

Requirement	Narrative/Notes
City of Vancouver Comprehensive Plan 2011-2030	
Ch. 1 Community Development Policies	
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.	The proposed Facility would be located within the land area designated by the City for heavy industrial uses.
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.	N/A. The proposed Facility does not contain any residential development, such that density is not applicable. To the extent applicable to non-residential development satisfies directive to encourage more intense development in areas served by facilities; project is located on Port property in areas served by rail and other facilities necessary for the development.
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.	The location of the proposed Facility has been previously developed, and its redevelopment is supportive of this policy. Proposed development on industrial land is compatible with surrounding port uses.
CD-4 Urban centers and corridors Achieve the full potential of existing and emerging urban activity centers and the corridors that connect them, by: (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	N/A because not part of existing or emerging urban activity center.
CD-5 Mixed-use development Facilitate development that combines multiple uses in single buildings or integrated sites.	N/A. The proposed Facility location is zoned Heavy Industrial and has been carefully located to minimize impacts on established residential, commercial, and light industrial areas.
CD-6 Neighborhood livability Maintain and facilitate development of stable, multi-use neighborhoods that contain a compatible mix of housing, jobs, stores, and open and public spaces in a well planned, safe pedestrian environment.	N/A. The proposed Facility location is zoned Heavy Industrial and has been carefully located to minimize impacts on established residential, commercial, and light industrial areas.
CD-7 Human scale, accessible development, and interaction Facilitate development that is human scale and encourages pedestrian use and human interaction.	N/A. The proposed Facility location is zoned Heavy Industrial and has been carefully located to minimize impacts on established residential, commercial, and light industrial areas.
CD-8 Design Facilitate development and create standards to achieve the following: (a) Increased streetfront use, visual interest, and integration with adjacent buildings (b) Improved pedestrian connections and proximity of uses within developments (c) Enhanced sense of identity in neighborhoods and subareas (d) Publicly and/or privately owned gathering spaces facilitating interaction	N/A. The proposed Facility location is zoned Heavy Industrial and has been carefully located to minimize impacts on established residential, commercial, and light industrial areas.
CD-9 Compatible Uses Facilitate development that minimizes adverse impacts to adjacent areas, particularly neighborhoods	The proposed use is consistent with IH zoning and is consistent with surrounding uses.
CD-10 Complementary uses Locate complementary land uses near one another to maximize opportunities for people to work or shop nearer to where they live.	N/A. The proposed Facility location is zoned Heavy Industrial and has been carefully located to minimize impacts on established residential, commercial, and light industrial areas. Though the focus of this policy is on residential and complementary commercial, the proposed use is located near existing complementary rail infrastructure and docks necessary for these.
CD-11 Archaeological and historic resources Protect and preserve cultural, historic and archaeological resources. Promote preservation, restoration, rehabilitation, and reuse of historically or architecturally significant older buildings. Continually increase knowledge and awareness of historic and archaeological resources, further developing the city's identity and allure. Work with Clark County to maintain state Certified Local Government Status.	Consistent with this policy, there are no historic or archaeological resources that are known that would be affected by the Proposed Action. <ul style="list-style-type: none"> The City designates the project site as a Level A archaeological resource zone as illustrated on Figure 20.710-1 of the VMC. Archaeological Investigations Northwest (AINW) prepared a cultural resources

Requirement	Narrative/Notes
	<p>report, dated July 5, 2013, for the project that summarizes the findings of other surveys conducted in the project area. The report concludes that there is a low likelihood of encountering cultural material during construction because much of the project area is located on areas of fill material from past dredging activities. However, the report indicates that, if project construction activities are proposed to a depth below that of past dredge deposits and fill, archaeological monitoring will be conducted if soils are excavated to the surface.</p> <ul style="list-style-type: none"> Should any archaeological resources be found, ground-disturbing activities will be halted in the area of the find in accordance with RCW 27.53.060 (Archaeological Sites and Resources) and RCW 27.44.020 (Indian Graves and Records). Following the stop work, a professional archaeologist will be called to assess the significance of the find and the Department of Archaeology and Historic Preservation (DAHP) will be notified to define a course of action.
<p>CD-12 Integrated area planning Promote cohesive, integrated planning of areas and sites through use of subarea planning, master planning, and planned developments, or other methods.</p>	N/A
<p>CD-13 Land use reassessment Assure consistency of overall land use and capital facilities plans by reevaluating Vancouver’s land use plan if funding is inadequate to provide necessary public facilities and services to implement the plan.</p>	Policy directs City to reevaluate its plans based on funding, therefor N/A. Project is in area with existing facilities and services adequate to meet needs to proposed facility.
<p>CD-14 Connected and integrated communities Facilitate the development of complete neighborhoods and subareas containing stores, restaurants, parks and public facilities, and other amenities used by local residents.</p>	N/A. This policy pertains to residential uses and supporting commercial and public uses. The proposed Facility location is zoned Heavy Industrial and has been carefully located to minimize impacts on established residential, commercial, and light industrial areas.
<p>CD-15 Public Health and the built environment Promote improved public health through measures including but not limited to the following:</p> <ul style="list-style-type: none"> (a) Develop integrated land use and street patterns, sidewalk and recreational facilities that encourage walking or biking (b) Recruit and retain supermarkets and other stores serving fresh food in areas otherwise lacking them. Discourage supermarkets and fresh food stores that do relocate from using non-compete clauses that prevent timely replacement of similar uses. Encourage stores that locate near sensitive populations or underserved areas to offer healthy food choices (c) Assess and promote opportunities for growing food in home or community gardens. Consider guidelines for service provision levels. (d) Coordinate with Clark County Public Health to better integrate health impacts and land use and public facilities and service planning 	N/A. This policy pertains to residential uses and supporting commercial and public uses.
<p>CD-16 Sustainability Facilitate sustainable land use development though measures including but not limited to the following:</p> <ul style="list-style-type: none"> (a) Develop integrated land use patterns and transportation networks that foster reduced vehicle miles traveled and associated greenhouse gas emissions (b) Develop individual buildings that minimize energy and resource consumption. Encourage home based efficiencies such as insulation retrofits, efficient water and air heating systems, and use of solar panels or other forms of energy capture. (c) Implement recommendations of the Vancouver-Clark County Sustainable Affordable Residential Development Report 	Project will be built on Port property in existing Industrial land use pattern. Residential components of policy are N/A. Project utilizes existing rail network and docks for vessel traffic.
<p>CD-17 Aging Populations Update policies, standards, and practices as necessary to accommodate anticipated aging of the local population, though measures such as:</p> <ul style="list-style-type: none"> (a) Develop integrated land use patterns and transportation networks that facilitate shorter vehicular trips, walking, or use of public transportation (b) Review standards for specialty housing to ensure they are consistent with anticipated age-related housing needs (c) Review standards and designations of conventional single and multi-family housing to ensure they are consistent with anticipated needs, including provisions for aging in place (d) Review standards for roads and sidewalk design, signage, and lighting to address senior safety issues 	N/A.
<p>Ch. 2 Economic Development Policies</p>	
<p>EC-1 Jobs-housing balance Increase the ratio of jobs to residents in the City of Vancouver and the region.</p>	Consistent with this policy, the Proposed Action is expected to create many family-wage jobs.
<p>EC-2 Family-wage employment Promote the formation, recruitment, retention and growth of businesses that provide a wide range of employment opportunities, particularly family-wage employment. Prioritize family-wage employment in land use policies and practices.</p>	The Proposed Action is expected to create many family-wage jobs. It is anticipated that the jobs directly associated with Facility operation are likely to generate employee income that is substantially higher than the study area average wage.

Requirement	Narrative/Notes
EC-3 Public revenue enhancement Promote development that enhances revenue generation for public services.	The Proposed Action would result in additional revenues to the State and local agencies through property, business and occupation, and sales taxes.
EC-4 Industrial and business park sanctuaries Provide an adequate supply of industrial and/ or business park areas with opportunities for family-wage employment and revenue generation.	Consistent with this policy, the project is located in an industrial area and is expected to create many family-wage jobs in an industrial area.
EC-5 No net loss of employment capacity Restrict zone changes or legislative land use approvals that would lessen long-term capacity for high-wage employment unless accompanied by other changes within the same review cycle that would compensate for the lost capacity or unless the proposed change would promote the long-term economic health of the city.	The Proposed Action will increase employment capacity.
EC-6 Efficient use of employment land Maximize utilization of land designated for employment through more intensive new building construction and redevelopment and intensification of existing sites.	Consistent with this policy, the Proposed Action would be part of the redevelopment of the proposed Facility site at Terminal 5.
EC-7 Regional focus Work with the larger Portland-Vancouver region to leverage opportunities, unique site availability, and marketing to promote the region nationally and globally to attract new business.	Consistent with this policy, the Proposed Action is the result of cooperation with the Port to and leveraging a unique site to attract new business opportunities that requires access to rail and vessel routes.
EC-8 Small business support Support the growth of new and expanding small business through efficient permitting, incentives, and communication.	N/A.
<p>Ch. 3 Housing Policies</p> <p>H-1 Housing options Provide for a range of housing types and densities for all economic segments of the population. Encourage equal and fair access to housing for renters and homeowners.</p> <p>H-2 Affordability Provide affordable housing by formulating innovative policies, regulations and practices, and establishing secure funding mechanisms. Target affordability programs toward households with incomes below the median.</p> <p>H-3 Housing improvement Encourage preservation, rehabilitation and redevelopment of existing housing stock. Support neighborhood based improvement efforts.</p> <p>H-4 Innovative zoning Encourage innovative housing policies that provide for affordable housing and maintain neighborhood character.</p> <p>H-5 Housing placement near services and centers Facilitate siting of higher density housing near public transportation facilities and in designated centers and corridors.</p> <p>H-6 Special needs housing Facilitate housing for special needs populations dispersed throughout Vancouver and the region. Such housing may consist of residential- care facilities, shelters, group homes, or low-income housing, and should be located near transportation and other services such as health care, schools, and stores.</p> <p>H-7 Home ownership Promote opportunities for home ownership and owner occupancy of single- and multifamily housing.</p> <p>H-8 Public-private partnerships Facilitate enhanced partnerships between public, private, and non-profit sectors to address affordable housing.</p> <p>H-9 Funding for housing Pursue funding mechanisms to support affordable housing involving local, state, and federal agencies.</p>	N/A. The proposed Facility does not contain any residential development.
Ch. 4 Environment Policies	
EN-1 Environmental protection Protect, sustain, and provide for healthy and diverse ecosystems.	Consistent with this policy, the Proposed Action will analyze the environmental impacts in a comprehensive environmental impact statement and take all appropriate measures identified in environmental review and from

Requirement	Narrative/Notes
	compliance with regulations to mitigate impacts to protect the environment. In general, impacts to the environment have been avoided, to a large degree, by locating the proposed facilities in an existing industrial area at an existing marine terminal.
EN-2 Stewardship Demonstrate and promote environmental stewardship and education.	N/A.
EN-3 Energy Conservation Promote and facilitate energy conservation and alternative energy sources and generation.	The operation will utilize best management practices for conservation of nonrenewable energy used at the facility, including things like LED lighting to minimize power consumption and VFD drives on pumps to minimize electrical demand at startup. The construction of the facility will not interfere with the City's or the Port's ability to promote alternative energy sources and generation.
EN-4 Restoration and enhancement Promote and facilitate ecosystem restoration and enhancement.	The construction of the facility at an existing industrial site will not interfere with the City's commitment to ecological restoration and enhancement.
EN-5 Environmental coordination Coordinate environmental policies and programs. Continue to consolidate environmental regulations.	N/A.
EN-6 Habitat Protect riparian areas, wetlands, and other fish and wildlife habitat. Link fish and wildlife habitat areas to form contiguous networks. Support sustainable fish and wildlife populations.	<p>Consistent with this policy, the Proposed Action will analyze the environmental impacts in a comprehensive environmental impact statement to study and take all appropriate measures to mitigate impacts to wildlife habitat.</p> <ul style="list-style-type: none"> • Impacts to critical areas have been avoided, to a large degree, by locating the proposed facility at an existing marine terminal, thus forestalling many of the direct environmental effects that could be expected from a new in-water facility. Modifications to the structures on berths 13 and 14 are necessary and are described above including necessary mitigation to minimize and offset impacts to aquatic resources. • During construction, the primary source of potential effects will be the generation of in-water noise during pile installation. To reduce the potential effects, the following BMPs will be employed: using a vibratory pile driver to the maximum extent feasible; employing a bubble curtain or other similar noise attenuation method (such as sound attenuation pile caps, increased hammer size, etc.) during impact pile driving; implementing a marine mammal monitoring plan during pile driving activities to reduce the risk of potential impacts to ESA-listed marine mammals; driving piles only during daylight hours; and using watertight forms during overwater concrete work to reduce the potential for spills to the environment. • Benthic habitat impacts will be associated with the installation of steel piles and the overwater structure for the mooring dolphins and walkways; these potential impacts will be offset by the proposed removal of existing steel and wood piles and the overwater structures.
EN-7 Endangered species Protect habitat for salmonids and other listed species and facilitate recovery. Encourage and support actions that protect other species from becoming listed.	Listed salmonids and other species may be present in the Columbia River and the surrounding areas. Minimization and mitigation measures would be employed as necessary to protect listed species and habitat that occur in the proposed Facility area.
EN-8 Water quality and quantity Enhance and protect surface water, stormwater, and groundwater quality from septic discharge, impervious surface runoff, improper waste disposal, and other potential contaminant sources. Ensure safe and adequate water supplies and promote wise use and conservation of water resources.	Stormwater and wastewater would be generated from impervious surfaces and site operations. Stormwater would be collected and treated to adopted City and state standards prior to discharge to the Columbia River. Wastewater from both domestic and industrial sources would be discharged to the City sanitary system. If necessary, industrial wastewater would receive pretreatment.
EN-9 Trees and other vegetation Conserve and restore tree and plant cover, particularly native species, throughout Vancouver. Promote planting using native vegetation. Protect historic and other significant trees. Work towards the Vancouver Urban Forestry Program goal of covering 28% of Vancouver's surface area with tree canopy.	Most of the site is impervious and contains little vegetation. Some tree removal would be necessary for the proposed pipeline but this would occur in an isolated area. The Proposed Action would comply with applicable law and plant additional trees to compensate for development that would impact pervious surfaces. In addition, trees would be planted as part of landscaped buffers and parking lot landscaping where currently no trees exist.
EN-10 Air quality Protect and enhance air quality, in coordination with local and regional agencies and organizations.	The Proposed Facility would generate emissions during both construction and operations. As necessary for

Requirement	Narrative/Notes
	ongoing operations, a permit for air discharge would be obtained as part of the EFSEC process, and the proposed Facility would comply with all applicable regulations.
EN-11 Hazard areas Manage development in geologically hazardous areas and floodplains to protect public health and safety.	The proposed Facility would be built to comply with adopted standards for construction in seismic hazard areas. The only Facility element in floodplains would be the existing dock. Modifications would be constructed to withstand flooding, and the dock surface would be above the 100-year flood level.
Ch. 5 Public Facilities & Services Policies	
PFS-1 Service availability Consider water, sewer, police, transportation, fire, schools, storm water management, and parks as necessary facilities and services. Ensure that facilities are sufficient to support planned development.	The Project will be designed to ensure compliance with all applicable City code requirements for the necessary public services, including water, sewer, and storm water management. Additionally, the Project will be designed in accordance with International Fire Code and mitigation and impact fees will support City services.
PFS-2 Service standards Establish service standards or planning assumptions for estimating needed public facilities, based on service capabilities, local land use designations and nationally recognized standards. Use LOS standards to encourage growth in designated centers and corridors.	See response to PFS-1.
PFS-3 Impact fees Establish and maintain policies and regulations, including traffic, park and school impact fees, to ensure that new development pay for a proportionate share. Impact fees should be reduced or eliminated for low-income housing developments.	See response to PFS-1.
PFS-4 Transportation system Develop and maintain an interconnected and overlapping transportation system grid of pedestrian walkways, bicycle facilities, roadways for automobiles and freight, transit and high-capacity transit service. Include support programs such as traffic operations, transportation demand management, neighborhood traffic management, and the regional trails program. Work towards completing and sustaining individual components and programs to ensure success of the entire system.	Traffic at the site is primarily limited to cars and trains. Most of the site is not open to the public so public amenities such as pedestrian walkways and bike trails are not appropriate. Traffic studies indicate the existing transportation system maintains enough capacity to meet the Project's potential additive effects.
PFS-5 System balance Allocate resources to balance transportation choices. Promote development of a broader range of transportation options including pedestrian, bike, and transit systems, rather than focusing all resources on satisfying peak commuting demand with roadway capacity alone.	See response to PFS-4.
PFS-6 Transportation safety Ensure high safety standards for motorists, pedestrians, and bicyclists through the development and capital improvement processes. Allocate city capital resources to high risk and collision locations for motorists, bicyclists, and pedestrians.	N/A
PFS-7 Transportation finance Develop recurring and dedicated funding for a complete transportation program, including system operation and maintenance. Leverage local funding with innovative and aggressive finance strategies including partnerships, grant development, efficient debt, and fee-based funding resources.	N/A
PFS-8 Transportation circulation and system connectivity Develop a transportation grid that provides good connections to surrounding land uses and activity centers and allows for multiple circulation routes to/from each location. Close gaps and complete system connections through the development and capital improvement processes.	N/A
PFS-9 Land use and transportation integration Develop and implement innovative transportation investment, design, and program incentives to achieve the urban environment envisioned in the Comprehensive Plan.	N/A
PFS-10 Livable streets Design streets and sidewalks and manage vehicular traffic to encourage livability, interaction, and sense of neighborhood or district ownership in linkage with adjacent land uses. Encourage multi-modal travel, and provide accessible, human scale opportunities for transferring between travel modes.	N/A No new streets will be constructed as part of the Project. Project will be constructed in an industrial area where access is restricted such that policies promoting "neighborhood" and "pedestrian infrastructure" is N/A.
PFS-11 Transportation accessibility Build an accessible transportation system focused on inter-modal connectivity and removal of barriers to personal physical mobility.	N/A
PFS-12 Transportation system efficiency Invest in and improve efficiency of the transportation system with multi-modal design, advanced traffic management and operations technologies, demand management strategies and high-frequency transit service.	N/A

Requirement	Narrative/Notes
PFS-13 Neighborhood traffic Protect and enhance neighborhoods with an active program that focuses on safety, safe routes to school, traffic calming, education, and enforcement.	N/A. The Project is non-residential and is located over 1.5 miles from the nearest residential neighborhoods.
PFS-14 Transportation regional and metropolitan coordination Coordinate Vancouver's transportation plans, policies, and programs with those of other jurisdictions serving the greater Metropolitan area to ensure a seamless transportation system. Focus particularly on cooperation with the Southwest Washington Regional Transportation Council, Washington State Department of Transportation, Clark County and C-TRAN.	N/A
PFS-15 Transit service Maintain transit service at no less than 2003 levels.	N/A
PFS-16 Economic development In order to support the continued economic vitality of Vancouver, major transportation system investments should facilitate freight mobility, job creation, regional competitive position, and revenue growth.	The Port has made substantial investments in rail improvements to support additional cargo and freight movements like the ones proposed by the Applicant. The Applicant's facility presents a significant economic development opportunity for the City and the region, generally.
PFS-17 Vehicle miles traveled Use transportation and land use measures to maintain or reduce single occupant motor vehicle miles traveled per capita to increase system efficiency and lower overall environmental impacts.	Efficiencies created by locating industrial use in an existing industrial area.
PFS-18 Street design Design city streets to achieve safety and accessibility for all modes. Arterial streets shall provide facilities for automobile, bike, pedestrian and transit mobility, and shall include landscaping and adequate lighting.	N/A
PFS-19 Parking standards Adopt coordinated parking standards which maintain neighborhood integrity, promote the use of a multi-modal transportation system and efficient utilization of limited land, and encourage desired economic development and growth throughout the entire urban area.	Parking at the site will be sufficient to meet the City's development requirements.
PFS-20 Airports Discourage incompatible uses from locating adjacent to general aviation airports.	N/A
PFS-21 Wastewater reclamation Eliminate health hazards from domestic and industrial wastewater and return clean water to the environment.	All waste water and storm water from the site will be captured and treated to applicable regulatory clean up levels before it is returned to the environment.
PFS-22 Sewer service Provide sewers and sewer service to every Vancouver home, business, and industry at an affordable and equitable cost. Discourage development and use of on-site sewage treatment systems. Encourage existing development using septic systems to connect to public sewer as soon as available. Ensure that the infrastructure to support sewer service is in place prior to or at the time of development.	Existing sewer services are available at the Project site sufficient to meet the Project's needs.
PFS-23 Water service Provide safe, clean, quality drinking water to every Vancouver home, business, and industry. Discourage development and use of private drinking water wells. Provide water pressures and volumes necessary to support fire suppression hydrants and sprinkler systems. Ensure that the infrastructure to support water service is in place prior to or at the time of development.	Existing water service is available at the Project site sufficient to meet the Project's needs.
PFS-24 Sewer and water service extension: Public sewer and water service should not be extended outside the Vancouver urban growth area except to (a) Remedy a threat to public health or safety, or to water resources; (b) Provide service to public facilities within the urban reserve district if they are required to be served; or (c) Support the type and density of development envisioned in that location in a jurisdiction's comprehensive plan Water service extensions should may be extended if they are consistent with the Clark County Coordinated Water System Plan and do not increase density beyond the adopted Comprehensive Plan. The existence or extension of sewer or water service should not be used to justify changes to the comprehensive plan.	N/A
PFS-25 Stormwater management Manage storm water to safely pass floodwaters, maintain and improve water quality of receiving streams, lakes, and wetlands, protect and enhance fish and wildlife habitat, promote recreational opportunities, and enhance community aesthetics.	See response to PFS-21. All storm water will be captured and treated before discharging it back to the environment or through the City's stormwater system.
PFS-26 Solid waste Implement the 2008 Clark County Comprehensive Solid Waste and Moderate Risk Waste Management Plan. Reduce the production of waste, recycle waste that is produced, and properly manage and dispose of waste that is not recycled. Provide education and outreach to businesses and the public on benefits and opportunities of waste reduction and recycling.	N/A. No solid waste is contemplated to be produced at the site. In the event any solid waste is produced, it will be taken to an appropriate disposal facility.
PFS-27 Essential public facilities Coordinate with Clark County, the state and special districts to identify future needs for regional and statewide facilities, such as airports, state education facilities, state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and	N/A

Requirement	Narrative/Notes
regional parks. Essential public facilities may be located in all zones as a conditional or permitted use as per VMC 20.855. Facilities that generate substantial travel demand should be sited along or near major transportation and/ or public transit corridors.	
PFS-28 Schools Work with local school districts to facilitate an adequate supply of schools and associated facilities. Facilitate timely and efficient siting processes which allow for assessment and mitigation of impacts.	N/A
PFS-29 Higher education Work with state institutions of higher education to ensure that City residents have access locally to the education needed to work for knowledge- and skill based industries.	N/A
PFS-30 Open spaces and parks Provide and maintain parks, open spaces, and recreational services for all segments of the community consistent with adopted level-of-service standards. Facilities and services should support recreational activities, environmental or historical resource protection, and should preserve and enhance neighborhood identity and function.	N/A. The site is not open to the public.
PFS-31 Trails Provide a system of trails linking public and private open spaces, parks, recreational uses and transportation facilities within and between jurisdictions. Encourage use of greenspaces and riparian corridors as pedestrian and nonauto-oriented linkages within the urban area, in balance with habitat protection.	N/A. The site is not open to the public.
PFS-32 Parks coordination Plan for parks, trails, open spaces and recreational services in coordination with other local and regional public agencies and private entities. Facilitate provision of lands and/or impact fees for parks as part of the development review process.	N/A. The site is not open to the public.
PFS-33 Parks funding Develop dedicated funding for a complete park system that includes acquisition, development, maintenance and operation of parks, trails, open space, and recreation programs to serve City residents.	N/A
PFS-34 Parks education Provide public education on the uses and benefits of parks, open spaces, habitat protection, and recreational services.	N/A
<p>Ch. 6 Annexation Policies</p> <p>A-1 Coordination with Clark County Work with Clark County to Implement the 2007 Interlocal Agreement and Annexation Blueprint, to facilitate future annexation of lands within the unincorporated VUGA, to facilitate infrastructure maintenance prior to annexation, and to advance Vancouver as a provider of urban services and Clark County as a provider of regional services.</p> <p>A-2 Annexation before service extensions To receive City-provided urban services, developing or developed unincorporated areas should annex or commit to annexation.</p> <p>A-3 Annexation sequence Unincorporated subareas should be annexed in the general sequence identified in the City of Vancouver 20-Year Annexation Blueprint.</p> <p>A-4 Responsive annexation timelines Annexation timelines should be responsive to the interests of citizens and Vancouver’s ability to provide services, and consistent with the overall direction of the Annexation Blueprint.</p> <p>A-5 Large annexations encouraged Annexation of large areas should be encouraged, although individual property owners should not be prevented from pursuing annexation. Annexations should include both sides of streets and roads, including rights-of-way.</p> <p>A-6 Service transition Explore creative ways to facilitate the transition of government services, particularly public safety, transportation, parks, utilities, and land use review.</p>	N/A. The proposed Facility does not involve annexation of any land.
Ch. 7 Implementation Policies	
IM-1 Public participation Provide for broad public participation in the development and implementation of the comprehensive plan, including sub-area plans for centers and corridors, and implementing development regulations and programs.	The EFSEC process allows for broad public participation to ensure consistency with applicable development regulations and programs, particularly at the adjudicative hearing.
IM-2 Education Increase awareness and understanding of the city’s policies, land use planning, operations, historic and cultural resources, infrastructure,	N/A

Requirement	Narrative/Notes
economic development, environmental resources, and parks and open spaces.	
IM-3 Incentive measures Use education and incentive measures in addition to regulatory approaches where appropriate to ensure achievement of plan goals.	N/A
IM-4 Internal policy consistency Update development regulations as necessary to implement the policy direction of the comprehensive plan.	N/A
IM-5 Plan monitoring Regularly review progress towards implementation of the Vancouver Comprehensive Plan goals and policies using the metrics identified in each chapter.	N/A
IM-6 Funding implications Use comprehensive plan policy direction to influence city budget and funding decisions.	N/A
IM-7 Vancouver urban area coordination Work with Clark County to achieve each of the following measures for the City of Vancouver and UGA: (a) Increase consistency of City and County urban development standards, service provision standards, and permitting processes consistent with the 2007 Vancouver-Clark County Intergovernmental Agreement. (b) Increase consistency of City and County legislative review processes, including use of joint or combined Planning Commission review when possible. (c) Establish protocols for enhanced consultation between jurisdictions on development proposals, capital facility projects, and legislative changes that impact each other. (d) Where appropriate, use Urban Holding zoning or other implementation strategies to adequately plan for newly added UGA areas, and defer urbanization until annexation can occur. Vancouver UGA areas developed prior to annexation should be urbanized in an orderly sequence, and developed at efficient long term urban densities.	N/A
IM-8 Future comprehensive plan updates Periodically update the Vancouver Comprehensive Plan as follows: (a) Annually, or otherwise as allowed by law, consider needed amendments to the Comprehensive Plan, including changes to documents adopted by reference. (b) At least once every eight years or as otherwise specified by State law, comprehensively review and as necessary update plan policies and map designations citywide consistent with GMA requirements, and coordinate with Clark County for similar review in the existing unincorporated Vancouver UGA. Review private comprehensive plan map change applications during this periodic review. (c) No more than once every eight years, work with Clark County to adopt new long-term growth forecasts and associated potential changes to the UGA boundary and comprehensive plans.	N/A
IM-9 Urban reserve areas Work with Clark County to designate and define lands outside the Vancouver UGA as Urban Reserves and Rural Reserves, so as to provide clarity as to which lands are likely to be brought into the Vancouver UGA in future Comprehensive Plan update, and which are likely to remain outside. Work with Clark County to ensure that lands immediately outside the Vancouver UGA that are appropriate for long-term future urbanization be maintained in large lot sizes and appropriate uses to ensure that the areas are able to develop efficiently and at urban densities and intensities when brought into the UGA.	N/A
IM-10 Future UGA expansions Encourage urban-level development within the City of Vancouver by generally restricting VUGA expansions.	N/A
IM-11 Service coordination Pursue interagency coordination in ways including but not limited to the following: (a) Participate in cooperative interagency infrastructure planning processes at the regional, bi-state, and state levels. (b) Support federal, state and local programs and policies that explore, maintain or expand the level of air, water, road, transit and rail transport service to and from the region. (c) Encourage coordination and where feasible consolidation of service providers in order to minimize duplication, coordinate facility siting, and maximize economies of scale.	The Project involves extensive coordination on a variety of topics, including infrastructure issues, amongst local, state, and federal agencies and interested parties. Further, the Project consists of significant rail and water transportation elements that meet the City's goal of supporting additional transportation service to and from the region.
IM-12 Interjurisdictional coordination Work with local jurisdictions and service providers to achieve the following: (a) Establish clear regional policy expectations through the Community Framework Plan, and implement Community Framework Plan and Countywide Planning Policies. (b) Facilitate development patterns focusing urban growth first in areas characterized by existing urban development and services, second in undeveloped or unserved areas.	N/A

Requirement	Narrative/Notes
(c) Achieve an equitable distribution of economic development and affordable housing among Clark County urban areas.	
IM-13 Diversity Consider demographic trends and impacts to all segments of the Vancouver Community for planning issues such as public outreach and communication, environmental justice, housing and economic policies.	N/A