commercial Buildings • Economic Restructuring • Public Services • Regional Services • Broad Support • Participation • Compact Development • Balance Residential Projects



LAND USE CONSIDERATIONS

COMPREHENSIVE PLAN CONSIDERATIONS

- “Land use factors should encompass the City of Vancouver, various districts within Vancouver, neighboring communities, and towns, along with the provision of services in collaboration with neighboring partners. Ensuring accessibility to transportation networks like TriMet and Portland Streetcar, Lower Columbia Community Action Program, and Skamania County Public Transit is crucial to cater to the needs of Vancouver residents and the surrounding areas. Additionally, prioritizing services for resilient infrastructure and improvements is equally important.”

- “The Comprehensive Plan should take into account the Transit Development Plan and its connections to residential, business, and industrial districts where communities experience inadequate access to quality transit options and connections. It is of utmost importance that development proposals and projects adhere to guidelines that prioritize the environment, safety, mobility, accessibility, and equity for Vancouver and its diverse transportation networks.”

- Considerations should prioritize the unique needs of various communities and industries, taking into account the workforce composition. This includes giving special attention to healthcare workers, who form a significant portion of Vancouver’s prominent workforce, as well as retail, leisure and hospitality, manufacturing, and government employment sectors. Additionally, it is essential to study the distribution of occupations and income in relation to job location and accessibility.=

- The Comprehensive Plan should undertake a thorough examination and evaluation of the labor force, unemployment rates, wages and income, as well as the geographic distribution in order to comprehend the disparities within the Clark County Labor Market and its regional context. Guided by the principles of environmental preservation, equity, opportunity, and accessibility, the comprehensive plan should address these factors to shape the values associated with the labor market in Clark County.=

INVENTORY OF PAST AND CURRENT PLANS

PLAN	VISION	GOALS + RECOMMENDATIONS
<p>Washington Transportation Plan 2035</p>	<p>By 2035, it is envisioned that Washington’s transportation system should safely connect people and communities, fostering commerce, operating seamlessly across boundaries, and providing travel options to achieve an environmentally and financially sustainable system.</p>	<ul style="list-style-type: none"> • Economic Vitality: To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy • Preservation: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services • Safety: To provide for and improve the safety and security of transportation customers and the transportation system • Mobility: To improve the predictable movement of goods and people throughout Washington State, including congestion relief and improved freight mobility • Environment: To enhance Washington’s quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment • To continuously improve the quality, effectiveness, and efficiency of the transportation system
<p>Washington Transportation Plan 2040 and Beyond</p>	<p>This policy plan provides the overarching framework for state and local transportation departments to deliver an integrated, multi-modal system that meets the travel needs for all residents and transportation system users.</p>	<ul style="list-style-type: none"> • Washington Statewide Goals: • Make the best use of existing infrastructure, services, and resources • Increase safety and efficiency while keeping life cycle costs as low as possible 3 • Increase travel choices, system reliability, and person throughput • Align transportation policies and investments to support statewide economic, societal, and environmental objectives



LAND USE CONSIDERATIONS

COMPREHENSIVE PLAN CONSIDERATIONS

- Land use factors should incorporate the establishment of a thriving and stable economic environment, the preservation of existing transportation systems, and the development of necessary infrastructure to meet transportation needs. Safety and accessibility for customers should be prioritized, while efforts to enhance the physical environment and improve the quality of life in the state of Washington, such as relieving congestion and fostering healthy communities, should also be pursued

- The Comprehensive Plan should be harmonized with the objectives and goals outlined in Washington's 2035 transportation plan, as well as future aspirations, in order to deliver quality transportation services that are both environmentally and financially sustainable and mindful. Recognizing the significance of community needs and goals in relation to transportation is crucial for effectively connecting people and communities

- Planning for community and regional growth requires careful considerations that support specific economic, social, and environmental initiatives. Enhancing programs such as intersection plans, paving programs, and congestion management tolling plans acknowledges the significance of mobility in accommodating the anticipated rapid changes in the state of Washington. In addition, land use recommendations underscore the importance of developing multi-modal transportation infrastructure to effectively address the community's needs while adhering to the guidelines established by the Washington Transportation Plan

- Transportation Plan System Policy Goals of Washington, encompassing Economic Vitality, Preservation, Safety, Mobility, Environment & Health, and Stewardship, should be emphasized and prioritized. Beyond transportation, it is essential to thoroughly consider economic opportunities, promote equitable commerce, and offer accessible travel options. These efforts aim to establish a financially stable system that effectively caters to the diverse needs of communities at the local, regional, and state-wide levels

COMPREHENSIVE PLAN AUDIT

The following sections summarize the consistency of existing policies in the Vancouver Comprehensive Plan 2011-2030 with the Clark County 2015 – 2035 Comprehensive Plan, the 2023 City of Vancouver Strategic Plan Update, and relevant sections of the Washington State Growth Management Act (GMA) and legislative updates. Existing policies were cross-referenced with the Washington Department of Commerce period update checklist to identify components that may need updating to reflect the latest local conditions and GMA changes since the last plan update. The sections below correspond with the existing comprehensive plan elements (Community Development, Economic Development, Housing, etc.) and identify applicable GMA goals for each element to maintain compliance. Recommendations for updates or additional policies needed to meet legislative updates and maintain consistency with applicable city, county, and state plans are also included for each plan element. Text shown in red indicates updates to the GMA goals that became effective July 23, 2023.

COMMUNITY DEVELOPMENT

APPLICABLE GMA GOALS:

Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

Historic Preservation. Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance

APPLICABLE NEW LEGISLATION

RCW 36.70A.142 under HB 1799 states that: Development regulations newly developed, updated, or amended after January 1, 2025 allow for the siting of organic materials (OM) management facilities as identified in local solid waste management plans (SWMP) to meet OM reduction and diversion goals

SUMMARY AND RECOMMENDATIONS:

The Community Development policies fulfill the required Land Use elements under RCW 36.70A.070(1). The Community Development policies are generally consistent with the county-wide planning policies, the 2023 Vancouver Strategic Plan, and the GMA. However, in some cases the extended policies should

be modified to further environmental justice and sustainable development considerations. The following updates are recommended to address some inconsistencies:

- RCW 36.70A.070 states that special consideration should be given to achieving environmental justices in its goals and policies in the land use element. Policies should be updated to include these considerations where applicable.
- RCW 36.70A.070 states that the land use element should include policies to reduce and mitigate the risk posed by wildfires. This is not included in the existing policies in the Community Development element.
- Per RCW 36.70A.142, land use standards should allow for the siting of organic materials facilities as identified in local solid waste management plan.
- To maintain consistency with the Strategic Action Plan, policy CD-17 should be expanded to consider universal standards to consider the current demographics (i.e. 22 percent of the population in Vancouver is under 18).
- Update element title from Community Development to Land Use to explicitly maintain consistency with the required elements under RCW 36.70A.070(1).

COMPREHENSIVE PLAN AUDIT

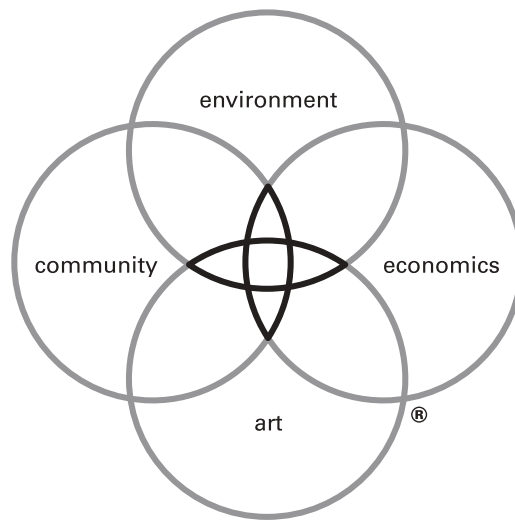
EXISTING CITY POLICY	Consistent with Clark County Comprehensive Plan	Consistent with 2023 City Strategic Plan	Consistent with Relevant RCW	Consistent with GMA Goals
CD-1 Citywide land supplies. Establish land supplies and density allowances that are sufficient to accommodate adopted long-term City of Vancouver population and employment forecast allocations.	Yes	Yes	Yes	Yes
CD-2 Efficient development patterns. Encourage efficient development throughout Vancouver to ensure achievement of average density of 8 units per acre set by countywide planning policies. Encourage higher density and more intense development in areas that are more extensively served by facilities, particularly transportation and transit services.	No. Policy 1.1.13 sets an average density of 6 gross units per acre and 8 units per residential acre.	Yes	Yes	Yes
CD-3 Infill and redevelopment. Where compatible with surrounding uses, efficiently use urban land by facilitating infill of undeveloped properties, and redevelopment of underutilized and developed properties. Allow for conversion of single to multi-family housing where designed to be compatible with surrounding uses.	Yes	Yes	Yes	Yes

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EXISTING CITY POLICY	Consistent with Clark County Comprehensive Plan	Consistent with 2023 City Strategic Plan	Consistent with Relevant RCW	Consistent with GMA Goals
<p>CD-4 Urban centers and corridors. Achieve the full potential of existing and emerging urban activity centers and the corridors that connect them, by:</p> <p>(a) Promoting or reinforcing a unique identity or function for individual centers and corridors</p> <p>(b) Planning for a compact urban form with an appropriate mix of uses</p> <p>(c) Working with stakeholders to develop flexible standards to implement the vision for that center or corridor</p> <p>(d) Encouraging innovative, attractive private development that efficiently uses available land and resources</p> <p>(e) Establishing connectivity within each center and to other areas to provide accessibility</p> <p>(f) Providing a range of transportation options</p> <p>(g) Investing in public facilities and amenities to enhance livability</p>	Yes	Yes	Yes	Yes
<p>CD-5 Mixed-use development. Facilitate development that combines multiple uses in single buildings or integrated sites.</p>	Yes	Yes	Yes	Yes

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EXISTING CITY POLICY	Consistent with Clark County Comprehensive Plan	Consistent with 2023 City Strategic Plan	Consistent with Relevant RCW	Consistent with GMA Goals
<p>CD-4 Urban centers and corridors. Achieve the full potential of existing and emerging urban activity centers and the corridors that connect them, by:</p> <ul style="list-style-type: none"> (a) Promoting or reinforcing a unique identity or function for individual centers and corridors (b) Planning for a compact urban form with an appropriate mix of uses (c) Working with stakeholders to develop flexible standards to implement the vision for that center or corridor (d) Encouraging innovative, attractive private development that efficiently uses available land and resources (e) Establishing connectivity within each center and to other areas to provide accessibility (f) Providing a range of transportation options (g) Investing in public facilities and amenities to enhance livability 	Yes	Yes	Yes	Yes
<p>CD-5 Mixed-use development. Facilitate development that combines multiple uses in single buildings or integrated sites.</p>	Yes	Yes	Yes	Yes



DW LEGACY DESIGN[®]

Legacy Design is the defining element of our practice. It is our commitment to an elevated level of design inquiry to arrive at the optimal solutions for clients. The process ensures that our projects reflect the critical issues facing the built environment and that they deliver measurable benefit to clients and communities. It is the foundation of the firm's workshop culture and guides all projects.