

Chapter 1: LAND USE ELEMENT

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

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

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capacity and needs. In addressing these inconsistencies, Clark County and municipalities shall identify reasonable measures, other than adjusting urban growth areas that will be taken to comply with the requirements of Chapter 36.70A.	
<p>1.1.11 Population projections used for designating urban growth areas will be based upon information provided by the Office of Financial Management and appropriate bi-state/regional sources.</p>	<p>1.1.11 Population projections used for designating urban growth areas will be based upon information provided by the Office of Financial Management within forecast range provided by the Office of Financial Management. and appropriate bi-state/regional sources.</p> <p>Rationale: The language is more consistent with RCW 43.62.035 and clarifies that OFM is the source for population projection used for the comprehensive plan updates.</p>
<p>1.1.12 Interagency Cooperation. Clark County and each municipality will work together to:</p> <ul style="list-style-type: none"> • Establish a Technical Coordinating Committee (TCC) to develop an ongoing coordination program within the urban growth area; Each jurisdiction, the Cowlitz Indian Tribe and the Southwest Regional Transportation Council may designate one staff representative and an alternate to the TCC. • Include the Cowlitz Indian Tribe as a member of the Technical Coordinating Committee in order to facilitate interagency planning efforts and intergovernmental coordination; • Provide opportunities for each jurisdiction to participate, review and comment on the proposed plans and implementing regulations of the other; • Coordinate activities as they relate to the urban growth area; • Coordinate activities with all special districts; • Seek opportunities for joint efforts, or the combining of operations, to achieve greater efficiency and effectiveness in service provision; and, • Conduct joint hearings within the urban growth areas to consider adoption of Comprehensive Plans. 	<p>No changes proposed.</p>
<p>1.1.13 Any local jurisdiction, including the county, may initiate an amendment to or request an interpretation of any Countywide Planning Policy, as follows:</p> <ul style="list-style-type: none"> • The local jurisdiction shall submit the proposed amendment or proposed interpretation to the County Manager or their 	<p>No changes proposed.</p>

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<p>designee (County Manager), and shall include the following in the proposal:</p> <ul style="list-style-type: none"> ○ In the case of an interpretation request, identification of the policy and the exact language of the proposed interpretation; or ○ In the case of a proposed amendment, <ul style="list-style-type: none"> ○ The exact language of the proposed amendment (shown in "strike out" for deletions and "underline" for additions); and ○ An explanation of the need for the proposed amendment, including the factors, data, or analyses that have changed since the adoption of the Countywide Planning Policies and/or the experiences with the existing Countywide Planning Policies that have prompted the proposed amendment; and ○ An analysis of how the proposal meets the criteria in 40.560.010.F through K, or city code, as applicable. • The county shall initially refer a proposed amendment to or interpretation request regarding the Countywide Planning Policies to the Technical Coordinating Committee (TCC), (see also in Policy 1.1.12), which shall review the proposal and develop a consensus-based recommendation, as follows: <ul style="list-style-type: none"> ○ TCC Members shall endeavor to reach agreement on a mutually acceptable course of action regarding a proposed amendment or interpretation request, with decisions made by agreement rather than by majority vote where TCC members agree to support, accept, live with, or agree not to oppose the decision. The TCC can only make recommendations when a majority of members are present. The TCC can only revisit a previous decision if a majority of the TCC agrees. • If consensus regarding a proposed amendment or proposed interpretation is not reached, the group will explore whether modifications to that proposal can help achieve consensus. If the TCC still cannot reach consensus, the proposed amendment or interpretation will be forwarded through the remainder of the process along with a summary of the meeting discussion in place of a recommendation. • Once the TCC makes a recommendation, or cannot reach consensus, on a proposed amendment, the process continues as follows: <ul style="list-style-type: none"> ○ The county shall review the proposed amendment utilizing the Type IV docket code amendment procedures as outlined in CCC 	

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<p>40.510.040, 40.560.010 and 40.560.030 for review of the proposal.</p> <ul style="list-style-type: none"> ○ If approved by the County Council, staff from each jurisdiction shall bring the proposal through their respective jurisdiction's adoption or approval process. ○ Each jurisdiction shall notify the County Manager of the results of its adoption process. ○ If the amendment is considered outside of the periodic review process, each jurisdiction shall consider the amendment in its next annual comprehensive plan update. ○ If the amendment is considered as part of a periodic review process, the timing of the request must reasonably coincide with the overall schedule of the periodic review, or the request will be considered as part of the next amendments docket as outlined in 40.560.030. 	
<p>1.1.14 Coordination of land use planning and development:</p> <ul style="list-style-type: none"> • Clark County and each municipality shall cooperatively prepare land use and transportation plans and consistent development guidelines for the urban area. • Comprehensive Plans must be coordinated. The comprehensive plan of each county or city shall be coordinated with and consistent with, the comprehensive plans adopted by other counties or cities with which Clark County or city has, in part, common borders or related regional issues. The city and Clark County shall play partnership roles in the production of plans which provide the opportunity for public and mutual participation, review and comment. • Conversion of industrial or employment lands to non-industrial or non-employment center districts may occur within the following parameter: <ul style="list-style-type: none"> ○ Protect and preserve lands zoned heavy industrial for heavy industrial uses. ○ Protect employment center lands from conversion to residential. ○ Consider rezoning of employment center lands to non-retail commercial or business park if the proponent can show that (a) the zone change would accommodate unforeseen and rapidly changing commercial development needs and (b) the proposed designation is more suitable than the current designation given the land's site-specific characteristics and (c) the proposed 	<p>1.1.14 Coordination of land use planning and development:</p> <ul style="list-style-type: none"> • Clark County and each municipality shall cooperatively prepare land use and transportation plans and consistent development guidelines for the urban area. • Comprehensive Plans must be coordinated. The comprehensive plan of each county or city shall be coordinated with and consistent with, the comprehensive plans adopted by other counties or cities with which Clark County or city has, in part, common borders or related regional issues. The city and Clark County shall play partnership roles in the production of plans which provide the opportunity for public and mutual participation, review and comment. • Conversion of industrial or employment lands to non-industrial or non-employment center districts may occur within the following parameter: <ul style="list-style-type: none"> ○ Protect and preserve lands zoned heavy industrial for heavy industrial uses. ○ Protect employment center lands from conversion to residential. ○ Consider rezoning of employment center lands to non-retail commercial or business park if the proponent can show that (a) the zone change would accommodate unforeseen and rapidly changing commercial development needs and (b) the proposed designation is more suitable than the current designation given the land's site-specific characteristics and (c) the proposed zone change will generate jobs at a higher density than the current comprehensive plan zone allocation. • Urban development shall be limited to areas designated by the urban growth boundary. Clark County and each local jurisdiction urban areas

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<p>zone change will generate jobs at a higher density than the current comprehensive plan zone allocation.</p> <ul style="list-style-type: none"> Urban development shall be limited to areas designated by the urban growth boundary. Clark County and each local jurisdiction urban areas would have a higher average density than currently exists, approximately 4, 6 to 8, units per net residential acre depending on the specific urban area. No more than 75 percent of the new housing stock would be of a single product type (e.g., single-family detached residential or attached multi-family). This would not apply to the Yacolt urban growth area due to wastewater management issues. 	<p>would have a higher average density than currently exists, approximately 4, 6 to 8, units per net residential acre depending on the specific urban area. No more than 75 percent of the new housing stock would be of a single product type (e.g., single-family detached residential or attached multi-family). This would not apply to the Yacolt urban growth area due to wastewater management issues. will plan for and provide housing based on the allocation and at the income levels in the Housing for All Planning Tool (HAPT) in Appendix J</p> <ul style="list-style-type: none"> The zoning density targets, proposed by each jurisdiction, will be used for estimating capacity in the Vacant Buildable Lands Model (VBLM) in Appendix K <p>Rationale: Propose to add two appendices that contain the housing allocation and income bands for each jurisdiction based on the HAPT and the zoning density assumptions, proposed by the jurisdictions, used in the Vacant Buildable Lands Model (VBLM).</p>
<p>1.1.15 Urban Growth Area Centers (UGA) have a full range of urban levels of services and can be divided into three main categories in the following density tiers:</p> <ul style="list-style-type: none"> Vancouver Urban Growth Area is now or will be a major urban area activity centers with a full range of residential, commercial and industrial uses, high-capacity transit corridors, schools, major cultural and public facilities. Major urban areas centers, have or will have, urban densities of development of at least 8 or more units per net residential acre as overall averages. Areas along high capacity transit corridors and priority public transit corridors may have higher than average densities while other areas would have lower densities (e.g. established neighborhoods and neighborhoods on the fringes of the urban area). Regional institutions and services (government, museums, etc.) should be located in the urban core. Urban Growth Areas of Battle Ground, Camas, Ridgefield and Washougal, will have a full range of residential, commercial and 	<p>1.1.15 Urban Growth Area Centers (UGA) have a full range of urban levels of services and can be divided into three main categories in the following density tiers:</p> <ul style="list-style-type: none"> Vancouver Urban Growth Area is now or will be a major urban area activity centers with a full range of residential, commercial and industrial uses, high-capacity transit corridors, schools, major cultural and public facilities. Major urban areas centers, have or will have, urban densities of development of at least 8 or more units per net residential acre as overall averages, as shown in Appendix K. Areas along high capacity transit corridors and priority public transit corridors may have higher than average densities while other areas would have lower densities (e.g. established neighborhoods and neighborhoods on the fringes of the urban area). Regional institutions and services (government, museums, etc.) should be located in the urban core. Urban Growth Areas of Battle Ground, Camas, Ridgefield and Washougal, will have a full range of residential, commercial and industrial uses, schools, neighborhood, community and regional parks and are

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<p>industrial uses, schools, neighborhood, community and regional parks and are within walking distance to HCT corridors or public transit. These areas will have employment opportunities and lower densities than a major urban area centers, averaging at least 6 units per net residential acre (4.5 gross units per acre). Higher densities occur along transit corridors and in the community center, with lower densities in established neighborhoods and on the outskirts of the community. These urban growth areas centers should have a center focus that combines commercial, civic, cultural and recreational uses.</p> <ul style="list-style-type: none"> • Urban Growth Areas of La Center and Woodland will have predominantly residential uses with at least 4 housing units per net residential acre (3 gross units per acre) and includes pedestrian-oriented commercial uses, schools and small parks. • There are no standards for the Yacolt Urban Growth Area due to lack of public sewer. A mix of residential uses and densities are or will be permitted. Neighborhoods are to have a focus around parks, schools, or common areas. 	<p>within walking distance to HCT corridors or public transit. These areas will have employment opportunities and lower densities than a major urban area centers, averaging at least 6 units per net residential acre (4.5 gross units per acre), as shown in Appendix K. Higher densities occur along transit corridors and in the community center, with lower densities in established neighborhoods and on the outskirts of the community. These urban growth areas centers should have a center focus that combines commercial, civic, cultural and recreational uses.</p> <ul style="list-style-type: none"> • Urban Growth Areas of La Center and Woodland will have predominantly residential uses with at least 4 housing units per net residential acre (3 gross units per acre), as shown in Appendix K and includes pedestrian-oriented commercial uses, schools and small parks. • There are no standards for the Yacolt Urban Growth Area due to lack of public sewer. A mix of residential uses and densities are or will be permitted. Neighborhoods are to have a focus around parks, schools, or common areas. <p>Rationale: Propose removing specific UGA density targets and adding an appendix that contains the zoning density assumptions proposed by the jurisdictions and used in the Vacant Buildable Lands Model (VBLM).</p>
<p>1.1.16 Rural Centers are outside of urban growth areas centers and urban reserve areas and provide public facilities (e.g., fire stations, post offices, schools) and commercial facilities to support rural lifestyles. Rural centers have residential densities consistent with the surrounding rural minimum lot sizes and do not have a full range of urban levels of services</p>	<p>No changes proposed.</p>
<p>1.1.17 Establish consistent regional criteria to determine the size of urban growth areas for the 20-year comprehensive plans that:</p> <ul style="list-style-type: none"> • Assume the need for residential market factor lands added to the amount called for in the population forecast to build in flexibility. • include a household size of 2.66 people per household • conserve designated agriculture, forest or mineral resource lands; • ensure an adequate supply of buildable land; • have the anticipated financial capability to provide infrastructure/services needed for the 20-year growth management population projections; and, • balance industrial, commercial and residential lands. 	<p>1.1.17 Establish consistent regional criteria to determine the size of urban growth areas for the 20-year comprehensive plans that:</p> <ul style="list-style-type: none"> • Assume the need for residential market factor lands added to the amount called for in the population forecast to build in flexibility. • include a household size of 2.66 people per household consistent with the Department of Commerce's Housing for All Planning Tool (HAPT) • conserve designated agriculture, forest or mineral resource lands; • ensure an adequate supply of buildable land; • have the anticipated financial capability to provide infrastructure/services needed for the 20-year growth management population projections; and, <p>balance industrial, commercial and residential lands.</p>

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	<p>Rationale: Commerce’s HAPT includes a 2045 persons per household size for each county, by removing reference to the number it would not have to be amended with every update.</p>
<p>1.1.18 Establish consistent regional criteria for urban growth area boundaries for the 20-year comprehensive plans that consider the following:</p> <ul style="list-style-type: none"> • geographic, topographic, man-made and natural features (such as drainages, steep slopes, riparian corridors, wetland areas, etc.); • public facility and service availability, limits and extensions; • jurisdictional and special district boundaries; • location of designated natural resource lands and critical areas; and, • minimize split designations of parcels. 	<p>No changes proposed.</p>
<p>1.1.19 There shall be no net material increase in cardroom capacity within the La Center Urban Growth Area.</p>	<p>1.1.19 There shall be no net material increase in cardroom capacity within the La Center Urban Growth Area.</p> <p>Rationale: Deletion requested by the City of La Center.</p>
	<p><u>1.1.19 Clark County and each municipality shall give special consideration to achieving environmental justice in goals and policies, including efforts to avoid creating or worsening environmental health disparities.</u></p> <p>Rationale: New CWPP being considered by jurisdictions to address amendments to RCW36.70A.070(1) environmental justice and health disparities.</p>
	<p><u>1.1.20 Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to parks and open space, safe pedestrian and bicycle routes, clean air, soil and water, fresh and healthy foods, high-quality education from early learning through K-12, affordable and high-quality transit options and living wage jobs and by avoiding or mitigating exposure to environmental hazards and pollutants.</u></p> <p>Rationale: New CWPP being considered by jurisdictions to address amendments to RCW36.70A.070(1) environmental justice and health disparities.</p>

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Cowlitz Indian Tribe To adequately plan for growth and implement the policies of the Growth Management Act, the county, municipalities, and special districts will consult with the Tribe to create continuous and on-going mechanisms that coordinate regional and local planning as follows:	No changes proposed.
1.1.20 Meaningful and substantial opportunities for early and continuous tribal government participation in planning.	1.1.20 ¹ Meaningful and substantial opportunities for early and continuous tribal government participation in planning.
1.1.21 Local jurisdictions will work with the tribe to develop agreements that provide for discussion on comprehensive planning issues among governments. The parties will jointly determine the appropriate contents of agreements and a schedule for completing them.	1.1.21 ² Local jurisdictions will work with the tribe to develop agreements that provide for discussion on comprehensive planning issues among governments. The parties will jointly determine the appropriate contents of agreements and a schedule for completing them.
1.1.22 The tribe, county, municipalities and special districts are encouraged to coordinate plans among and between governments and agencies to address substantive areas of mutual interest and promote complementary and cooperative efforts.	1.1.22 ³ The tribe, county, municipalities and special districts are encouraged to coordinate plans among and between governments and agencies to address substantive areas of mutual interest and promote complementary and cooperative efforts.
1.1.23 The county, municipalities, special districts, and tribe are encouraged to keep one another informed about matters of local and regional interest by mutually agreeable means and schedule.	1.1.23 ⁴ The county, municipalities, special districts, and tribe are encouraged to keep one another informed about matters of local and regional interest by mutually agreeable means and schedule.
GOAL: Adopt Urban Growth Area (UGA) boundaries to efficiently accommodate residential and employment increases projected within the boundaries over the next 20 years.	No changes proposed.
1.2 Policies	
1.2.1 The UGAs shall be consistent with the following general goals: <ul style="list-style-type: none"> • reduce the inappropriate conversion of undeveloped land into sprawling, low-density development; • provide for the efficient provision of public services; • protect natural resource, environmentally sensitive and rural areas; • encourage a clear distinction between urban and rural areas; • maintain densities which support a multi-modal transportation system; 	No changes proposed.

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<ul style="list-style-type: none"> • support variety, choice and balance in living and working environments; • promote a variety of residential densities; and, • include sufficient vacant and buildable land. 	
<p>1.2.2 The UGAs shall be consistent with the following more specific criteria:</p> <ul style="list-style-type: none"> • Each UGA shall provide sufficient urban land to accommodate future population/employment projections through the designated planning period. • Cities shall be located within UGAs. Urban services shall be provided within those areas. Urban services should generally not be provided outside UGAs. (See Chapter 6, Capital Facilities and Utilities for urban and rural services.) • Lands included within UGAs shall either be already characterized by urban growth or adjacent to such lands. • Existing urban land uses and densities should be included within UGAs. • Land within the UGA shall not contain areas designated for long-term agriculture or forestry resource use. • UGAs shall provide a balance of industrial, commercial and residential lands. • The UGAs should utilize natural features (such as drainage ways, steep slopes, open space and riparian corridors) to define the boundaries. • No UGA expansion into the 100-year floodplain of a river segment that is located west of the Cascade crest and when the river has a mean annual flow of 1,000 or more cubic feet per second per RCW36.70A.110(8). • Each UGA shall have the anticipated financial capability to provide infrastructure/services needed in the area over the planning period under adopted concurrency standards. 	<p>No changes proposed.</p>
Vancouver Urban Growth Area	
<p>1.2.3 Ensure coordination of environmental protection, preservation and enhancement programs and regulations.</p>	<p>No changes proposed.</p>
<p>1.2.4 Coordinate and cooperate with other governmental agencies, districts and private and commercial interests throughout the Vancouver/Portland Metropolitan area in open space, park and recreation planning and development.</p>	<p>No changes proposed.</p>

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1.2.5 Restrict amendments to the urban growth boundary to encourage infill development.	No changes proposed.
1.2.6 Concentrate development in areas already served by public facilities and services. Use the provision or planned provision of public services and facilities as a means of directing development into desirable areas.	No changes proposed.
1.2.7 Water service should be extended throughout the Vancouver urban area in accordance with the timing and phasing established in the Vancouver six-year capital facilities plan. Extension of public water service should not be permitted outside the Vancouver urban area.	No changes proposed.
1.2.8 Encourage retrofitting areas with sewer and prohibit new development on septic tanks in the urban growth area.	No changes proposed.
Washougal Urban Growth Area	
1.2.9 Recognizing the authority of the National Scenic Area legislation, as a matter of policy Clark County favors the exclusion of the Washougal UGA from the National Scenic Area.	No changes proposed.
Yacolt Urban Growth Area	
1.2.10 The Yacolt Urban Growth Boundary will be reevaluated by Clark County at such time as the Town of Yacolt develops a plan assuring that public sewer will be available.	No changes proposed.
Woodland Urban Growth Area	
1.2.11 Recognizing that the Woodland UGA spans both Cowlitz and Clark Counties, the Clark County Comprehensive Plan and the goals and policies within it only apply to the Clark County portion of the Woodland UGA. The City of Woodland will manage each portion of its UGA according to the respective county's comprehensive plan.	No changes proposed.
GOAL: Encourage more compact and efficiently served urban forms and reduce the inappropriate conversion of land to sprawling, low-density development.	No changes proposed.
1.3 Policies	
1.3.1 Urban densities and uses may occur throughout the urban growth area if it is provided with adequate services. Development and redevelopment in the UGA should be strongly	No changes proposed.

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encouraged to occur in greater intensity in major centers, transit routes and other areas characterized by both existing higher density urban development and existing urban services. Development and redevelopment should be encouraged to occur with less intensity in areas where urban development is of lower density or has not yet occurred, or in areas where urban services do not yet exist.	
1.3.2 Devise specific policies and standards to promote higher density urban, commercial and mixed-use development and to support pedestrian and transit travel within high-density residential and commercial areas.	1.3.2 Devise specific policies and standards to promote higher density urban, commercial and mixed-use development and to support pedestrian and transit travel within high-density residential and commercial areas. [GHG, RES]
1.3.3 Encourage and provide incentives for infill development throughout urban areas.	1.3.3 Encourage and provide incentives for infill development throughout urban areas. [GHG, RES]
1.3.4 Zoning ordinances and other implementing measures shall specify maximum and minimum residential densities with the residential zoning districts.	1.3.4 Zoning ordinances and other implementing measures shall specify maximum and minimum residential densities with in the residential zoning districts. Rationale: Grammatical correction.
1.3.6 Property rights of landowners should be protected from arbitrary and discriminatory actions.	1.3.6 ⁵ Property rights of landowners should be protected from arbitrary and discriminatory actions. Rationale: Correct numbering
GOAL: Integrate land uses to reduce sprawl, promote physical activity through active transportation and foster neighborhood and community identity.	No changes proposed.
1.4 Policies	
	1.4.1 Plan for connected and accessible communities in the unincorporated Vancouver urban growth area where a significant majority of daily needs can be met within a convenient and safe walk, ride, roll, or transit ride by planning for amenity-rich activity centers and corridors, areas of dense, mixed-use urban development, neighborhood-scale commercial opportunities, and safe connections between destinations. [GHG, RES]

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	Rationale: CAG recommendation G19-P4
	<p><u>1.4.2 Encourage mixed land use in the unincorporated Vancouver urban growth area to locate many activities near each other and locate mixed land use near public transit stops. [GHG, RES]</u></p> <p>Rationale: CAG recommendation G19-P2</p>
<p>1.4.1 Interrelated uses should generally be encouraged to locate in close proximity of each other:</p> <ul style="list-style-type: none"> Frequently used commercial activities and the residential areas they serve should be allowed and encouraged to locate near to one another. Schools or other frequently used public facilities and the residential areas they serve should be allowed and encouraged to locate near to one another. Commercial, industrial or other employers and the residential areas they serve should be allowed and encouraged to locate near to one another, as long as negative impacts from non-residential uses on the residential areas are mitigated. 	<p>1.4.13 Interrelated uses should generally be encouraged to locate in close proximity of each other:</p> <ul style="list-style-type: none"> Frequently used commercial activities and the residential areas they serve should be allowed and encouraged to locate near to one another. Schools or other frequently used public facilities and the residential areas they serve should be allowed and encouraged to locate near to one another. Commercial, industrial or other employers and the residential areas they serve should be allowed and encouraged to locate near to one another, as long as negative impacts from non-residential uses on the residential areas are mitigated. <u>[GHG, RES]</u>
1.4.2 Encourage mixed-use developments, which provide opportunities to combine residential, commercial or other uses within individual structures, or within adjacent structures or developments.	1.4.24 Encourage mixed-use developments, which provide opportunities to combine residential, commercial or other uses within individual structures, or within adjacent structures or developments. <u>[GHG, RES]</u>
1.4.3 Promote the development of identifiable residential neighborhoods and shopping districts through the encouragement of more compact development patterns and the use of shared design and landscaping characteristics and the development of landmarks.	1.4.35 Promote the development of identifiable residential neighborhoods and shopping districts through the encouragement of more compact development patterns and the use of shared design and landscaping characteristics and the development of landmarks. <u>[GHG, RES]</u>
1.4.4 Encourage compact commercial development with an appropriate mix of uses.	1.4.46 Encourage compact commercial development with an appropriate mix of uses. <u>[GHG, RES]</u>
1.4.5 Commercial developments should utilize shared facilities and infrastructure, including but not limited to common wall structures, shared parking lots, access points, sidewalks, signs or innovative design features.	1.4.57 Commercial developments should utilize shared facilities and infrastructure, including but not limited to common wall structures, shared parking lots, access points, sidewalks, signs or innovative design features. <u>[GHG, RES]</u>

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<p>1.4.6 Commercial development should be designed and located as follows:</p> <ul style="list-style-type: none"> • Features to both allow for and encourage pedestrian access to and between commercial developments and roadways shall be provided. • Storefront design with zero or minimal front setbacks should be used. Frontal parking should be minimized. Side or rear lot parking should be encouraged. 	<p>1.4.68 Commercial development should be designed and located as follows:</p> <ul style="list-style-type: none"> • Features to both allow for and encourage pedestrian access to and between commercial developments and roadways shall be provided. • Storefront design with zero or minimal front setbacks should be used. Frontal parking should be minimized. Side or rear lot parking should be encouraged. [GHG, RES]
<p>1.4.7 Higher intensity uses should be located on or near streets served by transit.</p>	<p>1.4.79 Higher intensity uses should be located on or near streets served by transit. [GHG, RES]</p>
<p>1.4.8 Streets, pedestrian paths and bike paths should contribute to a system of fully connected routes to all destinations.</p>	<p>1.4.810 Streets, pedestrian paths and bike paths should contribute to a system of fully connected routes to all destinations. [GHG, RES]</p>
<p>1.4.9 Access to the transit system should be provided.</p> <ul style="list-style-type: none"> • Transit stations should be located at major activity centers and along transit streets and nodes. • Neighborhoods and commercial nodes should have access to the public transportation system. • Transit stops should be located within convenient walking distance of residential and employment populations. • Transit shelters should be provided where appropriate. • Bicycle parking should be included in commercial, industrial and public facility sites. 	<p>1.4.911 Access to the transit system should be provided.</p> <ul style="list-style-type: none"> • Transit stations should be located at major activity centers and along transit streets and nodes. • Neighborhoods and commercial nodes should have access to the public transportation system. • Transit stops should be located within convenient walking distance of residential and employment populations. • Transit shelters should be provided where appropriate. • Bicycle parking should be included in commercial, industrial and public facility sites. [GHG, RES]
	<p>Goal: Encourage resilient development within the unincorporated urban growth area and away from areas that are prone to climate-related hazards such as flooding and wildfire. (See additional policies related to this goal in Chapter 14 – Climate Element). [RES]</p> <p>Rationale: CAG Recommended G23</p>
	<p>1.5 Policies</p>
	<p>1.5.1 Seek to reduce natural hazard exposure through land use planning and ensure that land use planning processes are informed by the most current hazard information including the Clark Regional Natural Hazard Mitigation Plan by: identifying and mapping hazards, assessing vulnerability, and implementing measures to reduce risk, such as avoiding</p>

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	<p>development in floodplains, wildfire-prone areas, and landslide zones to the maximum extent possible, incentivizing climate-smart building practices and fire-wise practices. [RES]</p> <p>Rationale: CAG Recommended G23-P1</p>
	<p>1.5.2 Periodically review the county's Wildland Urban Interface/Intermix ordinance for consistency with best practices and revise if necessary. [RES]</p> <p>Rationale: Wildfire mitigation is a new policy requirement in RCW 36.70A.070(1): "... The land use element must reduce and mitigate the risk to lives and property posed by wildfires by using land use planning tools, which may include, but are not limited to, adoption of portions or all of the wildland urban interface code developed by the international code council..."</p>
	<p>Goal: Advance environmental justice through the Clark County Comprehensive Growth Management Plan and associated plans, policies, development regulations, and strategies. [GHG, RES]</p> <p>Rationale: CAG Recommended G2</p>
	<p>1.6 Policies</p>
	<p>1.6.1 Review, evaluate, and update as needed practices, processes, procedures and structures to advance environmental justice through all Comprehensive Growth Management Plan amendments, associated plans, policies, development regulations and strategies per RCW 36.70A.070. [GHG, RES]</p> <p>Rationale: CAG Recommended G2- P1</p>
	<p>1.6.2 Improve sustainability and environmental justice by engaging with overburdened communities on new county-led planning projects. [GHG, RES]</p> <p>Rationale: CAG Recommended G2- P2</p>
	<p>1.6.3 Review county development regulations for polluting and hazardous uses and recommend ways to eliminate or minimize potential harm. [GHG, RES]</p> <p>Rationale: CAG Recommended G2- P3</p>

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	<p><u>1.6.4 Avoid creating or worsening environmental health disparities and work towards eliminating environmental health disparities. [GHG, RES]</u></p> <p>Rationale: RCW 36.70A.070 (1) was amended to address environmental health disparities: “The land use element must give special consideration to achieving environmental justice in its goals and policies, including efforts to avoid creating or worsening environmental health disparities.”</p>
	<p><u>1.6.5 Design and implement an unincorporated county anti-displacement strategy to discourage displacement of vulnerable population groups due to gentrification while fostering housing affordability and availability. [GHG, RES]</u></p> <p>Rationale: This policy is consistent with, and aligns with anti-displacement policy 5.2.3 in the transportation chapter and relates to CAG recommendation G19-P1. Similar policy in both land use and transportation chapters because it relates to both chapters and because the CAG G19 policies were split up between these chapters.</p>
<p>Strategies</p> <ul style="list-style-type: none"> • Review proposals for UGA expansions for consistency with the above policies and the requirements of RCW 36.70A.215 • Consider the above policies in the evaluation of zone change proposals. • Encourage urban Planned Unit Developments which allow for better integration of related land uses, such as commercial and residential uses. • Review zoning and site plan review standards to allow and encourage individual developments containing a mix of uses. • Develop and adopt plan and Industrial Railroad zoning district with use provisions consistent with land use objectives. • Review zoning and site plan review standards to encourage the provision of more compact and pedestrian and transit friendly commercial development. 	<p>No changes proposed.</p>

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<p>Vancouver Urban Growth Area</p> <ul style="list-style-type: none"> • Develop parking standards that reflects the community's desire which should include redevelopment potential of under-utilized parking lot parcels, establishing maximum parking requirements and shared parking. • Establish city- and county-sponsored neighborhood associations supported by staff liaisons throughout the Vancouver urban area. • Develop standards for affordable housing which consider parking requirements, vehicle trip generation, levels-of-service, neighborhood character and overall livability. 	<p>No changes proposed.</p>

Chapter 2: HOUSING ELEMENT

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Chapter 2 Housing Element	
Goals and Policies	
Clark County has developed general goals and policies it will use to direct housing development.	Clark County has developed general goals and policies it will use to direct housing development. Climate-related goals and policies within this element are noted as helping achieve greenhouse gas reduction [GHG], resilience [RES], or both [GHG, RES].
2.1 Countywide Planning Policies	
2.1.0 The county and each municipality shall prepare an inventory and analysis of existing and projected housing.	2.1.0 The county and each municipality shall prepare an inventory and analysis of existing and projected housing. [RES]
2.1.1 The Comprehensive Plan of the county and each municipality shall identify sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing and group homes and foster care facilities. All jurisdictions will cooperate to plan for a "fair share" of the region's affordable housing needs and housing for special needs population.	2.1.1 The Comprehensive Plan of the county and each municipality shall identify sufficient land for housing, including, but not limited to, government-assisted housing, housing for moderate, low, very low, and extremely low-income families households , manufactured housing, multifamily housing and group homes and foster care facilities. All jurisdictions will cooperate to plan for a "fair share" of the region's affordable housing needs and housing for special needs population. [RES] <i>Rationale: Better aligns with Commerce Guidance and new legislation amending RCW36.70A.070</i>
2.1.2 Link economic development and housing strategies to achieve parity between job development and housing affordability.	2.1.2 Link economic development and housing strategies to achieve parity between job development and housing affordability. [RES]
2.1.3 Link transportation and housing strategies to assure reasonable access to multi-model transportation systems and to encourage housing opportunities in locations that will support the development of public transportation.	2.1.3 Link transportation and housing strategies to assure reasonable access to multi- model-modal transportation systems and to encourage housing opportunities in locations that will support the development of public transportation. [RES] <i>Rationale: Correct scrivener's error.</i>

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2.1.4 Link housing strategies with the locations of work sites and jobs.	2.1.4 Link housing strategies with the locations of work sites and jobs. [RES]
2.1.5 Link housing strategies with the availability of public facilities and public services.	2.1.5 Link housing strategies with the availability of public facilities and public services. [RES]
2.1.6 Encourage infill housing within cities and towns and urban growth areas.	2.1.6 Encourage infill housing within cities and towns and urban growth areas. [RES]
2.1.7 Encourage flexible and cost efficient land use regulations that allow for the creation of alternative housing types which will meet the needs of an economically diverse population.	<p>2.1.7* Encourage flexible and cost efficient land use regulations that allow for the creation of alternative housing types which will meet the needs of an economically diverse population plan for and accommodate housing for all economic segments of the population. [RES]</p> <p><i>Rationale: Better aligns with Commerce Guidance and new legislation amending RCW36.70A.070</i></p> <p><i>*Proposed Language was updated on 7/10/2025</i></p>
	<p>2.1.8 Use local and regional resources to generate revenue for housing, particularly for households with extremely low-, very low- and low-incomes. [RES]</p> <p>Rationale: New CWPP being considered by jurisdictions to address amendments to RCW36.70A.070(2)(d-h) relating to racially disparate impacts, displacement and exclusion in housing.</p>
	<p>2.1.9 Adopt funding tools to support the development of affordable housing. [RES]</p> <p>Rationale: New CWPP being considered by jurisdictions to address amendments to RCW36.70A.070(2)(d-h) relating to racially disparate impacts, displacement and exclusion in housing.</p>

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	<p><u>2.1.10 Adopt incentives, strategies, actions and regulations that increase the supply of housing for households with extremely low-, very low- and low-incomes and with special needs by private or public developers. [RES]</u></p> <p>Rationale: New CWPP being considered by jurisdictions to address amendments to RCW36.70A.070(2)(d-h) relating to racially disparate impacts, displacement and exclusion in housing.</p>
	<p><u>2.1.11 Implement strategies that address cost barriers to housing affordability, including:</u></p> <ul style="list-style-type: none"> • <u>updating development standards and regulations;</u> • <u>shortening permit timelines;</u> • <u>implementing online permitting;</u> • <u>optimizing residential densities;</u> • <u>reducing parking requirements;</u> • <u>developing programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing [RES]</u> <p>Rationale: New CWPP being considered by jurisdictions to address amendments to RCW36.70A.070(2)(d-h) relating to racially disparate impacts, displacement and exclusion in housing.</p>
	<p><u>2.1.12 Increase affordable housing options for all residents in areas that are within easy access to job centers or transit. [RES]</u></p> <p>Rationale: New CWPP being considered by jurisdictions to address amendments to RCW36.70A.070(2)(d-h) relating to racially disparate impacts, displacement and exclusion in housing.</p>
	<p><u>2.1.13 Identify and begin to undo local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing including</u></p>

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	<p><u>zoning that may have a discriminatory effect and areas of disinvestment and infrastructure availability. [RES]</u></p> <p>Rationale: New CWPP being considered by jurisdictions to address amendments to RCW36.70A.070(2)(d-h) relating to racially disparate impacts, displacement and exclusion in housing.</p>
	<p><u>2.1.14 Promote homeownership opportunities for low-income, moderate-income, and middle-income families and individuals while recognizing historic inequities in access to homeownership opportunities for communities of color. [RES]</u></p> <p>Rationale: New CWPP being considered by jurisdictions to address amendments to RCW36.70A.070(2)(d-h) relating to racially disparate impacts, displacement and exclusion in housing.</p>
County 20-Year Planning Policies	
<p>GOAL: Provide for diversity in the type, density, location and affordability of housing throughout the county and its cities. Encourage and support equal access to housing for rental and homeowners and protect public health and safety.</p>	<p>GOAL: Provide for diversity in the type, density, location and affordability of housing throughout the county and its cities. Encourage and support equal access to housing for rental and homeowners and protect public health and safety. [RES]</p>
2.2 Policies	
<p>2.2.1 Ensure that implementation measures recognize variety of family structure.</p>	<p>2.2.1 Ensure that implementation measures recognize variety of <u>family household</u> structures. [RES]</p> <p><i>Rationale: Household is a broader term that includes both family and non-family households.</i></p>
<p>2.2.2 Encourage a variety of housing types and densities, including mixed-use centers, services and amenities.</p>	<p>2.2.2 Encourage a variety of housing types and densities, including mixed-use centers, services and amenities. [RES]</p>
<p>2.2.3 Clark County shall create a voluntary inclusionary zoning program in residential and mixed-use zones with bonus incentives strategies. A demonstration project should be created to illustrate profitability to finance institutions and developers and to illustrate the effectiveness of the policy to the public.</p>	<p>2.2.3 Clark County shall create a voluntary inclusionary zoning program in residential and mixed-use zones with bonus incentives strategies. A demonstration project should be created to illustrate profitability to finance</p>

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	institutions and developers and to illustrate the effectiveness of the policy to the public. [RES]
2.2.4 Develop a fair share housing allocation that provides low and moderate income housing targets for cities and urban growth areas. The program should include a housing inventory, incentives and financing mechanisms.	2.2.4 Develop a fair share housing allocation that provides low and moderate income housing targets for cities and urban growth areas. The program should include a housing inventory, incentives and financing mechanisms. [RES]
2.2.5 Preserve the character of stable residential neighborhoods through selective and innovative zoning techniques.	<p>2.2.5 Preserve the character of <u>stable existing</u> residential neighborhoods through selective and innovative zoning techniques <u>that discourage disinvestment, displacement, and exclusionary housing.</u> [RES]</p> <p>Rationale: Better addresses amendments to RCW36.70A.070(2)(d-h) relating to racially disparate impacts, displacement and exclusion in housing..</p>
2.2.6 Encourage a variety of housing types and densities in residential neighborhoods.	2.2.6 Encourage a variety of housing types and densities in residential neighborhoods. [RES]
<p>2.2.7 Encourage infill as a development and redevelopment concept. Appropriate development regulations that accomplish infill should consider:</p> <ul style="list-style-type: none"> • impact on older/existing neighborhoods; • development that is appropriate to surrounding residential density, housing type, affordability or use characteristics; • encouragement of affordable units; • maintenance of neighborhood integrity and compatibility; • address and prevent future displacements; and, • provision of development standards and processes for infill regardless of the sector (public, not-for-profit, or private sectors) creating it. 	<p>2.2.7 Encourage infill as a development and redevelopment concept. Appropriate development regulations that accomplish infill should consider:</p> <ul style="list-style-type: none"> • impact on older/existing neighborhoods; • development that is appropriate to surrounding residential density, housing type, affordability or use characteristics; • encouragement of affordable units; • maintenance of neighborhood integrity and compatibility; • address and prevent future displacements; and, <p>provision of development standards and processes for infill regardless of the sector (public, not-for-profit, or private sectors) creating it. [RES]</p>
2.2.8 Assure that policies, codes and ordinances promote neighborhood designs that are pedestrian and transit friendly and discourage reliance upon the automobile.	2.2.8 Assure that policies, codes and ordinances promote neighborhood designs that are pedestrian and transit friendly and discourage reliance upon the automobile. [RES]
2.2.9 The county should take appropriate action to encourage the preservation and expansion of the current stock of federally subsidized affordable housing.	2.2.9 The county should take appropriate action to encourage the preservation and expansion of the current stock of federally subsidized affordable housing. [RES]
Washougal Urban Growth Area	<p><u>Washougal Urban Growth Area</u></p> <p>Rationale: Remove reference and policies specific to Washougal UGA.</p>

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2.2.10 The Development Code will provide for mobile and manufactured housing in a manner that ensures that such developments contribute to the design quality, landscape standards and safety of the community.	<p>2.2.10 The Development Code will provide for mobile and manufactured housing in a manner that ensures that such developments contribute to the design quality, landscape standards and safety of the community.</p> <p>Rationale: Remove reference and policies specific to Washougal UGA.</p>
2.2.11 The Development Code will provide for mobile and manufactured housing in a manner that ensures that such developments contribute to the design quality, landscape standards and safety of the community.	<p>2.2.11 The Development Code will provide for mobile and manufactured housing in a manner that ensures that such developments contribute to the design quality, landscape standards and safety of the community.</p> <p>Rationale: Remove reference and policies specific to Washougal UGA.</p>
2.2.12 The Development Code will provide for group homes and other institutional housing for special needs persons.	<p>2.2.12 The Development Code will provide for group homes and other institutional housing for special needs persons.</p> <p>Rationale: Remove reference and policies specific to Washougal UGA.</p>
2.2.13 The City will encourage individual and neighborhood beautification programs using garden clubs, schools and other local groups.	<p>2.2.13 The City will encourage individual and neighborhood beautification programs using garden clubs, schools and other local groups.</p> <p>Rationale: Remove reference and policies specific to Washougal UGA.</p>
GOAL: Plan for increasing housing needs of low-income and special needs households.	GOAL: Plan for increasing housing needs of low-income and special needs households. [RES]
2.3 Policies	
2.3.1 Assure that codes and ordinances allow for a continuum of care and housing opportunities for special needs populations, such as emergency housing, transitional housing, extensive support, minimal support, independent living, family based living, or institutions.	<p>2.3.1 Assure that codes and ordinances allow for a continuum of care and housing opportunities for special needs populations, such as emergency housing, <u>permanent supportive housing</u>, transitional housing, extensive support, minimal support, independent living, family based living, or institutions. [RES]</p> <p>Rationale: To include a new category of housing added by the legislature. RCW 36.70A.030(31) defines PSH as subsidized, leased housing with no time limited for persons with disabling behavioral or physical health conditions who have experienced homelessness or risk of homelessness paired with voluntary supportive services.</p>

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2.3.2 Clark County or local jurisdictions shall plan for low-income and special needs housing that is well served by public transit.	2.3.2 Clark County or local jurisdictions shall plan for low-income and special needs housing that is well served by public transit. [RES]
2.3.3 Ordinances shall allow for housing for special needs populations as permitted/conditional uses, by basing siting decisions on the impact of the use upon the landscape, not on the circumstances of the occupants.	2.3.3 Ordinances shall allow for housing for special needs populations as permitted/conditional uses, by basing siting decisions on the impact of the use upon the landscape, not on the circumstances of the occupants. [RES]
2.3.4 Building and site plan codes shall encourage the development, rehabilitation and adaptation of housing that responds to the physical needs of special populations.	2.3.4 Building and site plan codes shall encourage the development, rehabilitation and adaptation of housing that responds to the physical needs of special populations. [RES]
2.3.5 Encourage both the public and private sector (including financial institutions) to invest in the creation of special needs housing.	2.3.5 Encourage both the public and private sector (including financial institutions) to invest in the creation of special needs housing. [RES]
2.3.6 Continue to coordinate the development of special needs housing with social service providers and with public agencies that provide services and capital.	2.3.6 Continue to coordinate the development of special needs housing with social service providers and with public agencies that provide services and capital. [RES]
2.3.7 Encourage provision of very low and low income housing through the use of document recording fees dedicated to affordable housing.	2.3.7 Encourage provision of very low and low income housing through the use of document recording fees dedicated to affordable housing. [RES]
	<p>2.3.8 Ensure housing policies, codes and regulations encourage the development of units for moderate, low, very low, and extremely low-income households. [RES]</p> <p>Rationale: <i>Better aligns with Commerce Guidance and new legislation amending RCW36.70A.070</i></p>
	<p>2.3.9 Assure that codes and ordinances promote a variety of residential densities and housing types, and encourages preservation of existing housing stock. [RES]</p> <p>Rationale: <i>Better aligns with Commerce Guidance and new legislation amending RCW36.70A.070</i></p>
	<p>2.3.10 Establish anti-displacement policies, with consideration given to the preservation of historical and cultural communities as well as investments in low, very low, extremely low, and moderate-income housing. [RES]</p>

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	Rationale: <i>Better aligns with Commerce Guidance and new legislation amending RCW36.70A.070</i>
GOAL: Provide assistance for maintenance and rehabilitation of housing for Clark County residents.	Goal: Provide assistance for maintenance and rehabilitation of housing for Clark County residents. [GHG, RES]
2.4 Policies	
2.4.1 Encourage programs in deteriorating older neighborhoods that address structural, demographic and economic issues.	2.4.1 Encourage programs in deteriorating older neighborhoods that address structural, demographic and economic issues. [RES]
2.4.2 Work with building officials to encourage rehabilitation that provide for safe and sanitary housing.	2.4.2 Work with building officials to encourage rehabilitation that provide for safe and sanitary housing. [RES]
2.4.3 Encourage voluntary housing rehabilitation programs.	2.4.3 Encourage voluntary housing rehabilitation programs.. [RES]
2.4.4 In areas where housing is rated as fair or below by the local assessor, focus public investment on infrastructure surrounding the dwelling as well as rehabilitation efforts.	2.4.4 In areas where housing is rated as fair or below by the local assessor, focus public investment on infrastructure surrounding the dwelling as well as rehabilitation efforts. [RES]
2.4.5 Maintain the housing stock by rehabilitation homes rated as fair or below by the local assessor.	2.4.5 Maintain the housing stock by rehabilitation rehabilitating homes rated as fair or below by the local assessor. [RES] Rational: Correct grammar.
2.4.6 Enhance the safety of housing by reducing the lead based paint hazard.	2.4.6 Enhance the safety of housing by reducing the lead based paint hazard.. [RES]
2.4.7 Encourage the creation of housing that is energy efficient, resource efficient and has high indoor air quality.	2.4.7 Encourage the creation of housing that is energy efficient, resource efficient and has high indoor air quality. [GHG, RES]
GOAL: Promote an active role in affordable housing using a combination of regulatory, partnership and finance techniques.	Goal: Promote an active role in affordable housing using a combination of regulatory, partnership and finance techniques. [RES]
2.5 Policies	

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2.5.1 Ensure that policies, codes and regulations, including public development covenants, provide the opportunity to site affordable housing types, in particular off-site manufactured homes and accessory units.	2.5.1 Ensure that policies, codes and regulations, including public development covenants, provide the opportunity to site affordable housing types, in particular off-site manufactured homes and accessory units. [RES]
2.5.2 Enhance provision of affordable housing for persons with incomes less than 30 percent of the median family income by using available federal and state programs and by promoting private/public partnerships which focus on this affordability range.	2.5.2 Enhance provision of affordable housing for persons with incomes less than 30 percent of the median family income by using available federal and state programs and by promoting private/public partnerships which focus on this affordability range. [RES]
2.5.3 Enhance provision of affordable housing through the development of at least one and preferably more than one, private/not for profit/government partnership with the purpose of creating housing priced for persons with incomes between 30 and 90 percent of the median family income.	2.5.3 Enhance provision of affordable housing through the development of at least one and preferably more than one, private/not for profit/government partnership with the purpose of creating housing priced for persons with incomes between 30 and 90 percent of the median family income. [RES]
GOAL: Establish a secure funding mechanism to support development of affordable housing. Coordinate and concentrate public expenditures to make positive and visible impacts on targeted neighborhoods.	GOAL: Establish a secure funding mechanism to support development of affordable housing. Coordinate and concentrate public expenditures to make positive and visible impacts on targeted neighborhoods. [RES]
2.6 Policies	
2.6.1 Assess the impacts of fee waivers, exemptions and other deductions or exclusions on the housing needs continuum.	2.6.1 Assess the impacts of fee waivers, exemptions and other deductions or exclusions on the housing needs continuum. [RES]
2.6.2 Target the work of housing partnerships (private, not for profit or profit) to various income levels, to encourage rental and home ownership opportunities.	2.6.2 Target the work of housing partnerships (private, not for profit or profit) to various income levels, to encourage rental and home ownership opportunities. [RES]
2.6.3 Encourage and stimulate financing for affordable housing including innovative, single room occupancy.	2.6.3 Encourage and stimulate financing for affordable housing including innovative, single room occupancy. [RES]
Goal: Support diversity in the mix of housing types in the community, while improving home ownership tenure.	Goal: Support diversity in the mix of housing types in the community, while improving home ownership tenure. [RES]
2.7 Policies	

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<p>2.7.1 Provide opportunities for new development to occur. There shall be no more than 75 percent of any single product type of housing in any jurisdiction (e.g., single-family detached residential).</p> <p>Strategies to achieve these opportunities include but are not limited to:</p> <ul style="list-style-type: none"> • Minimum density for single family and multi-family. These should average: eight or more dwelling units per acre within the Vancouver urban growth area, six or more units per acre with the Battle Ground, Camas, Ridgefield and Washougal urban growth area and four or more units per acre within the La Center and Woodland urban growth area. • Provisions for Accessory Dwelling Units. • Provision for duplexes, triplexes, quadplexes, and cottages in single family. • Provisions for townhouses/row houses. • Allowance of manufactured home parks. • Provision for diversified single-family and middle housing types throughout low-density zones. • Recognition of the flexibility allowed in housing types as part of a Mixed Use Development (e.g. living units above commercial areas). • Recognition of Assisted Living Units as a housing type. • Provision for diversified housing types allowed as part of a mixed use development. • Recognition of Senior Housing Units as a housing type. 	<p>2.7.1 Provide opportunities for new development types to occur. There shall be no more than 75 percent of any single product type of housing in any jurisdiction (e.g., single-family detached residential).</p> <p>Strategies to achieve these opportunities include but are not limited to:</p> <ul style="list-style-type: none"> • Minimum density for single family and multi-family. These should average: eight or more dwelling units per acre within the Vancouver urban growth area, six or more units per acre with the Battle Ground, Camas, Ridgefield and Washougal urban growth area and four or more units per acre within the La Center and Woodland urban growth area. • Provisions for Accessory Dwelling Units. • Provision for duplexes, triplexes, quadplexes, and cottages in single family. • Provisions for townhouses/row houses. • Allowance of manufactured home parks. • Provision for diversified single-family and middle housing types throughout low-density zones. • Recognition of the flexibility allowed in housing types as part of a Mixed Use Development (e.g. living units above commercial areas). • Recognition of Assisted Living Units as a housing type. • Provision for diversified housing types allowed as part of a mixed use development. • Recognition of Senior Housing Units as a housing type. [RES] <p>Rationale: Existing density by UGA is not consistent with the more specific and targeted income band approach in the guidance from Commerce.</p>
<p>2.7.2 Consider the dislocation impacts of programs that promote conversion of units from rentals to owner occupied.</p>	<p>2.7.2 Consider the dislocation impacts of programs that promote conversion of units from rentals to owner occupied. [RES]</p>
<p>2.7.3 Encourage housing that is created using the principles of Universal Design.</p>	<p>2.7.3 Encourage housing that is created using the principles of Universal Design. [RES]</p>
	<p>Goal: Plan for and support diverse, affordable, climate-resilient housing options throughout the county. Encourage and support equal access to housing for renters, homeowners, and people without stable shelter to protect public health and safety. [RES]</p>

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	Rationale: Climate Advisory Group (CAG) recommendation G7.
	2.8 Policies
	<p>2.8.1 Ensure that policies, codes, regulations, and practices increase and protect access to safe, affordable housing, especially in overburdened communities. Access to safe, stable housing provides protection during extreme weather events, while affordable housing leaves residents more resources to spend on resilience-building essentials such as air conditioning, air purification, food, and health care. [RES]</p> <p>Rationale: CAG recommendation G7-P1.</p>
	<p>2.8.2 All Housing Element policies are also considered Climate Element resilience policies. [RES]</p> <p>Rationale: CAG recommendation G7-P2.</p>
	<p>GOAL: Prevent discrimination, address displacement, and mitigate past harm in the development and maintenance of housing. [RES]</p> <p>Rationale: RCW 36.70A.070(2)(e) and (f)) requires jurisdictions to address racially disparate impacts, displacement and exclusion in local policies and regulations and identify and implement policies and regulations to undo them.</p>
	2.9 Policies
	2.9.1 Collaborate with community leaders, organizations, non-profits, and businesses to help vulnerable groups obtain and maintain housing. [RES]
	2.9.2 Support resident ownership of manufactured home parks. [RES]

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	<p>2.9.3 Evaluate the potential for displacement on lands proposed for rezone or redevelopment. [RES]</p>
<p>Strategies</p> <p>The following strategies are proposed as a means to achieve the goals and policies of the Housing Element. These are a range of strategies that the county is considering and some of these strategies may be implemented over time.</p> <ul style="list-style-type: none"> • Develop a program to assist municipalities in accommodating diverse households. • Maintain a tenant/landlord handbook to focus on tenant/landlord rights and responsibilities as well as fair housing legislation. • Provide targeted information regarding fair housing such as booths at public events, web site and a more active role in support of fair housing regulations. • Work with financial institutions, not for profits and the public sector to create mechanisms such as reverse mortgage programs, loan pools, housing trust funds, local funding and other tools to finance rehabilitation and construction of affordable housing. • The county supports the extension of contracts for federally subsidized affordable housing that are up for renewal. • The county supports the purchase of expired federally subsidized affordable housing by non-profits or the Vancouver Housing Authority in order to preserve the affordability of the housing. • Maintain an outreach/education program to explain all aspects of home ownership and tenancy including maintenance, repair, landscaping, credit, prevention of discrimination and predatory lending. 	<p>No changes proposed.</p>

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<ul style="list-style-type: none"> • Continue to enhance partnerships between public and private sector interests to work with Home Investment Partnership, state agencies, financial institutions, builders, etc., to develop housing appropriate for all groups along the housing continuum. • Promote affordable housing demonstration projects at a variety of densities and incorporating a variety of housing types such as elderly housing, smaller cottage one-story housing in order to illustrate what can be accomplished using local builders, financing, etc. • Promote employer sponsored homeowner programs. • Provide information to the lending community regarding the planning process and its impact on the development process. • Encourage the use of low income tax credits and bond financing for equity in construction financing. • Encourage the development of custom lending targeted for difficult to finance projects. • Develop finance mechanisms to preserve and rehabilitate small apartment complexes (8-20 units). • Enhance the local (nonfederal) renewable housing fund, such as 2060, for people with low incomes and special needs. Resources for the fund might be the result of bond issues, mileage, existing revenue or reallocation of the real estate excise tax (REET). • Promote the facilitation of low-income housing projects through the use of the Development Coordinator. Provide guidance for these projects on process, available options and compliance with state and local codes. • Develop a voluntary inclusionary zoning program. • Develop affordable housing program to address the impacts of mobile home park conversion on residents. • Encourage the preservation and expansion of rental housing for seniors with incomes below 60 percent 	

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<p>(establisher federal guidelines) of the area’s median income.</p> <ul style="list-style-type: none"> • Encourage weatherization of homes to reduce energy costs. Provide information, education and assistance to moderate income households who do not qualify for the federal weatherization assistance program but cannot afford the initial weatherization investment. • Develop a Clark County Universal Design Information Guide to assist homeowners in increasing the ease and flexibility of their home. • Consider incorporating universal design principles in Clark County’s building code review process. • Encourage the development of accessory dwelling units (ADUs) – by exempting them from site plan review. Consider exempting ADUs from TIFs and PIFs. • Consider more flexibility in the creation of duplexes by allowing them in all single family zones. • Encourage new developments of senior housing to be within a half-mile of transit, services and retail amenities. • Consider cohousing to be developed in single family residential zones. • Consider assisted living facilities in single-family residential zones as a conditional use. • Consider developing a shared housing program. • Partner with the Building Industry Association to provide a universal-designed home and information at the Clark County Parade of Homes. • Consider zone changes to allow more areas to support diverse housing types, including small-lot single-family, multifamily, duplexes and accessory dwelling units. 	

Chapter 4: ENVIRONMENTAL ELEMENT

Comprehensive Plan 2015-2035 as Adopted	Proposed Amendments
Chapter 4 Environmental Element	
Goals and Policies	
Countywide Planning Policies	
4.1 Policies	
<p>4.1.1 Urban growth areas shall be established consistent with the protection of the environment and the enhancement of the county's high quality of life, including air and water quality and the availability of water. The establishment of urban growth areas shall also be done in a manner consistent with the preservation of land, sites and structures that have historical or archeological significance.</p>	<p>4.1.1 Urban growth areas shall be established consistent with the protection of the environment and the enhancement of the county's high quality of life, including air and water quality and the availability of water. The establishment of urban growth areas shall also be done in a manner consistent with the preservation of land, sites and structures that have historical or archeological significance. [GHG, RES]</p> <p>Rationale: Edit to support integration with climate element. Policy identified to support greenhouse gas reduction and climate resilience.</p>
<p>4.1.2 The county and each municipality shall cooperate to ensure the preservation and protection of natural resources, critical areas, open space and recreational lands within and near the urban area through adequate and compatible policies and regulations. These policies and regulations shall provide for the long-term viability of terrestrial habitat functions and natural watershed processes identified by scientifically-based assessment.</p>	<p>4.1.2 The county and each municipality shall cooperate to ensure the preservation and protection of natural resources, critical areas, open space and recreational lands within and near the urban area through adequate and compatible policies and regulations. These policies and regulations shall provide for the long-term viability of terrestrial habitat functions and natural watershed processes identified by scientifically-based assessment. [RES]</p> <p>Rationale: Edit to support integration with climate element. Policy identified to support climate resilience.</p>
County 20-Year Planning Policies	
<p>Goal: Protect and conserve environmentally critical areas.</p>	<p>Goal: Protect and conserve environmentally critical areas. [RES]</p> <p>Rationale: Edit to support integration with climate element. Policy identified to support climate resilience.</p>
4.2 Policies	

Comprehensive Plan 2015-2035 as Adopted	Proposed Amendments
<p>4.2.1 Identify the variety and diversity of natural environments and incorporate conservation of such areas into all land use decisions.</p>	<p>4.2.1 Identify the variety and diversity of natural environments and incorporate conservation of such areas into all land use decisions. [RES]</p> <p>Rationale: Edit to support integration with climate element. Policy identified to support climate resilience.</p>
<p>4.2.2 Encourage habitat protection that will provide a diverse and sustainable population of fish and wildlife.</p>	<p>4.2.2 Encourage habitat protection that will provide a diverse and sustainable population of fish and wildlife. [RES]</p> <p>Rationale: Edit to support integration with climate element. Policy identified to support climate resilience.</p>
<p>4.2.3 Protect groundwater and surface water as a resource for drinking water, commerce, recreation and for wildlife by:</p> <ul style="list-style-type: none"> • minimizing the amount of impervious area created by developments; • promoting the use of non-toxic pesticides and fertilizers; • minimizing potential application of sludge or animal waste material in or near sensitive areas such as aquifer recharge areas or surface water bodies as required by state law; • providing stormwater management service as specified in the Capital Facilities and Utilities Element (Chapter 6) of the 20-Year Plan; and • using biological engineering methods to control stream bank erosion. 	<p>4.2.3 Protect groundwater and surface water as a resource for drinking water, commerce, recreation and for wildlife <u>under changing climate conditions</u> by:</p> <ul style="list-style-type: none"> • <u>minimizing the amount of impervious area created by developments;</u> • <u>promoting the use of non-toxic pesticides and fertilizers;</u> • <u>minimizing potential application of sludge or animal waste material in or near sensitive areas such as aquifer recharge areas or surface water bodies as required by state law;</u> • <u>providing stormwater management service as specified in the Capital Facilities and Utilities Element (Chapter 6) of the 20-Year Plan; and</u> • <u>using biological engineering methods to control stream bank erosion.</u> • <u>Implementing a comprehensive and forward-looking stormwater management program to reduce stormwater run-off and erosion, promote stormwater infiltration, and reduce sources of non-point pollution under a variety of climate scenarios. (See additional Stormwater policies in Chapter 6.)</u> • <u>Implementing and enforcing critical areas regulations and the Shoreline Master Program in accordance with state laws. (See Shoreline Master Program policies in Chapter 13).</u> • <u>Promoting and prioritizing the use of non-toxic pesticides and fertilizers.</u> • <u>Minimizing the amount of impervious area created by developments.</u> • <u>Educating and incentivizing climate-resilient nature-scaping, water conservation, and rainwater capture county-wide.</u>

Comprehensive Plan 2015-2035 as Adopted	Proposed Amendments
	<ul style="list-style-type: none"> Utilizing climate resilient, nature-based techniques for streambank and watershed restoration on county land. Strategically acquiring lands for conservation and restoration. [RES] <p>Rationale: Text edits are Climate Project Community Advisory Group (CAG) recommendation G16-P3.</p>
<p>4.2.4 Reduce risk to life and property from hazards associated with development in geologically hazardous and floodplain areas by:</p> <ul style="list-style-type: none"> prohibiting or discouraging development in areas of steep slopes or other areas with high potential for geological hazards; limiting the removal of vegetation during development in order to reduce storm runoff and erosion; requiring geotechnical studies to determine construction methods and technologies necessary to further public safety in geologically hazardous areas including landslide areas and steep slopes. Development design and construction technology used shall be appropriate to the soil limitations of the particular site; and, prohibiting development in the floodway. In the flood fringe, development impacts shall be mitigated through the use of appropriate construction designs, methods and timing. Floodplain functions will be protected to the extent possible. 	<p>4.2.4 Reduce risk to life and property from hazards associated with development in geologically hazardous and floodplain areas by:</p> <ul style="list-style-type: none"> prohibiting or discouraging development in areas of steep slopes or other areas with high potential for geological hazards; limiting the removal of vegetation during development in order to reduce storm runoff and erosion; requiring geotechnical studies to determine construction methods and technologies necessary to further public safety in geologically hazardous areas including landslide areas and steep slopes. Development design and construction technology used shall be appropriate to the soil limitations of the particular site; and, prohibiting development in the floodway. In the flood fringe, development impacts shall be mitigated through the use of appropriate construction designs, methods and timing. Floodplain functions will be protected to the extent possible. [RES] <p>Rationale: Edit to support integration with climate element. Policy identified to support climate resilience.</p>
<p>4.2.5 Limit clearing of vegetation from stream banks and restore the integrity of stream banks where degraded by development.</p>	<p>4.2.5 Limit clearing of vegetation from stream banks and restore the integrity of stream banks where degraded by development. [RES]</p> <p>Rationale: Edit to support integration with climate element. Policy identified to support climate resilience.</p>
<p>4.2.6 Encourage the use of northwest native plants in landscaping, particularly adjacent to critical areas and discourage the use of invasive non-natives (e.g., English ivy).</p>	<p>4.2.6 Encourage the use of northwest native plants in landscaping, particularly adjacent to critical areas and discourage the use of invasive non-natives (e.g., English ivy). [RES]</p> <p>Rationale: Edit to support integration with climate element. Existing policy identified to support climate resilience and was CAG recommendation G13-P3.</p>
<p>4.2.7 Coordinate with other jurisdictions and agencies to protect environmentally critical lands, particularly ecosystems and watershed processes that span jurisdictional boundaries.</p>	<p>4.2.7 Coordinate with other jurisdictions and agencies to protect environmentally critical lands, particularly ecosystems and watershed processes that span jurisdictional boundaries. Focus on maintaining habitat connectivity by protecting priority wildlife areas, open spaces,</p>

Comprehensive Plan 2015-2035 as Adopted	Proposed Amendments
Encourage consistency regarding methods of critical area definition, mapping, mitigation strategies and policy treatment.	<p><u>and interconnecting corridors.</u> Encourage consistency regarding methods of critical area definition, mapping, mitigation strategies and policy treatment. [RES]</p> <p>Rationale: <i>New language is recommended from Washington Department of Fish and Wildlife (WDFW) staff. And, edit to support integration with climate element. Policy identified to support climate resilience.</i></p>
4.2.8 Facilitate public education and outreach programs explaining the variety of critical area and habitat resources that exist in Clark County and the benefits and opportunities for conservation, protection and hazard mitigation.	<p>4.2.8 Facilitate public education and outreach programs explaining the variety of critical areas and habitat resources that exist in Clark County and the benefits and opportunities for conservation, protection and hazard mitigation. [RES]</p> <p>Rationale: <i>Grammar correction. And, edit to support integration with climate element. Policy identified to support climate resilience.</i></p>
	<p>4.2.9 <u>Allow or promote flexible density and lot configurations to protect critical areas.</u> [RES]</p> <p>Rationale: <i>New policy is recommended by WDFW. And, edit to support integration with climate element. Policy identified to support climate resilience.</i></p>
	<p><u>Goal: Identify, protect, preserve, and rewild: environmentally critical areas; riparian areas, wetlands, prairies, and forests; and urban and rural open space.</u> [RES]</p> <p>Rationale: <i>CAG recommended goal G13.</i></p>
	<p>4.3 Policies</p>
	<p><u>4.3.1 Improve ecosystem health and function.</u></p> <ul style="list-style-type: none"> • <u>Ensure no net loss of ecosystem composition, structure, and functions in alignment with Growth Management Act requirements for wetland and fish and wildlife habitat conservation areas (see Shoreline Master Program for shoreline management area-specific policies) and strive for net ecological gain to enhance climate resilience.</u> • <u>Ensure habitat connectivity and protect areas that provide for safe passage of migratory species in alignment with Washington Department of Fish and Wildlife guidance.</u>

Comprehensive Plan 2015-2035 as Adopted	Proposed Amendments
	<ul style="list-style-type: none"> Strategically protect and ecologically enhance county lands. [RES] <p>Rationale: CAG recommended policy G13.</p>
	<p>4.3.2 Community-wide restoration efforts and restoration projects on county-owned properties must be developed and implemented such that species composition, species conservation, and ecosystem processes are sustainable. Advocacy for statewide programmatic support will be needed to successfully achieve this on ecosystem scales. [RES]</p> <p>Rationale: Edit to support integration with climate element. Policy identified to support climate resilience. CAG recommendation G13-P2. Note, split G13-P2 into two policies, this is the first half.</p>
	<p>4.3.3 Restoration efforts should include native bee habitat protection and expansion, and the county should consider pursuing a bee-friendly county designation. [RES]</p> <p>Rationale: CAG recommended policy G13-P2. Note, split G13-P2 into two policies, this is the second half.</p>
Goal: Protect and recover endangered species within Clark County.	<p>Goal: Protect and recover endangered and threatened species within Clark County. [RES]</p> <p>Rationale: New language is recommended from Lower Columbia Fish Recovery Board (LCFRB) staff. Also, edit to support integration with climate element. Policy identified to support climate resilience.</p>
4.3 Policies	<p>4.3 4.4 Policies Rationale: Renumbering entire section below.</p>
4.3.1 In cooperation with the Washington Department of Fish and Wildlife (WDFW), establish appropriate avoidance, minimization and mitigation measures that functionally replace or improve affected species habitat.	<p>4.3.1 4.4.1 In cooperation with the Washington Department of Fish and Wildlife (WDFW), other natural resource agencies, and Tribes, establish appropriate avoidance, minimization and mitigation measures that functionally replace or improve affected species habitat. [RES]</p> <p>Rationale: New language is recommended from LCFRB. Also, edit to support integration with climate element. Policy identified to support climate resilience.</p>
4.3.2 Solicit review assistance from the (WDFW) for development proposals directly affecting state or federal sensitive, threatened, or endangered species.	<p>4.3.2 4.4.2 Solicit review assistance from the (WDFW), other natural resource agencies, and Tribes for development proposals directly affecting state or federal sensitive, threatened, or endangered species. [RES]</p>

Comprehensive Plan 2015-2035 as Adopted	Proposed Amendments
	Rationale: New language is recommended from LCFRB. Also, edit to support integration with climate element. Policy identified to support climate resilience.
4.3.3 County operations shall be conducted to meet the requirements outlined in any species recovery program.	4.34.3 County operations shall be conducted to meet the requirements outlined in any species recovery program. [RES] Rationale: Edit to support integration with climate element. Policy identified to support climate resilience.
Goal: Protect, conserve and recover salmonids within Clark County.	Goal: Protect, conserve and recover salmonids and all native aquatic species within Clark County. [RES] Rationale: New text is CAG recommendation G15.
4.4 Policies	4.45 Policies Rationale: Renumbering.
4.4.1 Restore and maintain properly functioning ecosystem conditions for salmonids in all county waters. Implement recovery plans adopted by the National Marine Fisheries Service (NMFS) and the Lower Columbia Fish Recovery Board.	4.45.1 Restore and maintain properly functioning ecosystem conditions for salmonids in all county waters. Implement recovery plans adopted by the National Marine Fisheries Service (NMFS) and the Lower Columbia Fish Recovery Board. Support implementation of the Lower Columbia Salmon Recovery and Fish & Wildlife Subbasin Plan, including the regional habitat strategy. [RES] Rationale: New language is recommended from WDFW. Also, edit to support integration with climate element. Policy identified to support climate resilience.
4.4.2 Salmon protections in both urban and rural areas shall be applied using recovery strategies based on best available science and adaptive management principles.	4.45.2 Salmon protections in both urban and rural areas shall be applied using recovery strategies based on best available science and adaptive management principles. [RES] Rationale: Edit to support integration with climate element. Policy identified to support climate resilience.
4.4.3 Use incentives and public/private partnerships in land use activities to encourage salmon-friendly development and habitat restoration efforts.	4.45.3 Use incentives and public/private partnerships in land use activities to encourage salmon-friendly development and habitat restoration efforts. [RES] Rationale: Edit to support integration with climate element. Policy identified to support climate resilience.
4.4.4 Restore streams and fish passageways in urban sub-basins and other appropriate watershed basins.	4.45.4 Restore streams and fish passageways in urban sub-basins and other appropriate watershed basins. [RES]

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	Rationale: Edit to support integration with climate element. Policy identified to support climate resilience.
	<p>4.5.5 Coordinate with WSDOT and WDFW to plan and prioritize culvert replacements to ensure fish passage barrier removal. Utilize the best available local and regional data to inform this work, such as the Lower Columbia Estuary Partnership initiative to centralize and prioritize fish passage barriers for the lower Columbia River. [RES]</p> <p>Rationale: New policy is recommended by WDFW. Also, edit to support integration with climate element. Policy identified to support climate resilience.</p>
	<p>4.5.6 Restore the structure and function of streams, floodplains, and wetlands to increase habitat climate resilience for coldwater fish.</p> <p>For county-led projects, seek consultation from the Cowlitz Indian Tribe, regional Tribal governments, and the Columbia River Inter-Tribal Fish Commission. Prioritize restoration projects in collaboration with partner agencies and community organizations and in alignment with the Clark County Shoreline Restoration Plan and recovery plans adopted by the National Marine Fisheries Service (NMFS) and the Lower Columbia Fish Recovery Board. [RES]</p> <p>Rationale: CAG recommended policy G15-P1.</p>
Goal: Require sewer service within urban growth areas and discourage septic use.	<p>Goal: Require sewer service within urban growth areas and discourage septic use within urban growth areas.</p> <p>Rationale: Edit to clarify area of septic discouragement.</p>
4.5 Policies	<p>4.56 Policies</p> <p>Rationale: Renumbering.</p>
4.5.1 All new development in the urban area should be served by a connection to a public sewer system.	<p>4.56.1 All new development in the urban area should be served by a connection to a public sewer system.</p> <p>Rationale: Renumbering.</p>
4.5.2 Septic systems in urban areas are to be phased out.	<p>4.56.2 Septic systems in urban areas are to be phased out.</p> <p>Rationale: Renumbering.</p>

Comprehensive Plan 2015-2035 as Adopted	Proposed Amendments
4.5.3 In rural areas, wastewater treatment shall be provided by individual on-site treatment systems or approved alternative sewage treatment technologies.	4.56.3 In rural areas, wastewater treatment shall be provided by individual on-site treatment systems or approved alternative sewage treatment technologies. Rationale: Renumbering.
4.5.4 Existing sewer systems in rural centers shall not be expanded beyond rural center boundaries.	4.56.4 Existing sewer systems in rural centers shall not be expanded beyond rural center boundaries. Rationale: Renumbering.
4.5.5 Sewer lines shall not be extended except to correct existing health hazards and provided that other means for treatment, such as state approved alternative technologies, have been assessed and determined not to be feasible due to environmental constraints.	4.56.5 Sewer lines shall not be extended except to correct existing health hazards and provided that other means for treatment, such as state approved alternative technologies, have been assessed and determined not to be feasible due to environmental constraints. Rationale: Renumbering.
Goal: Protect the waters of the county through a stormwater management program that minimizes impacts from stormwater run-off.	Goal: Protect the waters of the county through a stormwater management program that minimizes impacts from stormwater run-off. [RES] Rationale: Existing goal and CAG recommendation G17.
4.6 Policies	4.67 Policies Rationale: Renumbering.
4.6.1 Minimize impacts to waters of the county through an effective stormwater management program that includes stormwater basin planning and promotion of on-site infiltration to effectively address stormwater in developed and urbanizing areas.	4.67.1 Minimize impacts to waters of the county through an effective stormwater management program that includes stormwater basin planning and promotion of on-site infiltration and low impact development to effectively address stormwater in developed and urbanizing urban and rural areas. [RES] Rationale: CAG policy recommendation G17-P2.
4.6.2 Maintain stormwater standards substantially equivalent to those in the Washington DOE Stormwater Management Manual and continue to monitor and update the stormwater control ordinance and related policies and standards to reduce on-site run-off that implement and enhance stormwater management.	4.67.2 Maintain stormwater standards substantially equivalent to those in the Washington DOE Stormwater Management Manual and continue to monitor and update the stormwater control ordinance and related policies and standards to reduce on-site run-off that implement and enhance stormwater management. [RES] Rationale: Edit to support integration with climate element. Policy identified to support climate resilience.
4.6.3 Continue to monitor and update the stormwater control ordinance and related policies and standards to reduce on-site run-off that implement and enhance stormwater management.	4.67.3 Continue to monitor and update the stormwater control ordinance and related policies and standards to reduce on-site run-off that implement and enhance stormwater management. [RES]

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	<i>Rationale:</i> Edit to support integration with climate element. Policy identified to support climate resilience.
4.6.4 Limit the clearing of vegetation in order to reduce storm water runoff and erosion.	4.67.4 Limit the clearing of vegetation in order to reduce storm water runoff and erosion. [RES] <i>Rationale:</i> Edit to support integration with climate element. Policy identified to support climate resilience.
4.6.5 Establish a coordinated approach with local jurisdictions to solve both surface water and groundwater issues including the development of regional storm water facilities.	4.67.5 Establish a coordinated approach with local jurisdictions to solve both surface water and groundwater issues including the development of regional storm water facilities. [RES] <i>Rationale:</i> Edit to support integration with climate element. Policy identified to support climate resilience.
4.6.6 County operations shall be conducted to meet the requirements outlined in the National Pollutant Discharge Elimination System permit.	4.67.6 County operations shall be conducted to meet the requirements outlined in the National Pollutant Discharge Elimination System permit. [RES] <i>Rationale:</i> Edit to support integration with climate element. Policy identified to support climate resilience.
	4.7.7 Identify high priority retrofit areas to increase stormwater infiltration and manage localized flooding. [RES] <i>Rationale:</i> CAG policy recommendation G17-P1.
	GOAL: Manage water resources sustainably to meet the needs of the public and ecosystems under changing climate conditions. [RES] <i>Rationale:</i> New Goal 4.8 is CAG recommendation G16.
	4.8 Policies
	4.8.1 Support projects that foster collaboration for providing water for people, fish, and farms, such as water banks, irrigation modernization, and other mechanisms to ensure sufficient water supply for all. [RES] <i>Rationale:</i> CAG policy recommendation G16-P1.
	4.8.2 Evaluate the long-term adequacy of water delivery infrastructure to ensure that changes in hydrological patterns (e.g., increases in flooding frequency or reduction of late-summer water availability associated with climate change) can be anticipated and managed effectively and take actionable next steps based on findings. [RES] <i>Rationale:</i> CAG policy recommendation G16-P2.

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	<p>4.8.3 Implement water conservation methods in all county-owned buildings, landscaping, and parks and recreation areas. [RES]</p> <p>Rationale: CAG policy recommendation G16-P4.</p>
Goal: Protect and enhance the shorelines of Clark County.	<p>Goal: Protect and enhance the shorelines of Clark County. [RES]</p> <p>Rationale: Edit to support integration with climate element. Policy identified to support climate resilience.</p>
4.7 Policies	<p>4.79 Policies</p> <p>Rationale: Renumbering entire section below.</p>
4.7.1 Clark County's Shoreline Master Program as included in Chapter 13 of this comprehensive plan and as codified in CCC Chapter 40.460 shall be implemented to protect and enhance the shorelines of Clark County.	<p>4.79.1 Clark County's Shoreline Master Program as included in Chapter 13 of this comprehensive plan and as codified in CCC Chapter 40.460 shall be implemented to protect and enhance the shorelines of Clark County. [RES]</p> <p>Rationale: Edit to support integration with climate element. Policy identified to support climate resilience.</p>
4.7.2 The county and its cities shall implement the mutually-adopted shoreline goals, policies and shoreline designations through development regulations contained in their respective shoreline master programs. Such programs are designed to foster appropriate uses of and access to shorelines of the state while protecting natural resources and shoreline ecological functions. (Countywide Planning Policy)	<p>4.79.2 The county and its cities shall implement the mutually-adopted shoreline goals, policies and shoreline designations through development regulations contained in their respective shoreline master programs. Such programs are designed to foster appropriate uses of and access to shorelines of the state while protecting natural resources and shoreline ecological functions. [RES] (Countywide Planning Policy)</p> <p>Rationale: Edit to support integration with climate element. Policy identified to support climate resilience.</p>
Goal: Manage the parks and open space of Clark County consistent with protecting water quality and critical areas and with enhancing the recovery of listed species.	<p>Goal: Manage the parks and open space of Clark County consistent with protecting water quality and critical areas and with enhancing the recovery of listed species. [RES]</p> <p>Rationale: Edit to support integration with climate element. Goal identified to support climate resilience.</p>
4.8 Policies	<p>4.810 Policies</p> <p>Rationale: Renumbering entire section below.</p>
4.8.1 County Parks will be managed to meet the compliance and recovery objectives as identified through the ESA process and the regional recovery plan.	<p>4.810.1 County Parks will be managed to meet the compliance and recovery objectives as identified through the ESA process and the regional recovery plan. [RES]</p> <p>Rationale: Edit to support integration with climate element. Policy identified to support climate resilience.</p>

Comprehensive Plan 2015-2035 as Adopted	Proposed Amendments
	<p>4.810.2 Link urban and rural parks and open spaces to form functional wildlife corridors, which then can be joined to outlying habitats. [RES]</p> <p>Rationale: New language is recommended from WDFW. Also, edit to support integration with climate element. Policy identified to support climate resilience.</p>
Goal: Maintain and enhance the region's air quality.	<p>Goal: Maintain and enhance Improve the region's air quality. [GHG, RES]</p> <p>Rationale: CAG recommendation G8.</p>
4.9 Policies	<p>4.911 Policies</p> <p>Rationale: Renumbering entire section below.</p>
4.9.1 Clark County's air resource is to be managed to preserve and enhance air quality.	<p>4.911.1 Clark County's air resource is to be managed to preserve and enhance air quality. [GHG, RES]</p> <p>Rationale: Edit to support integration with climate element. Policy identified to support greenhouse gas reduction and climate resilience.</p>
4.9.2 Land use planning needs to incorporate air quality impacts as an additional land use planning decision criteria.	<p>4.911.2 Land use planning needs to incorporate air quality impacts as an additional land use planning decision criteria. [GHG, RES]</p> <p>Rationale: Edit to support integration with climate element. Policy identified to support greenhouse gas reduction and climate resilience.</p>
	<p>4.911.3 Partner with the Southwest Clean Air Agency and Department of Ecology to monitor and improve air quality, particularly where it is worst.</p> <p>This policy could involve community organizations and schools as partners in monitoring and/or air quality improvement projects. [GHG, RES]</p> <p>Rationale: CAG policy recommendation G8-P1.</p>
Goal: Minimize property damage from geological hazards and flooding.	<p>Goal: Minimize property damage from geological hazards and flooding. [RES]</p> <p>Rationale: Edit to support integration with climate element. Policy identified to support climate resilience.</p>
4.10 Policies	<p>4.1012 Policies</p> <p>Rationale: Renumbering entire section below.</p>
4.10.1 Apply reasonable land use and building restrictions in flood hazard areas to minimize the loss of life and property damage.	<p>4.1012.1 Apply reasonable land use and building restrictions in flood hazard areas to minimize the loss of life and property damage. [RES]</p> <p>Rationale: Edit to support integration with climate element. Policy identified to support climate resilience.</p>

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4.10.2 Work with the cities to coordinate a sustainable approach to natural hazard mitigation on identified critical areas, open space and recreational lands to lessen or eliminate hazards before an emergency happens.	<p>4.1012.2 Work with the cities to coordinate a sustainable approach to natural hazard mitigation on identified critical areas, open space and recreational lands to lessen or eliminate hazards before an emergency happens. [RES]</p> <p>Rationale: Edit to support integration with climate element. Policy identified to support climate resilience.</p>
<p>Goal: Promote the advancement of energy efficiency, green building, waste reduction, composting and recycling, solar and renewable energy use and local sustainable food production.</p>	<p>Goal: Promote the advancement of energy efficiency, green building, waste reduction, composting and recycling, solar and renewable energy use and local sustainable food production. [GHG, RES]</p> <p>Rationale: Edit to support integration with climate element. Policy identified to support greenhouse gas reduction and climate resilience.</p>
4.11 Policies	<p>4.1113 Policies</p> <p>Rationale: Renumbering entire section below.</p>
4.11.1 Clark County is committed to fostering a safe, secure future that conserves natural resources while meeting basic human needs, including clean water, air and food, along with shelter, education and employment. This commitment to a sustainable future will be a key consideration in making public policy, developing public programs, operating public facilities and delivering public services.	<p>4.1113.1 Clark County is committed to fostering a safe, secure future that conserves natural resources while meeting basic human needs, including clean water, air and food, along with shelter, education and employment. This commitment to a sustainable future will be a key consideration in making public policy, developing public programs, operating public facilities and delivering public services. [GHG, RES]</p> <p>Rationale: Edit to support integration with climate element. Policy identified to support greenhouse gas reduction and climate resilience.</p>
4.11.2 Clark County shall carry out its activities in a manner that can serve as an example of environmentally sustainable practices.	<p>4.1113.2 Clark County shall carry out its activities in a manner that can serve as an example of environmentally sustainable practices. [GHG]</p> <p>Rationale: Edit to support integration with climate element. Policy identified to support greenhouse gas reduction.</p>
4.11.3 County resources and purchasing power will be used to the extent practicable to support environmentally sustainable business practices.	<p>4.1113.3 County resources and purchasing power will be used to the extent practicable to support environmentally sustainable business practices. [GHG]</p> <p>Rationale: Edit to support integration with climate element. Policy identified to support greenhouse gas reduction.</p>
4.11.4 County activities shall be periodically reviewed and updated to reflect best management practices.	<p>4.1113.4 County activities shall be periodically reviewed and updated to reflect best management practices. [GHG, RES]</p> <p>Rationale: Edit to support integration with climate element. Policy identified to support greenhouse gas reduction and climate resilience.</p>

Chapter 5: TRANSPORTATION

Comprehensive Plan 2015-2035 as Adopted	Proposed Amendments
Chapter 5 Transportation	
Goals and Policies	
5.0 Countywide Planning Policies	
<p>5.0.1 Clark County, Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Organization (RTPO), state, bi-state, municipalities and C-TRAN shall work together to establish a truly regional transportation system which:</p> <ul style="list-style-type: none"> • reduces reliance on single occupancy vehicle transportation through development of a balanced transportation system which emphasizes transit, high capacity transit, bicycle and pedestrian improvements and transportation demand management; • encourages energy efficiency; • recognizes financial constraints; and, • minimizes environmental impacts of the transportation systems development, operation and maintenance. 	No change.
<p>5.0.2 Regional and bi-state transportation facilities shall be planned for within the context of countywide and bi-state air, land and water resources.</p>	No change.
<p>5.0.3 The state, MPO/RTPO, county and the municipalities shall adequately assess the impacts of regional transportation facilities to maximize the benefits to the region and local communities.</p>	No change.
<p>5.0.4 The state, MPO/RTPO, county and the municipalities shall strive, through transportation system management strategies, to optimize the use of and maintain existing roads to minimize the construction costs and impact associated with roadway facility expansion.</p>	No change.
<p>5.0.5 The county, local municipalities and MPO/RTPO shall, to the greatest extent possible, establish consistent roadway standards, level-of-service standards and methodologies and functional classification schemes to ensure consistency throughout the region.</p>	<p>5.0.5 The county, local municipalities and MPO/RTPO shall, to the greatest extent possible, establish consistent roadway standards, multimodal level-of-service standards and methodologies, and functional classification schemes to ensure consistency throughout the region.</p>

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	<i>Rationale: RCW 36.70A.070(6)(a)(iii)(D) was amended to include the word "multimodal", along with new requirements for performance metrics for active transportation facilities.</i>
5.0.6 The county, local municipalities, C-TRAN and MPO/RTPO shall work together with the business community to develop a transportation demand management strategy to meet the goals of state and federal legislation relating to transportation.	No change.
5.0.7 The state, MPO/RTPO, county, local municipalities and C-TRAN shall work cooperatively to consider the development of transportation corridors for high capacity transit and adjacent land uses that support such facilities.	No change.
5.0.8 The state, county, MPO/RTPO and local municipalities shall work together to establish a regional transportation system which is planned, balanced and compatible with planned land use densities; these agencies and local municipalities will work together to ensure coordinated transportation and land use planning to achieve adequate mobility and movement of goods and people.	No change.
5.0.9 The state, county, MPO/RTPO and local municipalities shall work together to establish a regional transportation system which is planned, balanced and compatible with planned land use densities; these agencies and local municipalities will work together to ensure coordinated transportation and land use planning to achieve adequate mobility of goods and people.	<p>5.0.9 The state, county, MPO/RTPO and local municipalities shall work together to establish a regional transportation system which is planned, balanced and compatible with planned land use densities; these agencies and local municipalities will work together to ensure coordinated transportation and land use planning to achieve adequate mobility of goods and people.</p> <p><i>Rationale: This policy is the same as 5.0.8</i></p>
5.0.10 State or regional facilities that generate substantial travel demand should be sited along or near major transportation and/or public transit corridors.	5.0.109 State or regional facilities that generate substantial travel demand should be sited along or near major transportation and/or public transit corridors.
County 20-Year Plan Policies	
GOAL: Develop a regionally-coordinated transportation system that supports and is consistent with the adopted land use plan.	
5.1 System Development Policies	
5.1.1 The capital facilities plans, within each UGA should be jointly undertaken with the city and reviewed for regional consistency by the Southwest Washington Regional Transportation Council.	No change.

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<p>5.1.2 County Road Projects and transportation improvements are proposed through development shall be consistent with the current adopted Clark County Road Standards, Arterial Atlas, 2010 Clark County Bicycle and Pedestrian Master Plan, Concurrency Management System, RTC’s Regional Transportation Plan and the Washington Transportation Plan.</p>	<p>5.1.2 County Road Projects and transportation improvements are proposed through development shall be consistent with the current adopted Clark County Road Standards, Complete Street Guidelines, Arterial Atlas, 2010 Clark County Bicycle and Pedestrian Master Plan, Concurrency Management System, RTC’s Regional Transportation Plan, and the Washington Transportation Plan.</p> <p><i>Rationale: The county updated the Comprehensive Plan to include complete street policies and adopted a Complete Streets Ordinance (Ord. 2019-11-05) in 2019, following RCW 47.04.320. The recommended changes are also in response to feedback received from the Bicycle and Pedestrian Advisory Committee</i></p>
<p>5.1.3 Performance standards for the regional arterial system and transit routes shall direct growth to urban centers.</p>	<p>No change.</p>
<p>5.1.4 The county shall provide opportunity for full and fair participation by all communities in the transportation decision-making process.</p>	<p>5.1.4 The county shall provide opportunity for full and fair participation by all communities in the transportation decision-making process.</p> <p><i>Rationale: Moved to 5.2.1. The existing language in this policy aligns with the definition of “Environmental Justice” that was added in RCW 36.70A.030 with HB 1181.</i></p>
	<p>5.2.10 5.2.1.4 Long range land use and transportation plans shall be coordinated with high-capacity transit plans. [GHG, RES]</p> <p><i>Rationale: Existing policy moved from 5.2.10. This policy would fit better under a goal that is focused on regional collaboration and consistency with land use policies.</i></p>
	<p>5.2.1 5.2.1.5 Regional airport planning shall include all affected jurisdictions to provide compatibility with surrounding land uses and to support adequate ground transportation to move people and goods to and from airports.</p>

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	<p><i>Rationale: Existing policy moved from 5.2.5. This policy would fit better under a goal that is focused on regional collaboration and consistency with land use policies.</i></p>
	<p>GOAL: Ensure that the transportation system, and its implementation, is inclusive and equitable to support the needs of all users and addresses disproportionate environmental and health impacts. *</p> <p><i>Rationale: The proposed addition of this goal is in response to amendments to RCW 36.70A.070(6)(a)(iii)(B), RCW 36.70A.070(6)(a)(iii)(F), and RCW 36.70A.070(6)(a)(iii)(G)</i></p> <p><i>Amendments under HB1181 (2023) added language that directs local jurisdictions to “strive to equitably implemented the multimodal transportation network” in a way that is consistent with environmental justice. Additionally, the transportation element must now include an ADA Transition Plan.</i></p> <p><i>*Proposed language was updated on 7/10/2025</i></p>
	<p>5.2 Transportation Equity and Environmental Justice Policies</p>

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	<p>5.1.42.1 The county shall provide opportunity for Promote and facilitate full and fair participation by all communities in the transportation decision making process.</p> <p><i>Rationale: Existing policies moved from 5.1.4. The existing language in this policy aligns with the definition of “Environmental Justice” that was added in RCW 36.70A.030 through HB 1181.</i></p> <p><i>The recommended changes are consistent with the “Environmental Justice Framework” that was developed for Public Works by a consultant in April 2023. While the county currently provides public engagement opportunities for projects, the proposed language change would activate the county to take additional steps to actively engage the community and try to reach those who typically aren’t as involved in the decision-making process.</i></p>
	<p>5.2.2 Implement policies under this chapter to: prioritize benefits to overburdened communities and individuals experiencing barriers to transportation, and improve air quality, especially where it is worst in the unincorporated county. [GHG, RES]</p> <p><i>Rationale: New policy recommendation from the Climate Planning Project (G19-P1). Policy recommendation from CAG was changed to be three separate policies.</i></p>
	<p>5.2.3 Proactively assess the potential impacts that transportation projects have on displacement and develop strategies to prevent or mitigate displacement. Anti-displacement strategies must be designed and implemented in coordination with policies under this chapter to discourage displacement of vulnerable population groups due to gentrification while fostering housing affordability and availability. (See Chapter 1 – Land Use Element for additional policies related to this topic.) [GHG, RES]</p> <p><i>Rationale: New policy recommendation from the Climate Planning Project (G19-P1). Policy recommendation from CAG was changed to be three separate policies.</i></p>

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	<p>5.2.4 Transportation system improvements should: improve safety and accessibility for people experiencing transportation barriers such as being hard of hearing, visually impaired, use a wheelchair, or speak a language other than English; and advance environmental justice through engagement with overburdened communities in transportation system projects. [GHG, RES]</p> <p><i>Rationale: New policy recommendation from the Climate Planning Project (G19-P1). Policy recommendation from CAG was changed to be three separate policies.</i></p>
	<p>5.2.5 Implement the county's transportation ADA Transition Plan</p> <p><i>Rationale: RCW 36.70A.070(6)(a)(iii)(G) requires a transportation ADA Transition Plan as part of the Transportation Element. This requirement was added through HB 1181</i></p>
<p>GOAL: Develop a multi-modal transportation system.</p>	
<p>5.2 Multi-modal System Policies</p>	<p>5.23 Multi-modal System Policies</p>
	<p>5.23.12 Endorse the concept of complete streets, which promotes roadways that are safe and convenient accessible for all users. [GHG, RES]</p> <p><i>Rationale: Existing policy moved from 5.2.12</i> <i>Recommended changes based on feedback from the Bicycle and Pedestrian Advisory Committee</i></p>
	<p>5.23.13 Design and construct complete streets wherever feasible and practicable. [GHG, RES]</p> <p><i>Rationale: Existing policy moved from 5.2.13</i></p>
<p>5.2.1 Roadway improvements which provide for additional capacity for the automobile shall also accommodate alternative travel modes.</p>	<p>5.23.13 Roadway improvements which provide for additional capacity for the automobile shall also accommodate alternative travel modes.</p>
	<p>5.3.4 Support equitable, safe, reliable and convenient transit services throughout Clark County, including increasing frequency, improving reliability, and</p>

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	<p>expanding routes to align with key destinations and land use planning policies (including zoning and development) that encourage transit use. Facilitate expansion of community transportation options in rural Clark County and explore alternatives such as regional rail on new and existing rail lines, prioritizing electric rail when possible. Transit service improvements should include robust language access where information is accurately available in multiple languages to serve the county's linguistically diverse population. [GHG]</p> <p><i>Rationale: New policy recommendation from the Climate Planning Project (G19-P10)</i></p>
<p>5.2.2 Transit related options, including high capacity transit, shall be encouraged in order to reduce congestion and to improve and maintain air quality.</p>	<p>5. 23.25 Transit related options, including high-capacity transit, shall be encouraged prioritized in order to reduce congestion and to improve and maintain air quality. [GHG, RES]</p> <p><i>Rationale: Recommended changes in response to feedback received from the Bicycle and Pedestrian Advisory Committee</i></p>
<p>5.2.3 The regional public transportation system shall serve the needs of those with transportation disadvantages in accordance with adopted service standards. The county, C-TRAN and local agencies shall maintain specialized transportation services and facilities to meet the requirements of the Americans with Disabilities Act</p>	<p>5. 23.36 The regional public transportation system shall serve the needs of those with transportation disadvantages in accordance with adopted service standards. The county, C-TRAN and local agencies shall maintain specialized transportation services and facilities to meet the requirements of the Americans with Disabilities Act</p>
<p>5.2.4 The county shall support new and improved passenger rail transportation services between Clark County and the Portland metropolitan area and along the I-5 corridor from Vancouver, BC to Eugene, Oregon.</p>	<p>5. 23.47 The county shall support new and improved passenger rail transportation services between Clark County and the Portland metropolitan area and along the I-5 corridor from Vancouver, BC to Eugene, Oregon. [GHG, RES]</p>
<p>5.2.5 Regional airport planning shall include all affected jurisdictions to provide compatibility with surrounding land uses and to support adequate ground transportation to move people and goods to and from airports.</p>	<p>5.2.5 Regional airport planning shall include all affected jurisdictions to provide compatibility with surrounding land uses and to support adequate ground transportation to move people and goods to and from airports.</p> <p><i>Rationale: Existing policy moved to 5.1.4. This policy would fit better under a goal that is focused on regional collaboration and consistency with land use policies.</i></p>

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5.2.6 The 2010 Clark County Bicycle and Pedestrian Master Plan and its policies are included by reference in the Comprehensive Plan.	5. 23.68 The 2010 Clark County Bicycle and Pedestrian Master Plan and its policies are included by reference in the Comprehensive Plan. [GHG, RES]
5.2.7 The county supports the development of its bicycle and pedestrian network identified in the 2010 Clark County Bicycle and Pedestrian Master Plan.	5. 23.79 The county supports the development of its bicycle and pedestrian network identified in the 2010 Clark County Bicycle and Pedestrian Master Plan. [GHG, RES]
	<p>5.3.10 Expand the interconnected network of safe, accessible pedestrian sidewalks, bicycle facilities, trails, and multiuse paths by integrating active transportation into transportation engineering and planning, implementing complete streets, and updating and implementing standards for sidewalk and bicycle facilities to align with best practices.</p> <p>Network expansion should be strategic and prioritize engagement with overburdened communities in project priorities and design; improve air quality and physical health in overburdened communities; connect key destinations to help reduce vehicle miles traveled; and create pathways so that active commuters and recreational users do not need to cross traffic.</p> <p>Improved connections can also serve as potential evacuation routes in emergencies. Evacuation routes should be planned in collaboration with Clark Regional Emergency Services Agency (CRESA) and community partners and prioritize where new evacuation routes are most needed. [GHG, RES]</p> <p><i>Rationale: New policy recommendation from the Climate Planning Project (G19-P12)</i></p>
5.2.8 The county supports coordination among the jurisdictions and agencies in the development of bikeway and pedestrian facilities.	<p>5. 23.811 The county supports coordination among the jurisdictions and agencies in the identification and development of an interconnected, county-wide network of bikeway and pedestrian active transportation facilities. [GHG]</p> <p><i>Rationale: Recommended changes based on feedback from the Bicycle and Pedestrian Advisory Committee</i></p>

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<p>5.2.9 Supports efforts to fund construction of bicycle and pedestrian improvements in the Clark County Bicycle and Pedestrian Master Plan without the loss of streets and/or highway vehicular lane capacity.</p>	<p>5. 23.912 Supports efforts to the funding and construction of bicycle and pedestrian improvements active transportation facilities identified in Clark County's Bicycle and Pedestrian Master Plan without the loss of streets and/or highway vehicular lane capacity. [GHG, RES]</p> <p><i>Rationale: As is currently written, this policy would conflict with new multimodal level of service standard requirements and the amended language to RCW 36.70A.070(6)(a)(iii)(E) as a result of HB1181. RCW 36.70A.070(6)(a)(iii)(E) now states that a Transportation Element should be developed in a way that "...balances transportation system safety and convenience to accommodate all users of the transportation system to safely, reliably, and efficiently provide access and mobility to people and goods. Priority must be given to inclusion of transportation facilities and services providing the greatest multimodal safety benefit to each category of roadway users for the context and speed of the facility." The recommended changes are also based on feedback received from the Bicycle and Pedestrian Advisory Committee.</i></p>
<p>5.2.10 Long range land use and transportation plans shall be coordinated with high capacity transit plans.</p>	<p>5.2.10 Long range land use and transportation plans shall be coordinated with high capacity transit plans.</p> <p><i>Rationale: This policy was moved to 5.1.4. This policy would fit better under a goal that is focused on regional collaboration and consistency with land use policies.</i></p>
<p>5.2.11 Promote bicycle and pedestrian safety and increased bicycling and walking through safety and encouragement activities.</p>	<p>5. 23.1113 Promote bicycle and pedestrian safety and increased bicycling and walking through safety and encouragement activities. [GHG, RES]</p>
<p>5.2.12 Endorse the concept of complete streets, which promotes roadways that are safe and convenient for all users.</p>	<p>5.2.12 Endorse the concept of complete streets, which promotes roadways that are safe and convenient for all users.</p> <p><i>Rationale: Existing policy moved to 5.3.1</i></p>
<p>5.2.13 Design and construct complete streets wherever feasible and practicable.</p>	<p>5.2.13 Design and construct complete streets wherever feasible and practicable.</p> <p><i>Rationale: Existing policy moved to 5.3.2</i></p>
	<p>5.2.14 Priority must be given to the inclusion of transportation facilities and services that provide the greatest multimodal safety benefit to each</p>

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	<p><u>category of roadway user when it is unattainable to meet all established multimodal level of service standards on a roadway.</u></p> <p><i>Rationale: New policy recommendation to provide direction with implementing new multimodal level of service requirements in RCW 36.70A.070(6)(a)(iii)(B), which was amended as a result of HB1181 . Most of the language from this new policy is taken from RCW 36.70A.070(6)(a)(iii)(E). This new policy would also help meet requirements in RCW 36.70A.070(6)(a)(iii)(D).</i></p>
	<p><u>5.2.15 Consider low stress active transportation facilities on parallel routes where it is infeasible to achieve the desired level of service standard on a roadway.</u></p> <p><i>Rationale: New policy recommendation to provide direction with implementing new multimodal level of service requirements in RCW 36.70A.070(6)(a)(iii)(B), which was amended as a result of HB1181 . This new policy would also help meet requirements in RCW 36.70A.070(6)(a)(iii)(D).</i></p>
	<p><u>5.2.16 Develop performance metrics and annual reporting procedures to measure active transportation implementation and system performance.</u></p> <p><i>Rationale: Recommended new policy in response to feedback from the Bicycle and Pedestrian Advisory Committee.</i></p>
<p>GOAL: Optimize and preserve the investment in the transportation system.</p>	
<p>5.3 System Preservation Policies</p>	<p><u>5.34</u> System Optimization and Preservation Policies</p>
<p>5.3.1 Development projects shall adhere to minimum driveway access spacing standards along arterial and collector streets to preserve the capacity of the transportation system. The county shall also work with Washington State Department of Transportation to ensure that minimum access spacing standards for state highways are maintained.</p>	<p><u>5.34.1</u> Development projects shall adhere to minimum driveway access spacing standards along arterial and collector streets to preserve the capacity of the transportation system. The county shall also work with Washington State Department of Transportation to ensure that minimum access spacing standards for state highways are maintained.</p>
	<p><u>5.4.2 Improve existing county roads to reduce miles traveled by vehicles (vehicle miles traveled, or VMT) and emissions per mile traveled, including maintenance and repair, and incorporating advanced technologies that improve efficiency and safety, etc. Road improvement projects should prioritize reducing emissions in areas of the county with the worst air quality. [GHG]</u></p>

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	<i>Rationale: New policy recommendation from the Climate Planning Project (G19-P8)</i>
5.3.2 The efficiency of the county's transportation system shall be optimized through the use of Transportation System Management & Operations (TSMO) strategies such as signal interconnection coordination and synchronization.	5. 34.23 The efficiency of the county's transportation system shall be optimized through the use of Transportation System Management & Operations (TSMO) strategies such as signal interconnection coordination and synchronization.
5.3.3 The county shall extend the life of existing roadways through a timely maintenance and preservation program.	5. 34.34 The county shall extend the life of existing roadways through a timely maintenance and preservation program.
	<p>5.4.5 Road maintenance and preservation projects shall consider improvements to reduce the level of traffic stress, enhance safety, and improve access for pedestrians, bicyclists, transit riders, and persons of all abilities.</p> <p><i>Rationale: New policy recommendation to provide direction on implementing new multimodal level of service requirements in RCW 36.70A.070(6)(a)(iii)(B), which was amended as a result of HB1181. This new policy would also help meet requirements in RCW 36.70A.070(6)(a)(iii)(D).</i></p>
5.3.4 The county shall support and promote a Transportation Demand Management program to reduce the peak hour travel demand from single occupant motor vehicles.	<p>5. 4.46 The county shall support and promote a Transportation Demand Management (TDM) programs and strategies to reduce the peak hour travel demand from single occupant motor vehicles.</p> <p><i>Rationale: The county has an inter-local agreement with the city of Vancouver to implement the Commute Trip Reduction (CTR) program, which is a form of TDM. CTR affected employers are required to participate, other TDM programs could be developed by others.</i></p>
5.3.5 The local street system shall be interconnected to eliminate the need to use collector or arterial streets for internal local traffic.	5. 34.57 The local street system shall be interconnected to eliminate the need to use collector or arterial streets for internal local traffic.
5.3.6 The county shall protect the public's investments in existing and planned freeway and separated grade interchanges.	5. 34.68 The county shall protect the public's investments in existing and planned freeway and separated grade interchanges.

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5.3.7 The county shall provide seamless arterial corridor operations between agencies and use common TSMO technology for signal coordination along multi-agency arterial corridors.	5.34.79 The county shall provide seamless arterial corridor operations between agencies and use common TSMO technology for signal coordination along multi-agency arterial corridors.
GOAL: Ensure mobility throughout the transportation system.	
5.4 System Mobility Policies	5.45 System Mobility Policies
5.4.1 The county arterial system shall be planned in general conformance with nationally-accepted arterial spacing standards.	5.45.1 The county arterial system shall be planned in general conformance with nationally-accepted arterial spacing standards.
5.4.2 Congestion performance standards shall be maintained by the appropriate jurisdictions on major freight mobility corridors and in the vicinity of major intermodal facilities to ensure the economic vitality of the region.	5.45.2 Congestion performance standards shall be maintained by the appropriate jurisdictions on major freight mobility corridors and in the vicinity of major intermodal facilities to ensure the economic vitality of the region.
5.4.3 Transportation System Management strategies should be analyzed and employed before adding a general purpose lane to any regional roadway.	5.45.3 Transportation System Management strategies should be analyzed and employed before adding a general-purpose lane to any regional roadway.
5.4.4 County roadways and intersections shall be designed when practical to achieve safety and accessibility for all modes. Arterial streets shall provide facilities for automobile, bike and pedestrian mobility as defined in the Arterial Atlas and shall include landscaping.	<p>5.45.4 County roadways and intersections shall be designed <u>when practical</u> to achieve <u>the lowest possible level of traffic stress to ensure the highest level of</u> safety and accessibility for <u>all modes roadway users</u>.</p> <p>5.5.5 Arterial streets shall provide facilities for automobiles, <u>transit</u>, bicycles, and pedestrians <u>mobility</u> as defined in the Arterial Atlas <u>and county's adopted multimodal level of service standards</u> and shall include landscaping.</p> <p><i>Rationale: Proposed changes to align with amendments to RCW 36.70A.070(6) that now require multimodal level of service standards, as well as the recommended performance metric (level of traffic stress) to judge the performance of active transportation facilities.</i></p>
5.4.5 Improve mobility and access for the movement of goods and services on the short line railroad to enhance and promote economic opportunity throughout the county.	5.45.56 Improve mobility and access for the movement of goods and services on the short line railroad to enhance and promote economic opportunity throughout the county. <u>[GHG]</u>

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GOAL: Provide a safe transportation system	
5.5 System Safety Policies	5.56 System Safety Policies
5.5.1 Clark County supports the development and design of capital improvements that achieve the vision of the Washington State's Strategic Highway Safety Plan, Target Zero, which establishes a statewide policy of zero fatalities and zero disabling injury collisions by 2030.	5.56.1 Clark County supports the development and design of capital improvements that achieve the vision of the Washington State's Strategic Highway Safety Plan, Target Zero, which establishes a statewide policy of zero fatalities and zero disabling injury collisions by 2030.
5.5.2 Pedestrian and bicycle safety shall be given consideration in the design and capital facilities planning process.	5.56.2 Pedestrian and bicycle safety shall be given consideration in the design and capital facilities planning process. [GHG, RES]
	<p>5.6.3 Improve the safety, accessibility, and maintenance of the existing network of pedestrian sidewalks, bicycle facilities, and multiuse paths by funding improvements using safety and accessibility recommendations from adopted countywide transportation safety and accessibility plans. [GHG, RES]</p> <p><i>Rationale: New policy recommendation from the Climate Planning Project (G19-P10)</i></p>
5.5.3 Interim safety improvements shall be implemented where a significant safety problem has been identified and the funding is not yet available for full improvements in conformance with adopted design standards.	5.56.34 Interim safety improvements shall be implemented where a significant safety problem has been identified and the funding is not yet available for full improvements in conformance with adopted design standards.
5.5.4 Intersections between rail and other transportation modes shall be grade separated where possible, except at intermodal transfer points.	5.56.45 Intersections between rail and other transportation modes shall be grade separated where possible, except at intermodal transfer points.
5.5.5 Clark County supports strong education and enforcement that helps reduce the number of fatalities and serious injuries due to distracted drivers.	5.56.56 Clark County supports strong education and enforcement that helps reduce the number of fatalities and serious injuries due to distracted drivers.
	<p>GOAL: Reduce vehicle trips and miles viewed through an equity lens within the county through changes to land use, transportation infrastructure (transit, walking, bicycling, rolling), and commuting options/modes. (See additional policies related to this goal in Chapter 1 – Land Use and Chapter 2 – Housing.) [GHG]</p>

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	<i>Rationale: New goal recommendation from the Climate Planning Project (G19)</i>
	5.7 VMT Reduction Policies
	<p>5.7.1 Reduce or remove parking requirements where appropriate to support more dense, mixed land use.</p> <p>To implement this policy, the county must:</p> <ul style="list-style-type: none"> • Conduct a parking and/or parking requirement analysis to inform next steps; • Consider the positive and negative impacts of possible options through an environmental justice and climate lens; and • Develop an approach in collaboration with the community and consistent with all applicable laws. [GHG] <p><i>Rationale: New policy recommendation from the Climate Planning Project (G19-P5)</i></p>
	<p>5.7.2 Encourage remote work through collaboration on incentives with local employers and improving broadband infrastructure where needed. Remote work incentives should be paired with commute trip reduction strategies like carpooling, transit passes, and walking/biking to work for those who do not have the option to work from home. [GHG]</p> <p><i>Rationale: New policy recommendation from the Climate Planning Project (G19-P6)</i></p>
	<p>5.7.3 Collaborate with transportation planning partner agencies and service providers to expand and improve carpooling/rideshare networks. [GHG]</p> <p><i>Rationale: New policy recommendation from the Climate Planning Project (G19-P7)</i></p>
	<p>5.7.4 Collaborate with C-Tran, Tri-Met, Community in Motion, city and regional partners, local employers, and community based organizations to provide education, marketing, incentives, and/or vouchers for existing public transit services, prioritizing overburdened communities and removing barriers to access these offerings. [GHG]</p>

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	<i>Rationale: New policy recommendation from the Climate Planning Project (G19-P9)</i>
	<p>5.7.5 Provide subsidies to purchase, and/or programs to share, micromobility and active transportation devices and safety equipment. Micromobility devices include but are not limited to: e-bikes, scooters, and wheelchairs. Prioritize benefits for overburdened communities and households experiencing transportation barriers. [GHG]</p> <p><i>Rationale: New policy recommendation from the Climate Planning Project (G19-P14)</i></p>
	<p>5.7.6 Collaborate with school districts to improve transportation options for school children and reduce vehicle traffic and idling. [GHG, RES]</p> <p><i>Rationale: New policy recommendation from the Climate Planning Project (G19-P15)</i></p>
	<p>5.7.7 Collaborate with agency and community partners to improve accessible and coordinated comprehensive transportation services throughout the county based on "Universal Mobility-as-a-Service" principles. [GHG, RES]</p> <p><i>Rationale: New policy recommendation from the Climate Planning Project (G19-P16)</i></p>
	<p>GOAL. Promote equitable adoption of electric vehicles (EVs) to achieve greenhouse gas reduction target and improve air quality where it is worst. [GHG]</p> <p><i>Rationale: New Goal recommendation from the Climate Planning Project (G21)</i></p>
	5.8 Electric Vehicle Policies
	<p>5.8.1 The county's approach to planning for electric vehicles (EVs) and EV infrastructure shall prioritize reducing vehicle emissions and improving air quality in overburdened communities and equitable charging solutions for multifamily housing and households with lower incomes. Planning must involve inclusion of overburdened communities. [GHG]</p> <p><i>Rationale: New policy recommendation from the Climate Planning Project (G21-P1)</i></p>
	5.8.2 Offer incentives for, and education on, electric vehicle (EV) purchases.

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	<p><u>Education should include, but is not limited to the range of electric transportation options and household and commercial ownership experiences. [GHG]</u></p> <p><i>Rationale: New policy recommendation from the Climate Planning Project (G21-P2)</i></p>
	<p><u>5.8.3 Enhance availability and accessibility of electric vehicle (EV) infrastructure (charging stations). The county's approach shall address: infrastructure in both urban and rural areas of the unincorporated county, multi-family housing charging solutions, availability of fast chargers, and access to charging options for a wide range of electric vehicles and electric micromobility options, such as electric bicycles. [GHG]</u></p> <p><i>Rationale: New policy recommendation from the Climate Planning Project (G21-P3)</i></p>
	<p><u>5.8.4 Collaborate with state, regional, and local agency partners on equitable development and implementation of an electric vehicle charging network and the electrification of non-personal vehicles such as transit (bus, train, ferry) and freight (truck and rail). [GHG]</u></p> <p><i>Rationale: New policy recommendation from the Climate Planning Project (G21-P4)</i></p>
	<p><u>5.8.5 As an interim strategy while electric vehicle technology and other carbon-free vehicle fuel sources become more widely available and accessible, encourage availability of renewable diesel at existing fuel stations in the unincorporated county. [GHG]</u></p> <p><i>Rationale: New policy recommendation from the Climate Planning Project (G21-P5)</i></p>
	<p><u>Goal. Ensure resilience throughout the transportation system. [RES]</u></p> <p><i>Rationale: New goal recommendation from the Climate Planning Project (G22)</i></p>
	<p><u>5.9 Climate Resilience Policies</u></p>
	<p><u>5.9.1 Plan for enhanced resilience throughout the local transportation system — including infrastructure, routes, and travel modes — that can withstand and recover quickly from the impacts of extreme weather events and other</u></p>

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	<p>hazards exacerbated by climate change and equitably address transportation system disruptions. [RES]</p> <p><i>Rationale: New policy recommendation from the Climate Planning Project (G22-P1)</i></p>
GOAL: Develop a balanced finance program, which ensures that new development pays the costs of its impacts and that adequate public financing is pursued and available.	GOAL: Develop a balanced finance program, which ensures that new development pays the costs of its impacts and that adequate public financing is pursued and available.
5.6 System Funding Policies	5.610 System Funding Policies
5.6.1 Priorities for programming and financing transportation improvements that reflect adopted transportation policies shall be adopted in coordination with other jurisdictions and agencies.	5.610.1 Priorities for programming and financing transportation improvements that reflect adopted transportation policies shall be adopted in coordination with other jurisdictions and agencies.
5.6.2 The prioritization process shall be flexible to allow staff to maximize use of outside funding sources.	5.610.2 The prioritization process shall be flexible to allow staff to maximize use of outside funding sources.
5.6.3 A high priority shall be given to transportation improvements supporting economic development, particularly in high-ranking Focused Public Investment Areas.	5.610.3 A high priority shall be given to transportation improvements supporting economic development, particularly in high-ranking Focused Public Investment Areas.
5.6.4 A portion of available transportation funds shall be dedicated to sidewalk and bicycle facilities consistent with state law.	<p>5.610.4 A portion of available transportation funds shall be dedicated to sidewalk and bicycle active transportation facilities consistent with state law. [GHG, RES]</p> <p><i>Rationale: Recommended changes based on feedback from the Bicycle and Pedestrian Advisory Committee</i></p>
5.6.5 A proportionate share of funding for growth related roadway projects shall be obtained from Traffic Impact Fees.	5.610.5 A proportionate share of funding for growth related roadway projects shall be obtained from Traffic Impact Fees.

Chapter 6: CAPITAL FACILITIES AND UTILITIES ELEMENT

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Chapter 6 Capital Facilities and Utilities Element	
Goals and Policies	
6.0 Countywide Planning Policies	
6.0.1 The county, state, municipalities and special districts shall work together to develop realistic levels of service for urban governmental services.	No Change
6.0.2 Plans for providing public facilities and services shall be coordinated with plans for designation of urban growth areas, rural uses and for the transition of undeveloped land to urban uses.	No Change
6.0.3 Public facilities and utility services shall be planned so that service provision maximizes efficiency and cost effectiveness and ensures concurrency.	No Change
6.0.4 The county, municipalities and special districts shall, to the greatest extent possible, agree upon present and future service provision within the urban area.	No Change
6.0.5 The county, municipalities and special districts shall agree on a full range of services to meet the needs of the urban area, including sewer, water, storm drainage, transportation, police, fire, parks, etc.	<p>6.0.5 The county, municipalities and special districts shall agree on a full range of services to meet the needs of the urban area, including sewer, water, storm water management drainage, transportation, police, fire, parks, etc.</p> <p><i>Rationale: The sentence was changed for clarification.</i></p>
6.0.6 The county, its municipalities and special districts shall work together to ensure that the provision of public facilities and services are consistent and designed to implement adopted comprehensive plans.	No Change
6.0.7 Local jurisdictions shall establish a process to re-evaluate the land use element of their comprehensive plans upon its determination that the jurisdiction lacks the financing resources to provide necessary public facilities and services to implement their plan.	No Change

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6.0.8 General and special purpose districts should consider the establishment of impact fees as a method of financing public facilities required to support new development.	No Change
6.0.9 The county, its municipalities and special districts will work together to develop financial tools and techniques that will enable them to secure funds to achieve concurrency.	No Change
6.0.10 The Comprehensive Plan of the county and each municipality shall include a process for identifying and siting essential public facilities such as airports, state education facilities and state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities and regional parks.	No Change
6.0.11 When siting state and regional public facilities, the county and each municipality shall consider land use compatibility, economic and environmental impacts and public need.	No Change
6.0.12 The county shall work with the state, each municipality and special districts to identify future needs of regional and state wide public facilities. This will ensure countywide consistency and avoid duplications or deficiencies in proposed facilities.	No Change
6.0.13 The county, municipalities, special districts and Public Health will work cooperatively to develop fair and consistent policies and incentives to: eliminate private water and sewer/septic systems in the urban areas; and to encourage connection to public water and sewer systems.	No Change
6.0.14 Within Urban Growth Areas, cities and towns should be the providers of urban services. Cities and towns should not extend utilities without annexation or commitments for annexation. Exceptions may be made in cases where human health is threatened. In areas where utilities presently extend beyond city or town limits, but are within Urban Growth Areas, the city or town and the county should jointly plan for the development, with the county adopting development regulations which are consistent with the city or town standards.	No Change
6.0.15 Plans for providing public utility services shall be coordinated with plans for designation of urban growth areas, rural uses and for the transition of undeveloped land to urban uses.	No Change
6.0.16 The county, municipalities and special districts shall, to the greatest extent possible, agree upon present and future service provision within the urban area.	No Change

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6.0.17 Establish a stormwater treatment plan for existing and future developments that complies with salmon recovery objectives.	6.0.17 Establish a stormwater <u>treatment management</u> plan for existing and future developments that <u>supports</u> complies with salmon recovery objectives. <i>Rationale: Minor correction. Scriveners error.</i>
	<u>6.0.18 The county or city shall identify all public entities that own capital facilities and endeavor in good faith to work with other public entities, such as special purpose districts, to gather and include within its capital facilities element the information required by RCW 36.70A.070(3).</u> <i>Rationale: To comply with new language in HB 1181 codified in RCW36.70A.070(3).</i>
County 20-Year Plan Policies	
GOAL: Ensure that necessary and adequate capital facilities and services are provided to all development in Clark County in a manner consistent with the 20-Year Plan.	
6.1 Policies	
6.1.1 Continue to plan for and provide capital facilities and services as necessary to support development consistent with the 20-Year Plan and coordinate and facilitate the planning and provision of such facilities and services by other public or private entities.	No Change
6.1.2 The primary role of Clark County regarding service provisions shall involve the planning and delivery of regional, rather than urban, services. It is the policy of Clark County that, in general, cities or special service districts are the most appropriate units of local government to provide urban governmental services and that, in general, it is not appropriate that urban governmental services be extended or expanded to rural areas except in those limited circumstances shown to be necessary to protect basic public health and safety and the environment and when such services are financially supportable at rural densities and do not permit urban development.	No Change
6.1.3 Explore and assist other providers to explore a variety of funding sources for capital facilities and services, including a range of federal, state and other grants where possible.	No Change

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6.1.4 Encourage and assist other utilities, service districts and providers to pursue the use of impact fees, special assessment and improvement districts and other local financing techniques to fund new facilities and services.	No Change
6.1.5 Assist and facilitate the siting of capital facility and service infrastructure in a manner consist with the 20-Year Plan, through appropriate land use planning and development review policies and procedures.	No Change
6.1.6 Develop a process for identifying and siting essential regional public facilities such as state or regional transportation facilities, state education facilities, airports, corrections facilities, solid waste handling facilities, regional parks and regional stormwater facilities.	No Change
6.1.7 Clark County incorporates by reference the sewer and water Capital Facilities Plans of the Clark Regional Wastewater District, Clark Public Utilities and the City of Vancouver. The county should review future changes to these Capital Facilities Plans on an ongoing basis to ensure that consistency with county capital facility and land use plans is maintained.	No Change
	<p><u>6.1.8 Incorporate climate resilience, greenhouse gas reduction, vehicle miles traveled per capita reduction, and environmental justice measures into Capital Facilities Plans and projects in alignment with the GMA climate and resiliency goal and the goals and policies in the Comprehensive Plan Climate Element (Chapter 14). Examples include but are not limited to:</u></p> <ul style="list-style-type: none"> <u>• Plan and build new facilities, utilities, and infrastructure projects to avoid or withstand flooding, wildfires, landslides and associated climate impacts (e.g., changing floodplains).</u> <u>• Develop and implement a county building greenhouse gas emissions reduction plan to reduce county building energy to net zero greenhouse gas emissions. Align equipment upgrades with maintenance and replacement schedules.</u> <u>• Integrate clean renewable energy sources and backup infrastructure where feasible into county building energy/operations.</u> <p><u>(See additional resilience, greenhouse gas emissions, vehicle miles reduction, and environmental justice policies in Chapter 14 - Climate Element as well as</u></p>

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	<p><u>other comprehensive plan chapters including: Chapter 1 – Land Use, Chapter 4 – Environment, and Chapter 5 – Transportation.) [GHG, RES]</u></p> <p><i>Rationale: With the passage of HB1181, the GMA added a new climate change and resiliency goal. This policy addresses that. Since some climate element goals and policies (recommended by the Climate Advisory Group) are applicable to capital facilities, this policy is intended to point to chapter 14 and some of the other chapters with climate policies that relate to capital facilities.</i></p>
GOAL: Provide water service to all households minimizing environmental impacts and, at least, long-term public cost.	
6.2 Policies	
6.2.1 All new development in the urban area shall be served by a connection to a public water system. Existing developments within the urban area using private wells shall be encouraged to convert to public water usage.	No Change
6.2.2 Private wells may be used in the rural area, subject to the review of the Clark County Public Health.	No Change
6.2.3 In cases where public water service is needed, it shall be provided by a water purveyor under the following order of preference, articulated within the Coordinated Water System Plan (CWSP): <ul style="list-style-type: none"> • Direct or satellite service by the water utility designated by the CWSP to serve the area. • Interim or permanent service by an adjacent water utility. CWSP service area designations shall be adjusted if permanent service is arranged. • Satellite service on an interim basis by CPU, if the development to be served is located outside CPUs service territory. • Formation of a new utility and construction of a new public water system to serve only the development. CWSP service area shall be adjusted to reflect the change. 	6.2.3 In cases where public water service is needed, it shall be provided by a water purveyor under the following order of preference, articulated within the Coordinated Water System Plan (CWSP): <ul style="list-style-type: none"> • Direct or satellite service by the <u>water utility designated utility. by the CWSP to serve the area.</u> • Interim or permanent service by an <u>adjacent water utility, CWSP service areas designations shall be</u> adjusted if permanent service is arranged. • Satellite service on an interim basis by <u>Clark Public Utilities PU, if the new service development to be served</u> is located outside <u>Clark's mainline CPUs</u> service territory. • Formation of a new utility; service areas are adjusted. <u>and construction of a new public water system to serve only the development. CWSP service area shall be adjusted to reflect the change.</u> <p><i>Rationale: The changes better reflect current process.</i></p>

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6.2.4 The CWSP shall be reviewed and updated at a minimum of every five years. Design standards included in the CWSP shall be reviewed and amended annually, if necessary.	No Change
6.2.5 CPU shall continue to be recognized as the satellite water system management agency for Clark County.	<p>6.2.5 CPU Clark Public Utilities shall continue to be recognized as the satellite water system management agency for Clark County.</p> <p><i>Rationale: Minor correction.</i></p>
6.2.6 Clark Public Utilities may construct and manage satellite water systems within the service territory of other water utilities, but only if a prior agreement is reached with the utility designated by the CWSP to serve the area. Such agreements shall address issues of equipment compatibility, asset transfer and other issues deemed necessary by the parties.	No Change
6.2.7 Major water utilities, including Clark Public Utilities, may construct extensions of existing services in the rural area only if service is provided at a level that will accommodate only the type of land use and development density called for in the 20-Year Plan, recognizing maximum buildout and reasonable allowances in design of facilities to promote overall system efficiency. Extension of water service shall be permitted to public regional park facilities that are outside of but adjacent to an urban growth boundary.	No Change
6.2.8 Water transmission lines constructed in rural areas for the purpose of connecting water systems shall be limited from use for tributary line tie-ins.	<p>6.2.5 Water transmission lines constructed in rural areas for the purpose of connecting water systems shall be limited the number of distribution from use for tributary line tie-ins.</p> <p><i>Rationale: Clarification reflects intent and current process.</i></p>
6.2.9 The CWSP shall be amended to reflect any water service extensions in the rural area.	<p>6.2.9 The CWSP shall be amended to reflect any w Water service extensions in the rural area shall be reflected in each individual utility's Water System Plans and adopted by reference in the CWSP.</p> <p><i>Rationale: Clarification to reflect current process.</i></p>
6.2.10 Developments shall demonstrate a sufficient and sustainable source of water before development approval is issued.	No Change

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6.2.11 Water service plans shall be coordinated with the adopted 20-Year Plan map and policies, including the designation of urban growth areas.	No Change
6.2.12 Work with other cities and special districts to develop fair and consistent policies/incentives to eliminate private water systems in urban areas and to encourage connection to public water systems. Unused wells should be identified and decommissioned.	No Change
6.2.13 Practice and encourage water conservation.	<p>6.2.13 Practice and encourage water conservation. <u>(See additional policies related to this topic in Chapter 4 – Environment.) [RES]</u></p> <p>Rationale: The Climate Element project Community Advisory Group (CAG) recommendation included revised and additional water policies in Chapter 4. This amendment would help direct readers to the appropriate location for related policies.</p>
6.2.14 Work with water service providers to encourage public education and outreach programs on water reuse, conservation, reclamation and other new water efficient technology.	No Change
6.2.15 Encourage water pricing structures to facilitate conservation to public water systems and to cover the full cost of providing water service.	No Change
GOAL: Provide sewer service within urban growth areas efficiently and at least public cost.	
6.3 Policies	
6.3.1 All new development in the urban area shall be served by a connection to a public sewer system.	No Change
6.3.2 Develop strategies for the conversion of on-site septic disposal systems to public sewer use in the urban area.	No Change
6.3.3 New and existing development in the rural area outside of rural centers shall use individual on-site septic disposal systems, unless public sewer is available. New or existing development within designated rural centers may use community septic systems.	No Change
6.3.4 Installation of new individual or community septic systems shall be subject to the approval of Clark County Public Health. Installation approvals for new septic systems shall include	No Change

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agreements for mandatory future monitoring unless waived by Public Health.	
6.3.5 Require regular inspections of existing on-site sewage disposal systems in wellhead protection areas.	No Change
6.3.6 Work with the Public Health to support efforts to establish mandatory sub-surface sewage disposal septic inspection/maintenance programs for existing septic systems, particularly areas needing environmental health guarantees.	6.3.6 Work with the Public Health to support efforts to establish mandatory subsurface sewage disposal septic inspection/maintenance programs for existing septic systems, particularly areas needing environmental health guarantees. <i>Rationale: Scrivener's error.</i>
6.3.7 Expand treatment facilities to meet current and future demand for development within urban areas.	No Change
6.3.8 Extension of public sewer service shall not be permitted outside urban growth areas, except in response to documented health hazards; or to provide public sewer to regional park facilities, K-12 public schools, in designated rural centers; or where the county has contractually committed to permit public sewer connection.	6.3.8 Extension of public sewer service shall not be permitted outside urban growth areas, except in response to documented health hazards; or to provide public sewer to regional park facilities, or to serve a school pursuant to RCW36.70A.213 , K-12 public schools, in designated rural centers; or where the county has contractually committed to permit public sewer connection. <i>Rationale: Add text to align with RCW 36.70A.213.</i>
6.3.9 Sewer service plans shall be coordinated with the 20-Year Plan policies and maps, including urban growth area designations.	No Change
6.3.10 Provide public education about the potential for groundwater contamination from on-site sewage disposal systems.	No Change
6.3.11 Encourage and work with sewer service providers in the development of a regional sewer system.	No Change
GOAL: Provide a long-range stormwater management program to minimize impacts from stormwater discharge from existing and new development.	GOAL: Provide a long-range stormwater management program to minimize impacts of from stormwater discharge from existing and new development in changing climate conditions. (For additional policies see Chapter 4 – Environmental Element.) [RES]
6.4 Policies	
6.4.1 Maintain clear development review standards for the control of the quantity and quality of stormwater discharge from development projects which emphasize on-site retention,	6.4.1 Maintain clear development review standards for the control of the quantity and quality of stormwater discharge from development projects which emphasize on-site retention, water quality treatment and infiltration of

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treatment and infiltration of run-off to minimize impacts on the established wastewater system and local streams, rivers and lakes.	run-off to minimize impacts on the established wastewater system and local streams, rivers and lakes. <i>Rationale: Clarification that this is about stormwater through water quality treatment, not wastewater.</i>
6.4.2 Limit the removal of vegetation during development in order to reduce stormwater run-off and erosion.	No Change
6.4.3 Develop and implement comprehensive stormwater management plans, including funding provisions, for all watersheds in the county.	6.4.3 Develop and implement comprehensive stormwater management plans, including funding provisions, for all watersheds in the county. <i>Rationale: Clarify that the funding provisions are not included in the stormwater management plan that is addressed in the capital improvement plan.</i>
6.4.4 Develop measures countywide to ensure erosion and sediment control for new development, re-development and excavation projects.	No Change
6.4.5 Explore the possible formation of a regional stormwater facility.	6.4.5 Explore the possible formation of a regional stormwater facility facilities. <i>Rationale: Clarify that there may be the need for more than one singular facility.</i>
6.4.6 Establish a coordinated approach with local jurisdictions to address both surface water and groundwater issue.	6.4.6 Establish a coordinated approach with local jurisdictions to address both protect and restore surface water and groundwater quality issue . <i>Rationale: Clarify language to be consistent with the plan objectives.</i>
6.4.7 Clark County shall monitor and update the stormwater control ordinance and related policies and standards to implement and enhance stormwater management.	6.4.7 Clark County shall monitor and update the Stormwater Code and Manual stormwater control ordinance and related policies and standards to implement and enhance stormwater management. <i>Rationale: Clarification of what documents are being updated.</i>

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GOAL: Coordinate with individual school districts to ensure that school sites and facilities are constructed to meet the educational needs of county residents. (See Chapter 10 School Element)	
GOAL: Provide police, fire and emergency medical services efficiently and cost effectively to residents of Clark County.	
6.6 Policies	
6.6.1 Encourage interjurisdictional cooperation among law enforcement and corrections agencies to continue to further develop, where practicable, shared service and facility use.	No Change
6.6.2 Encourage continued and further interjurisdictional cooperation among fire districts where practicable, in areas of mutual aid, sharing of equipment and facilities and consolidation of districts.	No Change
6.6.3 Encourage development of community benchmarks and program performance measures to monitor outcomes from public safety efforts.	No Change
6.6.4 Mobile services such as police, fire and other services may establish precincts and similar facilities beyond the urban growth area. The level-of-service provided in such cases should remain rural in nature.	No Change
6.6.5 Provide for regular fire and building inspections and educate about fire safety.	No Change
6.6.6 Continue to provide for animal control services and educate about animal safety.	No Change
6.6.7 Encourage resource allocation decisions based on achievement of outcomes rather than simply workload or output measures.	No Change
6.6.8 Provide for comprehensive origin and arson fire investigation across jurisdictional and regional boundaries.	No Change
6.6.9 Develop and implement a comprehensive information management system for all fire, law enforcement, emergency responders, general government and the general population with interagency use and compatibility.	No Change
6.6.10 Provide for regional training of fire, law enforcement and other emergency service providers. Provide educational and training opportunities for identified segments of the population who use emergency services.	No Change

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6.6.11 Identify funding mechanisms with inter-jurisdictional participation and cooperation to support regionally delivered programs.	No Change
6.6.12 Identify and implement comprehensive emergency management plans for all service providers consistent with the elements of the Comprehensive Plan.	No Change
GOAL: Provide solid waste services efficiently and cost-effectively to residents of Clark County.	<p>GOAL: Provide solid waste services efficiently and cost-effectively to residents of Clark County. (See additional policies related to this goal in Chapter 14 – Climate Element.)</p> <p><i>Rationale: The Community Advisory Group recommendation from the Climate Project includes policies related to solid waste. This addition would point readers to that section of the comprehensive plan.</i></p>
6.7 Policies	
6.7.1 Continue implementation of the county's Solid Waste Management Plan in order to achieve a 50 percent reduction in the solid waste stream in the next 20 years and update on a regular basis.	<p>6.7.1 Continue implementation of the county's Solid Waste Management Plan, <u>or CSWMP, to achieve solid waste goals outlined in RCW 70A.205 and RCW 70A.300 over in order to achieve a 50 percent reduction in the solid waste stream in the next 20 years and update on a regular basis.</u></p> <p><i>Rationale: The goals of the Solid Waste Management Plan would continue to be implemented pursuant to RCW 70A.205 and RCW 70A.300. The update timeframe is detailed below.</i></p>
	<p><u>6.7.2 The CSWMP shall be reviewed and updated at a minimum of every five years. CSWMP language shall be reviewed and amended annually, if necessary, and when legislation changes.</u></p> <p><i>Rationale: The goals of the Solid Waste Management Plan would continue to be implemented pursuant to RCW 70A.205 and RCW 70A.300.</i></p>
	<p><u>6.7.3 Expand and upgrade solid waste handling facilities to meet current and future demand.</u></p> <p><i>Rationale: The goals of the Solid Waste Management Plan would continue to be implemented pursuant to RCW 70A.205 and RCW 70A.300.</i></p>
6.7.2 Implement mandatory solid waste collection in all or parts of the county and continue development and implementation of curbside collection of recyclable materials in rural county areas.	6.7.42 Implement mandatory solid waste collection in all or parts of the county and continue development and implementation of curbside collection of recyclable materials in rural county areas.

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	<i>Rationale: No change to policy just re-numbering.</i>
<p>6.7.3 Continue on-going consideration of the needed balance in solid waste disposal between land filling, incineration and recycling and consider further reduction measures, such as deposits and product container and packaging bans.</p>	<p>6.7.53 Continue on-going consideration of the needed balance in solid waste disposal between land filling, incineration and recycling and consider further reduction measures, such as deposits, product take back programs, extended producer responsibility for packaging and paper products, and product container and packaging bans.</p> <p><i>Rationale: The goals of the Solid Waste Management Plan would continue to be implemented pursuant to RCW 70A.205 and RCW 70A.300.</i></p>
<p>GOAL: Facilitate the provision of electricity, natural gas and other services to the residents of Clark County.</p>	<p>GOAL: Facilitate the provision of electricity, natural gas and other utility services to the residents of Clark County. (See additional policies related to this goal in Chapter 14 – Climate Element.) [RES]</p> <p><i>Rationale: With the addition of a climate change and resiliency goal in the comprehensive plan, language in this goal is proposed for revision to include a broader range of utility providers. New emerging utility systems, such as thermal energy networks, are anticipated over the planning horizon.</i></p>
6.8 Policies	
<p>6.8.1 Encourage location of underground transmission lines within rights-of-way.</p>	No Change
<p>6.8.2 Maintain policies for the siting of substation facilities.</p>	No Change
<p>6.8.3 Encourage and coordinate with other agencies in the provision of libraries and social services.</p>	No Change
<p>6.8.4 Provide for adequate facilities for county government to deliver services to the public.</p>	No Change
<p>6.8.5 Encourage and coordinate with other utility providers in the provision of electric, gas, telecommunications and cable.</p>	<p>6.8.5 Encourage and coordinate coordination with other utility providers in the provision of electricity, gas, energy, telecommunications and cable systems consistent with RCW 36.70A.070(4).</p> <p><i>Rationale: With the passage of HB1181 and the addition of a climate change and resiliency goal in the comprehensive plan, language in this policy is</i></p>

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	<i>proposed for revision to include a broader range of utility providers, particularly related to energy systems. Energy systems would be inclusive of natural gas systems but also new and emerging energy systems such as thermal energy networks.</i>
Goal: Develop specific concurrency management standards for incorporation into the development review process, to determine the precise requirements for the timing, funding and circumstances for the provision of concurrent services and facilities.	
6.9 Policies	
6.9.1 Develop direct concurrency requirements for the provision of transportation, water, sewer and stormwater facilities and services into the normal development process.	No Change
6.9.2 Develop direct or indirect concurrency requirements for school services consistent with existing requirements of RCW 58.17.110.	No Change
6.9.3 Develop provisions ensuring parks and recreation facilities are provided for all developments as specified in Chapter 8, Parks and Recreation and Open Space of the 20-Year Plan.	No Change
6.9.4 Capital Facilities plans for the Clark County Parks, Recreation and Open Space Element shall be adopted by reference through the adoption of the Supporting Documentation associated with the 20-Year Comprehensive Plan.	No Change
6.9.5 Develop standards or guidelines to determine how the sufficiency of governmental services, including fire protection, law enforcement, solid waste service, telecommunications, electricity, natural gas, government buildings, libraries and other services shall be addressed during the development review process.	<p>6.9.5 Develop standards or guidelines to determine how the sufficiency of governmental services, including fire protection, law enforcement, solid waste service, telecommunications, electricity, natural gas, energy, government buildings, libraries and other services shall be addressed during the development review process.</p> <p><i>Rationale: With the passage of HB1181 and the addition of a climate change and resiliency goal in the comprehensive plan, language in this policy is proposed for revision to include a broader range of utility providers, particularly related to energy utilities. Energy utilities would be inclusive of natural gas systems but also new and emerging energy systems such as thermal energy networks.</i></p>
6.9.6 Services should be provided and direct or indirect level-of-service standards should be established, consistent with general service provision levels outlined in Table 6.13.	No Change

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6.9.7 Establish a public process to re-evaluate the Land Use Element of the Comprehensive Plan upon determination that financing resources are inadequate to provide necessary public facilities and services to implement the plan.	No Change
Goal: Ensure that capital facilities and services are provided in as cost efficient manner as possible and are consistent with the land use objectives of the 20-Year Plan and State Growth Management Act.	
6.10 Policies	
6.10.1 Coordinate land use planning and decisions with capital facilities planning and service provision.	No Change
6.10.2 Encourage and work with utilities, special districts and other service providers to ensure their functional plans are consistent with county level-of-service standards.	No Change
6.10.3 Encourage and facilitate inter-jurisdictional cooperation and analysis to assess fiscal and other impacts to service delivery related to annexation.	No Change
6.10.4 Encourage and facilitate the exploration of shared use of facilities and services between service providers where feasible. Activities to be encouraged range from shared responsibility agreements between police and fire service providers, to development of joint facilities such as schools and parks.	No Change
6.10.5 Encourage compact development patterns which are more easily and efficiently served, rather than less dense development patterns which are more difficult and costly to serve.	No Change
6.10.6 Within the urban area, encourage and facilitate new development to occur sooner and at greater intensities in areas where necessary services and facilities are already in place and available to serve such development and to a lesser extent in areas where such facilities are not yet available but can be extended.	No Change
6.10.7 To encourage maximum use of existing public facilities and services, encourage new and infill development in the urban area to occur at the maximum densities envisioned by the 20-Year Plan.	No Change
6.10.8 Pursue true cost pricing service policies and encourage other providers to pursue similar policies, which allocate the full and	No Change

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true cost of connection to and use of facility and service systems to new system users and do not allocate costs created by systems additions to existing system users.	
6.10.9 In evaluating land use requests in the rural area, the availability of public water or sewer shall not be considered as providing sole justification, or providing any additional justification in combination with other factors, for applications for development densities beyond those specified by the 20-Year Plan, or for proposed changes to the plan.	No Change
6.10.10 Changes to the 20-Year Plan shall not be approved which impose inordinate additional net costs on mobile, centralized services such as police, fire, emergency services, school busing or solid waste services.	No Change
6.10.11 In evaluating requests for an extension of urban services or levels of service beyond the urban growth boundary in a manner consistent with the 20-Year Plan, Clark County shall consider the implications of such an extension for future growth and development patterns. In evaluating requests for changes to the urban growth boundary or other proposals for development beyond the density specified by the 20-Year Plan, Clark County shall consider implications of such actions for service provision and efficiency of provision.	No Change
6.10.12 Coordinate with and encourage continued participation of other jurisdictions and service entities with the Coordinated Water System Plan, the Solid Waste Management Plan and other service plans, where such plans do not conflict with the 20-Year Plan.	No Change
6.10.13 Mobile services such as police, fire and other services should locate facilities within the urban area. Precinct or substation facilities may be located in the rural area where necessary to serve rural population, but are encouraged to locate in rural centers or areas of concentrated development. The level-of-service provided must be rural in nature only.	No Change
6.10.14 The County may invest in urban services or require that urban standards be provided through development review by non-residential developments in the rural area if: <ul style="list-style-type: none"> • it is necessary to remedy threats to public health or safety; or, • the lead agency can demonstrate that the service extension or the application of urban development standards would yield 	No Change

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<p>long-term capital cost savings to the jurisdiction as a whole or the investment would complete an identified system which serves the entire growth area (such as a trail or bicycle network); or,</p> <ul style="list-style-type: none"> • there is a need to permit urban service extension to a non-residential development that conforms to the 20-Year Plan and serves the public health, safety and welfare. 	