CITY OF BATTLE GROUND

COMPREHENSIVE PLAN UPDATE 2025

Draft

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Consultant Team

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1 Overview

1.1 Introduction

The Battle Ground Comprehensive Plan is based on the principle that decisions affecting Battle Ground's development should be made in a coordinated and responsible way. The Comprehensive Plan is meant to guide city staff, elected officials and residents on the how to ensure a sustainable future for the City of Battle Ground that promotes the city's values over the next 20 years.

The City of Battle Ground is responsible for meeting the diverse needs of its current and future residents. Battle Ground's residents need livable neighborhoods, housing options, recreational opportunities, places to shop and work, a healthy environment, and an effective, balanced, and cost- efficient transportation system. The City of Battle Ground is required to provide public services and facilities and to adopt regulations that meet these needs while complying with state and federal laws. The process used to develop this Plan required a balanced approach to achieving the City's goals, objectives, and strategies while meeting residents' needs. The strategies, policies, and goals included in this comprehensive plan will help the City achieve its vision of a vibrant, growing city that offers an unsurpassed quality of life for all residents, embracing its history, traditions and diversity (Vision Statement).

1990 Growth Management Act

The Growth Management Plan mandated by the Washington Growth Management Act (GMA) of 1990 requires that cities and counties, with state oversight, plan and control where and how much growth occurs. The comprehensive plans developed by communities under this mandate will guide land use decisions in the future. Battle Ground has used the growth management process for thoughtful community development that will promote a sustainable community. At least every 10 years, the City of Battle Ground, Clark County, and other communities within Clark County are required to review their urban growth boundaries to accommodate future growth, their policies and strategies for achieving their long-term vision, and their overall progress in achieving their 20-year plans for the future.

This Comprehensive Plan responds to the GMA and its subsequent amendments. Each element of the Plan includes a more detailed description of how each of these goals is met.

GMA Goals

Plans adopted under the act must address the 13 goals of GMA, as follows (RCW 36.70A.020):

1. **Urban Growth**: Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
2. **Reduce Sprawl**: Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
3. **Transportation**: Encourage efficient multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled, and are based on regional priorities and coordinated with county and city comprehensive plans.
4. **Housing**: Plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
5. **Economic Development**: Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.
6. **Property Rights**: Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
7. **Permits**: Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
8. **Natural resource industries:** Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and productive agricultural lands, and discourage incompatible uses.
9. **Open space and recreation:** Retain open space and green space, enhance recreational opportunities, enhance fish and wildlife

habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

10. **Environment:** Protect and enhance the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
11. **Citizen participation and coordination:** Encourage the involvement of citizens in the planning process, including the participation of vulnerable populations and overburdened communities, and ensure coordination between communities and jurisdictions to reconcile conflicts.
12. **Public facilities and services:** Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
13. **Historic preservation:** Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance.
14. **Climate change and resiliency:** Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW 36.70A.210 and chapter 47.80 RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.
15. **Shorelines of the state:** For shorelines of the state, the goals and policies of the shoreline management act as set forth in RCW 90.58.020 shall be considered an element of the county's or city's comprehensive plan.

Community Vision and Action Plan

The Community Vision and Action Plan answers the following question in preparation for the comprehensive plan update: "What is Battle Ground's future direction and corresponding identity?"

This planning process is intended to set priorities and projects informed by community for city staff to implement. At its core was a robust community engagement process, centered around a 12 member steering committee called the *Navigators*, who led the visioning and planning process with city staff.

The goal of the Community Vision Plan is the following:

- Implement an effective public involvement program that informs, educates, and involves Battle Ground community members in the development of the plan:
  - Provide a variety of opportunities for input during the visioning process, in recognition that not all stakeholders will participate in the same ways, at the same time, or at the same level.
  - Craft outreach methods for key stakeholder groups to effectively engage them, including those who have not traditionally participated in public processes.
- Discern core community values to guide development of the Vision.
- Adopt a Vision Statement that reflects the community's hopes and dreams.
- Create an Action Plan that can be implemented by the people who live, work, play, learn, and shop – and invest – in Battle Ground
- Generate outcomes that attract broad public support and a sense of ownership in the community's future.

A full list of takeaways and projects can be seen in section 2.5 Community Vision and Action Plan "Big Ideas."

Public Involvement

Beginning in 2018, Battle Ground initiated a visioning exercise designed to chart a direction for the City's future. A group of citizen volunteers—the Navigators— guided the work to create a shared vision for Battle Ground's future. The City Vision and Strategic Action Plan was adopted in 2019. The Vision recommended updating several plans, which include:

- Land Use Master Plan (2020)
- Shoreline Master Plan Update (2021)
- Housing Action Plan (2021)
- Transportation System Plan (2021)
- Parks, Recreation, Open Space Plan (2022)

Each of these plans included an extensive public engagement process, that will be incorporated into this Plan update. The pyramid action items illustrated below show how these efforts will culminate in the periodic review process of the Comprehensive Plan.

Exhibit 1-1 Road Map Vision and Action Plan



The Battle Ground Roadmap vision and action plan provides a foundation for the City of Battle Ground's next steps.

Source: City of Battle Ground Public Participation Plan, 2023

Integration with Other City Plans

The City must ensure that urban services match the requirements of the citizenry in a cost-effective way, which has required the development of long-range master plans for all major municipal functions. Capital facilities master plans were adopted concurrently with this Plan. These adopted facilities master plans reduce the risk of both private and public investment. This Plan incorporates adopted sewer, stormwater, drinking water, transportation, and parks master plans. The Plan serves as an integrating mechanism to ensure that these plans are compatible and advance the goals described in the City's overall vision. The following documents are considered an integral part of this Plan:

- City of Battle Ground Parks, Recreation and Open Space Plan
- City of Battle Ground Transportation System Plan
- City of Battle Ground Water System Plan
- City of Battle Ground General Sewer Plan
- City of Battle Ground Stormwater Management Plan
- City of Battle Ground Shoreline Master Program
- City of Battle Ground Housing Action Plan

Integration with Clark County Plans

A cornerstone of the GMA is coordinated planning between different jurisdictions within a region. To that end, Clark County adopted a Community Framework Plan in 1993. The Community Framework Plan includes county-wide planning policies under which all cities agreed to plan. The City of Battle Ground's goals and objectives are coordinated and comply with the County's policy framework. The County's Comprehensive Plan provides direction to the City of Battle Ground and other local Clark County jurisdictions on countywide development policies, including population allocations, transportation systems, vacant land inventories, and land allocations. The County and City have coordinated and confirmed that their land use inventory and forecasts and transportation models are compatible.

For the 2025 update to the Comprehensive Plan, the Clark County has hosted on-going check in meetings with all cities within the county that are required to fully plan. City and County staff coordinated on growth allocations and targets to meet GMA requirements, and new housing affordability targets.

How to Use the Plan

The Plan is designed to articulate a vision for Battle Ground's development and to describe a strategy for accomplishing this vision over a 20-year period. The Plan will be implemented through the Land Development Code and other regulations. The Plan also articulates community priorities for City expenditures on capital facilities and transportation improvements and how such improvements could be financed in the future.

The Plan is a legally binding document that guides the creation of regulations and ordinances for the City. Its goals and objectives express the ideal vision for Battle Ground. However, these multiple goals and objectives may occasionally conflict with one another. Additionally, circumstances may arise that are not addressed in the Plan. Therefore, the Plan provides guidance in the decision-making process, but does not constitute a regulation. It is intended that the Plan be adjusted over time as conditions change or as new information is discovered about how successful the Plan is in achieving its goals.

Although integrated and coordinated, each element of the Plan establishes policies on a specific aspect of life in Battle Ground. A brief description of the 10 elements follows.

Livability: This element addresses the preservation and enhancement of qualities that make Battle Ground an interesting and dynamic place for people to live. Much of this element relates to urban design within

Battle Ground. Livability is not a required element under the GMA, but a "design" element that is optional under the GMA.

Land Use: The Land Use element provides guidelines for property development during the next 20 years. It strives to achieve a balance between the land that is available for the creation of new jobs and that is used for housing. It emphasizes the stability of existing neighborhoods, while enhancing regional, community, and neighborhood centers. The GMA requirements include identification of urban growth areas, consistency with county-wide planning policies, and a description of population densities.

Housing: This element encourages a range of housing types and prices to meet the needs of all citizens of Battle Ground. GMA requires that this element be consistent with county-wide planning policies, include an inventory and analysis of existing and projected housing needs, identify sufficient land for housing, and a number of other requirements.

Growth and Annexation: This goal of the Growth Management element is to promote a logical sequence of growth through annexation. This is not a required element under GMA, but is included to help manage future growth within the city.

Environment: This element includes the inclusion of best available science for protecting critical areas and review of designations for critical areas. Critical areas include wetlands, aquifer recharge areas, fish and wildlife conservation areas, frequently flooded areas, and geologically hazardous areas. The GMA actually includes the provisions for critical areas within the land use element, but Battle Ground has elected to include a separate element to address these issues, as provided in RCW 3670A.080.

Economic Development: This element encourages a strong, independent, and broad-based economy in the city. This is an optional element under GMA.

Parks, Recreation and Open Space: This element provides direction on creating open spaces, trails, and parks within the community for present and future generations. It represents an update of the Park and Recreation Plan, and is an optional element under GMA.

Transportation: This element establishes a Transportation Plan for the city, which ensures that the transportation system is safe, efficient, balanced, environmentally sustainable, and improves livability. The GMA requires that the transportation element be consistent with county-wide policies, be based on the land use plan, include an estimate of traffic impacts on state-owned facilities, provide an inventory of existing transportation services, and provide a financing plan for new improvements, among other requirements.

Capital Facilities: The Capital Facilities element creates a plan for stormwater, wastewater, and drinking water infrastructure, and will foster environmental sustainability and cost-efficient development of new infrastructure. The GMA requires that this element be consistent with county-wide policies, include the proposed location and capacities for new facilities, provide a six-year financing plan, and include an assessment of the land use assumptions if funding is not available to serve new growth.

Private Utilities: This element helps to ensure that the provision of electrical, cable, telephone, and other private utilities are well managed and timely. The GMA requires that this element be consistent with county-wide policies, include the general location and proposed location of utilities, and provide coordination between all service providers.

Each element has a series of Goals and Objectives, defined below:

- Goals: Goals describe ultimate aims or desired states towards which the Comprehensive Plan is directed.
- Objectives: Objectives describe outcomes that efforts or actions are intended to attain.

1.2 Community Vision

50 year Vision

Another component of the City's comprehensive planning history is its 50-year vision. In the summer of 2000, the City launched an effort to create a 50-year Vision for the community that would be the foundation for future Plan updates and future City policy decisions. To assist in the development of the Community Vision, the City Council convened a Community Visioning Committee (CVC) during the summer of 2000. The members of the CVC represented many facets of the community and included several citizens at large, senior and youth representatives, business and development interests, the faith community, the City's Planning Commission and Parks Advisory Board, and other public agencies such as the Battle Ground School District, the Washington State Department of Transportation, and C-TRAN. Over a nine-month period, the CVC held several public meetings to create a draft Vision consisting of Vision Concepts, Guiding Principles, and a 50-year Vision Map. In addition, extensive outreach activities were under- taken to solicit input from the Battle Ground community. The Planning Commission held public hearings on the draft Vision and forwarded its recommendations to the City Council, which adopted the 50-year Vision in April 2001.

City Vision Plan

50 Year Vision Guiding Principles

The following Guiding Principles provide the framework for the Vision Concepts and map, the Comprehensive and Transportation Plan Rewrite policies, and implementation strategies.

Vision Concepts

The following Vision Concepts provide specific guidance concerning the Comprehensive Plan and Transportation Plan policies and future city policy decisions.

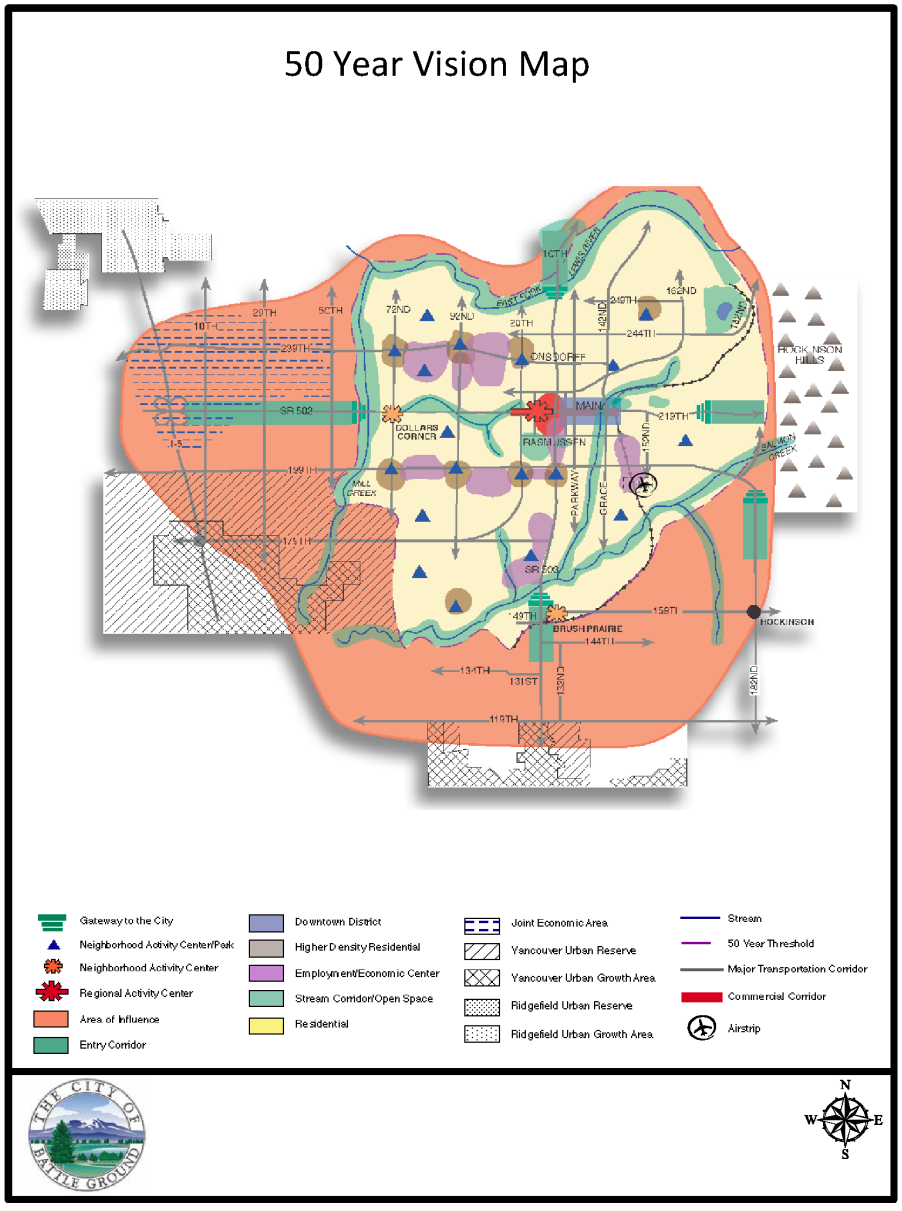
- Battle Ground is a city with a small town feel where both local and regional services are within easy reach.
- Battle Ground is the social, cultural, commercial, service, education, and civic center for Central Clark County.
- The heart of Battle Ground is the downtown district, which is centered at Main Street and Parkway, and includes the school district property, old town, the railroad, and a town square. This area will be planned as a cohesive district to take advantage of new opportunities and to build on the current strengths of the area.
- There is a viable commercial district located on Main Street between 102nd Avenue and Grace Avenue. This district has different characteristics along its length, from large regional stores on one end to smaller, locally-owned stores on the other end.
- Battle Ground has one regional service center focused on Main Street between 20th Avenue and SR503, community centers at Dollars Corner and Brush Prairie, and neighborhood activity centers located throughout the city. • Public spaces and investments in schools, library, a youth center, senior centers, and parks help to develop a sense of place while providing the services that make a complete community.

- A system of neighborhood, community and regional parks, greenways, and open spaces are identified ad protected for a range of passive and active uses. Where possible, these sites are located adjacent to future school sites
- Battle Ground is served by a number of transportation options within and around the city, including an I-5 interchange at 219th, public transit, the Cheletchie railroad and its corridor, and the opportunity to use an airport.
- Transportation access in Battle Ground is provided through a system of trails and local, collector and arterial streets that provide improved connectivity for a range of transportation choices, including automobiles, bicycles, pedestrians, transit and commuter rail.
- Neighborhoods are the building blocks for future development and improvements and help maintain a small town feel. Neighborhoods are identified by parks, schools, physical features, commercial services, or other community resources. They include multiple uses such as convenience institutions such as a branch post office or a community center.
- New housing developments offer a range of options and locations and help create new neighborhoods, while in-fill housing is sensitive to existing housing types and neighborhood character.
- New employment and economic development areas are identified, preserved and promoted throughout the city and provide family-wage jobs for residents of Battle Ground, help create a self-reliant community, and provide a solid revenue base to support needed services.
- Battle Ground is influenced by the other jurisdictions surrounding it and will work with these jurisdictions to plan for the "area of influence" in a manner that implements the Battle Ground 50-Year Community Vision.
- Gateways to Battle Ground are defined by physical features such as state and regional parks, the East Fork of the Lewis River, Salmon Creek, farmland, rural development, open space, large stands of trees, stream corridors, and environmentally sensitive lands. The City will work with the surrounding jurisdictions to protect these natural boundaries.
- The corridors leading up to the gateways are protected from development that would compromise the feeling of openness and increase traffic congestion. In particular, the city will work with Clark County and other jurisdictions to protect the areas of influence that surround the city, especially the area between I-5 and the western gateway to the city.
- Stream corridors, environmentally sensitive areas, and regional parks help to build identify and are protected, enhanced, and integrated into the fabric of the community and provide needed open spaces, trail connections, and the opportunity to live with a natural environment.
- All areas of the city will be planned in a comprehensive way that integrates the elements of a complete neighborhood, including employment opportunities, housing, parks and open spaces, transportation, environmental resources, and other civic services. Each area will be planned in the context of the entire city, with particular attention given to how the area relates to the regional community centers and the downtown district.

City of Battle Ground 50-Year Vision Map

The following Vision map depicts the community's preferred future development and transportation scenario in broad brush strokes (see Map below). The preferred development scenario is further refined and implemented through the policies contained with this Comprehensive and Transportation Plan. The City's Planning Commission and City Council have worked together closely throughout the planning process to ensure widespread support for this Plan.

Exhibit 1-2 50 Year Vision Plan



Source: City of Battle Ground

Community Vision Plan

The City of Battle Ground developed the Community Vision and Action Plan to develop a community-driven vision for Battle Ground for the future. It provides direction on core values, and projects for implementation. The Plan was driven by a steering committee of 12 community members, the *Navigators*. Through a robust community engagement process, a vision statement and nine big ideas were developed for the City to implement, categorized into five focus areas.

The Vision Statement promotes enhancing Battle Ground's assets through the development of neighborhoods and districts, by addressing parks and green spaces and creating community gathering spaces, by boosting employment, and by seizing redevelopment opportunities.

Battle Ground Vision

OUR VISION for Battle Ground is a vibrant, growing city that offers an unsurpassed quality of life for all residents, embracing its history, traditions and diversity. We celebrate our location at the foot of the Cascade Mountains, exploring and recreating in our natural surroundings. We value our exemplary education system that inspires excellence and innovation. Our economy is dynamic and diversified, with time-honored trades thriving alongside new, leading edge companies. Our downtown district cultivates a flourishing artisan community of distinctive restaurants, entertainment, arts and crafts. Our community centers and open spaces provide unique places for people to gather and connect year-round. Our neighborhood districts create a sense of identity, belonging and well-being, while our entire city is enhanced and connected by a network of pedestrian walkways, bike trails, and public transit. This is Battle Ground – and why we choose to call it home.

Big ideas focus on the concept of livability, especially in preserving historic and cultural resources (Identity), and promoting a variety of housing options and mix of land uses (Prosperity).

See **the Livability Element for the** full list of big ideas from the Community Vision and Action Plan.

2 Livability

2.1 Purpose

The Battle Ground community has identified livability as an important consideration for the planning of their city. This Element of the Plan focuses on creating an integrated mix of land uses, encouraging human-scale design, providing opportunities for public participation in community planning, protecting and promoting significant views, providing a variety of housing choices, and preserving historic and cultural resources. It fosters a greater connection between Battle Ground residents and their city, a stronger sense of place, and a complete community that meets the everyday needs of its residents and workers. The inclusion of a Livability Element reflects the importance of this topic in Battle Ground, as it is not are required element under GMA.

2.2 Conditions and Trends

Historical Context

The identity of Battle Ground has changed over time, from a small town, to a suburban community, to its current status as a growing city.

The city of Battle Ground as we know it today was developed during four main periods. Prior to European settlement, the area was occupied primarily by the Chinook and Western Klickitat tribes. Although the earliest known European settlements in the area occurred during the late 1800s, a cohesive community began to take shape between 1901 and 1944 when Battle Ground was first platted and the railroad was constructed. Neighborhoods were slow to develop during this period. At this time, Battle Ground's first neighborhood began to develop around what is today known as Old Town. Many of the houses and other structures built from 1901 to 1944 can still be found both north and south of East Main Street. Housing built during this era reflects a mix of design types and densities and utilizes a grid-like street network for circulation. Other structures built during this period are spread throughout the UGA, with a concentration being located near Cramer Road and 189th Street.

A second wave of development occurred from 1945 to 1959. Battle Ground was first incorporated during this period, in 1951, when it began providing water and sewer services and fire and police protection. The rate of growth in Battle Ground's neighborhoods became more regular during this period, although it was still modest compared to today. Much of the new construction that took place during this period was infill development and was concentrated within the previously existing neighborhood that surrounded East Main Street. The neighborhood reflected the connected grid-like streets and a variety of design types and densities typical of the early development of the city.

The rate of development within Battle Ground steadily increased between 1960 and 1985, with growth spikes occurring during the late 1960s and early 1970s. The development pattern in Battle Ground began to change significantly during this period, as increased mobility provided by automobiles spurred development further away from downtown Battle Ground and people who worked in Vancouver or Portland began to settle in the city. Distinct new neighborhoods were constructed during this era throughout Battle Ground, with subdivisions located north and south of the Old Town area, near the intersection of Parkway and SW 11th Avenue, and near Main and SW 20th Avenue. Development that took place during this era was typically constructed with cul-de-sac streets, and houses shared homogeneous designs and densities.

The most recent wave of development, which occurred between 1985 and the present, was marked by a rapidly increasing rate of growth. New and distinct subdivisions that were developed during this period were also constructed around cul-de-sacs and had smaller parcel sizes than earlier development. Ingress and egress to subdivisions was typically provided through few street connections that linked to arterials, making access to the areas limited for automobiles, pedestrians, and cyclists. Today, most of the housing stock continues to be single-family homes, but multifamily development is increasing.

The City of Battle Ground adopted Legacy Standards in 1999, to guide the development of new subdivisions that are better integrated with surrounding neighborhoods and the City-at-large. New subdivisions that were constructed subsequent to the adoption of the Legacy Standards have greater architectural diversity, and improved street connectivity that encourages circulation for pedestrians and cyclists.

Current Conditions

Sense of Place

The fabric and therefore the "mental map" of Battle Ground has changed over time, from the historic old town to a city of more than 8 square miles today. Natural and constructed features shape the legibility of the city in its current form.

The image of the city is how people mentally map and make sense of their surroundings. A livable city is one with recognizable patterns that can be easily identified and grouped[1].These patterns include districts, paths, edges, nodes, and landmarks.

- **Districts** are areas or neighborhoods with common characteristics that one can go within and that are distinct from their surroundings.
- **Paths** are the streets, sidewalks, and regional trails where people move through the city.
- **Edges** are boundaries within the city, which may be natural or constructed.
- **Nodes** are places of condensed activity, such as places where paths cross or various uses cluster.
- **Landmarks** are points of reference within a city that guide movement and provide orientation.

DISTRICTS

Districts in Battle Ground include various areas of mostly low-density residential uses oriented around a central commercial corridor and the old downtown, with areas to the southeast of mixed use, light industrial, and Cedars North Airpark.

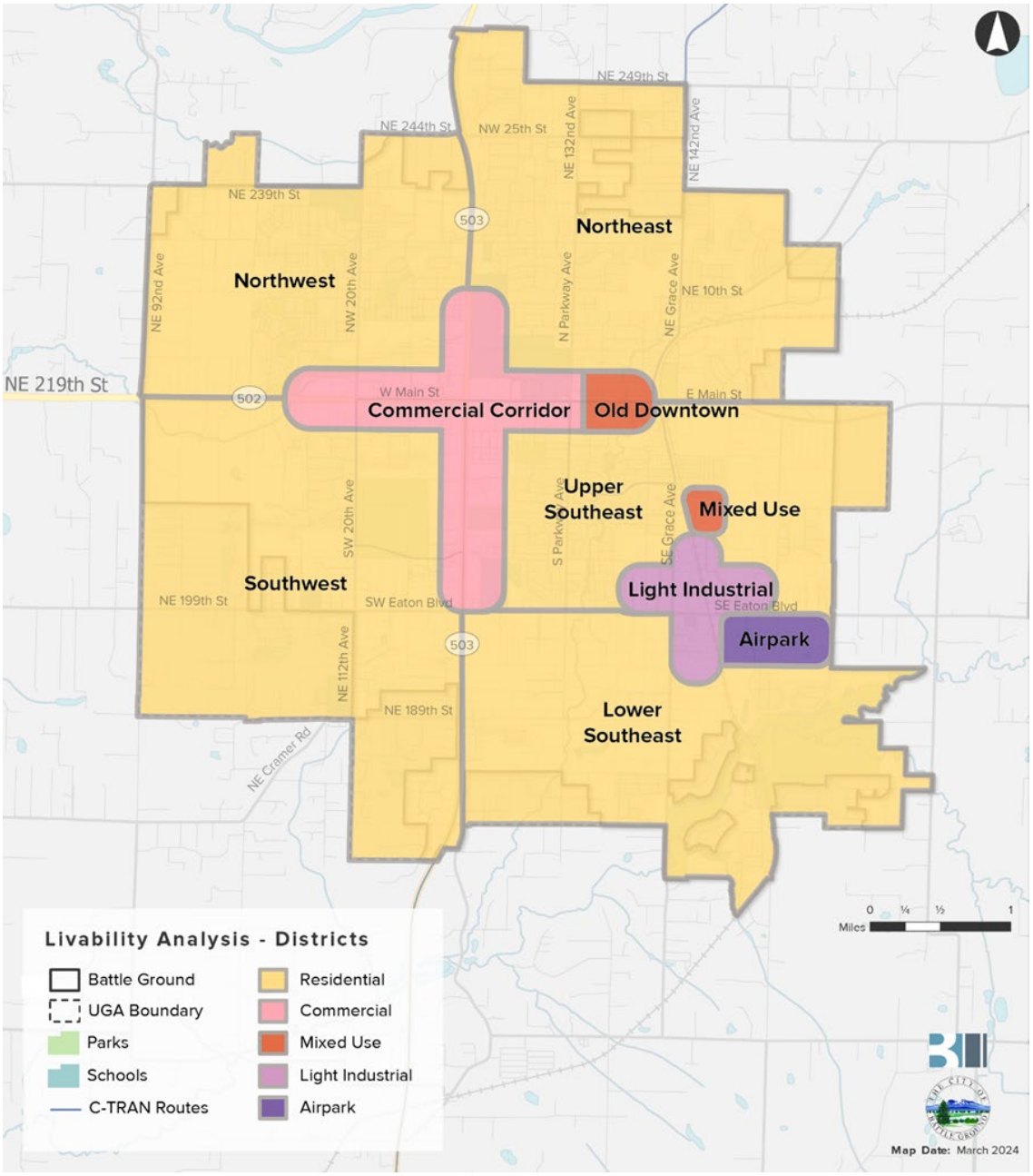
The commercial corridor is centered on the intersection of West Main Street and SR 503, with predominantly vehicle-oriented design, including large parking lots. The old downtown links to this district but has a distinct look and feel, with a concentration of smaller, pedestrian-oriented businesses and more street trees and sidewalk landscaping. Both areas are hubs for employment and daily errands.

In the southeast part of the city, an area of mixed uses surrounds the public library. Buildings here are newer, generally larger, and pedestrian-oriented, with wide sidewalks, sidewalk landscaping, and street trees. To the south of this district is an area with mostly light industrial uses, which is more vehicle-oriented with large, low buildings and abundant surface parking. These districts are both destinations for local jobs.

The Cedars North Airpark sits to the east of this district and is characterized by a large area of open space around the airport runway and large lots with single-family homes.

[1] As described by Kevin A. Lynch, American urban planner and author, in "The Image of the City" (1960)

Exhibit 2-1: Districts



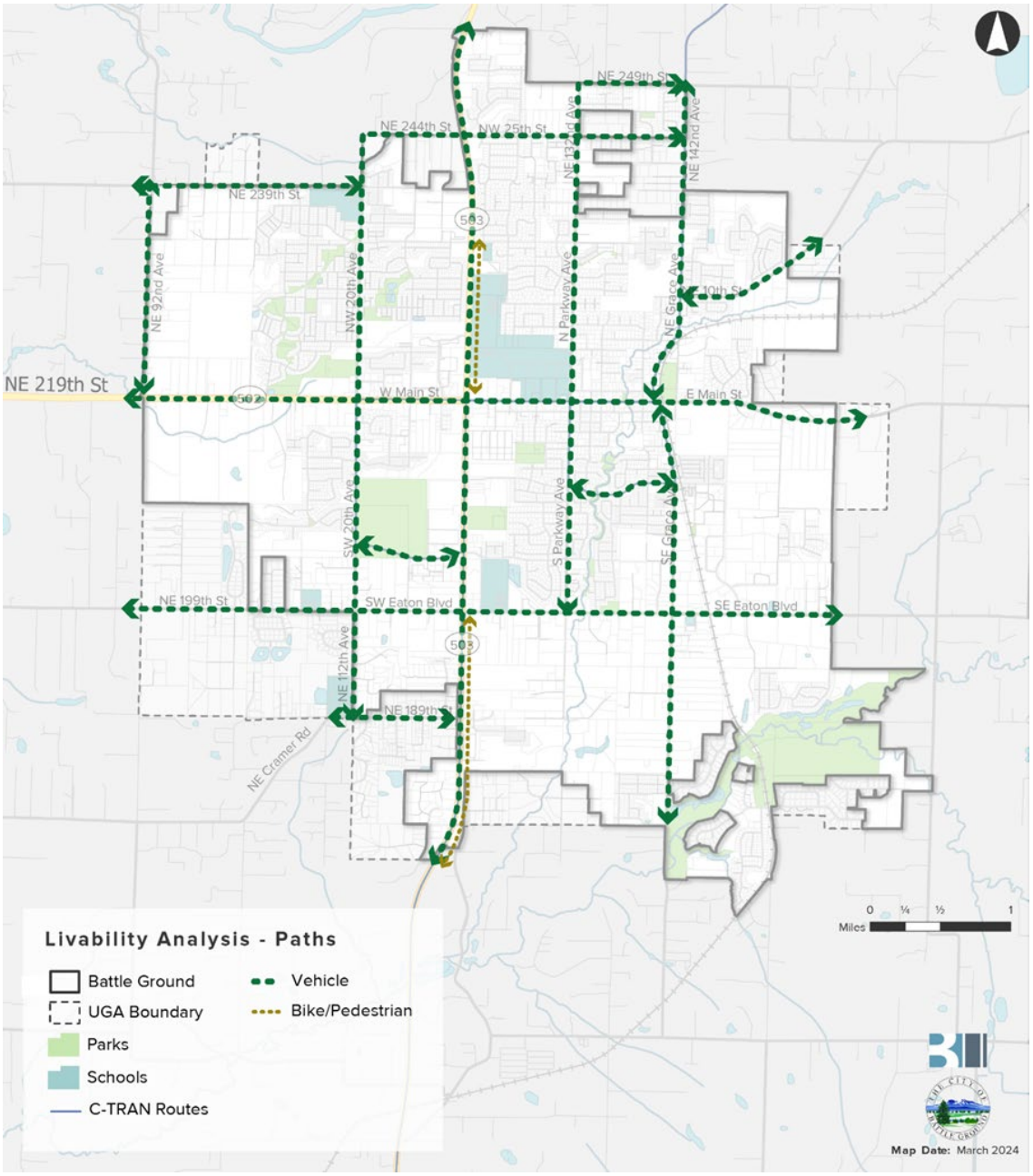
Source: BERK 2024

PATHS

Paths in Battle Ground include key vehicle roadways, including SR 503, West and East Main Street, local arterials, and bicycle and pedestrian paths, such as sidewalks and trails. Most paths are vehicle-oriented, with minimal off-street trails currently built. Battle Ground's paths generally form a grid across the city, with a greater density of major connection points in the geographic center of the city and lower density on the west and south sides. SR 502 and 503 intersect at the geographic center of the city and the commercial corridor

district. Bike/pedestrian trails are primarily along SR 503, but there isn't a clear non-motorized network and integration with the city's street grid.

Exhibit 2-2: Paths



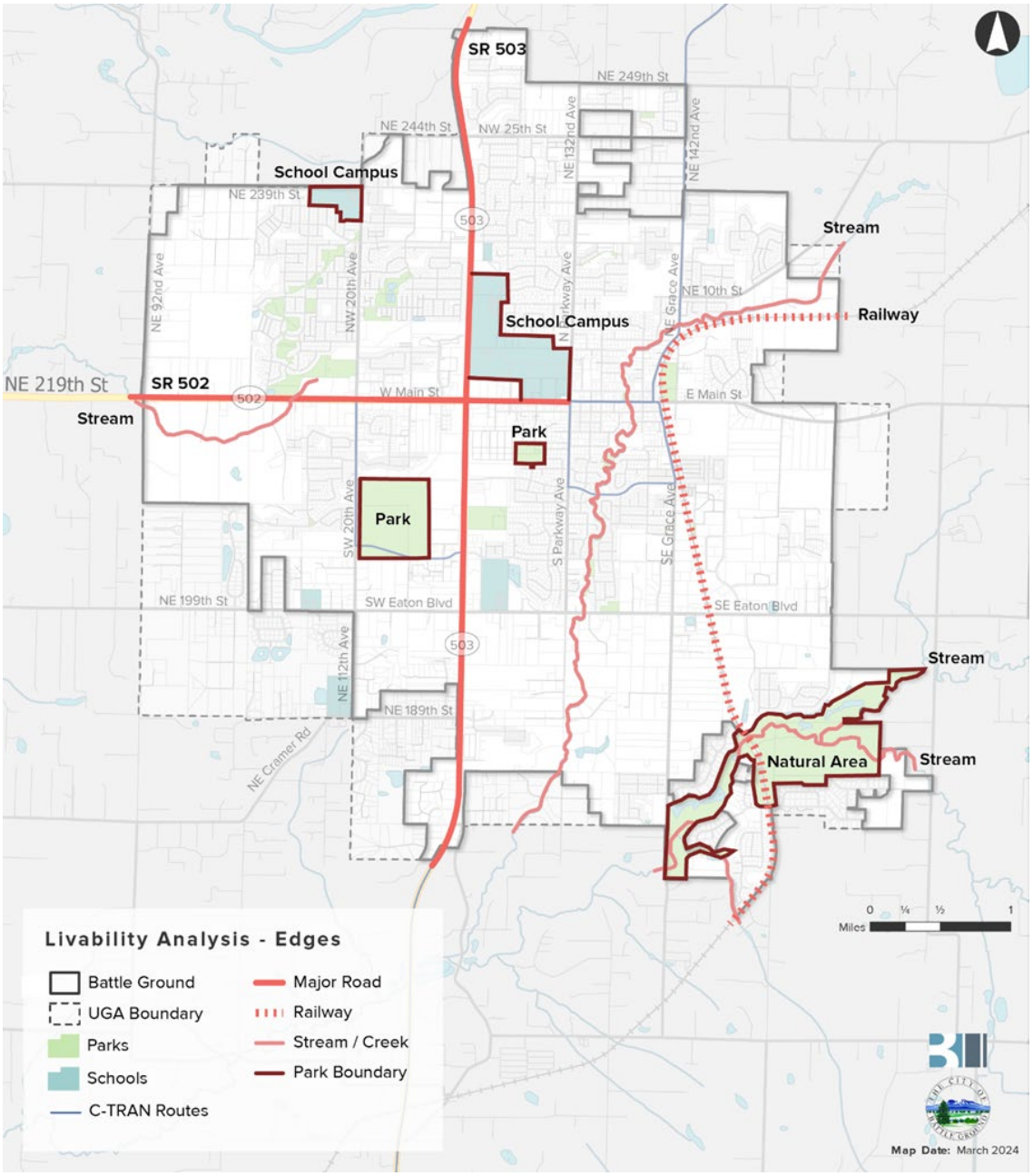
Source: BERK 2024

EDGES

Edges in Battle Ground are comprised of a range of features, including streams, park and open space boundaries, school campus boundaries, major roadways with minimal pedestrian crossings, and the railway. SR 503 and SR 502 split the city into quadrants, with a railway creating a hard edge along the east side of

the city. Streams, in some places obscured from view, create natural divisions at several points. Park and school campus edges also create a sense of distinction from surrounding uses.

Exhibit 2-3: Edges



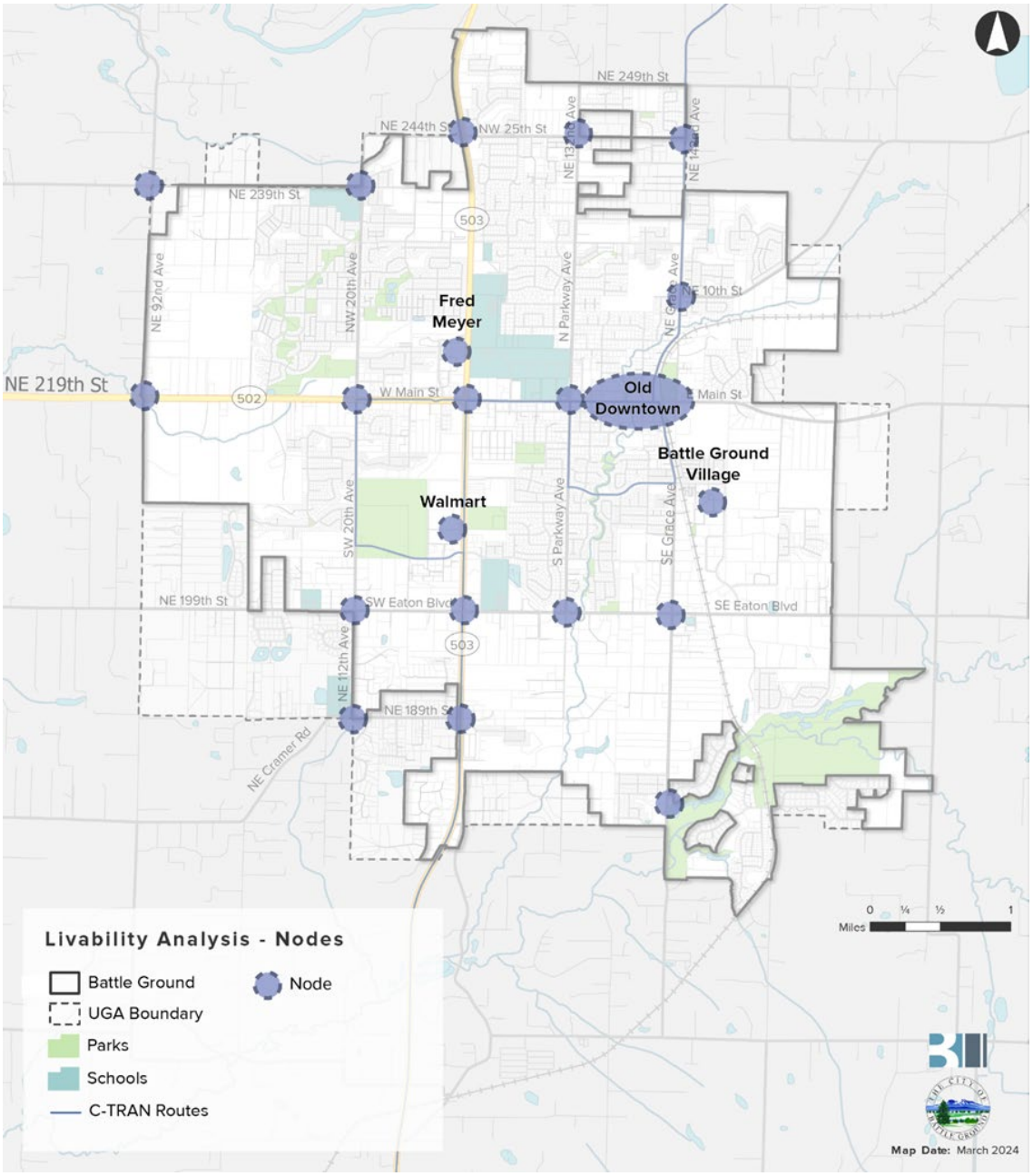
Source: BERK 2024

NODES

Nodes in Battle Ground include areas of dense activity, such as key shopping destinations, mixed use areas, and the intersections of key roadways. This

includes the two major grocery stores: Fred Meyer and Walmart, both located along SR 503. The old downtown and Battle Ground village are also nodes of activity, with their density of mixed uses.

Exhibit 2-4: Nodes



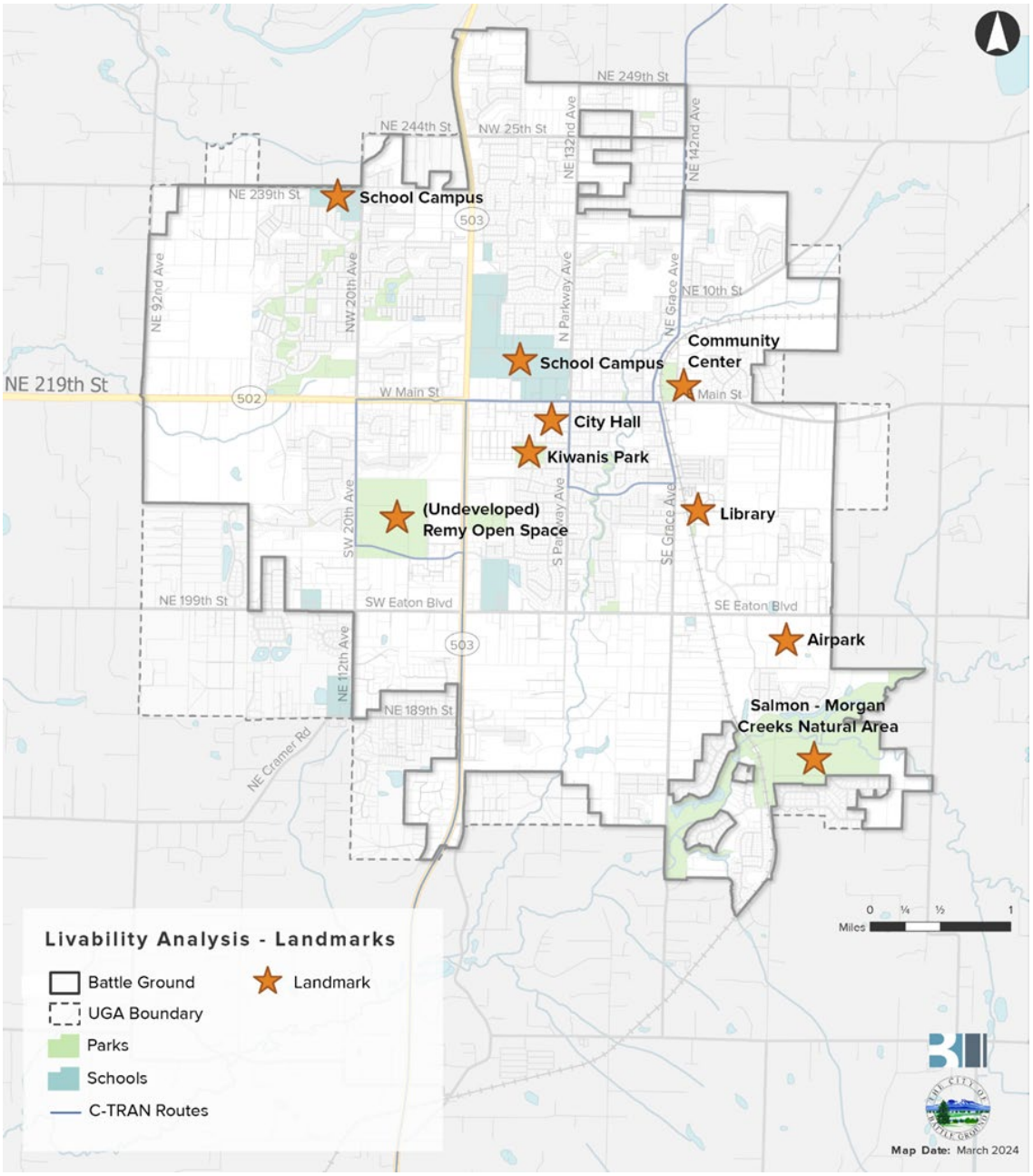
Source: BERK 2024

LANDMARKS

Landmarks in Battle Ground are predominantly public and civic uses, including school campuses, city hall, the community center, the library, and multiple parks. The Cedars North Airpark is also included as a landmark, due to its

unique form and use. There is a density of landmarks centered near SR 503 and West / East Main Street, with others scattered to the northwest and southeast of the city.

Exhibit 2-5: Landmarks



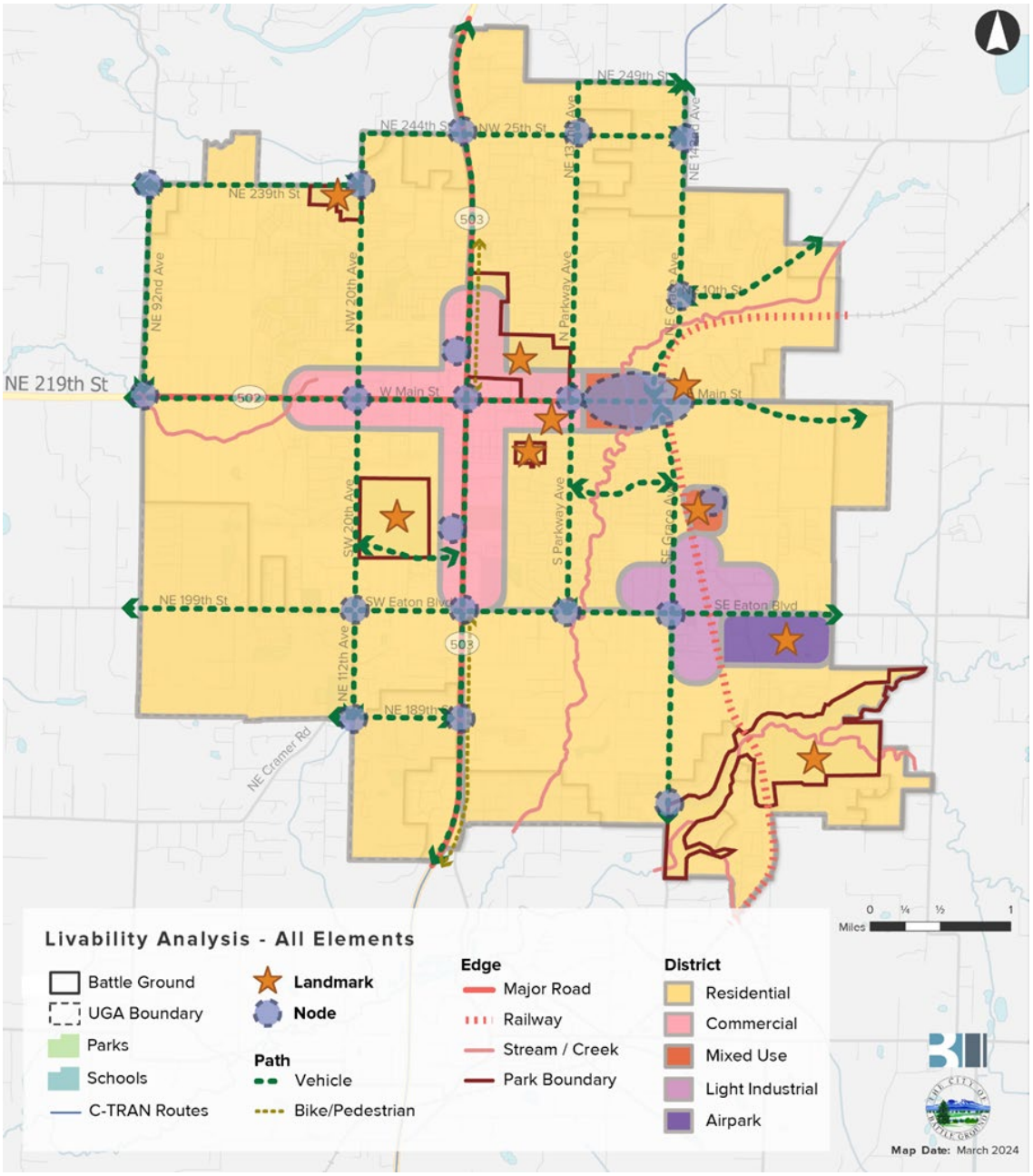
Source: BERK 2024

ALL URBAN DESIGN ELEMENTS

Together, the elements of districts, paths, edges, nodes, and landmarks create a mental image of Battle Ground. Areas of condensed activity include the commercial corridor around the intersection of SR 503 and West Main Street,

with the school campus and city hall as landmarks, and the old downtown, with its connection to the community center and skate park. The mixed-use area at Battle Ground Village, which includes the library, is also a focal point where edges, landmarks, districts, paths, and nodes meet. The railroad and Salmon Creek Natural Area create distinct edges towards the east boundary of the city, while SR 503 and West Main Street provide edges but also paths for traveling through the city.

Exhibit 2-6: All Urban Design Elements



Source: BERK 2024

Historic Preservation

The Battle Ground area has been settled for over a century and has a rich and colorful history. There are fifteen historic properties on the Clark County Register of Historic Places. These resources root residents in their community's history. Although there are currently no historic places within the UGA that are listed on the National Register, it is possible that there are properties that are eligible. A property becomes eligible based off its age, integrity (whether or not the structure maintains its original form) and its significance. A full list of historic properties can be found on the Washington State Department of Archeology and Historic Preservation (DAHP)'s website.

Views

Battle Ground residents currently enjoy views of Mt. Saint Helens, Mt. Hood, and the foothills of the Washington Cascades. There are currently no view protection requirements.

2.3 Livability & Growth Management Act Goals

There are several goals of the Growth Management Act that support Battle Ground's emphasis on livability.

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

The GMA provides for communities to establish policies related to design and historic preservation as an optional component of their comprehensive plan but does not provide specific programmatic guidance.

Housing. *Plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.*

The Livability Element supports this goal by encouraging a variety of housing options in Battle Ground.

Resident participation and coordination. *Encourage the involvement of residents in the planning process, including the participation of vulnerable populations and overburdened communities, and ensure coordination between communities and jurisdictions to reconcile conflicts.*

The GMA calls for public involvement and participation in the development of the Plan and implementing plans. It mandates "early and continuous public participation in the development and amendment of comprehensive land use

plans and development regulations implementing such plans." It is within the mandate and spirit of the GMA to encourage communities to involve citizens in a range of planning and policymaking activities.

Countywide Planning Policies

Clark County has developed goals and policies that will direct community design policy and development within the county. The Livability element for this Plan is consistent with the following countywide community design goals:

- Conservation of nature resources and minimize waste
- Focus on community identity that reflects history, and design with climate compatibility in mind.
- Streamline the design process for efficiency and less conflicts, while maintaining high quality.

EQUITY IN LIVABILITY:

The City of Battle Ground will promote equity throughout all its neighborhoods by making the beautification process more efficient, culturally relevant, and well-fitted into the environment, providing a better lifestyle for all residents.

2.4 Legacy Standards

In April 1999, the Legacy Standards adopted by the Battle Ground City Council went into effect. The standards prescribe architectural variety, streetscapes that are pedestrian friendly, and street networks that connect in a grid pattern when possible. The intent of the Legacy Standards is to create a community where it is possible for people to meet on the sidewalk in front of their homes, eliminate "fenced canyons" (unwelcoming thoroughfares which have no relationship with surrounding residential uses), and promote human scale architecture (designed to primarily relate to pedestrians rather than automobiles). In addition, the Legacy Standards are intended to provide a more efficient transportation system that allows people the choice of walking, biking, or driving to their destination.

Embedded throughout the development code, the Legacy Standards manage growth to create a built environment that would have a positive effect long into the future – one that would conserve services such as sewer, water, police and fire protection, and demonstrate the City's respect for its natural setting. While the development code and Comprehensive Plan have been updated since to address changing State requirements and local needs, the Legacy Standards continue to be relevant today.

The standards are founded on the following premises:

- Establish a new baseline standard for new development.

- Recognize existing community identity.
- Establish interrelationships between neighborhoods and commercial developments.
- Recognize the need to meet individual choice in housing and neighborhoods.
- Improve neighborhood livability.
- Create incentive systems, options and opportunities for new development to implement desirable design elements.
- Recognize the physical and environmental constraints within the city and their impacts on new development design.
- Enhance the natural environment.
- Provide and preserve the opportunity to establish and maintain open spaces.
- Recognize multiple modes of transportation and make driving optional.
- Encourage multiple uses of the street system.

It should be noted that with recent legislation and requirements under GMA for housing, Middle Housing typologies cannot have development and design standards that are more restrictive than that for single family detached structures.

2.5 Community Vision and Action Plan "Big Ideas"

The City of Battle Ground developed the Community Vision and Action Plan to develop a community-driven vision for Battle Ground for the future. It provides direction on core values, and projects for implementation. The Plan was driven by a steering committee of 12 community members, the *Navigators*. Through a robust community engagement process, a vision statement (see Chapter 1) and nine big ideas were developed for the City to implement, categorized into five focus areas.

These focus areas relate to the concept of livability, especially in preserving historic and cultural resources (Identity), and promoting a variety of housing options and mix of land uses (Prosperity).

See **Exhibit 2-7** for the full list of big ideas from the Community Vision and Action Plan.

Exhibit 2-7. Community Vision Plan Big Ideas

Focus Area	Definition	Big Ideas
Identity	image & branding, marketing & promotions, tourism	▪ Old Town Revitalization. Promote the ongoing revitalization of Old Town Battle Ground as the traditional heart of the community with shops, restaurants and other attractions that preserve the community's enduring small town heritage and charm ▪ Branding Battle Ground. Fully develop the Battle Ground brand including updating the City's logo and creating a marketing campaign that targets business recruitment and tourism, and establishes the long-term community identity.
Prosperity	economy & jobs, business development, downtown	▪ Future Jobs and Industry. Identify Battle Ground's most competitive economic opportunities and employment niches for the future, creating a comprehensive economic strategy that includes new jobs, targeted sectors, and their locations. ▪ School District Site Redevelopment. Plan for the eventual redevelopment of the Battle Ground High School campus to accommodate a new city center for mixed use housing, employment and recreation—Battle Ground's "living room."
Community	neighborhoods, government, leadership, civic engagement, volunteerism	▪ Successful School System. Support the broad-based community leadership essential to a successful public school system. ▪ Activity Centers & Gathering Places. Develop new—and expand existing—spaces that contribute to quality of life for Battle Ground's growing population of all ages. Projects may include expanding the Community Center, developing a new YMCA/aquatics center, and creating more parks and gathering places in neighborhoods

Focus Area	Definition	Big Ideas
Well-being	education, parks & amenities, health & safety, social services, inclusion, resilience	▪ Interconnected Trail Network Establish a network of trails, bikeways, sidewalks, and paths that connect residents and visitors to the greater outdoors and in-town destinations. ▪ BG GreenPlan. Create and implement a master plan for Battle Ground's parks and recreation resources of the future capitalizing on wetland areas throughout the City as a unique natural amenity.
Growth	planning, housing, transportation, infrastructure, wetlands, urban services	▪ City Planning Districts. Establish a new system of planning districts covering the entire city, reinforcing the unique identities of Battle Ground's various areas and establishing a framework and vision for future development. Using the City Planning Districts, update Battle Ground's Comprehensive Plan to reflect the community's future vision.

Source: Battle Ground Community Vision & Action Plan; 2018

2.6 Livability Element Goals and Policies

Goals and objectives with the corresponding symbols indicate the following:

🚙▼ : Indicates a goal or objective that will help the city vehicle miles traveled (VMT).

🌐 : Indicates a goal or objective that will improve the city's climate resiliency or reduce its vulnerabilities to the impacts of climate change.

💨▼: Indicates a goal or objective that will help the city reduce greenhouse gas emissions (GHG).

Livability Goal 1:

L1 An integrated mix of uses that increase Battle Ground's housing and commercial options and improve the community's sense of place.

Objectives:

LO1.1 Encourage a lively and active downtown core through fostering a mix of residential and commercial uses, along with placemaking and entertainment opportunities for individuals and families of all ages.

LO1.2 Encourage a mix of uses in new neighborhood centers that serves the local neighborhood and create a vibrant sense of place. 🚗 ▼

LO1.3 Maintain and improve existing mixed-use areas.

LO1.4 Encourage diverse housing developments in new mixed-use areas to have compatible building orientation.

LO1.5 Promote and support the placement of new mixed-use development in a manner that creates compatibility though performance standards, transition tool, site layout, and building design.

LO1.6 Create and update development and design standards that reinforce the character of the Districts defined in the Land Use Master Plan.

LO1.7 Develop an airport land use compatibility plan for the Cedars North Airpark.

LO1.8 Implement policy and programmatic recommendations from the Old Town Subarea Plan to support the neighborhood as a social and commercial center in Battle Ground.

LO1.9 Support Old Town programs that improve storefront appearance and parking management solutions through public-private partnerships.

LO1.10 Support the areas of Central Park and the proposed Main Street Plaza in Old Town evolving into main gathering locations for Battle Ground by park improvements and increased retail and services in immediate proximity of the spaces.

Livability Goal 2:

L2 Human-scaled architectural design and spatial relationships that improve walkability and accessibility.

Objectives:

LO2.1 Promote new infill housing development, both public and private that improves human-scale mobility and livability for new and existing residents.

LO2.2 Encourage the use of design elements that reflect the historical architectural styles while allowing flexibility in design and materials.

LO2.3 Reduce barriers for innovative design solutions in private development projects that foster inclusivity, accessibility, and mobility. 🚲▼

LO2.4 Promote new developments that enhance pedestrian and bicycling accessibility and decrease vehicular dependency. 🚗▼

LO2.5 Encourage store sizes and designs that are compatible with surrounding uses, particularly adjacent to, and within new and existing neighborhoods.

LO2.6 Promote the design of public and recreation spaces and rights-of-way that improve the pedestrian environment and increase the opportunity for social interaction. 🌐 🚙▼

LO2.7 Encourage the creation of civic spaces in both private and public facilities that provide opportunities for residents to meet.

LO2.8 Encourage the development of inclusive, accessible, and equitable neighborhoods in Battle Ground.

LO2.9 Foster the development of a walkable and accessible multimodal network along Battle Ground's commercial streets and its commercial districts. 🚙▼

LO2.10 Develop flexible tree conservation and enhancement programs. 🌐

LO2.11 Ensure new development is sited along the primary streets, with off-street parking in the rear to promote walking, biking, and accessibility.

LO2.12 Develop a subarea plan and design guidelines for Old Town. Create business retention and expansion strategies and programs. Support catalyst sites for redevelopment (2021 LUMP Policy 6)

LO2.13 In partnership with the School District, create a long-term vision for school sites in Old Town. Guide future redevelopment of the school property to be consistent with the scale, design, and identity of Old Town (2021 LUMP Policy 7).

LO2.14 Promote horizontal or vertical mixed uses in commercial districts with improved zoning intents, uses, and design standards. Revise the Future Land Use Map and Zoning to remove obsolete Mixed-Use Designations and Zones (2021 LUMP Policy 8).

LO2.15 For the purpose of successful and timely revitalization, increase project efficiency and continuity in the design and access throughout Old Town District in both infill and renovation projects.

LO2.16 Create and update development and design standards that reinforce the architectural design of the Districts defined in this Land Use Master Plan (2021 LUMP Policy 11).

Livability Goal 3:

L3 An integrated mix of housing types and densities that improve accessibility, affordability, and homeownership opportunities.

Objectives:

LO3.1 Encourage a wide range of diverse housing types in all neighborhoods.

LO3.2 Promote residential design and location that prioritizes infill development opportunity in areas with existing infrastructure capacity.

LO3.3 Encourage coordinated planning effort of new residential neighborhoods with diverse housing densities.

Livability Goal 4:

L4 Create the opportunity for participation of all community members to engage in public decisions.

Objectives:

LO4.1 Promote community engagement in land use decisions through fostering relationships with community members.

LO4.2 Collaborate with community groups to understand displacement risk and develop anti-displacement strategies.

LO4.3 Partner with community-based organizations in home maintenance, and weatherization programs to preserve naturally occurring affordable housing.

Livability Goal 5:

L5 Encourage new development design that protects and promotes significant views.

Objectives:

LO5.1 Preserve equitable access to existing public views for the enjoyment of all community members.

LO5.2 Promote the creation of new views through innovative development designs and neighborhood planning.

LO5.3 Explore the location of new public spaces and parks that will preserve significant views.

LO5.4 Preserve the views of the night sky.

Livability Goal 6:

L6 Encourage preservation, enhancement and integration of its historic resources and cultural heritage.

Objectives:

LO6.1 Encourage the preservation of historic architecture and significant cultural resources through public information, community engagement, and regulation, when necessary.

LO6.2 Support opportunities for organizations and institutions that celebrate the historic and cultural resources of Battle Ground.

LO6.3 Celebrate the agricultural tradition of the Battle Ground area.

LO6.4 Work with regional partners on understanding how local historic and cultural resources contribute to local and county-wide narratives.

2.7 Challenges and Opportunities

Several challenges and opportunities arise in the context of livability in Battle Ground:

Challenges

- As growth continues to occur at a rapid rate, Battle Ground could lose some of the unique identity and qualities that originally attracted people to the City. New residential development has been more cohesive since the implementation of the City's Legacy Standards, but commercial development has not occurred in a manner that promotes a small town feel and future development is likely to continue this trend, with bigger and bigger stores that are isolated from existing and future neighborhoods.
- Views of Mt. St. Helens and Mt. Hood may become obscured by new development unless viewsheds are preserved through strategically siting new parks and open space, and through master-planned developments that preserve and enhance significant viewsheds. No new regulations to protect private views are suggested; rather views should be preserved through the strategic location of streets, public parks, and open space.

Opportunities

- Regional commercial areas should be developed to draw shoppers and workers to walk to several stores in the area by designing the area to promote pedestrian circulation. Large-scale commercial areas should provide multiple safe pathways for people with disabilities. Neighborhood-scale commercial establishments should be convenient for residents to walk to and meet basic shopping needs and provide local meeting places. Alternatively, big-box and strip-mall development promotes reliance on automobiles for even short-distance trips and does not promote community livability that is preferred by this Plan.
- The design of Battle Ground's residential areas should help to create unique, comfortable, and interesting places for residents and visitors. These areas will promote more walking trips to school, work, parks, and commercial areas as well as recreational walking. Battle Ground's neighborhoods should be designed to create a sense of place and provide access to transit services.
- Public involvement will continue to play an important role in the City's planning and policymaking processes. The City will need strategies that

help to foster a sense of ownership among new residents by engaging and involving them regularly.

- Human scale is the proportional relationship of buildings and public spaces to people. Human scale design creates places that are ordered in such a way that people feel comfortable and safe. Human scale can be further reinforced by the choice of materials, textures, patterns, colors, and details.
- Battle Ground's historic resources could play an increasingly important part in defining a unique identity for the City. An opportunity exists to build on the historical development pattern that is typical of Old Town Battle Ground through continued implementation of the City's Legacy Standards.
- Battle Ground's industrial areas will be developed in the future in a way that integrates them with their broader urban context. Development in these areas should be designed to make them pedestrian friendly, cohesive, and well connected to adjacent areas.

Battle Ground's natural features such as wetlands, stream corridors, and open space should be preserved. These areas not only provide and ecological benefit, but enhance livability.

3 Land Use

3.1 Purpose

The Land Use Element guides how land will be developed in Battle Ground during the next 20 years. This Element establishes the urban pattern for the city by directing residential, commercial, and industrial growth. Ensuring that different uses work well together and are compatible is essential in creating attractive neighborhoods, vibrant commercial areas, and improved livability. If future land uses are well planned, provision of capital facilities will be more cost effective.

The Land Use Element can help implement the Community Vision Plan, by helping design new activity centers for social and economic activity and establishing new planning districts to help meet the City's steady growth.

The Land Use Element draws from the 2021 Land Use Master Plan (LUMP) that achieves the following:

- Supports City long-range planning efforts and is a source of vision and policies that can be folded into the Comprehensive Plan periodic review.
- Provides alternative proposals for changes to Comprehensive Plan land use plan designations and zoning.
- Supports regional planning applications to Clark County to support Buildable Lands capacity analyses and adjust Urban Growth Area (UGA) boundaries.
- Serves as a work plan for City annual docket processes for implementation activities.
- Provides direction on the pattern and level of growth to support related initiatives such as the companion Transportation System Plan Update and an in-progress Housing Action Plan.
- Identifies neighborhood district-level opportunities, constraints, and improvement strategies such as parks and trails connections, transitional design standards, etc.

The LUMP includes the development of a preferred alternative, which increases available land for employment, as well as changes to the City's UGA boundary, land use, and zoning changes. This element builds on the LUMP as well as responds to changes in the Growth Management Act element requirements.

3.2 Conditions and Trends

Battle Ground is at the center of Clark County and serves as a hub for commerce. The city's center revolves around a commercial district along SR 502 and Main Street, serving residents living in Battle Ground and the surrounding region. This area is characterized by large retail and service-oriented enterprises. East of the regional center along Main Street and SR 503 is the older commercial center of Battle Ground, which hosts restaurants, service-oriented businesses, specialty retailers, and government buildings. The Battle Ground School District maintains its main campus in this location, including a high school, a middle school, and two primary schools.

The city of Battle Ground presently contains a variety of industrial uses primarily located in the southeast corner of the city, including light manufacturing and warehousing facilities. There is also an industrial park near SE Grace Ave and Eaton Blvd.

Battle Ground's neighborhoods are spread throughout the city and are interspersed with some remnants of Battle Ground's rural past. Many of these neighborhoods have developed in the past 40 years. A wave of development that began in the mid-1980s and continued over the following decades was characterized by an accelerating growth rate. During this period, several new and distinct subdivisions were established, primarily located along the northern, western, and southern edges of the city limits. Additionally, some subdivisions emerged on the unincorporated Urban Growth Area (UGA). While there are some old neighborhoods near East Main Street, most dwellings were constructed during the 1980s or later.

Land in the UGA, outside of the existing city limits, contains mostly residential uses. While most residences in the unincorporated UGA are characterized by rural development patterns, there are some residential subdivisions that restrict the potential for future urban development. More intensive development is constrained by a lack of adequate sewer, water, and transportation facilities and current land use regulations.

3.3 Land Use Plan

Comprehensive Plan Map

Central to the Land Use Element and the Comprehensive Plan as a whole is the Comprehensive Plan Map, which establishes a policy framework for regulating the locations and intensities of future land uses. The City's Zoning Code and other development regulations must be consistent with the Comprehensive Plan Map, the accompanying narrative contained within this Land Use Element, and the other Comprehensive Plan Elements.

Exhibit 3-1 lists the land use designations for residential, commercial, industrial, and other categories, as well as the more detailed implementing zones, and the associated densities. **Exhibit 3-2** provides the City of Battle Ground's Future Land Use Map.

The Comprehensive Plan Map officially designates the types and intensities of land uses allowed on individual properties throughout the city of Battle Ground. Designations applied by Clark County in the unincorporated UGA are also indicated. The designations within the designated UGA depict the City's plans to achieve its vision as these lands are brought within the Battle Ground UGA in the future consistent with the Battle Ground Land Use Master Plan (LUMP) and county-city collaboration planning efforts with the 2025 Periodic Update. The areas designated in this Map are intended to be illustrative and have not been adopted by Clark County. Clark County should be consulted in order to ascertain the actual Comprehensive Plan designations for these areas.

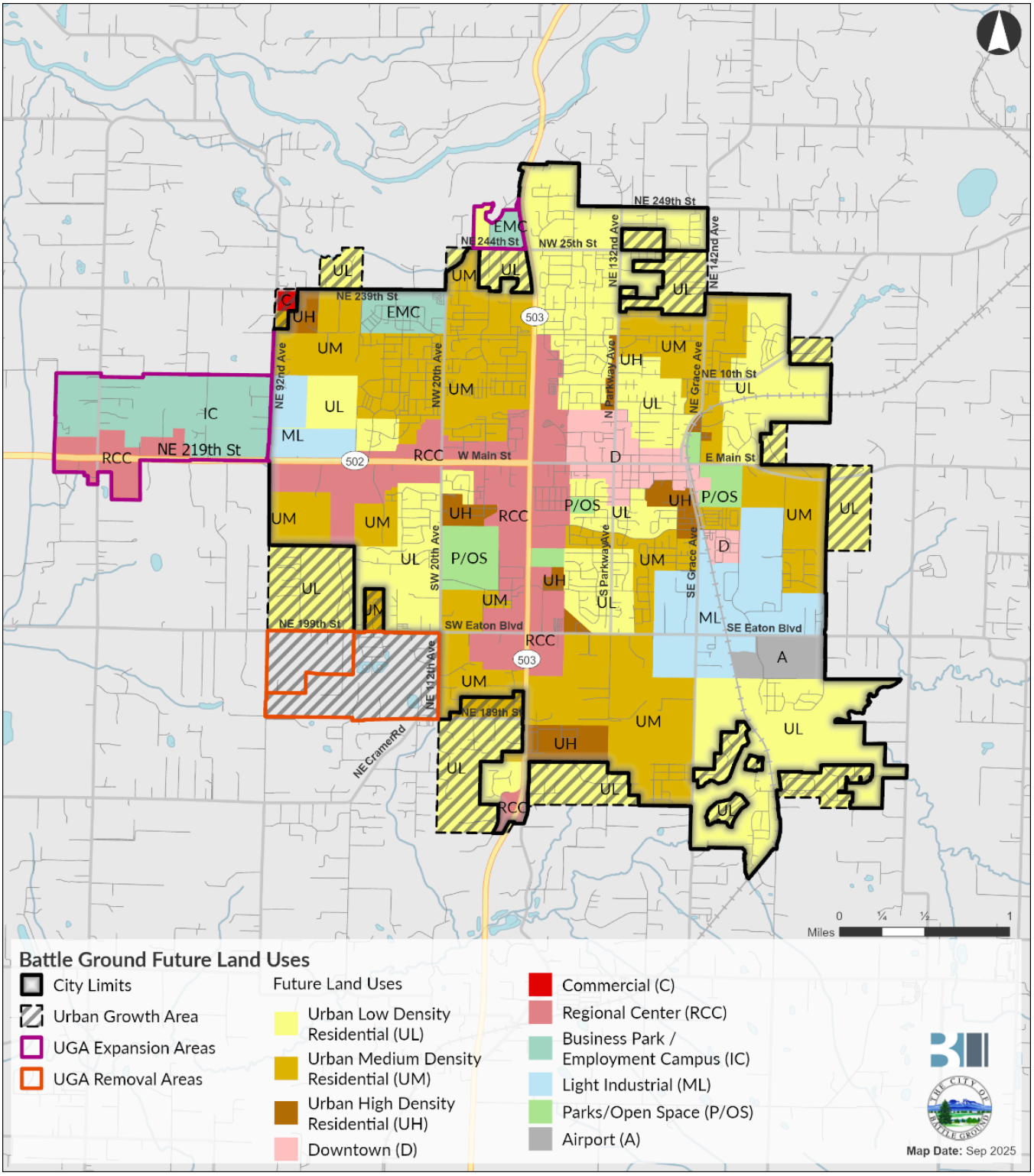
The map reflects the effort associated with the current Comprehensive Plan process to create a commercial, civic, and cultural center in the heart of Battle Ground. This regional center extends along Main Street and SR 503 due to the superior transportation access this area offers and to build on the existing regional commercial investment. Another regional center is designated at SR 503 and Eaton Boulevard due to the area's strong transportation connectivity. Mixed-use areas are located in the western part of town to enhance access to regional transportation facilities. Higher density residential districts are primarily located in the western and southern areas of the city because they offer easy access to employment centers in Battle Ground, Vancouver, and Portland. Industrial areas are designated in the southeastern area of the city to build on existing investments and minimize the negative impacts of industrial activities on residential and commercial uses. Other existing zones have not been changed significantly, to preserve existing residential and commercial areas.

Exhibit 3-1. Comprehensive Plan Designations

	Designation	Symbol	Zoning	General Intent
RESIDENTIAL	Urban Low Density	UL	R3, R5, R7, Neighborhood Center	Residential uses ranging from 1.5 to 10 units per acre addressing detached units, duplexes and cottage housing, and accessory dwelling units. Manufactured housing allowed on single family lots.
	Urban Medium Density	UM	R7, R10, R12, Neighborhood Center	Residential ranging from 5 to 12 units per acre (manufactured housing allowed on single family lots). Allows for a mix of single and middle housing options.
	Urban High Density	UH	R12, R16, R20, Neighborhood Center	Residential units including attached dwellings such as townhouses, duplexes, and apartments ranging from 10 to 22 units per acre
COMMERCIAL	Regional Commercial	RC	Regional Center Commercial	Commercial center serving Battle Ground and large areas of the county. Includes predominantly commercial uses with some multifamily allowed. Allows for mixed uses and housing at 20-40 units per acre
	Downtown	D	R10, R12, R16, R20, Community Commercial Center, Downtown	Historic district providing a destination opportunity for primarily smaller, independently owned retail, service, and entertainment venues. Allows for mixed uses and housing at 10 – 40 units per acre densities.
INDUSTRIAL	Light Industrial	ML	Light Industrial, Employment Campus, Westside Employment, Neighborhood Center	Light industry, including manufacturing, and wholesale businesses
	Campus Employment	IC	Light Industrial, Employment Campus, Westside Employment, Neighborhood Center	Primarily office and research and development uses in setting emphasizing aesthetics and compatibility
OTHER	Park Overlay	P	Park	Existing and planned parks
	Airpark	A	Airpark	Supports airport activities by preventing incompatible land uses from locating in the area

Source: City of Battle Ground, 2024

Exhibit 3-2. Future Land Use Map



Source: City of Battle Ground; BERK 2025

Planning for Population, Housing, and Job Targets

The Growth Management Act (GMA) requires that enough land must be designated within the Urban Growth Area (UGA), at sufficient densities, to accommodate the city's anticipated population increase over a 20-year period (2025-2045). The City must also plan for a housing target and provide housing at all income levels. The population and housing targets are developed by Clark County in consultation with the cities including Battle Ground. The County and cities choose to develop job targets to help plan for sufficient land for commerce and industry (RCW 36.70a.070(1)). The following projections and analysis, together with the Comprehensive Plan Map, will ensure the City can accommodate the anticipated growth.

From 2023 to 2045, the city is projected to add 6,979 households and 8,859 jobs. **Exhibit 3-3** shows the housing unit and job allocation, as well as capacity for Battle Ground. The City has studied its housing and job capacity and sizing of its UGA through its Land Use Master Plan, Housing Action Plan, and the periodic update in 2025.

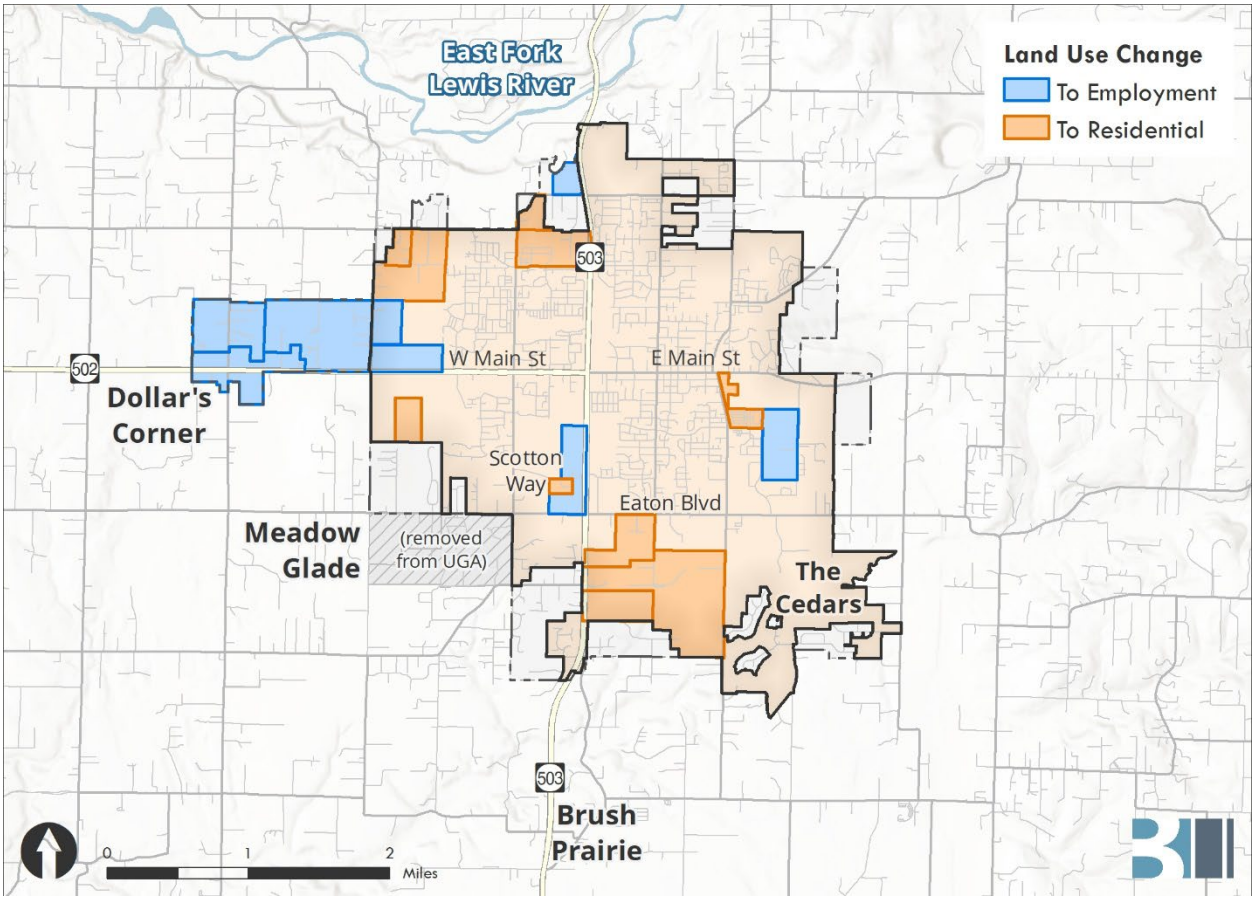
Changes to the land use plan as part of the Land Use Master Plan efforts in 2021 included reasonable measures to add capacity within the City's city limits and existing planning area by modifying zoning to support employment growth:

- Decreases in Mixed Use and Urban Low Density Residential designations.
- Increasing employment designations for Employment Campus, Light Industrial and Regional Center.
- Increasing residential designations for Urban Medium and Urban High.

To provide capacity to meet residential and employment growth targets, this Land Use Element fulfills the Land Use Master Plan UGA proposals with:

- The removal of Meadow Glade from the UGA would help to focus residential growth in areas to avoid sprawl.
- The western employment expansion to Dollar's Corner avoids lands with major environmental constraints and would redesignate rural lands and avoid agricultural resource lands south of SR-502.

Major Land Use Changes



Minor land use adjustments are not illustrated; the change to Battle Ground Village (from light industrial to Downtown) is already in effect.
Source: BERK, 2021.

In addition, this Land Use Element and the Housing Element support the Housing Action Plan and recent state laws (HB 1220, HB 1110, HB 1337) and supports zoning code changes that increase housing variety and affordability such as middle housing and low and mid-rise housing, continuing recent success in attracting multifamily housing in the Regional Commercial zone. See **Appendix A** for more details.

To estimate job capacity, the method includes applying current job densities by zone to vacant and redevelopable land, with some adjustments to anticipate more productive commercial jobs reflecting investments in corridors and increased mixed uses. See the Housing Element, Economic Development Element, and **Appendix A** for more details.

The combination of the Land Use Plan changes and zoning code changes allows Battle Ground to meet housing and employment growth targets from the County.

In addition to typical approaches to calculating residential and job capacities using vacant and underutilized land and recent densities of development, this analysis adds capacity for accessory dwelling units (ADUs) that are allowed in addition to primary residences and adds on jobs that commonly occur in any district including residential that are outside of typical commercial or industrial areas. Residential add-ons include anticipated ADU development in the city's residential zones, assuming that 5% of all parcels zoned residential will build one or two ADUs consistent with HB 1337, which aims to further ADU construction and increase the variety of housing types and housing options. For employment add-ons, construction jobs which may occur in any area and work-from-home (WFH) jobs were added to the city's employment capacity to meet target allocations.

Exhibit 3-3 Residential and Job Allocation and Capacity

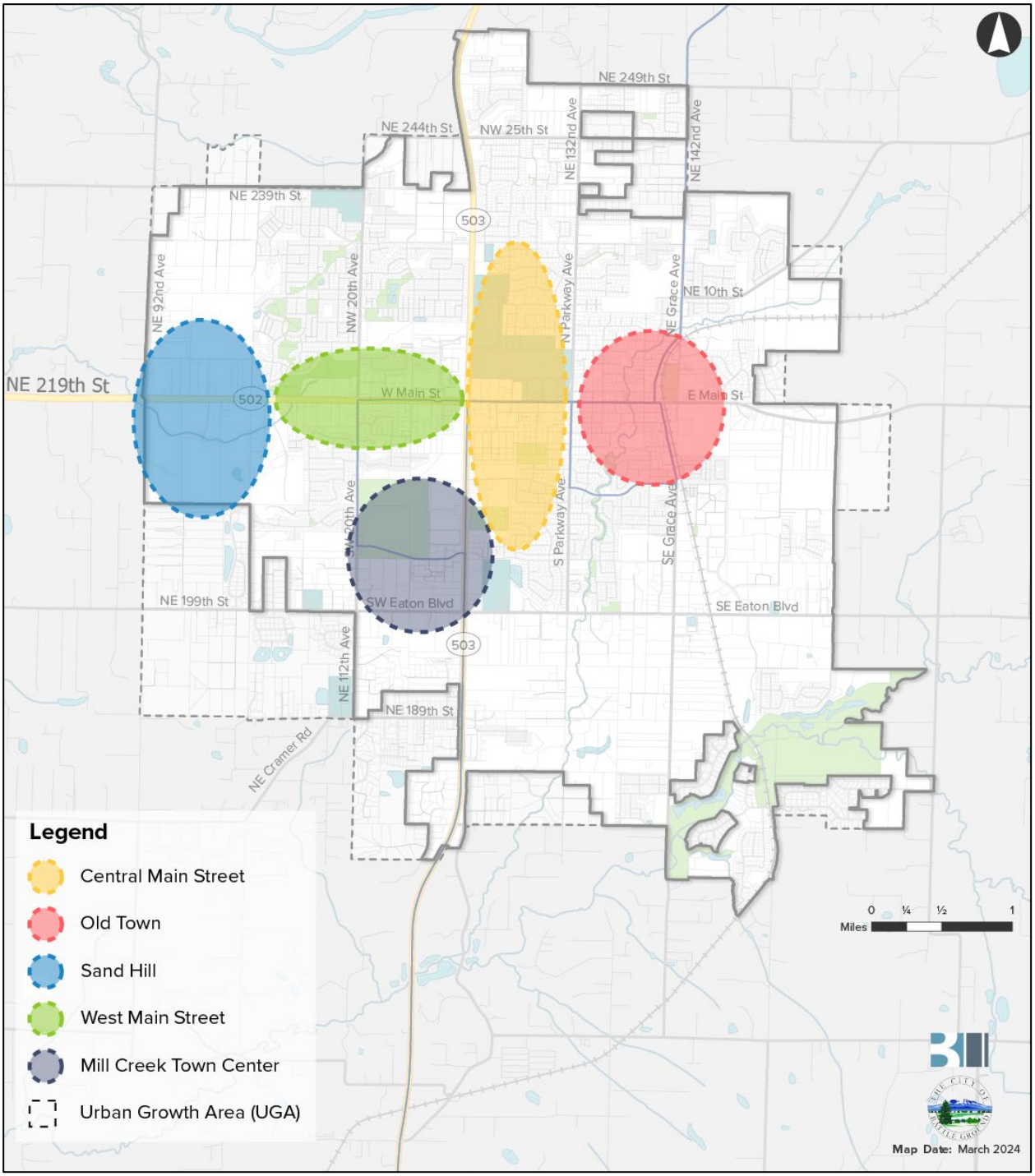
	Allocation 2023-2045	No Action (2023 Comp Plan) Alternative Capacity	Action Alternative (2025 Comp Plan) Capacity	Add-ons	Action Alternative Capacity (Total)	Surplus/Deficit
Housing Units	6,979	5370	8056	410	**8,477**	421
			ADU's	410		
Jobs	8,859	5,413	8,594	1,183	**9,777**	1,183
			WFH jobs	416		
			Construction jobs	767		

Legend: ADU – accessory dwelling units WFH – work from home
Source: BERK, 2025

District Planning Areas

Districts have been established by the Comprehensive Plan to foster a unique identity for the Sand Hill, West Main Street, Central Main Street, and Old Town areas (see **Exhibit 3-4**). The City of Battle Ground will initiate planning for these districts in anticipation of substantial development. The planning process will include the establishment of City policy for these areas, analysis of existing conditions, identification of opportunities and constraints to achieving City policy, and a strategic action plan and possible zoning overlays.

Exhibit 3-4. Commercial Districts



Source: City of Battle Ground, 2024; BERK, 2024

The following guidelines are included in this Plan to serve as a framework to assist developers in understanding the City's goals and objectives for high quality development within commercial districts, and to provide the basis for future regulations that will implement the districts. The guidelines complement

the existing mandatory development regulations contained within the Battle Ground Municipal Code. The City of Battle Ground will refine the guidelines contained in this section in subsequent planning efforts.

Sand Hill District

The Sand Hill District encompasses the lower slopes of Sand Hill located on the western limits of the Future Urban Growth Area. This district extends from 199th Street on the south to approximately 10th Street on the north, and from 102nd Avenue to 92nd Avenue. This area offers sweeping views to the north, east, and south. Development envisioned for this area includes a mix of residential, commercial, and recreational activities. The purpose of this district is to encourage the development of a variety of residential densities to take advantage of the area's views, along with a mix of commercial and office uses to complement residential growth. On the north side of SR-502, emphasis will be placed on development of a mixture of offices and retail activity in a mixed-use neighborhood. A gateway feature will be developed on the western extent of the Sand Hill District, on SR-502 near 199th Street, through special architectural treatment of buildings or a landscape element.

West Main Street District

The West Main Street District encompasses areas along Main Street between 102nd Avenue and SR 503. This district will foster development of a major center for large-scale retail and service enterprises, while engendering a "small town feel" through design guidelines that support the pedestrian environment. Anchor stores, small department stores, grocery stores, and banks are among the types of businesses that are expected to locate in this district. Structures in this district should be clustered together to create nodes of activity and to provide opportunities for shoppers to combine visits to multiple stores in walking trips. Structures should also be sited to complement each other by creating linkages between buildings such as overhangs, trellises, and specially treated pavement. Box-like development should be avoided by constructing buildings with architecturally detailed and articulated elevations. Parking lots should be located in the interior of sites rather than between buildings and the street to minimize building setbacks, and to provide improved access for pedestrians.

Central Main Street District

The Central Main Street District includes areas along Main Street between SR-503 and 5th Avenue. The purpose of this district is to strengthen the area as a center for civic uses, professional services, and retail uses. Battle Ground's City Hall, the public library and the fire station are located in this area.

Buildings in this area should be human-scaled and maintain an active frontage and entrance on the street. Blocks should be small to provide many connections for pedestrians traversing the area. Building elevations should have a high degree of architectural detail and articulation. Large box-like development is

discouraged within this area. Parking should be available in small lots behind or on the sides of buildings. There are several key redevelopment opportunities within the Central Main Street District, including Meyer's Marketplace. When redevelopment occurs in this area, it should support the purpose of this district. At some time in the future, Battle Ground School District may decentralize some or all of their facilities located in this area. Should this occur, redevelopment of these parcels should occur in a way that is sensitive to the area's design context, including regional center uses and any remaining school uses.

Old Town District

The Old Town District encompasses the areas along Main Street from Parkway to the railroad tracks. The purpose of this district is to reinforce its role as the historic center of Battle Ground's cultural, civic, and commercial life. This district will support development of land uses such as specialty stores, restaurants, and professional services. The most important feature that this district will encourage is human-scaled buildings that are proportional to the street and the people who use it. Buildings should be designed to have a strong relationship with the street through active storefronts, large windows, and a principal façade and entrance oriented toward the street. The streetscape in this area will be focused on encouraging pedestrian use and improving circulation through safe pedestrian crossings, wide sidewalks, street furniture, and other pedestrian amenities. A comprehensive signage program could be developed for the area. Parking should be primarily located on the street.

An **Old Town Battle Ground Subarea Plan** has been developed as part of this Comprehensive Plan update. The subarea plan was created through a process of multiple visioning and workshop events from early 2024 to mid-2025. This engagement started with the creation of a shared vision shaped by city leaders, staff, businesses, property owners, and other members of the public. In this phase of engagement, participants came up with ways that Old Town could better hold an identity, sense of place, and be better connected to other neighborhoods, and within the district itself. Various meetings were held specifically for Main Street business owners, Project and Technical Advisory Committees, and other members of the public.

In the second phase of engagement, the project team built scenarios at additional meetings to find deeper issues, alternatives, and viabilities, creating action items that the community could tackle to build the vision. Participants were asked to rank how well these scenarios supported their initial vision.

In the final stage of engagement, the project team and participants created and refined a set of specific goals to ensure smooth implementation of the plan.

Key takeaways created in the final stage, seen in the plan as the "Big Ideas" in the Subarea Plan. This includes:

1. **Invest in Storefronts:** Façade Grants, Style Guide for new constructions and renovations

2. **Rebuild East Main Street:** Pursue funding for design and construction

3. **Improve Infrastructure and Access:** Update list of capital and utility needs, study alternate motor vehicle routes

4. **Promote Gathering Spaces:** Explore plazas and temporary demonstrations, partner with Rotary Club for Central Park, and use Style Guide for outdoor areas.

5. **Leverage Infill Development:** Support developers with permitting and incentives, identify key infill sites, and promote Old Town market feasibility.

6. **Strengthen Neighborhood Connections:** Expand walk/bike facilities, multimodal standards, and secure funding for these efforts.

7. **Manage Parking:** Improve efficiency and capacity of parking system through parcel purchases, and implementation of standards and funding strategies.

Mill Creek Town Center

The Mill Creek Town Center includes the commercial district along SR-503 at SW Scotton Way, centered by large commercial businesses, the Battle Ground Cinema, and neighborhood businesses. Outside of the commercial businesses there is a mix of residential development. Immediately northwest of the Walmart Supercenter at SW 10th Ave and SW Scotton Way is open green space, which offers development potential for Battle Ground.

3.4 Countywide Land Use Policies

Growth Management Act

The GMA requires Battle Ground's Comprehensive Plan to include a Land Use Element to establish land use designations and intensities that are sufficient to accommodate the city's 20-year population growth and other land use needs. The Land Use Element must provide an inventory and overview of Battle Ground's land development capacity. Several additional provisions are included to ensure that the City's Plan accommodates a variety of uses and that neighboring uses are compatible. The GMA also calls for the Land Use Element to protect the quality and quantity of groundwater used for public water supplies and critical areas. Policies supporting groundwater protection and critical areas are addressed in the Environment Element of the Plan. Three statewide planning goals established by the GMA are relevant to the Land Use Element:

- **Urban Growth:** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- **Reduce Sprawl: Reduce** the inappropriate conversion of undeveloped land into sprawling, low-density development.
- **Property Rights**: Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

Countywide Planning Policies

The Clark County 2025 – 2045 Comprehensive Plan is a long-term policy document, required by the Growth Management Act (GMA) that guides growth within the County for the next 20 years. The Comprehensive Plan includes a series of recommendations around land use, housing, transportation, economic development, climate and more to ensure a thriving place for all to live. The City of Battle Ground Comprehensive Plan's policies align with the County's, to ensure alignment of local and regional housing and job growth; and meet future populations by 2045.

The following is a summary of key ideas for land use:

- Develop Urban Growth Areas (UGA's) that supports housing and job growth in Clark County that supports the housing and job growth to support meeting 20-year growth targets
- Engage and consult the Cowlitz Indian Reservation with future urban growth in coordination with relevant jurisdictions

- Coordinate with Clark County on future adjustments to Battle Ground's UGA to support housing and job growth.
- Design land use and transportation plans in partnership with Clark County
- Track and collect data around population, housing, and job growth

3.5 Land Use Goals and Objectives

Goals and objectives with the corresponding symbols indicate the following:

🚗▼: Indicates a goal or objective that will help the city reduce vehicle miles traveled (VMT) per capita.

🌐: Indicates a goal or objective that will improve the city's climate resiliency or reduce its vulnerabilities to the impacts of climate change.

🫧▼: Indicates a goal or objective that will help the city reduce greenhouse gas emissions (GHG).

Land Use Goal 1:
LU1 Achieve a balance between jobs and housing.

Objectives:

LUO1.1 Manage land development and growth available for future residential and commercial uses to meet projected targets.

LUO1.2 Meet housing and job growth targets to fulfill GMA requirements.

LUO1.3 Establish a mix of land uses that helps reduce vehicle miles travelled (VMT) per capita to strengthen climate resiliency. 🚗▼

LUO1.4 Diversify employment opportunities for Battle Ground residents and the region. Zone sufficient land for living wage employment with suitable access, infrastructure, and environmental conditions. (2021 LUMP Policy 1)

LUO1.5 Promote construction tech, business parks, and niche manufacturing uses. (2021 LUMP Policy 1)

LUO1.6 Strengthen existing centers to remain a natural hub of commercial goods and services. Tools include zoning use allowances for evolving commercial centers, streetscape investments, and multimodal access. (2021 LUMP Policy 2)

LUO1.7 Ensure access to employment from housing through improved multi-use districts like Old Town where people can live close to where they work.

LUO1.8 In addition to critical area buffers, promote smaller impervious footprints and low impact development in proposed employment areas in proximity to Mill Creek (2021 LUMP Policy 5).

LUO1.9 Implement a Multi-Family Tax Exemption in Old Town, and citywide, if necessary, to promote more housing choices for residents.

Land Use Goal 2:

LU2 Preserve Battle Ground's historic downtown as a regional commercial and social hub.

Objectives:

LUO2.1 Develop incentives to promote downtown residential and commercial growth; redevelopment and business opportunity.

LUO2.2 Maintain and implement a downtown plan to outline design standards and uses to guide future growth of the downtown area.

LUO2.3 Invest and support design standards for new and existing storefronts and properties to promote attractive neighborhood design in Old Town, and citywide.

LUO2.4 Prioritize infill development in Old Town as a distinct neighborhood for social and commercial activities with local and regional significance.

Land Use Goal 3:

LU3 Identify and invest in regional and neighborhood centers to promote residential and commercial growth.

Objectives:

LUO3.1 Ensure that all centers within the city work together and provide an appropriate mix of land uses.

LUO3.2 Establish a regional center district that includes a mix of land uses that attract public and private improvements and meet the city's housing and job growth targets.

LUO3.3 Develop neighborhood centers designed for local residential and commercial uses.

LUO3.4 Prioritize walkability in regional and neighborhood centers, like Old Town, to support optimized parking management practices.

LUO3.5 Support zoning changes to parcels in commercial and neighborhood centers and remove barriers to appropriate development.

LUO3.5 Support the placement of public spaces like plazas and markets in key locations of Old Town that serve the social needs of Battle Ground as a community.

LUO3.6 Ensure land use promotes multi-modal access and connectivity to commercial centers and citywide.

LUO3.7 Strategically use a combination of off-street parcels and public ROW to accommodate parking for denser land uses in commercial and neighborhood centers.

LUO3.8 Consider developing a zoning designation that allows property owners to choose from a mix of light industrial, office, retail, and other commercial uses such as through an administrative master plan process (2021 LUMP Policy 4).

LUO3.9 Promote horizontal or vertical mixed uses in commercial districts with improved zoning intents, uses, and design standards. Revise the Future Land Use Map and Zoning to remove obsolete Mixed Use Designations and Zones (2021 LUMP Policy 8).

Land Use Goal 4:

LU4 Attract new industrial development to locate in areas that are appropriate for the long-term economic growth of the city and community health and wellbeing.

Objectives:

LUO4.1 Identify industrial areas that have good public infrastructure and are buffered from residential areas.

LUO4.2 Incorporate environmental mitigation measures to reduce impact of industrial uses on the natural environment, critical areas, and fish and wildlife habitat.

LUO4.3 Facilitate the development of existing vacant industrial land and strive to maximize the benefits of each site.

Land Use Goal 5:

LU5 Identify the appropriate quantity and location of residential development.

Objectives:

LUO5.1 Ensure new residential development provides a mix of housing typologies that complement existing neighborhood design.

LUO5.2 Provide a mix of housing densities in all neighborhoods that complement each other and surrounding uses.

LUO5.3 Prioritize infill and increased density to occur in and around commercial zones.

LUO5.4 Increase areas of Urban Medium and Urban High designations adjacent to commercial corridors to increase housing choices and supply (2021 LUMP Policy 9).

LUO 5.5 Promote housing strategies consistent with the Battle Ground Housing Action Plan (2021 LUMP Policy 10).

Land Use Goal 6:

LU6 Encourage the integration of appropriate institutional uses within the community.

Objectives:

LUO6.1 The City will work to determine the character and need for institutional uses including but not limited to city administration, public safety, education, and others identified in the Capital Facilities Element. Ensure adequate public services.

Land Use Goal 7:

LU7 Provide for general aviation needs within airparks in a way that will minimize impacts to the surrounding area.

Objectives:

LUO7.1 Monitor demand for general aviation needs and the future use of the airpark.

LUO7.2 Consider compatibility of abutting uses to the airpark. Develop an airport land use compatibility plan for the Cedars North Airpark (Amended, 2021 LUMP Policy 12)

Land Use Goal 8:

LU8 Identify and improve commercial areas along the SR502 and SR503 corridors as they expand to the west and the south.

Objectives:

LUO8.1Maximize the State Route corridors for commercial growth to promote jobs and services.

LUO8.2 In partnership with the state, invest in SR 502 and SR 503 commercial corridors to create a more vibrant, livable, and accessible community (2021 LUMP Policy 3).

Land Use Goal 9:

LU9 Reduce or mitigate the risk of displacement of affordable commercial space and naturally occurring or subsidized affordable housing.

Objectives:

LU09.1 Prioritize zoning changes allowing increased densities in areas with relatively low risk of displacement and within proximity to designated centers, corridors with frequent service transit, and transit stations.

LU09.2 Take proactive actions and identify priority areas to reduce or mitigate risk of displacement and closure of community-serving business when creating and amending land use plans and making infrastructure investments.

Land Use Goal 10:

LU.10 Promote land use and developments that foster healthy environments to sustain and protect people, neighborhoods, wildlife, and natural environment.

Objectives:

LU10.1 Discourage the introduction of noise levels or air pollution which are incompatible with current or planned land uses.

LU10.2 Encourage the reduction of incompatible noise levels and air pollution.

LU10.3 Ensure that developments are sensitive to the built and natural environments, such as air and water quality, traffic congestion, and noise, by providing impact management to maintain the quality of life in Battle Ground.

LU10.4 Through Battle Ground's park system plans and onsite private open space standards, encourage the integration of parks, open space, and recreational amenities for all Battle Ground residents, especially in high priority locations, such as near multifamily developments, and to enhance livability of Battle Ground's neighborhoods.

3.6 Challenges and Opportunities

Land use challenges and opportunities listed below are based on the housing and economic analysis, the displacement and racially disparate impacts analysis, the climate vulnerability analysis, and public and stakeholder engagement.

Challenges

- Reduce and/or mitigate displacement risks for racially and culturally diverse residents and businesses (see also the Housing and Economic Development Elements).
- Avoid and/or mitigate air and noise impacts, as well as safety impacts associated with fast-moving vehicles on high-volume, high-speed arterials.

Although electric vehicles may reduce some types of air pollution, they still contribute to roadway congestion, their tires generate other types of air pollution, and they produce noise impacts. Children and seniors in Battle Ground are especially vulnerable to air pollution, health impacts, and fast-moving vehicles.

- Ensure equitable access to people-friendly, safe places and opportunities for social activities, arts, entertainment, and recreation to support the community's mental and physical health.
- Ensure infrastructure and services are available to support growth, development, and increased intensity.

Opportunities

- Ensure Old Downtown is the major civic and community hub in the city, attracting both employment and housing growth with a wide variety of supporting amenities, services, and institutions.
- Continue to focus growth on the City's mixed-use centers and near available or planned services while allowing densities in residential areas that can support more neighborhood-scale services.
- Foster vibrant neighborhoods that are walkable and well-connected to transit, services, and amenities. Community members would like more businesses within walking distance of residences.
- Work with transit agencies and the public works department in multimodal modal transportation system improvements to enhance access to social and economic opportunities.
- Encourage the availability of homes for households across a range of income levels, including both ownership and rental options. Create new opportunities for homeownership, increase housing variety, and protect existing and naturally occurring affordable housing (see also the Housing Element).

4 Housing

4.1 Purpose

The City of Battle Ground seeks to preserve and enhance existing residential neighborhoods, while accommodating anticipated growth to create a vibrant, growing city that offers an unsurpassed quality of life for all residents. The Housing Element provides many of the tools that are necessary to achieve this community vision. The City of Battle Ground plans to provide opportunities to develop new residential neighborhoods that are consistent with the City's small-town feel, and residential infill development that is compatible with existing neighborhoods.

This Element was prepared in conjunction with the Land Use Element and supported by the analysis completed as part of the 2021 Housing Action Plan. Together, they provide an overview of the City's policies on how housing stock may be expanded and improved to meet the housing needs over the next 20 years. The emphasis of this chapter is on increasing housing supply while maintaining existing housing stock, accommodating future households through new development and infill development, and making adequate provisions for families who are low-income by supplying sufficient land and allowing for diversity in housing types. The Future Land Use Map (**Exhibit 3-2**) should be consulted to learn more about how housing densities will be permitted in existing and new neighborhoods.

4.2 Conditions and Trends

The following analysis builds on work completed as part of the City of Battle Ground's 2021 Housing Action Plan and provides updates to conditions, trends, and projections based on newly available data and growth targets. This updated analysis of conditions and trends provides necessary context of demographic and population projections, housing stock and tenure, and overall needs in Battle Ground to inform the goals and objectives set forth in this element.

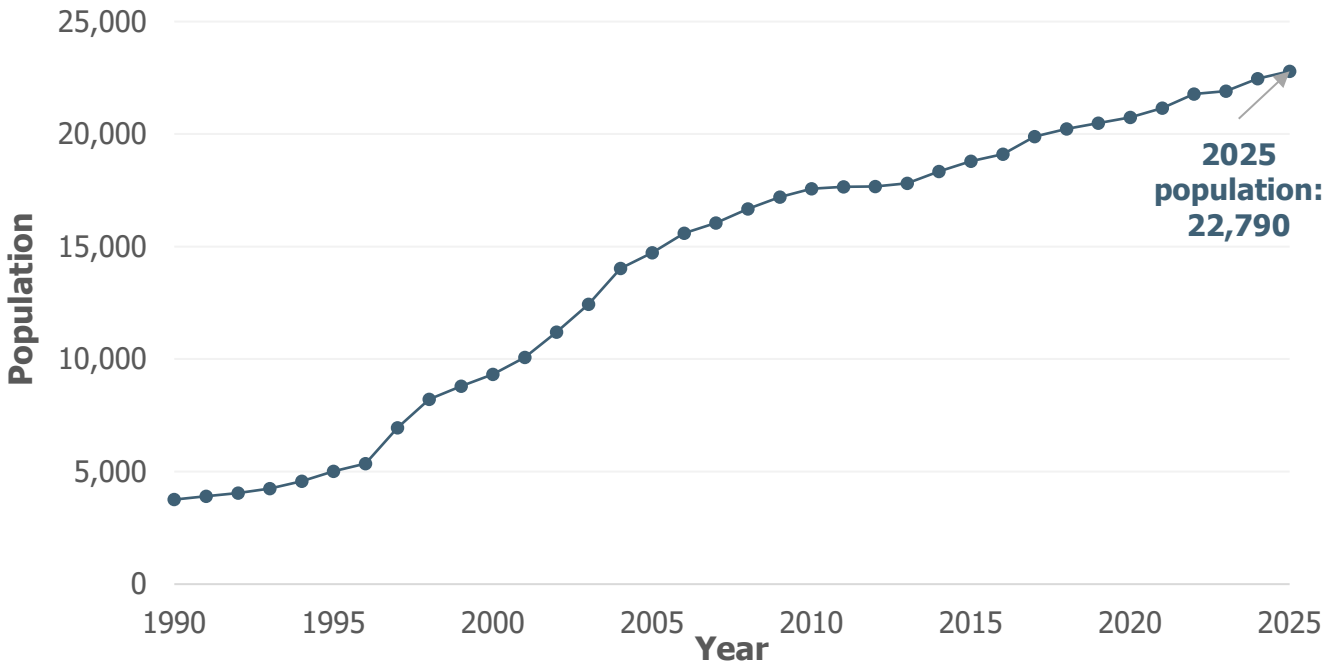
Population Growth and Housing Demand

Population Growth

The following section provides insights into the characteristics and demographics of Battle Ground's population.

Exhibit 4-1 visualizes the population growth of Battle Ground over time. Battle Ground was an especially fast-growing city in Washington between 2000 and 2005. The city's population has continued to grow in recent years, although at a slower pace.

Exhibit 4-1. Population Growth



Sources: Washington State Office of Financial Management, 2025; BERK, 2025.

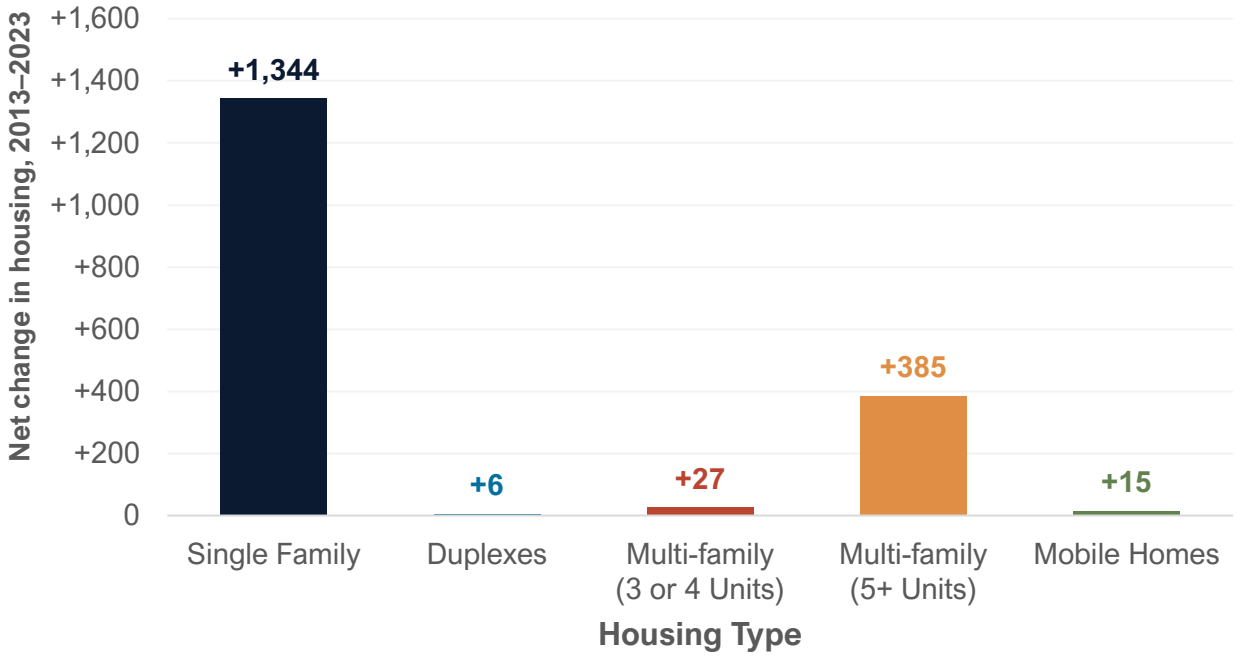
Housing Supply

Battle Ground saw sharper growth in housing development in the late 1990s and early 2000s. Housing supply continues to grow, albeit at a slower rate, and there are an estimated 7,945 units in Battle Ground.

From 2013-2023, 1,777 housing units were added in Battle Ground (see **Exhibit 4-2**). In addition to making up the largest share of existing housing stock, single-family homes made up 75% (1,344) of the new units added over the past 10 years (see **Exhibit 4-2**).

Over the same period, 385 units were added in multi-family developments containing five or more units and 27 units were added in smaller multi-family buildings. Six duplexes and 15 manufactured homes were also added.

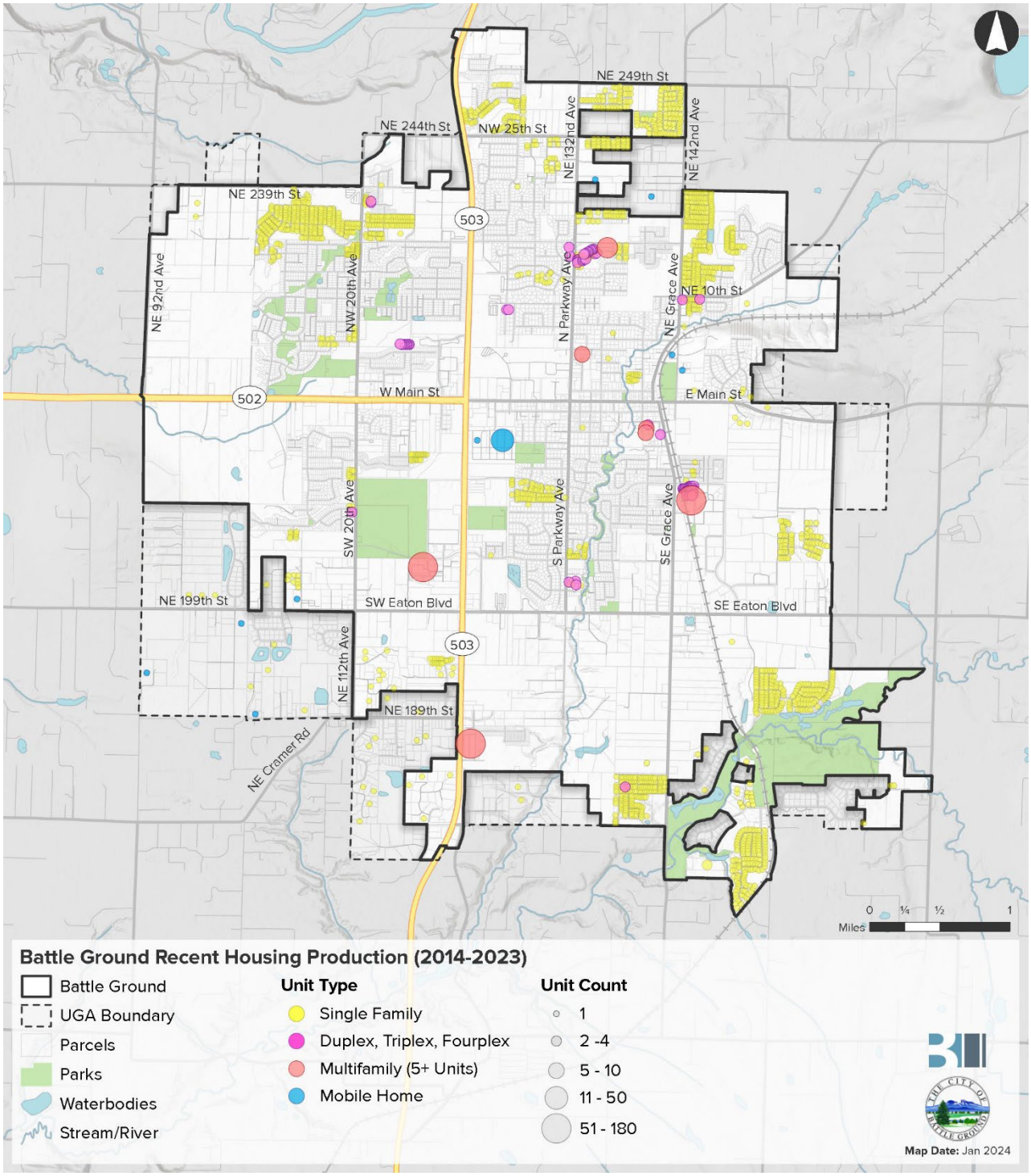
Exhibit 4-2. Net Change in Housing Stock (2013 – 2023)



Sources: Washington State Office of Financial Management, 2023; BERK, 2024.

Housing production from 2014-2023 was spread throughout the city, with a concentration of new single-family subdivisions at the northern and southeastern ends of the city. Several multifamily projects, including smaller multiplexes, were constructed along SR 503, SE Grace Avenue, and North Parkway Avenue. New manufactured homes were added at various locations, with a cluster just south of SR 503 and West Main Street. See **Exhibit 4-3**.

Exhibit 4-3. Housing Production 2014-2023



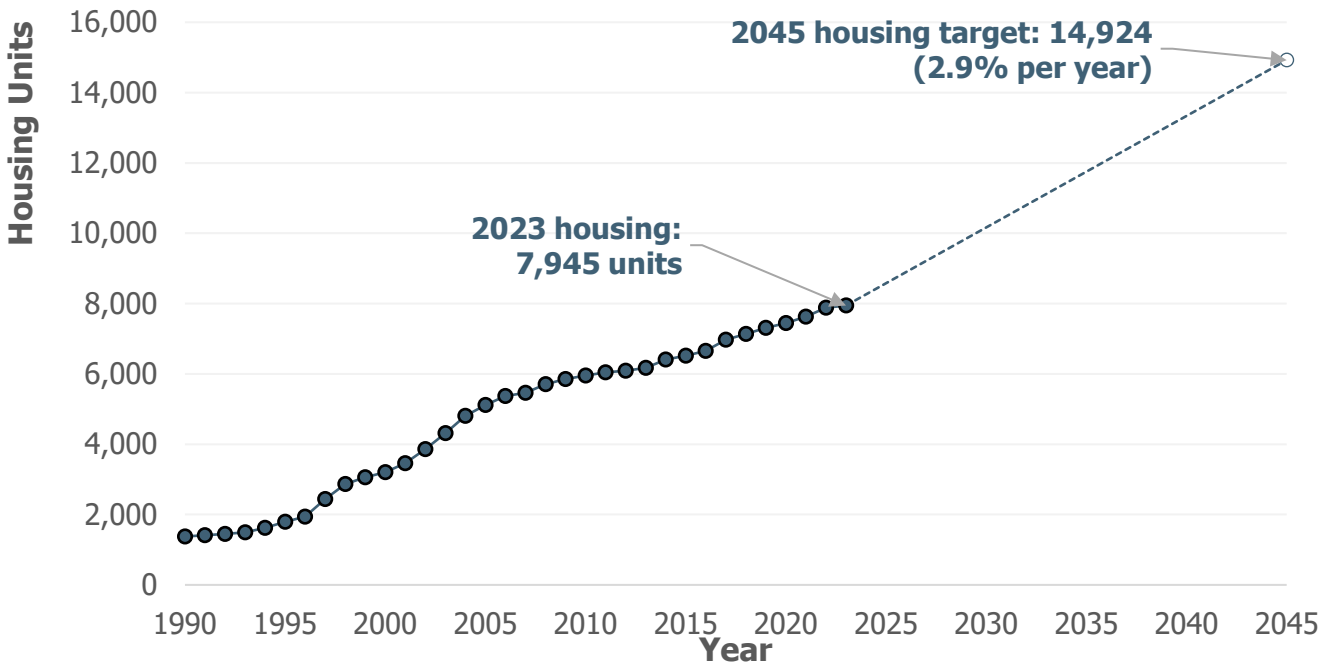
Sources: City of Battle Ground, 2024; BERK, 2024.

Projected Housing Need

From 2023 to 2045, Battle Ground is expected to accommodate a total of 14,924 housing units, an increase of 6,979 units above the current 7,945 units. This means a 2.9% growth rate on average each year. This target is generally aligned with the growth the city has seen over the past 20 years, and

represents a slower growth rate than the city saw in the early 2000s. **Exhibit 4-4** shows historical housing growth and projections through 2045.

Exhibit 4-4. Historical Housing Growth plus Target



Source: Washington Office of Financial Management, 2023; City of Battle Ground Land Use Capacity and Growth Memo, 2020; BERK, 2024.

Exhibit 4-5 shows Battle Ground's affordable housing targets to fulfill requirements for HB 1220. The majority of housing units in Battle Ground must be built to be affordable to households with an income at or below 80% of the area median income (AMI). However, the largest single allocation is for housing units at 120% AMI or greater. Allocation targets were provided by Clark County.

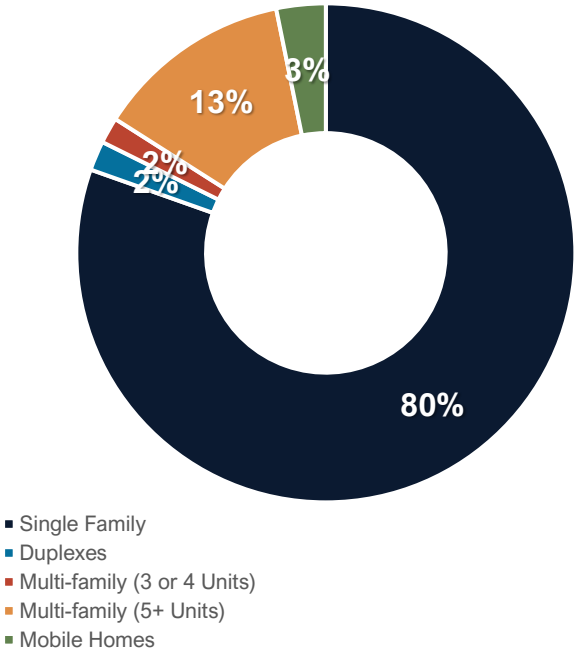
Exhibit 4-5. Housing Allocation Targets 2020 – 2045

	Total	Non-PSH	PSH	>30-50%	>50-80%	>80-100%	>100-120%	>120%
Battle Ground	6,979	685	444	1,120	1,177	502	921	2,129

Source: Clark County, 2023.

The overwhelming majority of housing units in Battle Ground are single-family homes at 80% of the housing stock, with another 13% within larger multi-family buildings (5+ units), and only 4% combined as duplexes and smaller multi-family (**Exhibit 4-6**). Two percent (2%) of units in Battle Ground are manufactured homes.

Exhibit 4-6. Battle Ground Housing Stock



Source: Washington Office of Financial Management, 2023; BERK, 2024.

Housing Affordability

The City of Battle Ground's affordable housing strategy is to provide an adequate supply of land that is available for development of a diverse array of housing types, and by allowing group housing for people who are low-income, subject to regulations adopted by City Council. Analyzing housing affordability provides an important indicator of whether this strategy is succeeding.

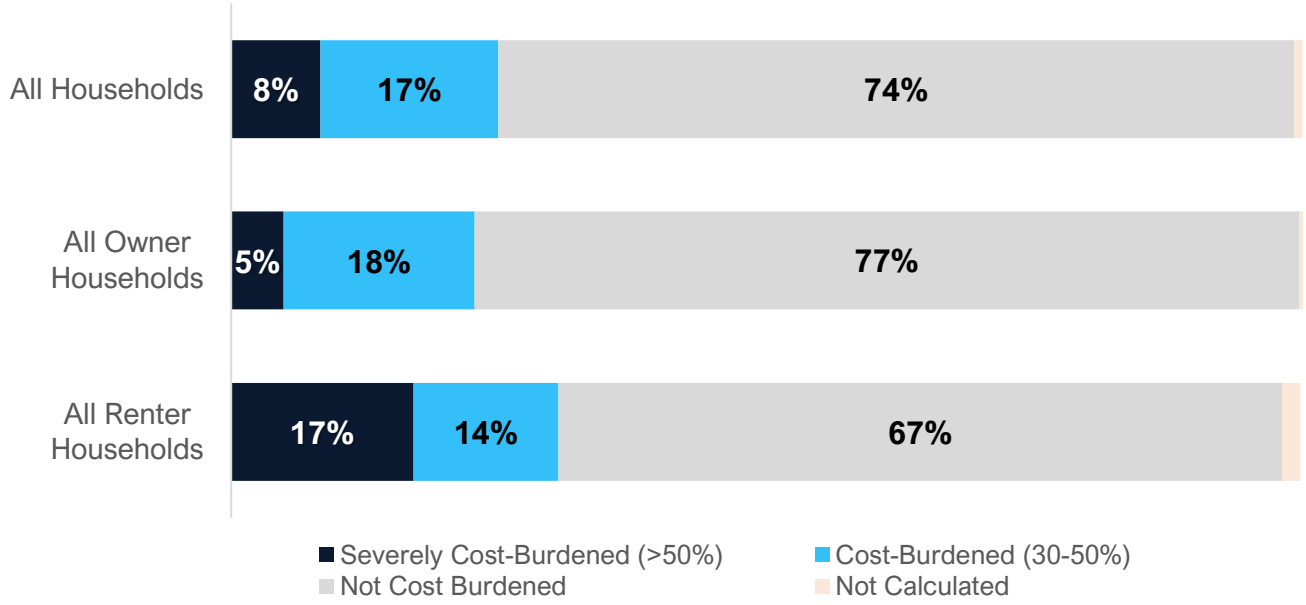
The median home value in Battle Ground is $570,000, more than double the value in 2015 ($271,000) in nominal dollars. A sharp increase occurred from 2020-2022, with values falling and then starting to rise again in 2023 and 2024. Home values in Battle Ground are higher than values in Clark County overall.

Exhibit 4-7 and **Exhibit 4-8** show cost burden for all residents in Battle Ground by tenure, and by race. Key takeaways include:

- There is a significant difference between renters and homeowners in Battle Ground, with 17% of renter households being severely cost-burdened, and 14% cost-burdened. In comparison, 5% of homeowner households are severely cost-burdened, and 18% are cost-burdened.
- When looking at cost burden by race, Black, Indigenous, and People of Color (BIPOC) households are more likely to be severely cost-burdened than those that identify as White.

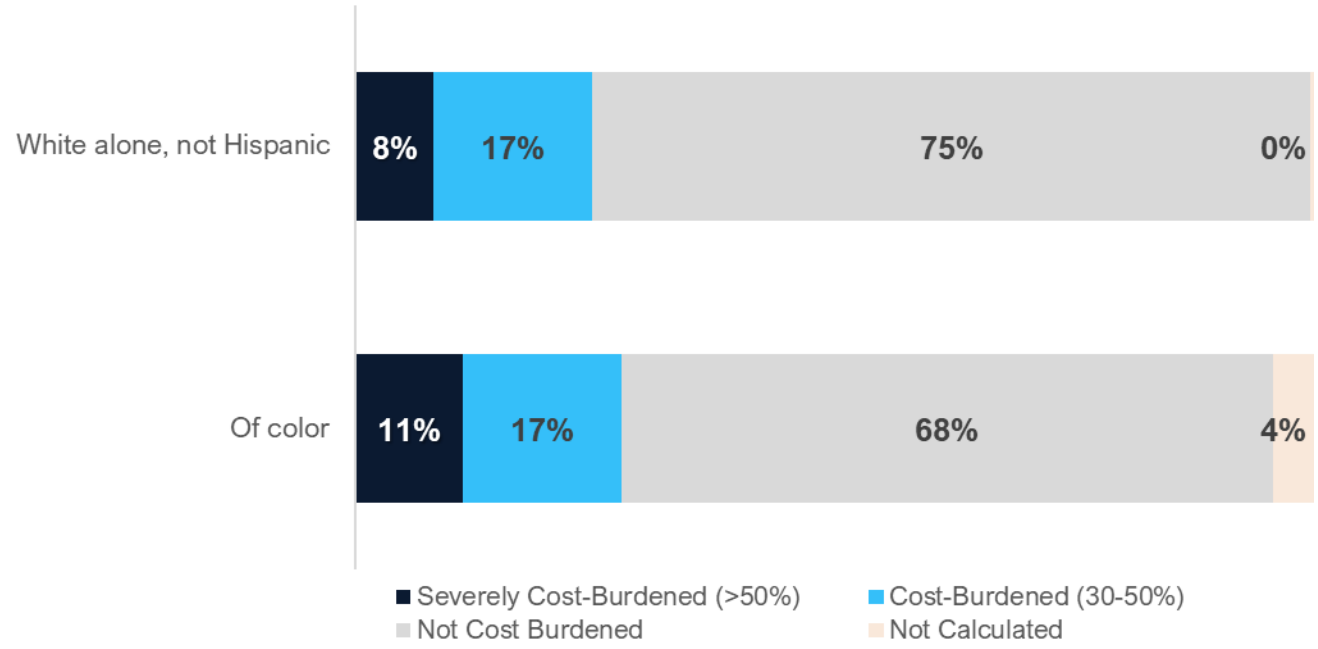
When looking at tenure in Battle Ground, homeowners are less likely to be cost-burdened than residents who rent. BIPOC households are more likely to be cost-burdened at higher rates than the city overall. Middle housing policies should be informed through a robust community engagement process to understand displacement risk and quality affordable housing.

Exhibit 4-7. Proportion of Households by Cost Burden and Tenure



Source: US HUD CHAS Data, 2020; BERK, 2024.

Exhibit 4-8. Proportion of all households by race and cost burden



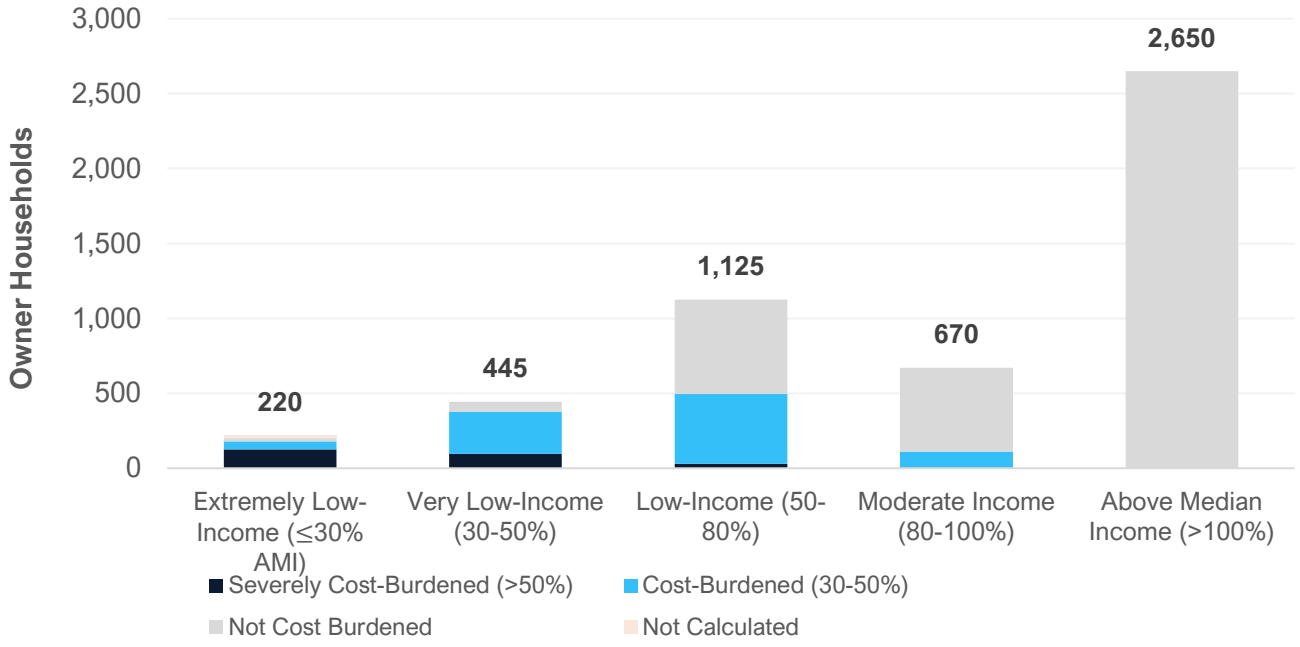
Source: US HUD CHAS Data, 2020; BERK, 2024.

Exhibit 4-9 and **Exhibit 4-10** show the cost burden among homeowner households, broken down by income and race. Key takeaways include:

- Majority of homeowner households are considered moderate-income, or higher (65%), with most of these households not being considered cost burdened, and none being considered severely cost burdened.
- The majority of households with a very low income or less are cost burdened.
- When broken down by race, BIPOC owner households are more likely to be cost burdened than White households.

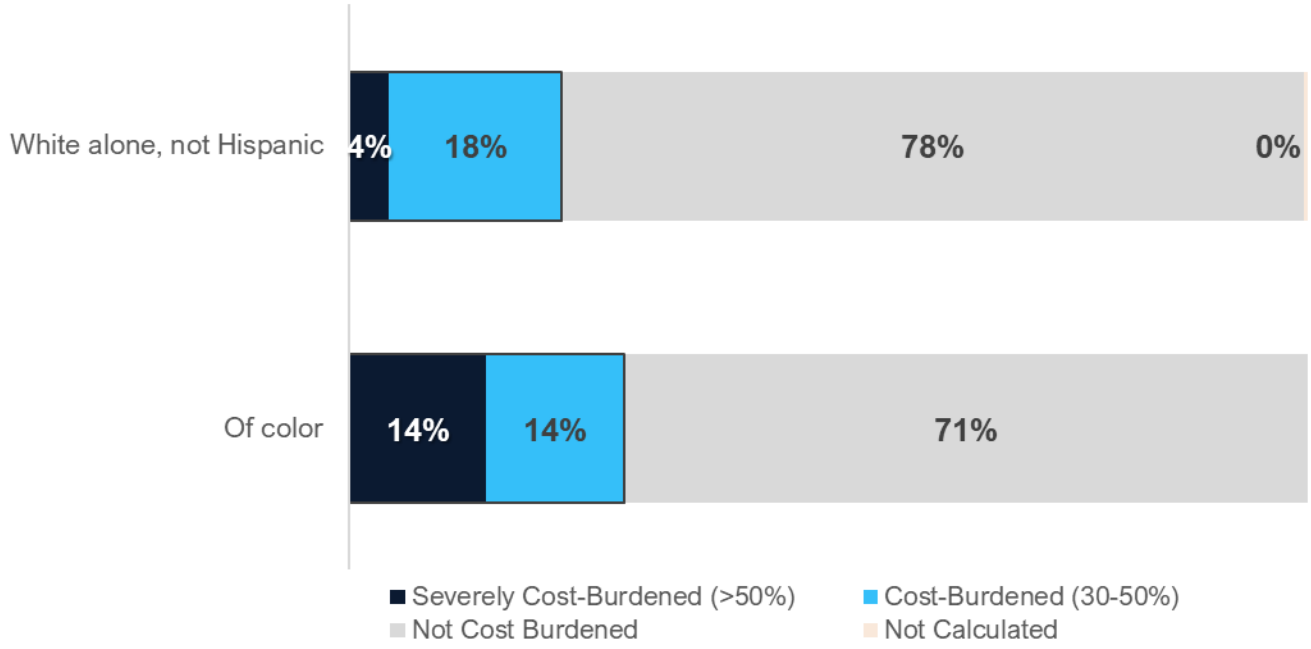
The data presented suggests that there may be demand for housing options beyond typical multifamily housing. Middle housing could potentially address this demand by providing a range of housing options at different price points. This could be beneficial for middle- and low-income earners who are priced out of the single-family home market but may not qualify for low-income housing programs. The data suggests BIPOC homeowners are more likely to be cost-burdened than White homeowners, specifically Asian homeowners in Battle Ground falling into the severely cost-burdened category.

Exhibit 4-9. Owner Households by Cost Burden and Income



Source: US HUD CHAS Data, 2020; BERK, 2024.

Exhibit 4-10. Owner Households by Race and Cost Burden



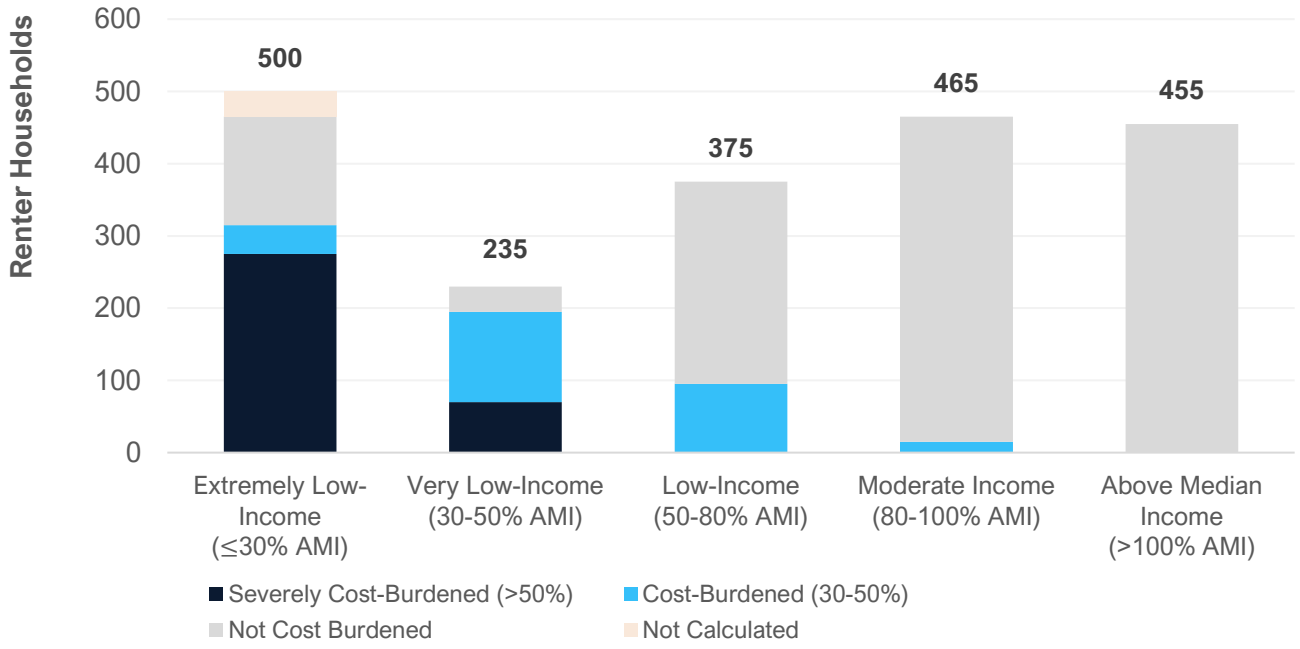
Source: US HUD CHAS Data, 2020; BERK, 2024.

Exhibit 4-11 and **Exhibit 4-12** show renters broken down by income, race, and level of cost burden:

- The very low and extremely low-income households that rent in Battle Ground are far more likely to be cost burdened or severely cost burdened.
- When broken down by race, White households that rent are more likely to be cost burdened than those that identify as BIPOC. White households are also more likely to be severely cost burdened.

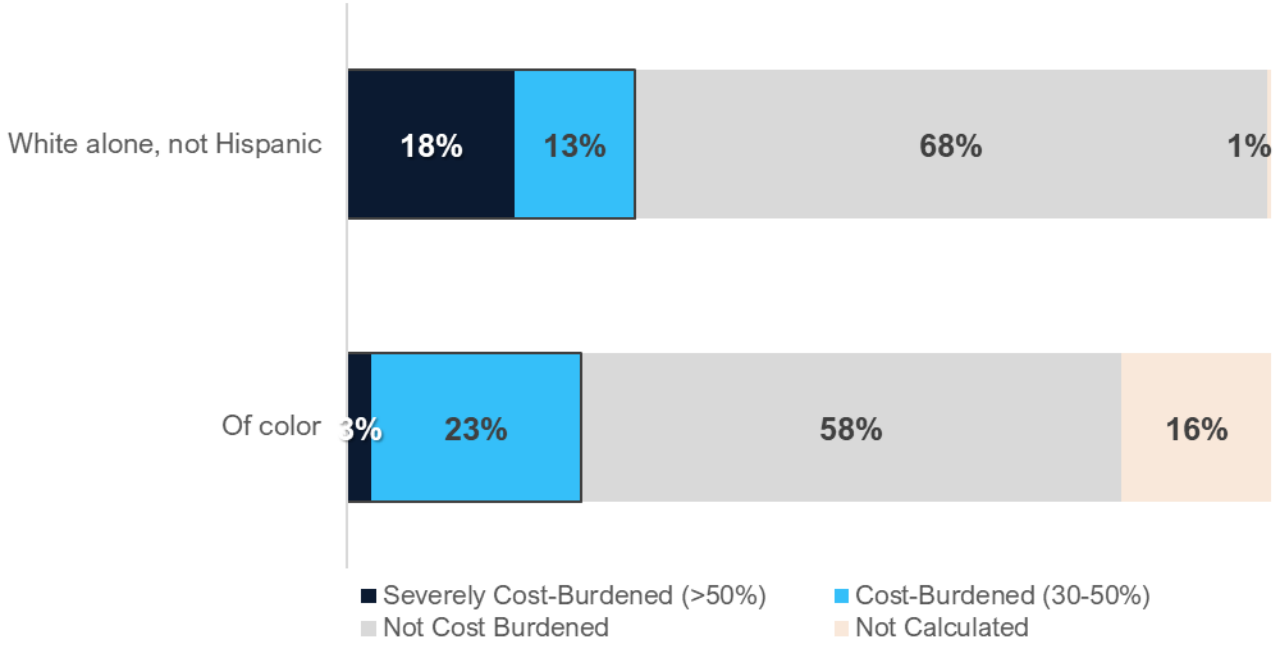
Rising housing costs disproportionately burden lower-income renters, creating a critical need for affordable options. It should be noted that White households that rent are more likely to be cost burdened than those that are BIPOC. Affordable housing for renters could benefit all renters of all races. This could mean denser housing typologies including multi-family options. The City of Battle Ground should also provide programmatic support through voucher programs, and partnerships with local service providers.

Exhibit 4-11. Renter Households by Cost Burden and Income



Source: US HUD CHAS Data, 2020; BERK, 2024.

Exhibit 4-12. Renter Households by Race and Cost Burden



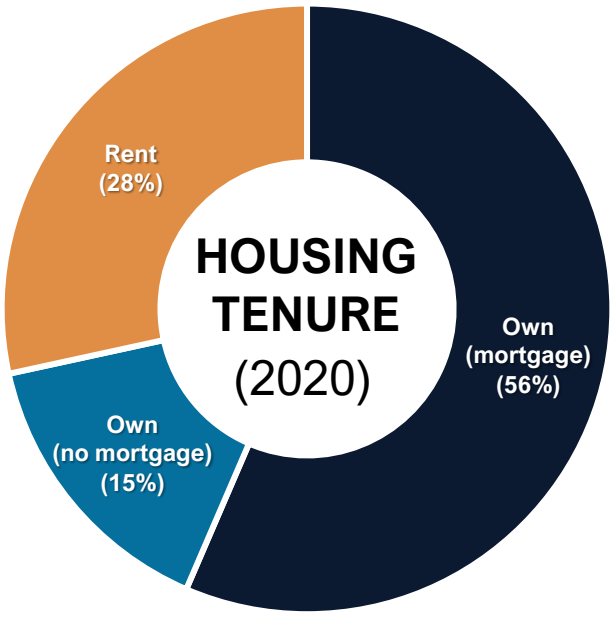
Source: US HUD CHAS Data, 2020; BERK, 2024.

Housing Tenure

Exhibit 4-13 shows housing tenure in Battle Ground and **Exhibit 4-14** breaks down tenure by race. Key takeaways include:

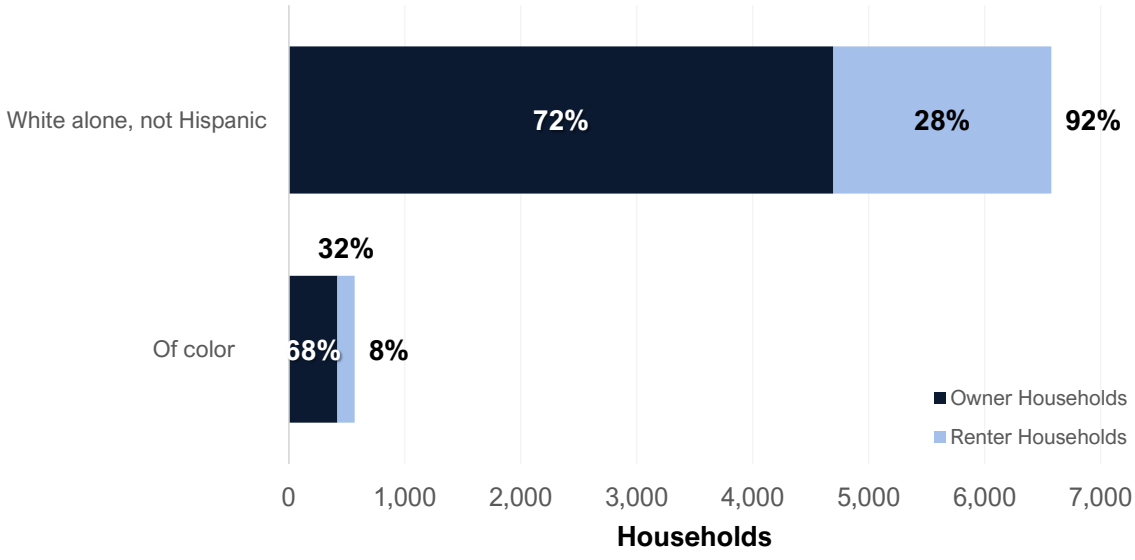
- In 2020, most Battle Ground residents (71%) owned their homes, either with a mortgage (56%) or outright (15%). A smaller portion (28%) were renters.
- White households are more likely to own their home compared to those that identify as BIPOC.

Exhibit 4-13. Housing Tenure



Source: US HUD CHAS Data, 2020; BERK, 2024.

Exhibit 4-14. Tenure (by Race)



Source: US HUD CHAS Data, 2020; BERK, 2024

Racially Disparate Impacts

A racially disparate impact (RDI) analysis was conducted to ensure that policies, practices, rules, and other systems do not result in a continued disproportionate impact on one or more racial groups, whether intentionally or unintentionally. Key findings of the analysis are based on the housing and demographic data presented earlier in this element and can be summarized into four main themes:

- Income and Racial Disparities
- Housing Tenure and Affordability
- Housing Stock and Market
- Displacement Risk

Key Components of Racially Disparate Impacts

Income and Racial Disparities.

Battle Ground is a White majority city, with about 92% of all households identifying as White, and 8% as people of color. Non-white households are more likely to have an extremely low income, especially those that identify as Asian, or Hispanic/Latino. Since 2019, Battle Ground's median income has shown steady growth, with a particularly significant increase between 2019 and 2022, which coincided with the COVID-19 pandemic. As Battle Ground's population grows and racially diversifies over the planning period, new housing types will be necessary so households across income levels can afford to live in the city and existing non-White residents are not displaced.

Housing Tenure and Affordability

Most Battle Ground residents are homeowners, with a growing share of homeowners with no monthly mortgage payment. White households are slightly more likely to own their home compared to those homes occupied by people of color.

Renters in Battle Ground are disproportionately low-income and severely cost-burdened compared to homeowners. The development of additional housing units and new middle housing options would likely stabilize or decrease rent prices in Battle Ground and benefit those spending majority of their income on housing costs. Additionally, because Battle Ground has a slightly higher percentage of moderate-income renters compared to Clark County, these renters could benefit from new opportunities to become first time homebuyers.

Housing Stock and Market

Battle Ground's housing market is primarily comprised of single-family homes (80%) and prices have mirrored national trends, with home prices rising significantly since 2020. Increased-density residential neighborhoods created through infill and new residential development may provide a variety of new, more affordable ownership options and help to curb this trend of housing that is unaffordable to low- and moderate-income households.

Displacement Risk

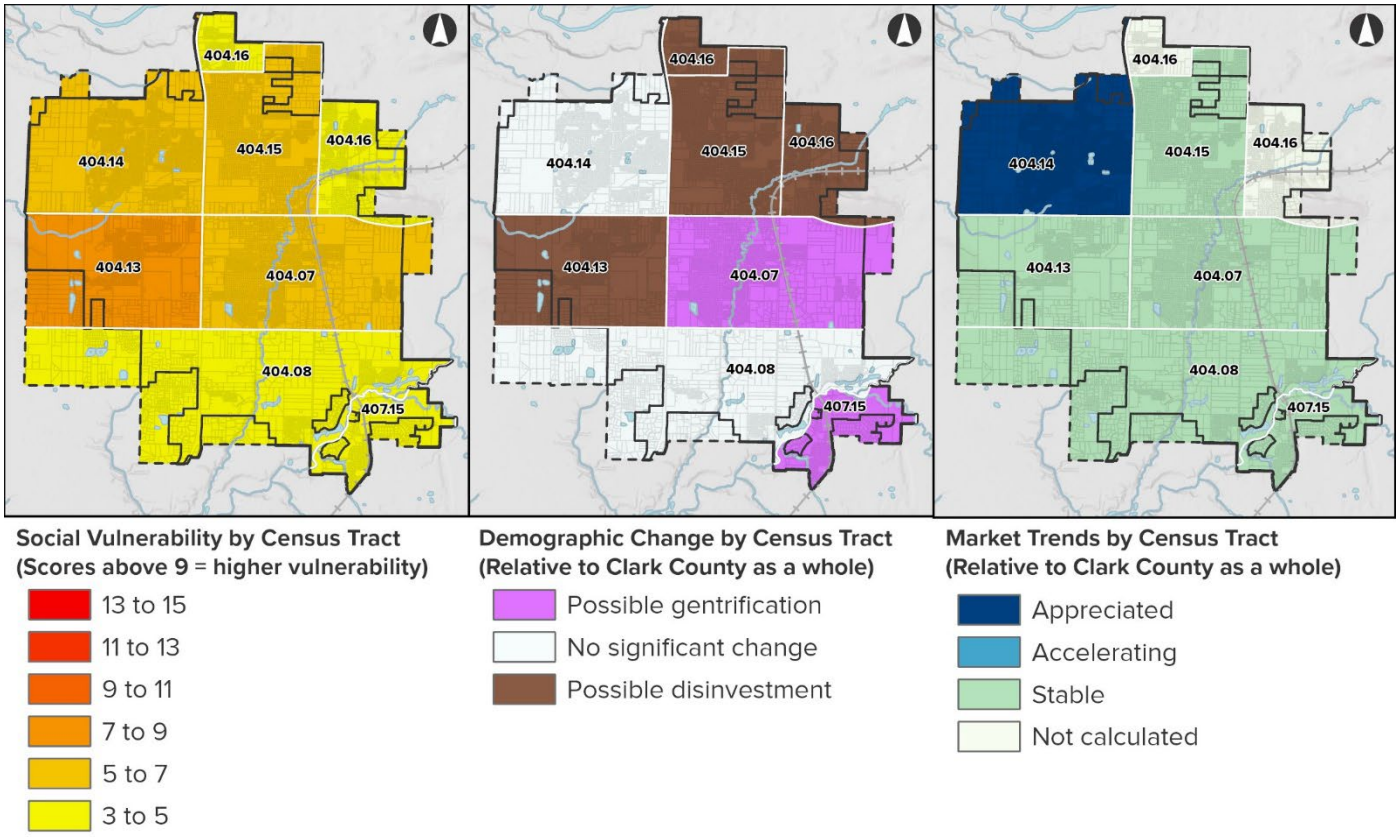
The Washington State Department of Commerce describes displacement as either physical, economic, or cultural. Physical Displacement occurs when the condition of the building changes such that the tenant or homeowner can no longer remain. Economic Displacement relates to increases in housing costs such that the residents are unable to continue living there. Cultural Displacement occurs when residents feel it necessary to move because the culturally relevant businesses and institutions have left the area, and they no longer feel a sense of belonging. This type of displacement most often relates to

BIPOC residents, as businesses and institutions important to them may not exist in other nearby locations.

Displacement risk was calculated at the tract level by looking at the following factors:

- **Social Vulnerability.** Each census tract was given a social vulnerability score based off the number of households that rent, BIPOC share of total population, and median household income. Each census tract was sorted into quintiles, and a total score was allocated.
- **Demographic change.** A determination was given to each census tract to note whether there has been an increase or decrease in households that identify as BIPOC and/or have an AMI of less than 80%. Through this analysis, it was determined whether there were signs of gentrification from looking at population change. However, it should be noted a decrease or increase in BIPOC populations does not necessarily indicate a sign of gentrification. Additional research should be done to understand specific push and pull factors into specific neighborhoods.
- **Market Prices.** Rent prices and housing appreciation were analyzed to determine whether housing prices have increased or decreased. Areas with higher rents and market prices were determined as high appreciation areas, and areas with lower rents and market prices as more stable neighborhoods.

Exhibit 4-15. Displacement Risk Index Maps



Source: City of Battle Ground, 2024; BERK, 2024.

The three maps in **Exhibit 4-15** show displacement risk in Battle Ground and suggest a generally low risk of displacement across the city. However, closer examination reveals some nuances. **Exhibit 4-16** indicates detailed information on each census tract and shows how much of the census tract overlaps

with current Battle Ground city limits. The ID label in each census tract in **Exhibit 4-15** corresponds with the tract number in **Exhibit 4-16**.

While **Exhibit 4-16** highlights areas of low risk, it's crucial to delve deeper within each census tract. Even low-risk areas can harbor potential concerns since low risk does not mean no risk. By examining sub-categories, we can proactively identify and mitigate future risks.

For instance, Tract 404.14 in Battle Ground's northwest region is experiencing a surge in home value appreciation. This tract also boasts a new single-family development. If this trend persists, it could impact the immediate area and potentially other shifts across Battle Ground. Additionally, Tract 404.07 is experiencing demographic change, which could indicate that lower income and/or BIPOC households are leaving, or that population growth in this area is shifting race and/or income demographics.

Strategies to Reduce Racially Disparate Impacts

- **Understand Battle Ground residents' lived experiences with housing.** Community engagement with individuals currently experiencing or most at risk of housing cost-burden or displacement should provide insight into how middle housing and a variety of housing types can meet the needs of residents and their communities. Additional engagement beyond that which was conducted for this periodic update is needed to understand households' experiences with housing at all income levels, and particularly cost-burdened BIPOC families.
- **Support housing services for both homeowners and renters as well as programs to increase first-time home buying opportunities.** The City should disseminate information about local, state, and federal resources for housing maintenance, rent support, and home-buying opportunities to ensure access to quality homes for its residents. Examples include rental assistance programs, Section 8 vouchers, and maintenance programs.
- **Invest in affordable housing through bonuses and incentives.** This could be achieved by supporting additional housing typologies in Battle Ground, including multifamily development, and additional incentives/bonuses (e.g., Multi-Family Housing Property Tax Exemption (MFTE), LIHTC).

Exhibit 4-16. Displacement Risk Table

		Social Vulnerability				Demographic Change			Market Prices			Final Displacement Risk
Tract	Percent Overlap	Renter Quintile	BIPOC Quintile	Median Income Score	Social Vulnerability Score	BIPOC Change Score	Under 80% AMI Change Score	Demographic Change Score	High or Low Rent Area	Appreciation Rate	Market Price Score	
404.07	98%	3	2	2	**7**	Decreasing BIPOC	Decreasing Low Income HHs	**Gentrification**	Low rent area	Low or mod appreciation	**Stable**	**Low**
404.08	13%	1	1	1	**3**	Increasing BIPOC	Tracking county change	**No**	Low rent area	Low or mod appreciation	**Stable**	**Low**
404.13	81%	4	1	3	**8**	Tracking county change	Increasing Low Income HHs	**Disinvestment**	Low rent area	Low or mod appreciation	**Stable**	**Low**
404.14	86%	2	2	2	**6**	Tracking county change	Tracking county change	**No**	High rent area	Low or mod appreciation	**Appreciated**	**Low**
404.15	97%	2	1	3	**6**	Tracking county change	Increasing Low Income HHs	**Disinvestment**	Low rent area	Low or mod appreciation	**Stable**	**Low**
404.16	38%	1	1	1	**3**	Increasing BIPOC	Increasing Low Income HHs	**Disinvestment**	No Data	No Data	**No Data**	**No Data**
407.15	3%	1	1	1	**3**	Decreasing BIPOC	Tracking county change	**Gentrification**	Low rent area	Low or mod appreciation	**Stable**	**Low**

Source: US Census, 2022; BERK 2025

Housing Capacity, Variety, and Affordability

In 2021, the Washington State Legislature passed House Bill 1220 (HB 1220), which amends the Growth Management Act (GMA) to require the housing element of comprehensive plans to include explicit consideration of capacity to meet housing needs at all income levels determined based on the county area median income (AMI), as well as permanent supportive housing (PSH), and emergency housing and shelters.[1] As part of Battle Ground's comprehensive planning process, BERK is updating Battle Ground's land capacity analysis in order to understand the City's ability to meet its 2023-2045 housing targets.

Battle Ground's housing capacity exceeds the projected target for housing on the whole (see **Exhibit 4-17**) but additional capacity is needed in land use designations and implementing zoning that support housing types that meet household incomes at the 0-80% area median income (AMI) level. The full analysis can be seen in **Appendix A**, which provides a detailed overview of the process.

Exhibit 4-17. Battle Ground 2023-2045 Housing Allocation Target

Area Median Income (AMI) Level	Housing Unit Target
0 – 30%	1,128
Permanent Supportive Housing (PSH)	444
Non PSH	685
30 – 50%	1,120
50 – 80%	1,177
80 – 100%	502
100 – 120%	921
> 120%	2,219
Total Housing Unit Target (2023 – 2045)	**6,979**
Total Housing Units Built (2020 – 2023)	**496**

Source: Clark County, 2024

The goals of this section are to:

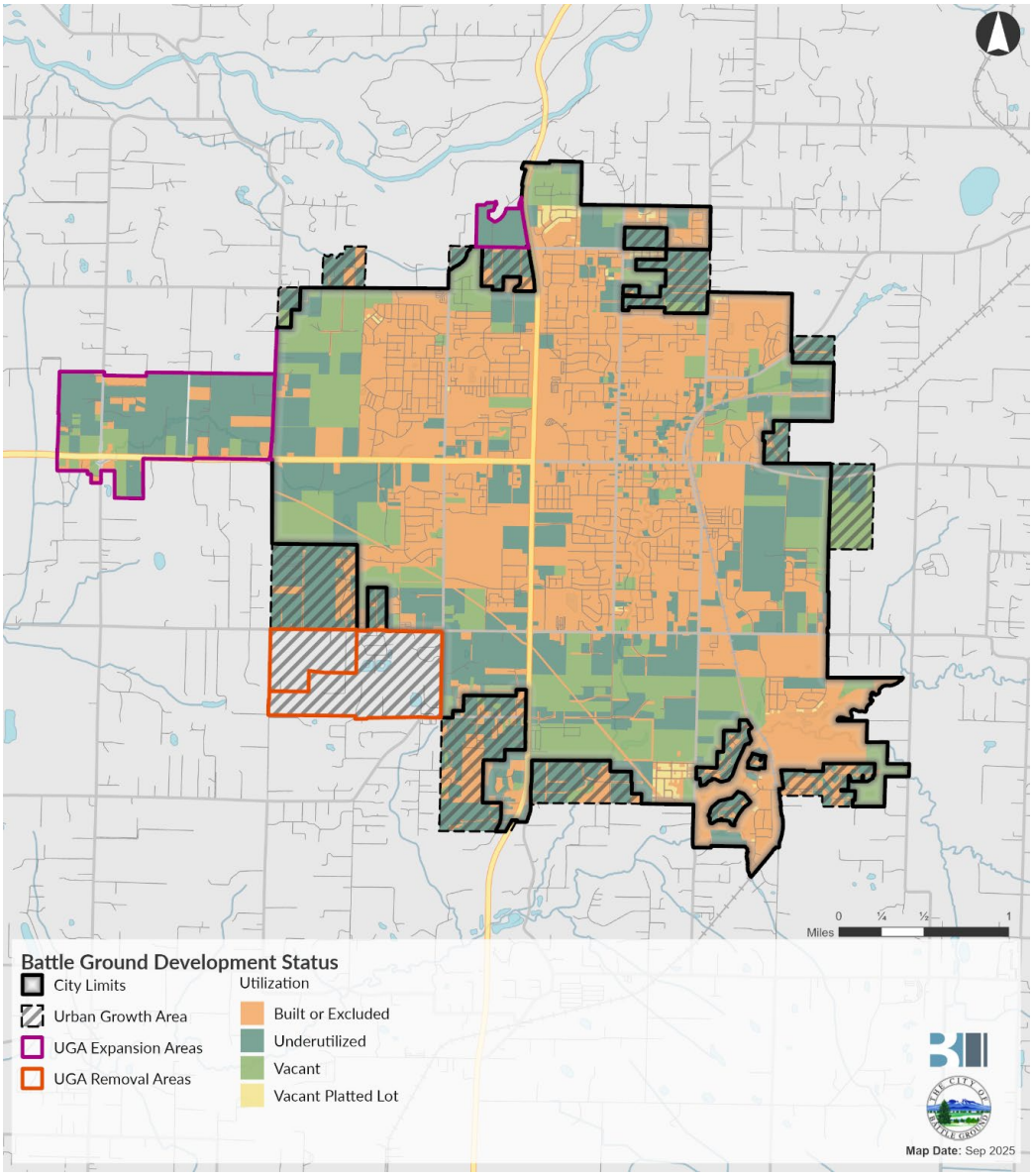
[1] HB 1220 Guidance for Updating Your Housing Element: https://deptofcommerce.app.box.com/s/1d9d5l7g509r389f0mjpowh8isjpirlh

- Summarize Battle Ground's housing capacity data based on the analysis completed in **Appendix A** and updated to reflect recent development and pipeline projects.
- Summarize surplus or deficit housing capacity by housing typology and their ability to serve different AMI levels.
- Demonstrate how the City of Battle Ground will meet its housing targets to fulfill the requirements of HB 1220 and the GMA.

Calculating Housing Capacity

Battle Ground's 2021 Land Use Master Plan (LUMP), the 2023 City zoning map, and 2023 County Vacant Buildable Lands Model (VBLM) provided the basis for the analysis. The LUMP was completed in 2021 with the goal of supporting the City's planning efforts and regional planning processes from Clark County, including the buildable lands capacity analysis. A core recommendation from the LUMP was to adjust land use and zoning designations within the city to increase capacity as well as modify the UGA boundary (proposed subtractions and additions) primarily to accommodate additional jobs. After a community engagement process and council review, a preferred land use strategy (Action) was established with increased housing densities, adjusted mixed use zones, and land suitable for employment. The LUMP with these characteristics showed adequate capacity for projected housing and employment needs based on the prior growth allocations before the current periodic update. **Exhibit 4-18** below, shows a map of re-developable land in Battle Ground.

Exhibit 4-18. Battle Ground Redevelopment



Source: Clark County 2025

Tabular and spatial data were collected from a range of city, county, state, and national sources. Data from the Clark County Assessor's Office helped us identify existing housing units. Longitudinal Employer-Household Dynamics (LEHD) data was used to analyze employment patterns. Both sources allowed for the assessment of Battle Ground's net housing and employment capacity by zone. An adapted version of the VBLM methodology was used for this analysis, which considers intersects with environmentally critical areas, as well as infrastructure, and market factor deductions. This analysis deviates from the VBLM methodology for density assumptions. Assumptions from both the LUMP

and VBLM were used to more accurately represent current and potential future densities in Battle Ground and to ensure consistency with Clark County and Commerce guidelines. Additional considerations in determining densities are noted below:

- Residential zoning designations show the achieved net density, which differs from the maximum gross density allowed consistent with zoning. The net density value was used to reflect what is built currently within that zone. This applied to the R3 and R7 zones specifically.
- For the R10, R12, R16, and R20 zones, the achieved density from the LUMP was significantly lower than the maximum allowed under development regulations. To address this, the City's development regulations package will be updated with a series of municipal code recommendations to facilitate higher density development within those zones. Municipal code recommendations include ensuring adequate provisions for affordable housing types in Battle Ground, the inclusion of middle housing types (e.g., corner duplexes, cottage housing) into the code. However, this will take time to implement, and full maximum density will not be achieved; thus, 90% of the maximum density was assumed.
- For the Regional Commercial (RC) zoning designation, the assumed density for the Comprehensive Plan update was increased to 40 units per acre since proposed densities of new residential projects in the RC zone are a reflection of market interest in mixed use development not seen during the LUMP.

Exhibit 4-19 shows the assumed densities for each zone compared to the achieved densities based on the LUMP and VBLM assumptions.

Exhibit 4-19. Assumed Densities for Each Zone

Zone	Achieved Density from the LUMP (units/acre)	Residential Split	Commercial Split	Assumed Density for the Comprehensive Plan Update (units/acre)
D	23.9	25%	75%	**23.9**
NC	10.0	75%	25%	**10.0**
RC	10.0	25%	75%	**40.0**
R3	3.5	100%	-	**3.5**
R5	4.9	100%	-	**5.0**
R7	10.8	100%	-	**10.8**

Zone	Achieved Density from the LUMP (units/acre)	Residential Split	Commercial Split	Assumed Density for the Comprehensive Plan Update (units/acre)
R10	8.6	100%	-	**9.0**
R12	3.1	100%	-	**10.8**
R16	9.3	100%	-	**14.4**
R20	11.3	100%	-	**18.0**

Source: LUMP 2019-2023; Clark County 2023, BERK 2025

Housing capacity was calculated based on the adopted preferred alternative (Action) from the LUMP including its UGA adjustment, the 2023 zoning in the city limits, and assumptions from this Land Capacity Analysis. **Exhibit 4-20** shows the net residential capacity for incorporated and unincorporated areas of Battle Ground with the LUMP preferred alternative.

Exhibit 4-20. Future Housing Capacity - Action

Zone	Net Developable Land (acres): City Limits	Net Developable Land (acres): UGA	Assumed Density (units/acre)	Gross Residential Capacity (units)	Existing Housing on Developable Land (units)	Net Residential Capacity (units)
R3	51.0	267.0	3.5	649	53	327
R5	60.0	37.0	5.0	908	76	794
R7	86.0	15.0	10.8	2,575	149	2,411
R10	32.0	43.0	9.0	1,321	70	1,206
R12	38.0	0.0	10.8	358	66	292
R16	9.0	0.0	14.4	737	86	651
R20	8.0	0.0	18.0	189	8	181
RC	12.0	0.0	40.0	1,651	12	2,142
D	5.0	0.0	23.9	59	5	54
NC	1.0	1.0	10.0	48	0	47
					TOTAL	**8,105**

Notes: Density assumptions are derived from the Land Use Master Plan (LUMP) and VBLM Assumptions from Clark County and recent housing developments in Battle Ground in the RC zone.
Sources: Battle Ground LUMP, 2019-2023; Clark County 2023; BERK 2025.

Housing Capacity and Variety by Income Level

Methodology outlined from Commerce's Guidance for Updating Your Housing Element[2] to determine how housing capacity in different zones could serve the different household income levels in the City's 2045 housing growth targets. **Exhibit 4-21** presents the zone classification categories and the typical housing types allowed in each of them based on the Commerce Guidance.

Exhibit 4-21. Categories for Classifying Zones by Housing Types Allowed

Zone category	Typical housing types allowed*
Low	Detached single-family homes
Moderate	Single family homes, townhomes, duplexes
Low-Rise Multifamily	Walk up apartments or condominiums (up to 3 floors)
Mid-Rise Multifamily	Apartments or condominiums in buildings ~4-6 floors

*Manufactured homes are not listed as a housing type because by law they should be allowed in all zones
Source: Washington State Department of Commerce, 2023

After the appropriate zone categories were identified, each residential zone was classified into an assigned zone category. **Exhibit 4-22** shows how the different land use zones within Battle Ground were classified using the zone categories from the future land use map. **Exhibit 4-23** presents example housing types for each of these land use zones.

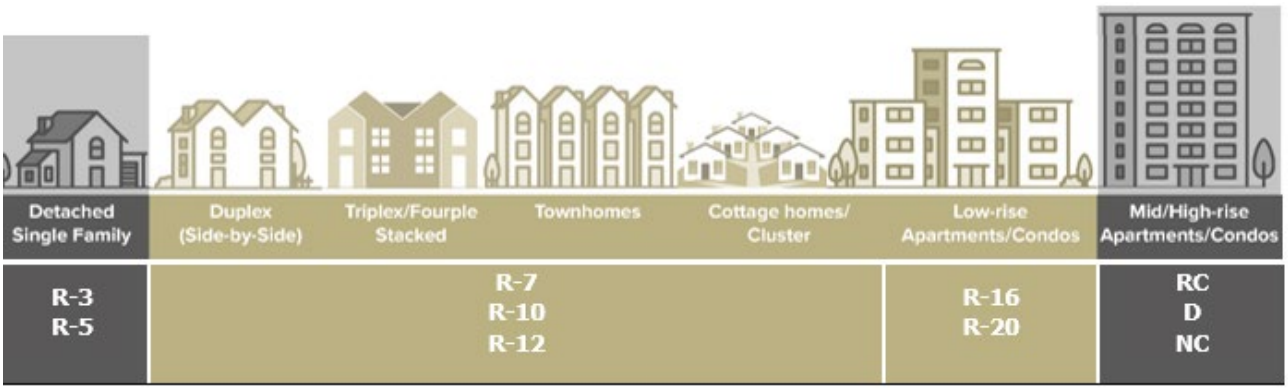
[2] https://www.commerce.wa.gov/growth-management/housing-planning/housing-guidance/

Exhibit 4-22. Classifying Land Use Zones Using Example Zone Categories

Zone	Housing Types Allowed	Maximum Density Level Allowed	Maximum number of ADUs permitted	Assigned Zone Category
R3	Detached single-family homes	3	2	Low Density
R5		5	2	
R7	Townhomes, duplexes	7	2	Moderate Density
R10		10	2	
R12		12	2	
R16	Low-rise walk-up apartments or condominiums (up to 3 floors)	16	2	High Density
R20		20	2	
RC	Mid-rise apartments or condominiums in buildings ~4-6 floors	40	0	
D		23.92	0	
NC		10	0	

Source: BERK 2025

Exhibit 4-23. Missing Middle Housing Types Examples by Land Use Zone



Source: City of Edmonds, 2025; BERK 2025

Exhibit 4-24 summarizes the lowest potential income level served in each land use zone. The assumption is that for lower housing densities, housing costs will be higher, due to larger parcel and dwelling unit sizes. As density goes up, housing units become more affordable as construction costs per unit decrease and land costs per acre likely remain constant. Additional considerations around subsidies and affordability incentives also decrease construction costs per unit and may support increased housing affordability. The final column of **Exhibit 4-24** connects zone category and income level served and was used to estimate the affordability levels of new development in Battle Ground.

Exhibit 4-24. Relating Zone Categories to Housing Types and Income Levels Served in Moderate-Cost Communities

Zone Density	Typical Housing Types Allowed	Lowest Potential Income Level Served		Assumed Affordability Level for Capacity Analysis
		Market Rate	With Subsidies and/or Incentives	
Low Density	Detached single-family homes	Higher income (>120% AMI)	Not typically feasible at scale	Higher income (>120% AMI)
Moderate Density	Townhomes, duplexes	Moderate Income (>80-120% AMI)	Not typically feasible at scale	Moderate Income (>80-120% AMI)
Low-Rise Multifamily	Walk up apartments or condominiums (up to 3 floors)	Low Income (>50-80% AMI)	Extremely low and very low income (0-50% AMI)	Low income (0-80% AMI) and PSH
Mid-Rise Multifamily	Apartments or condominiums in buildings ~4-6 floors	Low Income (>50-80% AMI)	Extremely low and very low income (0-50% AMI)	Low income (0-80% AMI) and PSH
ADU (all zones)	ADUs on all residential lots	Low Income (>50-80% AMI)	N/A	Low income (>50-80% AMI)

Source: Commerce 2023, BERK 2025

The next step in the analysis was to combine net capacity by zone and total capacity by household income levels served, compare this new number to the city's 2045 housing growth targets and identify any surplus or deficit in capacity across income levels.

Exhibit 4-25, Exhibit 4-26, and Exhibit 4-27 show the capacity for housing at all income levels for the current plan (No Action) and proposed future land use plan (Action).

To meet housing needs for households with at 80% AMI or lower, the City will significantly increase capacity by increasing residential densities in the City's commercial zones, which allows for high-density multifamily housing. A residential/commercial split is also included to account for multifamily housing development aligned with recent developments in the Regional Commercial (RC) zone which indicate a growing trend of higher density mixed use development. Furthermore, new municipal code regulations will allow for additional ADU development, which can provide housing for households at 50-80% AMI. See **below** for a summary of ADU capacity. ADU development would address a 351-unit deficit of the cumulative housing need at up to 80%.

The capacity analysis for proposed future land use plan shows a 1,008-unit deficit for households with an AMI greater than 120%. This deficit has been met by adjusting the surplus from housing from households with an AMI between 80% and 120%. This leaves a 1,126-unit surplus.

Exhibit 4-25. Aggregated Housing Capacity by Area Median Income (AMI)

Income Level (AMI)		Density	Typical Housing Types Allowed	Zones	Aggregated Target
0-30%	Extremely Low	High	Low-rise multifamily and ADUs, co-living	R12, R16, R20, RC D, CC, NC	3,075
30-50%	Very low				
50-80%	Low				
80-100%	Moderate	Moderate	Single-family and multifamily, co-living	R7, R10	3,909
100-120%	Above Moderate				
>120%	High	Low	Single-family	R3, R5	1,121
				TOTAL	**8,105**

Source: BERK, 2025

Exhibit 4-26. No Action Alternative- Aggregated Housing Target and Capacity

Income Level (% AMI)	Projected Housing Need	Zone Categories Serving These Needs	Aggregated Target	City	Unincorporated UGA	UGA Expansion	Total Capacity	Preliminary Surplus/ (Deficit)	Adjusted Surplus/ (Deficit)
0-30% AMI (PSH)	444	R16, R20, RC, D, NC (high)	3,426	501	0	0	501	(2,925)	(2,925)
0-30% AMI (non PSH)	685								
30-50% AMI	1,120								
50-80% AMI	1,177								
80-100% AMI	502	R7, R10, R12 (mid)	1,423	3,324	455	0	3,779	455	0
100-120% AMI	921								
>120% AMI	2,129	R3, R5 (Low)	2,129	870	221	0	1,091	(1,039)	(584)
TOTAL	**6,978**	**0**	**6,979**	**4,694**	**676**	**0**	**5,370**	**(3,509)**	**(3,509)**

Source: BERK, 2025

Exhibit 4-27. Comparison of Projected Housing Needs to Capacity – Proposed Land Use Plan

Income Level (% AMI)	Projected Housing Need	Zone Categories Serving These Needs	Aggregated Target	City	Uninc. UGA	UGA Expan.	Total Capacity	Preliminary Surplus/ (Deficit)	Adjusted Surplus/ (Deficit)
0-30% PSH	444	R16, R20, RC, D, NC	3,426	2,525	47	503	3,075	(351)	70
0-30% Other	685								
30-50%	1120								
50-80%	1177								
80-100%	502	R7, R10, R12	1,423	3,446	463	0	3,909	2,485	1,477
100-120%	921								
>120%	2,129	R3, R5	2,129	882	223	16	1,121	(1,008)	0
TOTAL			**6,979**	**6,853**	**732**	**519**	**8,105**	**1,126**	

Source: Commerce 2023, BERK 2025

A full analysis can be found in **Appendix A.**

Accessory Dwelling Units (ADUs)

GMA housing element requirements in HB 1220 directed jurisdictions to consider the potential of ADUs in meeting housing needs. Building on this, HB 1337 requires that some jurisdictions, including Battle Ground, permit up to two ADUs per lot within urban growth areas, and that these jurisdictions adopt additional provisions to support ADU development. Although ADU capacity has not historically been included in land capacity analyses, their growing importance, particularly as a potentially more affordable and flexible infill housing option, suggests they will play an increasingly critical role in addressing future housing needs. Due to the role ADUs may play in providing affordable housing, they are counted toward meeting housing capacity for households with an AMI between 50% and 80%.

The HB 1220 guidance provides an optional methodology for developing a reasonable estimate of capacity for new ADU production over the planning horizon. In the Battle Ground land capacity analysis, assumptions derived from this methodology were tailored using the best available information to reflect

local regulatory frameworks and market conditions. The analysis applied an average of 1.25 ADUs per lot, which assumes that one in four lots will opt to build two ADUs on their property, along with a 5% participation factor to estimate uptake. Under these assumptions, **Exhibit 4-28** shows the anticipated number of ADUs built from 2023 – 2045.

Exhibit 4-28. ADU Capacity in Battle Ground

Zone	Lots Available for ADUs	Participation Factor	Potential ADUs	Average ADUs per Lot	Total
R3	649	5%	32	1.25	41
R5	908	5%	45	1.25	57
R7	2,575	5%	129	1.25	161
R10	1,321	5%	66	1.25	83
R12	358	5%	18	1.25	22
R16	737	5%	37	1.25	46
R20	189	5%	9	1.25	12
Total	**6,737**	**5%**	**337**	**1.25**	**421**

Source: BERK, 2025.

Shelters and Transitional, Emergency, and Permanent Supportive Housing

HB1220 also requires jurisdictions to allow for emergency housing and shelters per RCW 35A.21.430 and RCW 35.21.683. Cities must also permit permanent supportive housing (PSH) and transitional housing in all zones that allow for residential development and hotels.

The City of Battle Ground has an emergency housing and shelter target of 302 beds from 2020 to 2045. This section will cover how capacity is calculated within Battle Ground and note changes to policies and municipal code to meet the City's target and provide adequate emergency housing and shelters.

Calculating Emergency Housing and Shelter Capacity

Commerce guidance for housing elements states that "emergency housing needs may be met through a number of different housing types. Emergency housing may include, but is not limited to, traditional shelter arrangements, hotel rooms, tiny home villages, or short-term apartments. Regardless of the housing type, the facility must be indoors and allow for access to personal

hygiene facilities (e.g., a restroom), meeting the requirements for shelter or other facility types based on current Washington Shelter Guidelines..."[3]

In order to meet the 302-emergency housing and shelter target, the following strategies were used:

- Support hotels and motels, transitional housing, and emergency shelters and housing as permitted uses per RCW 35A.21.430 and RCW 35.21.683.
- Calculate vacant and underutilized lands in residential, commercial, and industrial land uses.
- Identify any excess capacity for housing and jobs from the Land Capacity Analysis (see **Appendix A**).

A full analysis of how these targets are met can be found in **Appendix A**.

There is a surplus of buildable land in several zones that could be developed as emergency housing without jeopardizing the City's 2045 housing and employment needs. **There is a surplus capacity of 1,126 residential units and 918 jobs**. The 302-emergency housing and shelter target can be met on vacant and underutilized land in Battle Ground. **Exhibit 4-29**, below, shows the available vacant, and underutilized land available in residential, commercial, and industrial land uses in Battle Ground.

Exhibit 4-29. Vacant and Underutilized Land (Acres) – Proposed Land Use Plan

	Vacant	Underutilized	Total (acres)
Residential	488.5	338.4	826.9
Commercial	156.9	190.9	347.8
Industrial	6.8	247.7	254.4
TOTAL	**652.2**	**777.0**	**1,429.2**

Source: BERK 2025

Capacity for Permanent Supportive Housing (PSH)

Permanent Supportive Housing (PSH) is housing that includes wrap-around services for people who need support to maintain residency. The City's growth target for PSH is 444 units. The Commerce land capacity guidance assumes

[3] Commerce, Establishing Housing Targets for Your Community, updated September 2023, pg. 21-22, 43.

PSH housing can be accommodated in low-rise and mid-rise zones. This is limited to Battle Ground's R16, R20, RC, D, and NC zones.

The aggregated capacity for housing is 3,075 for housing between 0-80% AMI. The City will need to build on average about 20 units a year to meet the allocated target of 444 units from 2023 – 2045.

Subsidized rental housing is typically designed for households with an AMI 0-50%. The University of Washington Center for Real Estate Research develops an annual Subsidized Rental Housing Inventory[4]. See **Exhibit 4-30**, below, for a list of subsidized housing units in Battle Ground, sorted by data source. Each of the identified funding sources provided funding for subsidized housing to be built.

The City of Battle Ground can continue to support government funding opportunities to develop more subsidized housing options.

Exhibit 4-30. Subsidized Rental Housing Inventory, 2023

City	Data Source					Deduplicated Total Number of Units
	WSHFC	HTF	RHS515	HUD	PHA	
	Washington State Housing Finance Commission	Housing Trust Fund	US Department of Agriculture's Rural Housing Service	US Dept Housing and Urban Development	Public Housing Authority	
Battle Ground	151	116	151	5	80	308

Note: Sources of data for Public Housing Authority units (PHA and PHAHUD) are incomplete, and the combined data are also incomplete. These data are provided under contract with the Washington State Department of Commerce as required by RCW 36.70A.610. The numbers of units in the Total Number of Units column represent deduplicated totals based on the maximum number of units funded at each location (street address or project name) across the listed sources. This may result in undercounting in some cases if different units at a location are funded by different programs.
Source: UW Center for Real Estate Research, 2023.

Funding Sources

Providing housing affordable to low- to-moderate income households and special needs populations typically requires direct subsidies and involvement by

[4] The UW Center for Real Estate Research Subsidized Rental Housing Profile can be found here: https://wcrer.be.uw.edu/housing-market-data-toolkit/subsidized-rental-housing-profile/

the public or non-profit sectors. Major agencies and programs in the county include the following:

Vancouver Housing Authority (VHA)

VHA has served as the designated public housing provider in the county since 1942. In 2010, it provided rental housing and housing assistance to approximately 10,000 residents countywide. VHA owns or manages approximately 3,200 units. In 2023, VHA provided affordable housing to more than 3,000 families with tenant-based, project-based, and special purpose vouchers, as well as public housing. Approximately 29% of participating households had senior family members and 55% had members with disabilities.

Community Development Block Grant (CDBG) Program

Since 1985, Clark County has received over one million dollars annually in CDBG funds. Local CDBG program activities related to housing include neighborhood revitalization, affordable housing assistance, and assistance to homeless residents. Clark County's Department of Community Services is responsible for the administration of both CDBG and the HOME Program in unincorporated Clark County. They also administer the programs for Battle Ground, as well as Camas, La Center, Ridgefield, Washougal, Woodland, and the town of Yacolt.

HOME Investment Partnership (HOME)

Clark County annually allocates federal funds to create affordable low-income housing under the HOME program. Projects include assistance with home buying or renting, housing rehabilitation loans, or direct development of affordable rental housing. Housing Rehabilitation Program Vancouver also operates an owner-occupied housing rehabilitation program providing up to $25,000 to moderate income homeowners and emergency repair grants of up to $5,000 for low-income mobile homeowners.

Non-profit Organizations

Local non-profit organizations involved in low income or special needs housing provision or assistance include: Affordable Community Environments; Columbia Non-Profit Housing; Community Housing Resource Center; Council for the Homeless; Evergreen Habitat for Humanity; Janus Youth; Second Step Housing; and Share.

Housing and Community Development Consolidated Plan 2020-2024

To guide local housing provision and set priorities for local expenditure of federal CDBG and HOME funds, Clark County periodically produces a Consolidated Housing Plan. The Plan provides an analysis of community needs and establishes priority objectives and long-range strategies to guide the

allocation of housing and community development resources. It is updated annually through an "Action Plan" with information on projects and funding for the upcoming year and supported by an annual performance report.

4.3 Countywide Housing Policies

Regional Context

The Growth Management Act (GMA) requires that a housing element be included in the comprehensive plan. Advanced planning for housing ensures that adequate and affordable housing is available to the community, and helps to plan for needed infrastructure improvements such as parks, schools, roads, water systems, etc. The GMA established the following housing goal:

- Plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

The contents of this chapter are guided by the Growth Management Act (RCW 36.70A.070), which specifies that the Housing Element of the 20-Year Plan shall at a minimum, contain:

- An inventory and analysis of existing and projected housing needs;
- Units for moderate, low, very low, and extremely low-income households;
- Emergency housing, emergency shelters, and permanent supportive housing;
- A statement of goals, policies, and objectives for the preservation, improvement and development of housing;
- An identification of sufficient land for housing, including government-assisted housing, housing for low-income families, manufactured housing, multifamily housing and group homes and foster care facilities; and
- Adequate provisions for existing and projected needs of all economic segments of the community.
- An inventory of public properties no longer needed for use, and which may be available for affordable housing (The only property on the City's inventory is on NW 20th Avenue, just north of the Albertsons).
- Provisions for accessory dwelling units. Such provisions are subject to regulations, conditions, and limitations as determined by City Council (RCW 43.63A.215).

Countywide Housing Policies

The GMA further required inter-jurisdictional coordination and development of county-wide policies as it relates to affordable housing and its distribution regionally.

Clark County has developed goals and policies that will direct housing policy and development within the county. The Housing element for this Plan is consistent with the following countywide housing goals:

- The County and all jurisdictions must keep updated inventory and forecasts of housing of many types and functions, which now includes emergency shelters and permanent supportive housing.
- Policies ensure housing is linked to jobs, multimodal transportation, and public services.
- Policies promote and incentivize housing affordability and reduce barriers.
- Alignment with Housing for All Planning Tool (HAPT) ensures planning by income bands.
- Homeownership for low/moderate-income families is promoted.
- Racial disparities and inequities are addressed in housing policies.

Planning for Housing in Battle Ground

The City of Battle Ground Housing Element has been updated to incorporate housing strategies identified from the Housing Action Plan (HAP), and Land Use Master Plan (LUMP).

Housing Action Plan (HAP)

The Housing Action Plan was adopted in 2021 with the following key goals:

- **Encourage production of homes that meet community needs**. Battle Ground has a projected housing need of 6.979 units from 2023 to 2045. The City will need to produce roughly 317 units a year to meet their projected need.
- **Increase variety of housing types.** Diverse housing typologies can help ensure a variety of options at different affordability levels, and residents at various stages of life- from older adults to new families, and first-time homebuyers.
- **Expand supply and access to affordable homes**. More housing options will meet the needs of families in Battle Ground that are at risk of being priced out of the City.

- **Support homeownership**. Homeownership is a steppingstone to equity and asset-building and should be encouraged through various affordable homeownership options for first time home buyers.

The HAP incorporates the Community Vison Plan, which provides a community-driven vision for a quality of life for all residents. Housing policies and strategies reflect demographics, housing stock, and capacity; as well as projected need through 2045. Strategies from the HAP have been incorporated into the goals and objectives of this element, and changes to the City's municipal code. The identified strategies from the HAP, to meet the goals, include:

- Invest in Infrastructure to unlock land for development
- Remove code and process barriers
- Adopt Planned Action Ordinances
- Strategically rezone areas for flexible housing options and increase allowed housing types in existing zones
- Study parking requirements

Land Use Master Plan (LUMP)

The Land Use Master Plan was adopted in 2021. The LUMP helps meet goals and strategies by the HAP through the following strategies:

- Develop a preferred alternative that includes proposed land use changes, to support and allow for more housing types
- Evaluate existing residential achieved densities, and identify buildable land for residential development
- Establish a growth narrative on how the preferred alternative will meet the City's housing and job targets.

A combination of assumed residential densities from the LUMP and the Clark County VBLM has helped inform how Battle Ground will meet their housing targets.

4.4 Housing Goals and Objectives

Goals and objectives with the corresponding symbols indicate the following:

🚗▼: Indicates a goal or objective that will help the city reduce vehicle miles traveled (VMT).

🌐: Indicates a goal or objective that will improve the city's climate resiliency or reduce its vulnerabilities to the impacts of climate change.

▼: Indicates a goal or objective that will help the city reduce greenhouse gas emissions (GHG).

Housing Goal 1:

H1 Encourage a range of housing types and prices to meet the needs of all citizens of Battle Ground.

Objectives:

HO1.1 Provide the opportunity to develop an adequate supply of housing for current and future households.

HO1.2 Support the creation of a variety of housing types that are affordable and attractive to potential homebuyers of all income levels.

HO1.3 Balance density goals and a variety of housing type targets with other city goals and objectives.

HO1.4 Encourage housing types that support sustainable development and construction patterns, use energy-efficient resources, and utilize renewable energy technology. (EO1.1). ▼

HO1.5 Support and preserve a variety of homeownership and rental housing options of existing housing to provide opportunities for current residents to stay in their neighborhoods.

HO1.6 Incorporate "universal design" principles in new housing to ensure adequate housing for residents with disabilities.

HO1.7 Treat residential structures occupied by group care for children that meets the definition of "familial status" the same as similar residential structures occupied by a family or other unrelated individuals.

HO1.8 Design and implement a Planned Action Ordinance as an incentive to facilitate new housing development

HO1.9 Develop incentives for new housing typologies, such as middle housing and new multifamily options.

HO1.10 Prioritize middle housing on corner lots zoned predominantly for residential uses.

HO1.10 Support existing property owners to develop Accessory Dwelling Units (ADU's).

HO1.11 Partner with developers on Planned Unit Development (PUD's) and Planned Resident Developments (PRD).

HO1.12 Review and update development, design, and infrastructure standards for housing to support residential growth that meets residents' needs.

HO1.13 Ensure development and design standards for middle housing are no less restrictive than that of single family detached.

HO1.14 Prioritize emergency shelters and housing on underutilized and/or vacant parcels.

Housing Goal 2:

H2 Ensure fair and equal access to housing is available for all residents of Battle Ground, particularly for people with disabilities, vulnerable populations, historically marginalized groups, and seniors.

Objectives:

HO2.1 Support the efforts of public and private non-profit agencies which develop assisted housing and/or housing-related human services, such as services which enable residents to remain in their homes.

HO2.2 Work with local and regional organizations or housing providers to provide housing for residents with specific mobility needs equitably throughout the city.

HO2.3 Promote a range of affordable housing types available for seniors, including nonspecialized units, assisted living units, and nursing homes.

HO2.4 Prioritize new affordable housing and multifamily housing options near major employment centers

HO2.5 Partner with non-profit organizations and affordable housing developers on new multifamily and affordable housing options

HO2.6 Implement affordable housing incentives (e.g., Multifamily Tax Exemption – MFTE, Notice of Intent to Sell/Sale Ordinance) and density bonuses

HO2.7 Create opportunities to support home rehabilitation and weather protection programs to preserve existing housing options.

HO2.9 Support local social service providers, cultural organizations, and local neighborhood groups in providing information on available housing resources to support new home ownership, and assistance in searching for a home.

HO3.0 Work with local, county, and regional partners in developing new housing resources, such as rental assistance, to support seniors, historically marginalized populations, and communities at risk for displacement.

Housing Goal 3:

H3 Quality affordable housing is accessible to all income levels

Objectives:

HO3.1 Support the development and preservation of affordable housing, including housing for very low, low, and moderate-income households, by public assistance or other means.

HO3.2 Support nonprofit housing organizations and affordable housing developers during all stages of siting and project planning.

HO3.3 Incentivize the creation of affordable and special needs housing available throughout Battle Ground, and especially in downtown, regional centers, and other places having pedestrian access to transit, employment, and shopping as identified by the 2021 Land Use Master Plan, the Land Use Element Comprehensive Plan Land Use Designations, and the Old Downtown.

HO3.4 Develop market incentives and bonuses to encourage or require affordable housing to meet the needs of people who work and desire to live in Battle Ground. 🚗▼

HO3.5 Meet the city's proportionate share of the countywide needs for very low-, low-, and moderate-income housing.

HO3.6 Establish long-term strategies to retain existing affordable housing through public incentives to developers for the longest possible term.

HO3.7 Partner with religious organizations in new temporary encampments and transitional housing options

HO3.8 Prioritize emergency housing and emergency shelters on underdevelopment and vacant commercial and industrial land uses

HO3.9 Facilitate permitting processes to provide new opportunities for transitional housing, as well as emergency shelters and housing

HO3.10 Develop inclusionary and density bonus programs for very low- to moderate-income housing.

HO3.11 Reduce parking standards for new affordable housing development within proximity of transit.

HO3.12 Engage Battle Ground's residents to better understand their experiences around housing to develop affordable housing strategies and policies

HO3.13 Develop housing strategies to increase first time homeownership opportunities

4.5 Challenges and Opportunities

The following housing challenges and opportunities were identified during the review and outreach for Battle Ground's Comprehensive Plan update:

Challenge

- Protect Against Displacement. Naturally occurring affordable housing (affordable but not subsidized) is at risk of redevelopment in the next 10 and 20 years. The City should continue to engage Battle Ground residents, to continue to better understand how different types of housing can help meet the needs of current and future populations.
- Be Mindful of the Natural Environment with New Housing Development. Ensure housing development near critical areas minimizes impacts on the natural environment and adheres to the City's critical area regulations. Infill development incentives and strategies should prioritize development where there is supporting infrastructure (e.g., sewer) while minimizing impacts to established, healthy trees or other natural resources. Consider additional regulations or measures to reduce wildfire risk for housing development in wildland urban intermix areas.

Opportunity

- Create opportunities for More Housing Supply. Create opportunities to meet Battle Ground's new housing targets by income band and special needs to meet the city's regional obligations.
- Accommodate Middle Housing. The City should consider whether any additional barriers exist in regulations consistent with requirements in recent legislation (HB1110 and HB 1337).
- Ensure Housing Diversity for Future Battle Ground Generations. Diversifying housing options means allowing for multiple housing typologies at different affordability targets. New housing development should have complimentary urban form and not have a mismatch of land uses.
- Emergency and Permanent Supportive Housing Opportunities. Provide opportunities for temporary and permanent shelters, emergency housing, and permanent supportive housing. The City has deployed its limited local resources and is working with regional partners but has a need to address requirements under case law. A number of nonprofit organizations and county and state agencies are partners in addressing homelessness.
- Permanent, Deed Restricted Affordable Housing. Creative solutions such as inclusionary zoning, density bonuses, parking reduction incentives, or fee

reductions with grant programs could support more permanent, deed restricted affordable housing in Battle Ground.

5 Growth and Annexation

5.1 Purpose

The Growth Management Element provides context for future annexations of unincorporated land into the City of Battle Ground, and establishes strategies to ensure these new areas of the city meet the Goals and Objectives found throughout this Plan. In addition, this Element is intended to help manage the rate of growth so the city is able to maintain its small-town character.

Although this Element is not required by the GMA, the GMA does require each city to identify a UGA (RCW 36.70A.110). Battle Ground's unincorporated UGA is an area surrounding the city that is characterized by a mix of residential, commercial, and industrial development. This boundary is a product of negotiations with Clark County as part of their Comprehensive Plan update. This chapter includes state, regional, and local planning policies that relate to annexation and provides policy guidance for future actions within the city's UGA.

The Land Use Master Plan (LUMP) Preferred Alternative fulfills GMA requirements to provide capacity through the following means:

- Reasonable measures add capacity within city limits and existing planning area by modifying zoning to support employment growth.
- The removal of the Meadow Glade from the UGA would help to focus residential growth in areas to avoid sprawl.
- The western expansion to Dollar's Corner would avoid lands with major environmental constraints, redesignate rural lands, and avoid agricultural resource lands south of SR-502.

The Preferred Alternative and UGA boundary change will allow for new employment opportunities and provide new local and regional job growth.

5.2 Conditions and Trends

Annexation Opportunities and Methods

The LUMP has identified a series of proposed annexation strategies to regulate growth and development consistent with the City's vision (see **Exhibit 5-1** and **Exhibit 5-2**).

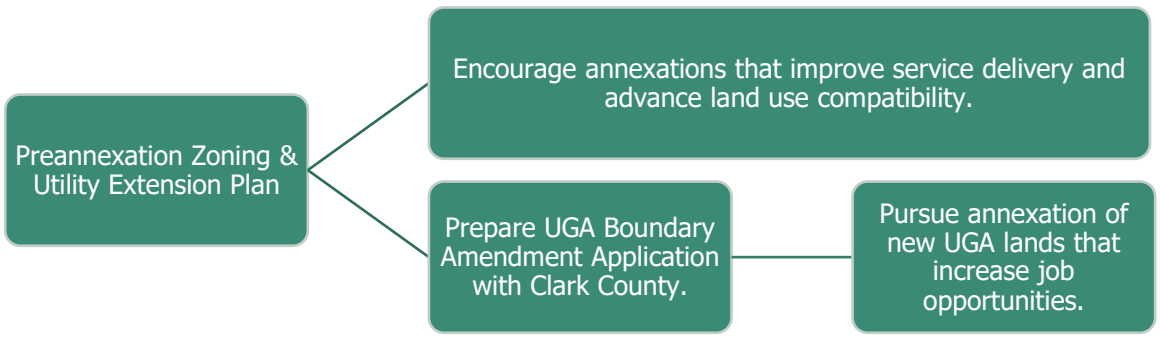
Through the 2025 Comprehensive Plan periodic update, the City of Battle Ground intends to adjust the UGA boundary in consultation with the County to include Dollar's Corner and remove Meadow Glade from the UGA boundaries.

The LUMP identifies the following annexation strategies through 2045:

1. **Facilitate and Plan for Annexation**: Develop pre-annexation zoning and infrastructure extension plans.
2. **Coordinate and Consult:** Develop UGA amendment applications as part of the Clark County and Battle Ground Comprehensive Plan periodic reviews.
3. **Annexation for Compatible Growth and Logical Boundaries:** Promote UGA annexations that improve service delivery, serve both sides of corridors, reduce "islands", further land use compatibility, and increase job opportunities. These include UGA lands in the following districts:
   a. Cedars
   b. Day Break
   c. Mill Creek
   d. North Battle Ground
   e. South Battle Ground west of SR-503
4. **Annexation to Improve Jobs/Housing Balance:** Add UGA lands that increase job opportunities in the following areas:
   a. Day Break north
   b. Main Corridor west to Dollar's Corner
5. **Avoid Annexation of Difficult Service Areas:** Remove UGA lands that are difficult to serve, not needed for growth capacity, and that help offset UGA increases. This includes:
   a. Meadow Glade – South Battle Ground
6. **Remainder:** Add remaining UGA territories.

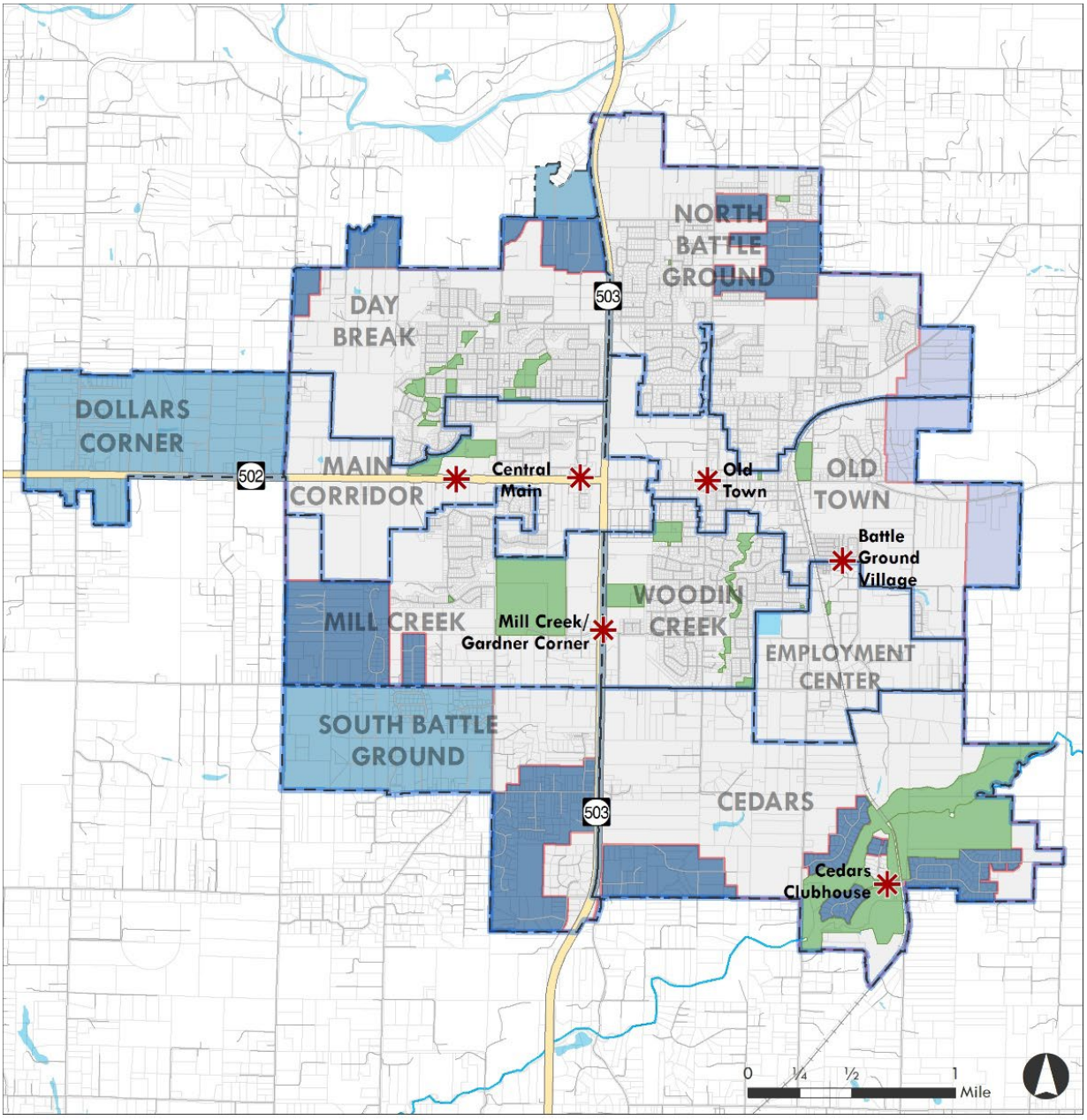
The strategies are summarized in **Exhibit 5-1**. **Exhibit 5-2** shows the potential annexation areas considered.

Exhibit 5-1. Annexation Strategy Chart



Source: City of Battle Ground LUMP, 2021

Exhibit 5-2. Battle Ground Annexation Areas



Source: Battle Ground Land Use Master Plan (LUMP), 2021

Overall Growth Strategy

The general growth strategy developed for the City of Battle Ground is the result of community vision, Planning Commission guidance, and a detailed analysis of demographic and future trends. Other influential factors that shaped annexation strategies include the presence of critical areas in and around Battle Ground and planned transportation improvements that will connect the City with surrounding areas. The City's prioritized growth strategy is to direct growth to occur on:

1. Land within the existing city limits
2. Land to the west and south of the existing city limits.
3. Other lands within the UGA
4. Land included in the UGA during future Plan updates.

The City's policy that ensures the concurrent provision of urban services is a central component of its growth strategy. The City will not permit urban development if adequate urban services cannot be provided concurrently, per GMA requirements. This consideration has a significant effect on the City's future annexation priorities.

Future Growth within Existing City Limits

The City believes that annexation of the UGA is important to adequately serve the area and to plan properly for its continued development. Growth will be encouraged in the UGA outside the current city limits when land inside those limits has been served by adequate capital facilities is not available for further development, a need has been identified to justify additional development elsewhere, and provisions for annexation have been established.

The City of Battle Ground will ensure that annexation of land within the unincorporated UGA occurs so that sustainable growth patterns are supported and growth does not harm, but supports the City's Vision Statement (see Chapter 1). The City has the opportunity to make annexation conditional to implementation of land development actions and/or planning that supports City's policy but that is not necessarily required by the City's Municipal Code. This presents an opportunity for the City to advance land development goals and objectives in innovative ways in areas that will become part of the City, but would not necessarily be possible subsequent to annexation.

Development outside the current city limits should be encouraged by the City, if:

- Less than 25% of residential or commercial land or less than 50% of industrial land is available for development. These conditions "trigger" the need to add additional developable land into the Urban Growth Area to avoid artificially inflating the cost of land that would result from an overly constrained land supply.

- Standards have been established for the location of public facilities and services in UGAs prior to annexation.
- Developable sites within the City have received adequate access to urban services.
- Arrangements for annexation have been determined.
- Land has been master planned, as appropriate.
- A secure funding plan is in place to provide for the urban services required to facilitate development.

The following strategies direct how the City will annex land in the future:

- The City will phase annexations to coincide with its ability to provide a full range of urban services to areas to be annexed. By facilitating adjustments to the city boundary in a logical and orderly fashion during the next 20 years, the City can ensure that new development receives efficient and adequate services.
- The City will not annex territory outside of its UGA.
- The City will encourage unincorporated areas that are already urbanized to annex to the City in order to receive urban services when a firm financing plan is established. Developing areas within the UGA will be required to commit to annex to the City in order to receive a full range of City-provided urban services.
- The City will provide property owners with access to all information needed to evaluate and make responsible decisions relative to the delivery of urban services and City boundary changes.
- The City, in agreement with the annexation policies stated in the County's Comprehensive Plan, will work in partnership with Clark County to provide a cooperative framework for future annexations.
- The City will continue to work in cooperation with citizens, property owners, business representatives, existing service providers, and other interest groups to develop and implement mutually satisfactory plans for service delivery as annexations occur.
- The City will work with residents and businesses in annexation areas to determine the most appropriate method for annexation as provided by state law.
- The City will give high priority to annexation of areas that lend themselves to master planning. Such areas generally consist of large, intact parcels. These areas also provide for development that will avoid or minimize impact to critical areas, and enable the City to efficiently provide urban services.

The City will assess whether land must be master planned according to the City's vision, goals, and objectives prior to annexation. A master plan is a long-term physical plan for an area that guides and organizes the development of land uses, parks, transportation, and other capital facilities, and the protection of natural resources. Master planning will lay the foundation for the development of neighborhood units that promote a livable community. Master planning can ensure that newly annexed areas of Battle Ground support a cohesive identity shared by the rest of the City. The City will establish criteria to determine whether master planning is appropriate for land that is planned for annexation. Criteria will be based on the following guiding principles:

- The area has large contiguous blocks of land that have a small or workable number of parcels that would provide flexibility during the master planning process.
- The area contains critical areas that can be protected through master planning, while providing creative options for landowners to maximize investment on their property.

The City has the ability to provide urban services more efficiently through master planning.

5.3 Countywide Growth Management Policies

Growth Management Act

Three of the 15 statewide planning goals contained in the GMA relate directly to UGAs and annexation. The three relevant goals are:

- **Urban growth:** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- **Reduce sprawl:** Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- **Public facilities and services:** Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

County-Wide Growth Management Policies

The Clark County Comprehensive Plan states that Battle Ground's unincorporated UGA may develop for more intensive uses through annexation to the City with a subsequent zone change or through an intergovernmental agreement. The annexation must be consistent with the City and County's

comprehensive plans and it must be demonstrated that the following conditions are met for the City to annex land:

- Full urban services can be provided by the applicable City and other special districts (including schools, fire protection, police protection, as well as water, sewer, roads, and drainage); and
- Urban holding zoning cannot be removed unless the City assures that public services will be provided prior to, or in conjunction with development.

In addition, it must be demonstrated that:

- Sensitive environmental resources (including wetlands, fish and wildlife habitat, floodplains, shorelines, geological hazards, and priority species will be adequately protected;
- Open space corridors will be maintained between urban areas; and
- There will be no net loss of industrial land.

Clark County has developed goals and policies that will direct growth and annexation policy and development within the county. The Growth and Annexation element for this Plan is consistent with the county:

- Annexation is encouraged for areas that are served or could be practically served by City-provided services.
- Inter-jurisdictional analysis is required to identify annexation impacts.
- No annexations beyond UGAs allowed.
- Incorporation of new cities and towns is allowed if financially feasible and annexation is impractical.

EQUITY IN GROWTH AND ANNEXATION

Battle Ground's Growth and Annexation policies ensure that residents benefit from city growth and the services that are provided with it, while also identifying potential negative impacts.

5.4 Growth Management Goals and Objectives

Goals and objectives with the corresponding symbols indicate the following:

🚙▼ : Indicates a goal or objective that will help the city vehicle miles traveled (VMT).

🌐 : Indicates a goal or objective that will improve the city's climate resiliency or reduce its vulnerabilities to the impacts of climate change.

▼: Indicates a goal or objective that will help the city reduce greenhouse gas emissions (GHG).

Growth Management Goal 1:
GM1 Maintain a sustainable rate of housing and job growth.

Objectives:
GMO1.1 Coordinate growth projections and goals with other jurisdictions.

GMO1.2 Balance its growth with other City goals to maintain Battle Ground's identity as a small town.

GMO1.3 Provide adequate urban services concurrently with development.

GMO1.4 Encourage efficient growth within the existing city limits before pursuing additional annexations.

GMO1.5 Coordinate with Battle Ground School District during annexation processes to maintain District service standards.

Growth Management Goal 2:
GM2 Prioritize efficient and sustainable expansion of the city through the Urban Growth Areas.

Objectives:
GMO2.1 Achieve desirable growth patterns through annexations.

GMO2.2 Achieve a jobs/housing balance through annexations.

GMO2.3 Prepare an annexation plan. Establish pre-annexation planning and zoning pursuant to RCW 35A.14.330. Develop infrastructure and service delivery strategies to increase the feasibility of annexation (2021 LUMP Policy 16).

GMO2.4 Provide information about annexation processes, city services, and tax rates to property owners and residents in the UGA (2021 LUMP Policy 17).

GMO2.5 Encourage annexation requests that(2021 LUMP Policy 18):

- Create and/or preserve logical service areas.
- Demonstrate the annexation is financially self-sufficient or the fiscal impact can be improved.

GMO2.6 Collaboratively review long-term land use south of SR 502 with Clark County when addressing potential UGA expansions to the west of the city limits. (2021 LUMP Policy 3)

Growth Management Goal 3:

GM3 Coordinate with the County and other jurisdictions in determining policies to accommodate future growth in Battle Ground.

Objectives:

GMO3.1 Consider future urban growth patterns anticipated by the Vision in this Plan supported by annexation strategies in the Land Use Master Plan (2021 or as amended) or annexation plan developed under GMO 2.3.

GMO3.2 Consult with Clark County on the buildable lands report and promote methods and assumptions that reflect local experiences in Battle Ground (2021 LUMP Policy 13).

GMO3.3 Develop an UGA amendment proposal for consideration by Clark County that demonstrates: 1) efficient development plans and standards in the city limits, 2) targeted UGA expansion to meet demonstrated employment needs, and 3) targeted boundary reductions where urban growth is less suitable (2021 LUMP Policy 14).

GMO3.4 Collaboratively review long-term land use south of SR 502 with Clark County when addressing potential UGA expansions to the west of the city limits (LUMP Policy 15)

5.5 Challenges and Opportunities

Several challenges and opportunities arise in the context of growth management in Battle Ground:

Challenges

- Ensure public facilities have capacity for intended growth through 2045.
- Balance growth with community vision for Battle Ground for the next 20 years.

Opportunities

- Support growth in urban areas where adequate public facilities and services exist to support sustainable and meaningful development.
- Reduce sprawl by promoting infill development and urban growth along major commercial corridors, adequate public facilities, and services.
- Support public facility expansion along future areas for urban growth and development.
- Preserve natural and open space by prioritizing growth along urban areas.

6 Environment

6.1 Purpose

The City of Battle Ground's environmental goals and objectives recognize that a healthy environment is essential to creating a livable community. Residents and businesses are attracted to Battle Ground, in part, because of the healthy and clean natural environment that it offers. Environmental conservation will continue to be important to Battle Ground's long-term economic prosperity for generations to come. This Element reaffirms Battle Ground's desire to take actions that contribute to environmental sustainability and to support good development decisions.

This Element is optional under the GMA. The GMA requires that the information within this Element be addressed in the Plan but indicates that it can be included in the Land Use Element. Battle Ground has chosen to create a separate Environment Element due to the extent of critical areas within the city and the need to balance their protection with the goals and objectives outlined within other parts of the Plan.

Growth Management Act

The GMA defines critical areas as wetlands, aquifer recharge areas, fish and wildlife habitat, frequently flooded areas, and geologically hazardous areas. Battle Ground amends its critical area regulations as needed to stay current with the GMA (RCW 36.70A.060). These regulations are contained in the Battle Ground City Code.

The GMA also requires the protection of resource lands. Resource lands are defined as lands related to resource-based industries, including productive timber, agriculture, fisheries, and mineral extraction. Battle Ground does not contain such lands; therefore, policies related to their conservation are not addressed in the Plan.

The GMA contains goals that are applicable to the Environment Element, including:

- Maintain and enhance natural resource-based industries, including productive timber, agricultural and fisheries industries; and,

- Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

Endangered Species Act

Battle Ground and the surrounding areas contain critical habitat that is needed for endangered anadromous fish species (fish that are born and return to spawn in fresh water but live most of their lives in the ocean), including several types of salmon. Critical habitat areas include the East Fork of the Lewis River, and Woodin and Salmon creeks. The Endangered Species Act (ESA) of 1973 was passed to protect plant and animal species that could be placed on the threatened or endangered list by the Secretary of the Interior. The listing process for endangered anadromous fish species is based on population data, and enforcement is handled by the National Oceanic and Atmospheric Administration (NOAA) Fisheries. NOAA Fisheries is responsible for protecting endangered species against further take (killing or harming), creating plans for the recovery of each species, and determining critical habitat. The critical habitat is the area that is required by the species for its survival and conservation. Even though a designated critical habitat does not need to be presently occupied by the species, it can still be deemed necessary for its conservation. The process of authorizing critical habitat includes NOAA Fisheries placing the information in the Federal Register and then soliciting public opinion for consideration in the decision. The City of Battle Ground responds to ESA mandates through a variety of regulatory and action-based mechanisms, most importantly through the designation and protection of critical habitat for ESA-listed fish species.

Section 404 of the Clean Water Act

Battle Ground contains federally regulated wetland areas, protected under Section 404 of the Clean Water Act (CWA). Wetland dredge and fill activities are regulated at the federal level by the U.S. Army Corps of Engineers (the Corps). A person or agency wanting to engage in activities that could impact wetlands must submit a permit application to the Corps for review. The Corps also has the authority to issue general permits that provide authorization on a national, state, or regional level for activities that have minimal adverse impacts on the environment. There are general authorizations for wetlands restoration and enhancement, and for minimal fill in wetlands where streams and rivers begin. The Washington Department of Ecology (Ecology) also reviews permit applications for compliance with Section 404 of the CWA. The City of Battle Ground is mandated to comply with Section 404 and protects wetland areas through a variety of mechanisms, including critical areas designations.

Wellhead Protection Plan

The City of Battle Ground adopted a Wellhead Protection Plan in 2000 to ensure that drinking water extracted from underground aquifers will be safe for

present and future generations. The purpose of the plan is to protect water-supply sources from becoming contaminated and to develop emergency response procedures in case one or more sources are lost due to contamination. The plan meets the necessary state requirements found in Washington Administrative Code 246-290.135 (4), and the 1974 Federal Safe Water Drinking Act and its subsequent amendments.

Critical Areas Ordinance

The City of Battle Ground adopted a Critical Areas Ordinance (CAO) in 2004 to protect the functions and values of sensitive natural resources. The purpose of the CAO was to identify and provide protections for critical aquifer recharge areas (CARA), sensitive wetlands, frequently flooded areas, geologically hazardous zones, and fish and wildlife habitat. The CAO was developed according to the Revised Code of Washington 36.70A.

Shorelines Master Program

The City of Battle Ground adopted its first Shorelines Master Program (SMP) Ordinance in 2012 under the authority granted by the Shoreline Management Act of 1971 Revised Code of Washington (RCW 90.58) and Chapter 173-26 of the Washington Administrative Code (WAC) as amended. The purpose of the SMP is to guide future development of shorelines in the city in a positive, equitable, and consistent manner. It aims to ensure, at a minimum, no net loss of shoreline ecological functions and to plan for restoring shorelines that have been impaired or degraded. This is achieved by adopting and fostering the policies contained in RCW 90.58.020, Legislative Findings for Shorelines of the State.

6.2 Conditions and Trends

Critical Areas

The City contains extensive critical areas including: Wetlands, Fish and Wildlife Habitat Concentration Areas, and Frequently Flooded Areas.

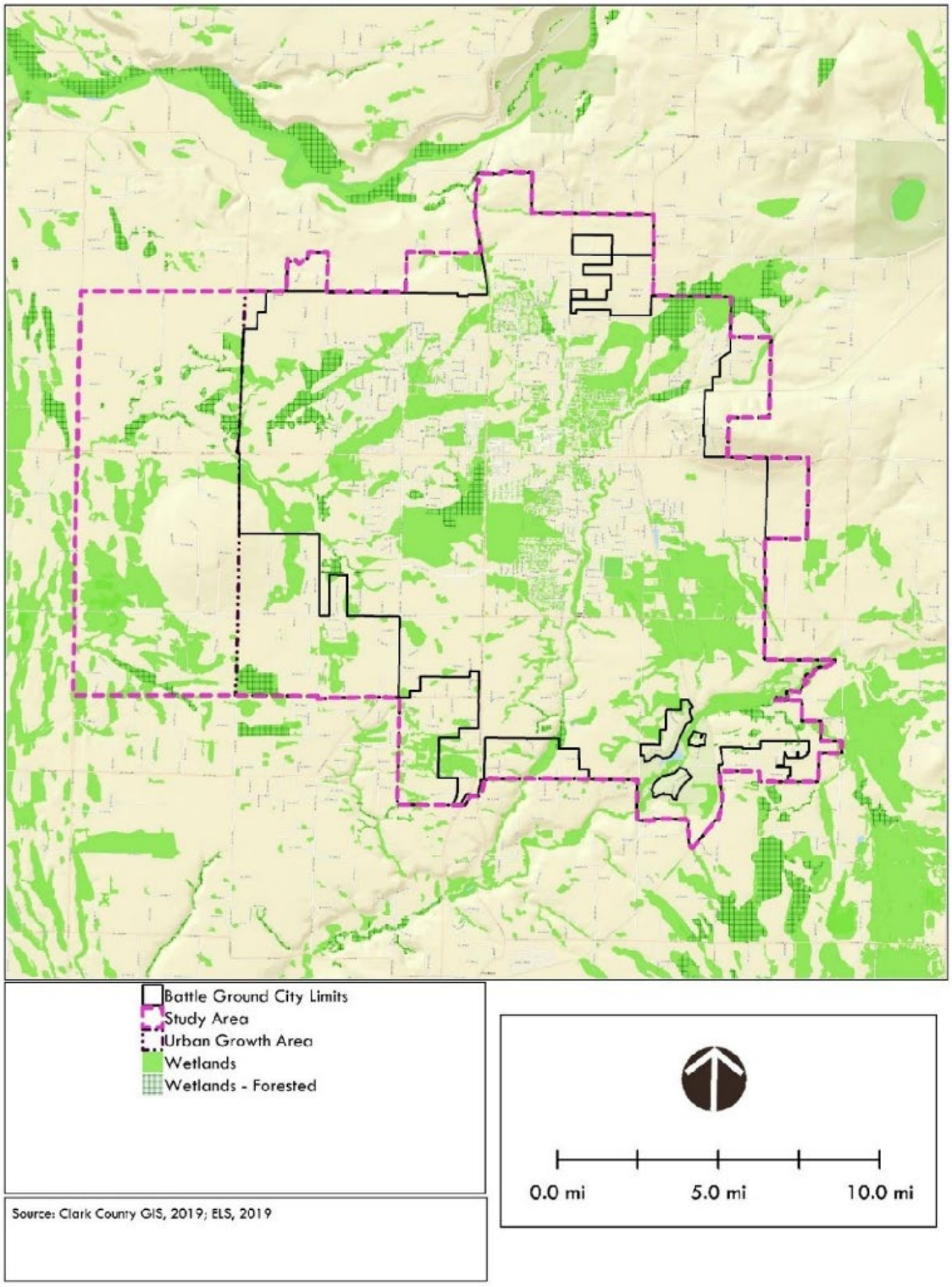
Wetlands

Battle Ground and its vicinity are relatively flat, allowing for slow movement of surface runoff and groundwater resulting in a shallow groundwater table and the formation of wetlands. Historically, many wetlands in Battle Ground have been altered through agricultural practices and development.

The City designates buffer widths for regulated wetlands determined by the adjacent land use intensity and habitat function. Buffer widths range from three hundred feet to 50 feet. A typical buffer for a moderate quality wetland

(Category III) adjacent to a high intensity land use is 150 feet. See **Exhibit 6-1** for a map of wetland presence in Battle Ground.

Exhibit 6-1. Wetland Presence



Source: Clark County, 2019; Ecological Land Services, 2019

Habitat

Battle Ground Municipal Code (BGMC) Chapter 18.280.404 designates fish and wildlife habitat areas. EX shows designated critical areas.

Exhibit 6-2. Fish and Wildlife Habitat Areas

Habitat Area	General Description
Locally Important Habitat	Habitat that has been determined by the city to contain unusual or unique habitat warranting protection because of qualitative species diversity or habitat system health indicators and is rare within the city and surrounding region or represents the highest quality of available habitat.
Locally Significant Waterfowl or Shorebird Areas	Areas designated by ordinance as being important local habitat for the continued presence of waterfowl or shorebirds.
Riparian Habitat	Streams, rivers and associated riparian corridors.
Priority Habitats—Salmon Creek, East Fork of the Lewis River	The East Fork Lewis River and Salmon Creek including associated riparian corridors.
Critical Habitat for Federally Threatened and Endangered Fish and Wildlife Species	Habitat that has been determined by the Secretary of the Interior or Secretary of Commerce as critical habitat under Section 4(a) of the Endangered Species Act of 1973 and has been confirmed through a scientific analysis to occur within the city of Battle Ground
Oregon White Oak	Oak/conifer associations of 1/2 acre or greater in size where canopy coverage of the oak component of the stand is 25 percent; or where total canopy coverage of the stand is less than 25 percent, but oak accounts for at least 50 percent of the canopy coverage present. Single trees or habitat areas of under 1/2 acre should be avoided but may be cleared if two trees a minimum of two inches DBH are planted on- or off-site but within or within one mile of the city urban growth boundary for each tree removed

Source: Battle Ground Municipal Code; 2025.

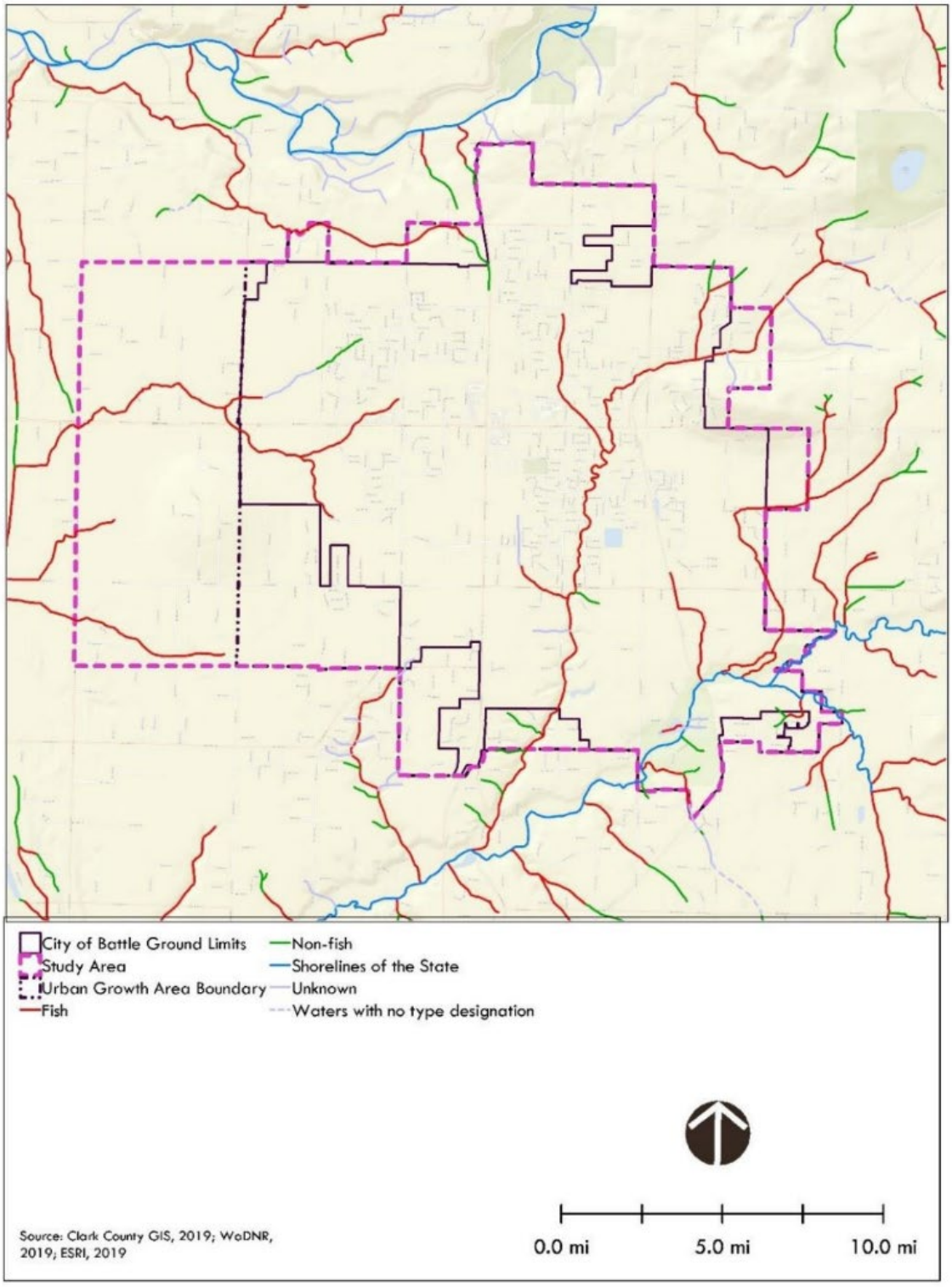
Five major streams flow through the study area. See **Exhibit 6-3** for a list of major streams and designated stream buffer widths from BGMC 18.280.050. See Multiple smaller, named and unnamed, tributaries generally flow into these five arteries. See **Exhibit 6-4** for a map for all mapped steams from Washington State Department of Natural Resources.

Exhibit 6-3. Battle Ground Major Steams and Designated Buffer Widths

Stream	Buffer Width
Salmon Creek	250 ft
Woodin Creek (also known as Weaver Creek)	100 ft
Mill Creek	50 ft
Morgan Creek	
Matney Creek	

Source: Battle Ground 2025

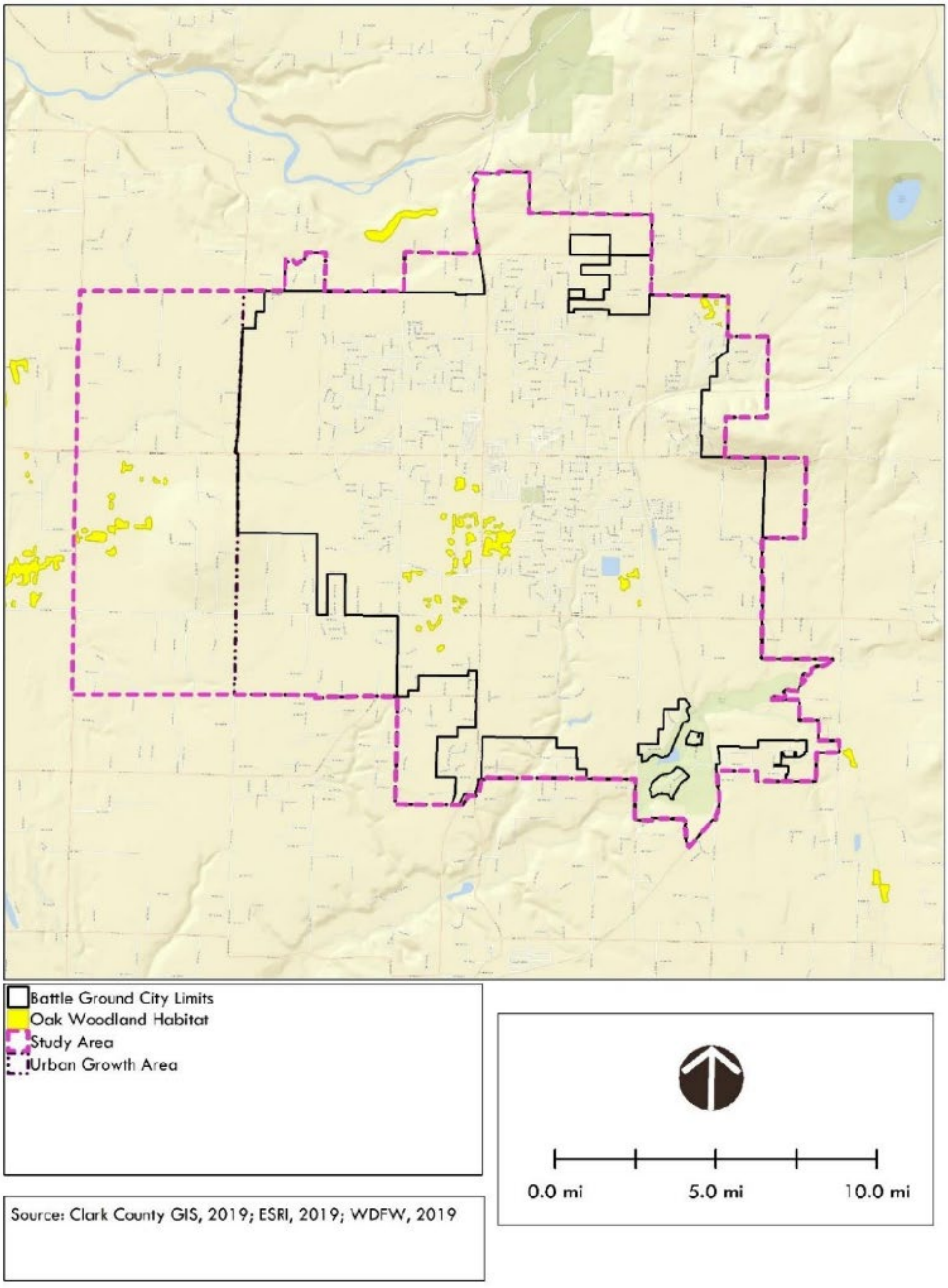
Exhibit 6-4. DNR Mapped Streams



Source: Clark County, 2019; Washington State Department of Natural Resources, 2019; Ecological Land Services, 2019.

Battle Ground's code indicates single trees or oak habitat areas under one-half acre should be avoided but may be cleared if two trees for each tree removed are planted on or offsite but within one mile of Battle Ground UGA. However, state of Washington Department of Fish and Wildlife management recommendations for compensation may differ from the City's code and may influence the final compensation measures required for removal. **Exhibit 6-5** shows mapped oaks in the study area.

Exhibit 6-5. Oregon White Oak Habitat

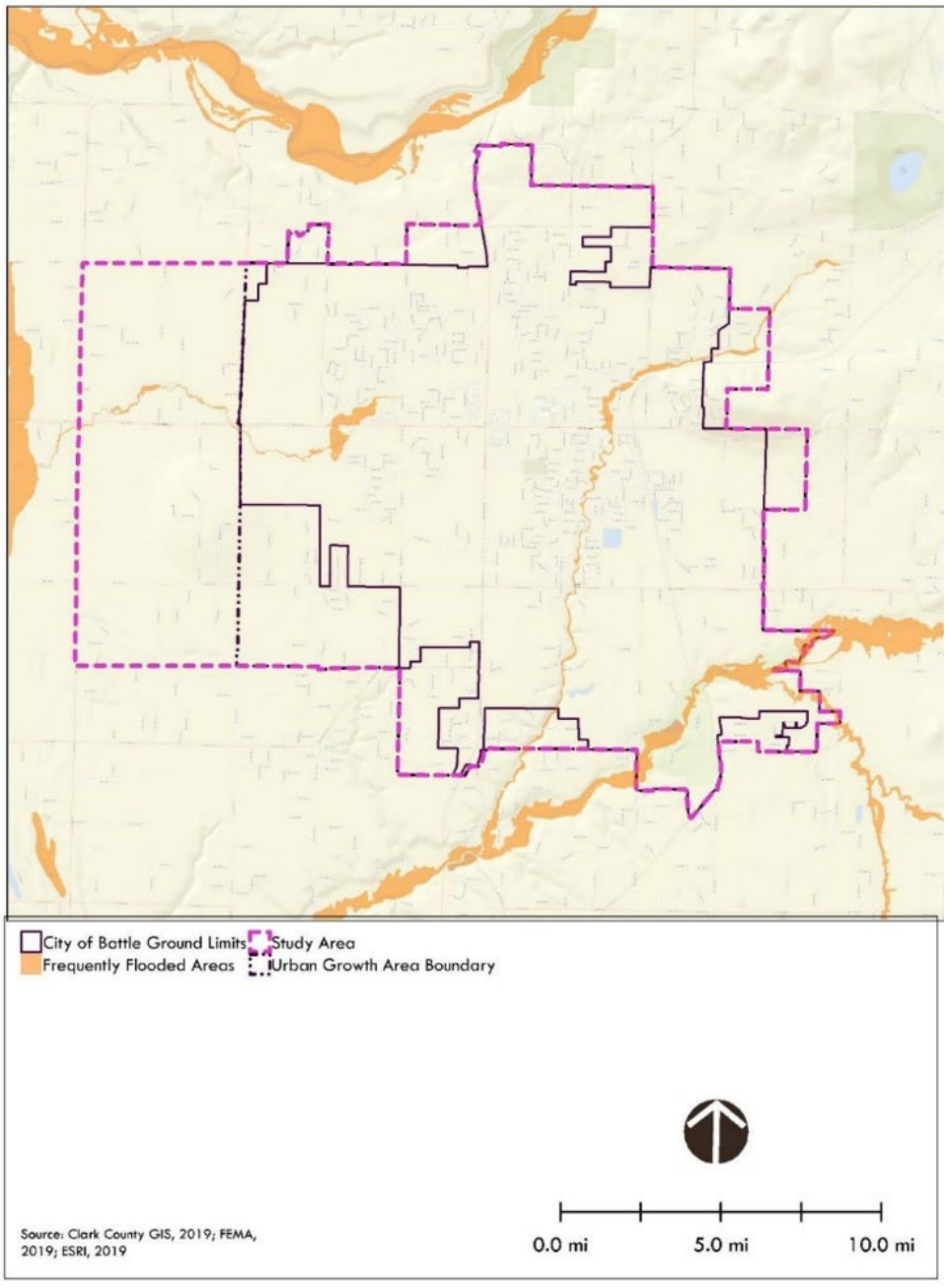


Source: Ecological Land Services, 2019

Frequently Flooded Areas

Frequently flooded areas include floodplains and other areas subject to flooding that perform important hydrologic functions and may present a risk to people and property. Frequently flooded areas are designated along Woodin Creek, Mill Creek, Salmon Creek, and Morgan Creek. See **Exhibit 6-6**.

Exhibit 6-6. Frequently Flooded Areas



Source: Clark County, FEMA, Ecological Land Services, 2019

Mitigation and Restoration Opportunities

Two certified wetland mitigation banks serve the Battle Ground area. These are the Terrace Wetland Mitigation Bank and the East Fork Lewis Wetland Mitigation Bank. For projects proposing impacts to wetlands, the 2008 Federal Interagency Rule on Compensatory Wetland Mitigation places mitigation banks in primacy among compensatory mitigation options.

Secondary to a certified mitigation bank is the Remy Farm Consolidated Wetland Mitigation Site. The Remy Farm is a 56- acre mitigation site which includes a private-public agreement based on City ownership of the land and private bank operation by Habitat Bank LLC.

If applicants cannot utilize certified mitigation banks or the Remy Farm, other potential areas for restoration include the following:

- Farmed wetlands, ditched streams, and drainages.
- Previously filled wetlands and stream channels.
- Culverted or tiled sections of streams and drainages.
- Streams, wetlands, and their buffer areas degraded by mowing, garbage dumping, clearing, and grading.

6.3 Countywide Environment Policies

Clark County's Comprehensive Plan establishes countywide policies for the conservation and protection of natural resources. The County has responded to similar GMA mandates and provides for the protection of critical areas within the unincorporated area of the county. Clark County has developed goals and policies that will direct environmental policy and development within the county. The Environment element for this Plan is consistent with the following Countywide Planning Policies through the following ways:

- The County and municipalities cooperate to ensure that natural resources and historically/archaeologically relevant assets are protected and well-managed.
- Urban Growth Areas are established consistently with protection of the county's high quality of life, including air, water, and history.
- Policies and regulations ensure long-term viability of natural habitats through scientifically based assessment.

6.4 Environmental Goals and Objectives

Goals and objectives with the corresponding symbols indicate the following:

🚙▼ Indicates a goal or objective that will help the city reduce vehicle miles traveled (VMT).

🌐 Indicates a goal or objective that will improve the city's climate resiliency or reduce its vulnerabilities to the impacts of climate change.

💨▼ Indicates a goal or objective that will help the city reduce greenhouse gas emissions (GHG).

Environmental Goal 1:
E1 Pursue conservation of energy.

Objectives:
EO1.1 Encourage the development of energy efficient housing using passive and active designs (HO1.4). 🦃▼

EO1.2 Investigate energy savings measures in all City operations and encourage energy efficiency by city contractors. 🦃▼

Environmental Goal 2:
E2 Promote sustainable building and development practices.

Objectives:
EO2.1 Encourage sustainable development practices for private development within the city.

EO2.2 Explore the use of sustainable purchasing practices for City projects and operations.

Environmental Goal 3:
E3 Advance environmental education and stewardship.

Objectives:
EO3.1 Explore a variety of environmental education and stewardship opportunities.

Environmental Goal 4:
E4 Encourage protection, preservation, and enhancement of critical areas within the city and its UGA.

Objectives:
EO4.1 Identify Critical Areas as practical and necessary to assist with the development of a Critical Areas ordinance.

EO4.2 Strive to protect Critical Areas from further loss or degradation and to protect human safety and infrastructure investments.

EO4.3 Encourage the enhancement and protection of Critical Areas through appropriate development actions and the work of non-profits and community groups.

EO4.4 Explore ways to maximize permanent protection of Critical Areas.

EO4.5 Coordinate with other local jurisdictions, including Clark County and special districts to protect critical areas.

Environmental Goal 5:

E5 Protect and improve the quality and quantity of drinking water resources.

Objectives:

EO5.1 Work to ensure there is adequate quantity and quality of drinking water both during normal climatic conditions and during prolonged periods of drought through effective water resource management.

EO5.2 Encourage the conservation and efficient use of drinking water.

Environmental Goal 6:

E6 Enhance and protect water quality.

Objectives:

EO6.1 Reduce the quantity of stormwater runoff through improved development practices.

EO6.2 Treat stormwater on site if possible and in all cases treat to meet, at minimum, state requirements.

EO6.3 Reduce the impacts of construction on water quality and quantity, particularly related to erosion and sedimentation.

EO6.4 Reduce the impacts of flooding on surface and groundwater quality through ecosystem and floodplain protections practices

Environmental Goal 7:

E7 Work for the protection of endangered and threatened species.

Objectives:

EO7.1 Collaborate with NOAA Fisheries, U.S. Fish and Wildlife Service (USFWS) and other public agencies and non-profit organizations to identify how federal threatened and endangered species, and state species of concern and sensitive species can be protected.

EO7.2 Work to restore the habitat of endangered and threatened species to aid the recovery of the species.

Environmental Goal 8:

E8 Encourage the protection and improvement of air quality within the city and its UGA for all residents.

Objectives:

Encourage and provide facilities for the use of alternative modes of transportation to reduce air pollution. 🚗▼

EO8.2 Seek to attract clean industries that do not adversely impact air quality.

EO8.3 Locate new businesses and industries so that the adverse impacts on air quality are minimized.

EO8.4 Work with property owners and construction companies to lessen air quality impacts from new construction and daily living.

Environmental Goal 9:

E9 Encourage the minimization of noise impacts from all types of uses within the city and its UGA.

Objectives:

E09.1 Work with property owners and construction companies to lessen noise impacts from new construction.

E09.2 Reduce noise impacts through effective ordinances and a program of enforcement that is affordable to administer.

Environmental Goal 10:

E10 Encourage the reduction of light pollution to maintain safety, views, and enjoyment of the night sky.

Objectives:

EO10.1 Reduce light pollution through effective ordinances and affordable enforcement.

6.5 Challenges and Opportunities

Several challenges and opportunities exist for Battle Ground when it comes to the Environment Element of the Comprehensive Plan:

Challenges

- Ensure future growth does not impact critical areas and fish and wildlife habitat.

- Coordinate with the Capital Facilities Element to ensure proper stormwater and flood management.

Opportunities

- Conserve fish and wildlife habitat and natural resources to support climate resiliency in Battle Ground.
- Preserve wetlands and the natural environment to help mitigate flooding and other severe weather events.

7 Economic Development

7.1 Purpose

The purpose of the Economic Development Element is to outline a long-term strategy for maximizing commercial and industrial land development, to create economic stimulus for Battle Ground, and to encourage the creation of additional living wage jobs for its residents.

Regulatory Context

The Economic Development Element is required under the 1990 Growth Management Act (GMA) for all communities except those wishing to have a residential focus. This requirement arose in response to the changing economy of Washington and the United States. The GMA requires that the Element includes a summary of the local economy such as population, employment, payroll, employment sectors, businesses, sales, and other information as appropriate. In addition, the Element should summarize the strengths and weaknesses of the local economy, including any supporting factors such as land use, transportation, utilities, education, work force, housing, and natural/cultural resources. Finally, the Element should identify policies, programs, and projects to foster economic growth and development and to address future needs. The GMA established the following economic development goal:

Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth, all within the capacities of the state's natural resources, public services, and public facilities.

7.2 Conditions and Trends

This section provides an analysis of employment and consumer spending trends. The purpose of this analysis is to establish a baseline understanding of the character and direction of Battle Ground's economy, upon which policies and programs related to economic development should be based.

Employment Trends

Total Employment

The U.S. Census Bureau Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics (LODES) estimates total employment by geographic area. At the time of this analysis, 2021 was the most recent year of data available.

In 2021, there were approximately 164,000 jobs in Clark County (**Exhibit 7-1**). Most jobs were in Vancouver, followed by unincorporated Clark County and Camas. From 2017 to 2021, employment in Battle Ground grew faster on average each year compared to other cities in Clark County.

Exhibit 7-1. Total Employment, Clark County and Cities, 2021.

Jurisdiction	Employment	Share of County Employment	Average Annual Growth 2017-2021
Clark County	164,666	100%	2%
Vancouver	99,057	60%	1%
Unincorporated Clark County	38,121	23%	3%
Camas	9,558	6%	1%
Battle Ground	**6,601**	**4%**	**7%**
Woodland	4,638	3%	1%
Washougal	3,244	2%	0%
Ridgefield	2,582	2%	4%
La Center	800	0%	2%
Yacolt	65	0%	-17%

Note: Average annual growth calculated using the natural log of total employment from 2017 to 2021.

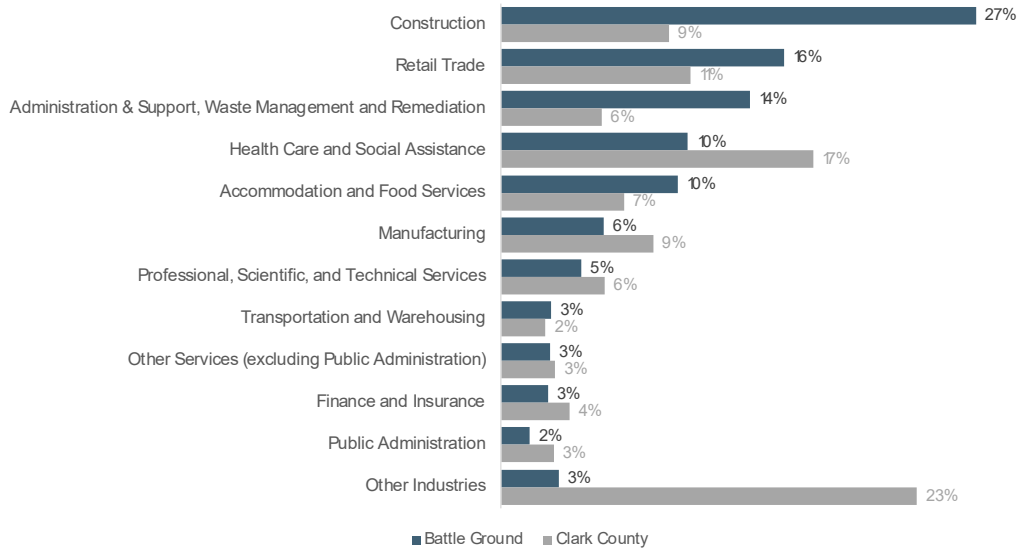
Sources: U.S. Census Bureau Longitudinal Employer-Household Dynamics, 2024; BERK, 2024.

Employment Industries

Clark County's employment market has become increasingly diversified compared to its historical concentration in agricultural and resource-based industries. Employment in Battle Ground has followed a similar pattern.

In 2021, the top employment industries in Battle Ground were construction, retail trade, administration, waste management, health care, and food services (**Exhibit 7-2**). These industries comprised over 77% of total employment in Battle Ground. Compared to Clark County, Battle Ground had a larger share of construction, retail trade, administration, waste management, food services, and warehousing jobs.

Exhibit 7-2. Employment by Industry, Battle Ground and Clark County, 2021.



Notes: "Other Services (excluding Public Administration)" include repair, maintenance, personal, religious, and grantmaking services. "Other Industries" aggregate those industries with less than 100 jobs in Battle Ground in 2021: Wholesale Trade; Agriculture, Forestry, Fishing and Hunting; Arts, Entertainment, and Recreation; Real Estate and Rental and Leasing; Information; Educational Services; Management of Companies and Enterprises; Mining, Quarrying, and Oil and Gas Extraction; and Utilities.

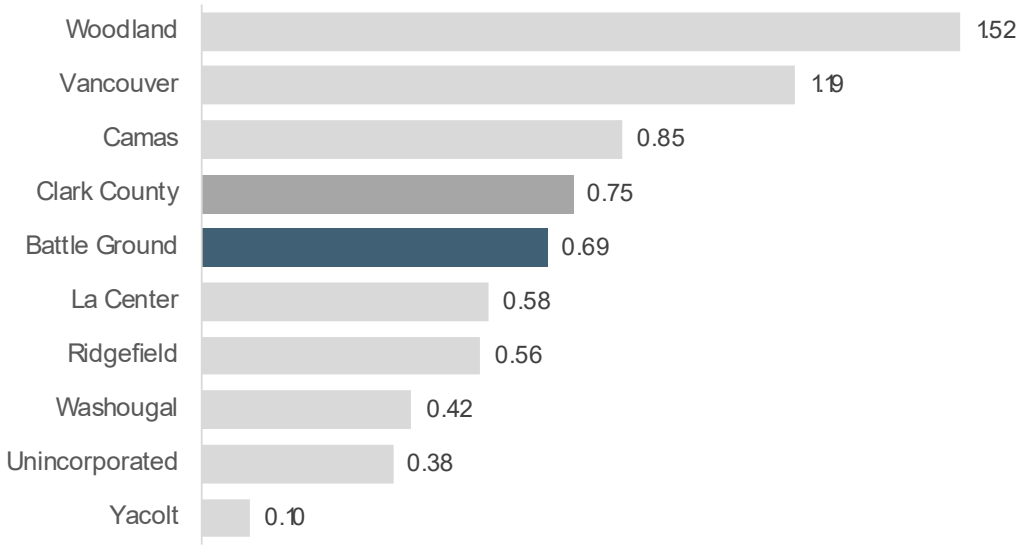
Sources: U.S. Census Bureau Longitudinal Employer-Household Dynamics, 2024; BERK, 2024.

Employment to Employed Resident Ratio

In 2021, the total employment to employed resident ratio in Battle Ground was slightly lower than the ratio for Clark County (**Exhibit 7-3**).

A ratio of less than one means that there are fewer jobs in Battle Ground than there are employed residents. In other words, some residents would need to seek work in other cities even if all jobs in Battle Ground were filled by residents.

Exhibit 7-3. Total Employment to Employed Resident Ratio, Clark County Cities, 2021.



Sources: U.S. Census Bureau Longitudinal Employer-Household Dynamics, 2024; BERK, 2024.

Work and Home Locations

Data on home locations for Battle Ground workers and work locations for Battle Ground residents supports the perception that Battle Ground is a "bedroom" community, meaning that most residents work outside of the city and most people working in the city live outside of the city.

In 2021, the top three places of work for Battle Ground residents were Vancouver, Portland, and Battle Ground (**Exhibit 7-4**). Approximately 8% of Battle Ground residents also worked in Battle Ground in 2017 and 2021. The top ten places of work for Battle Ground residents were the same in 2017 (before the COVID-19 pandemic) and in 2021.

In 2021, the top two places of residence for Battle Ground workers were Vancouver and Battle Ground (**Exhibit 7-5**). Approximately 12% of workers in Battle Ground also lived in Battle Ground. This share is higher than the shares of workers commuting home to Battle Ground because the number of workers in Battle Ground (6,601 in 2021) is less than the number of working residents in Battle Ground (9,515 in 2021). Places of residence for workers commuting from outside Clark County included Seattle (King County), Portland (Oregon), and Longview (Cowlitz County).

Exhibit 7-6 illustrates places of work in the greater Clark County area for Battle Ground residents and **Exhibit 7-7** illustrates places of residence in the greater Clark County area for people working in Battle Ground.

Exhibit 7-4. Top 10 Places of Work for Battle Ground Residents, 2017 and 2021.

Rank	2017	2017 Share	2021	2021 Share
1	Vancouver	25.2%	Vancouver	26.1%
2	Portland	16.2%	Portland	13.4%
3	Battle Ground	7.9%	Battle Ground	8.4%
4	Brush Prairie CDP	4.2%	Brush Prairie CDP	3.4%
5	Hazel Dell CDP	2.4%	Seattle	3.0%
6	Seattle	2.1%	Mount Vista CDP	2.5%
7	Mount Vista CDP	1.8%	Hazel Dell CDP	2.3%
8	Salmon Creek CDP	1.8%	Salmon Creek CDP	1.8%
9	Orchards CDP	1.7%	Orchards CDP	1.6%
10	Camas	1.6%	Camas	1.5%
	All Other Locations	35.0%	All Other Locations	35.9%

Sources: U.S. Census Bureau Longitudinal Employer-Household Dynamics, 2024; BERK, 2024.

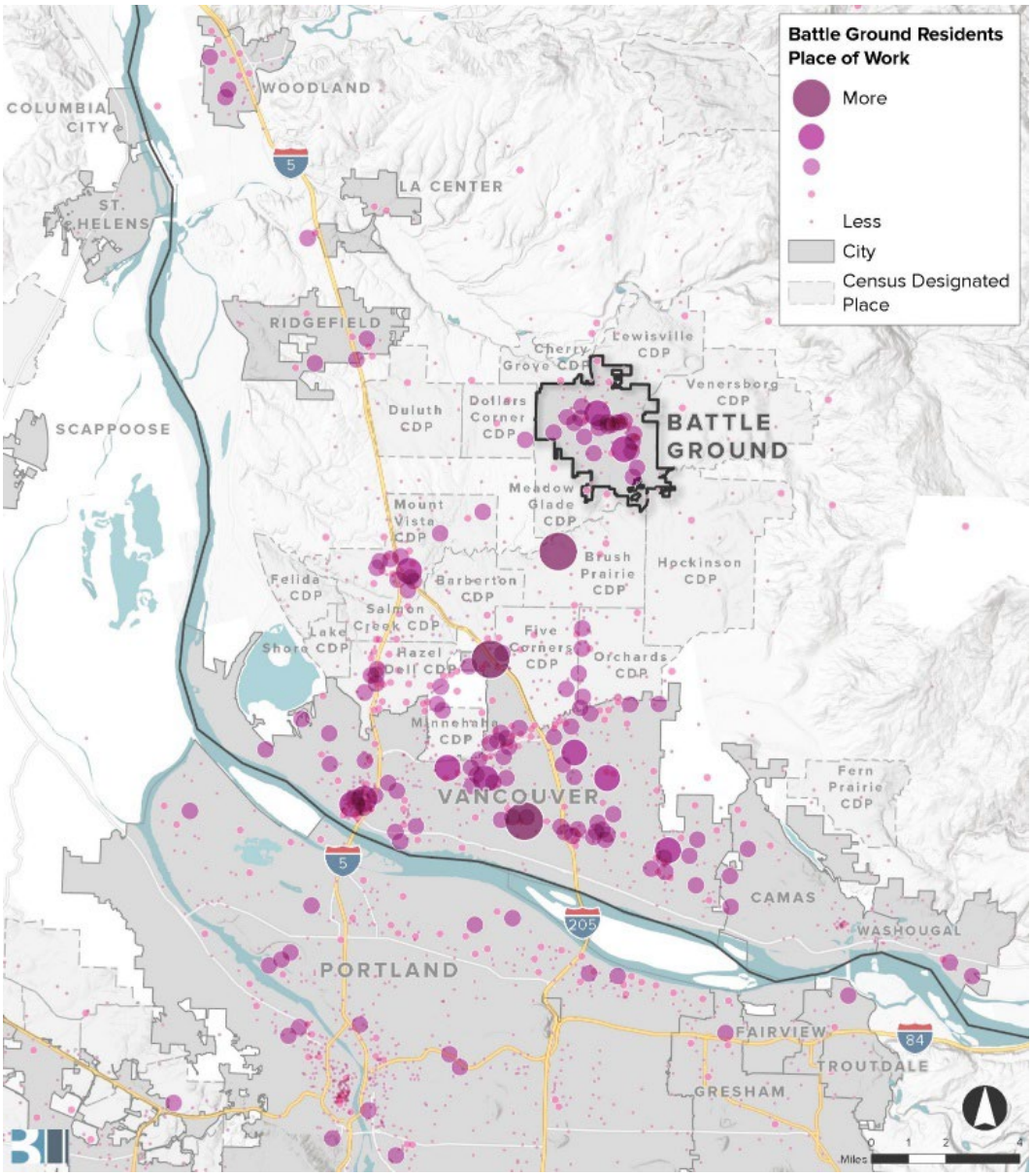
Exhibit 7-5. Top 10 Places of Residence for Workers in Battle Ground, 2017 and 2021.

Rank	2017	2017 Share	2021		2021 Share
1	Vancouver	11.7%	Vancouver		12.9%
2	Battle Ground	11.4%	Battle Ground		12.2%
3	Five Corners CDP	2.7%	Orchards CDP		3.8%
4	Orchards CDP	2.7%	Five Corners CDP		2.6%
5	Hazel Dell CDP	1.9%	Salmon Creek CDP		2.2%
6	Salmon Creek CDP	1.8%	Hazel Dell CDP		2.2%
7	Portland	1.4%	Portland		1.9%
8	Venersborg CDP	1.4%	Longview		1.7%

Rank	2017	2017 Share	2021		2021 Share
9	Hockinson CDP	1.3%	Hockinson CDP		1.4%
10	Mount Vista CDP	1.1%	Venersborg CDP		1.4%
	All Other Locations	62.6%	All Other Locations		57.9%

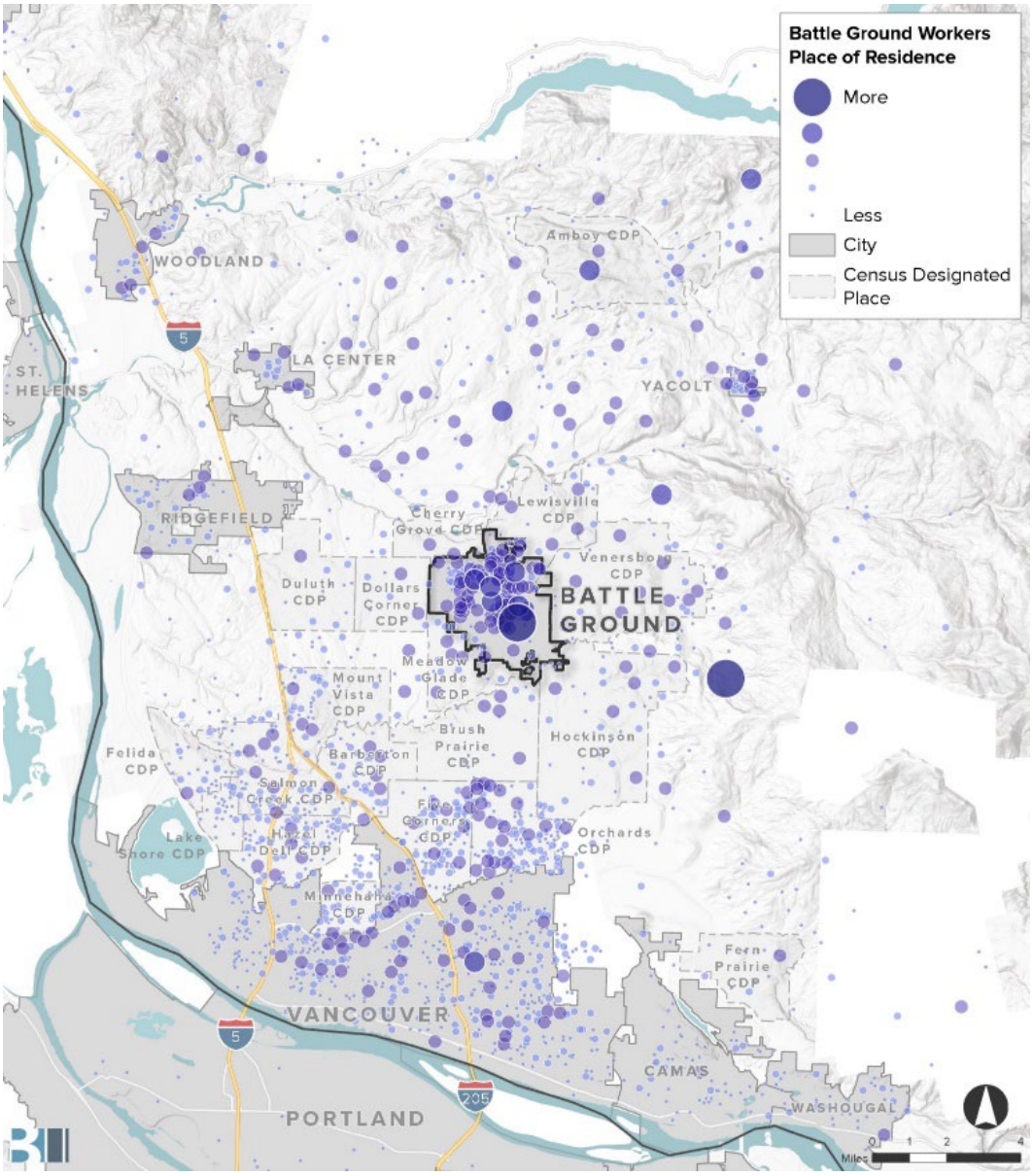
Sources: U.S. Census Bureau Longitudinal Employer-Household Dynamics, 2024; BERK, 2024.

Exhibit 7-6. Places of Work for Battle Ground Residents, 2021.



Sources: U.S. Census Bureau Longitudinal Employer-Household Dynamics, 2024; BERK, 2024.

Exhibit 7-7. Places of Residence for Workers in Battle Ground, 2021.



Sources: U.S. Census Bureau Longitudinal Employer-Household Dynamics, 2024; BERK, 2024.

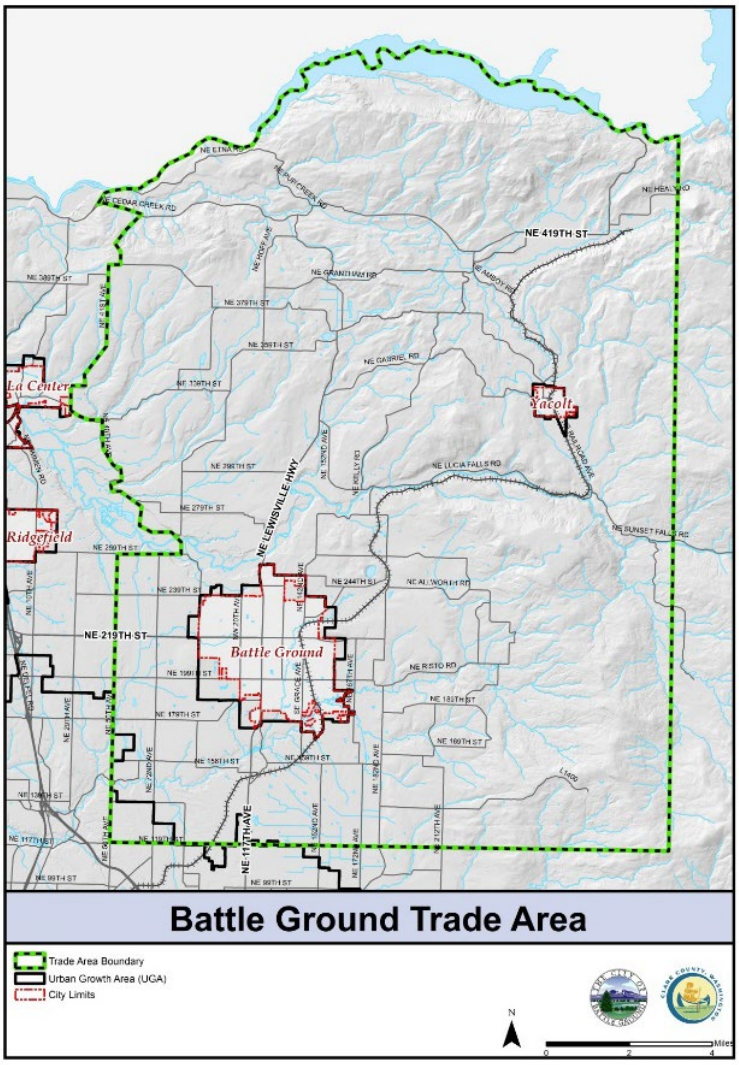
Consumer Spending Trends

Battle Ground Trade Area

The Battle Ground Trade Area is the residential area surrounding Battle Ground from which Battle Ground businesses draw their customer base (**Exhibit 7-8**). In 2018, the Battle Ground Trade Area had an estimated population of 82,600 residents.[1]

[1] Battle Ground Roadmap: Community Vision and Action Plan Summary Report (2018). Retrieved from https://cityofbg.org/DocumentCenter/View/5641/Battle-Ground-Roadmap-Summary-Report.

Exhibit 7-8. Battle Ground Trade Area.



Source: City of Battle Ground, 2015.

In 2022, the median household income in Battle Ground was $94,360, compared to $90,115 in Clark County.[2] The percentage of households with incomes above $100,000 in Battle Ground and Clark County increased between 2015 (the year of the last Comprehensive Plan update) and 2022 (**Exhibit 7-9**).

[2] Source: U.S. Census Bureau, American Community Survey, 2022 5-year Estimates.

Exhibit 7-9. Share of Households by Income Range, Battle Ground and Clark County, 2015 and 2022.

Income Range	Share of Battle Ground Households			Share of Clark County Households		
	2015	2022	2022 Change	2015	2022	2022 Change
Less than $10,000	4.70%	2.00%	-2.70%	4.50%	3.30%	-1.20%
$10,000 to $14,999	5.20%	2.10%	-3.10%	3.60%	2.20%	-1.40%
$15,000 to $24,999	7.80%	3.60%	-4.20%	8.80%	4.50%	-4.30%
$25,000 to $34,999	8.10%	4.80%	-3.30%	9.30%	5.40%	-3.90%
$35,000 to $49,999	15.90%	7.10%	-8.80%	14.10%	9.20%	-4.90%
$50,000 to $74,999	22.90%	18.30%	-4.60%	20.10%	16.50%	-3.60%
$75,000 to $99,999	17.70%	16.30%	-1.40%	14.80%	14.50%	-0.30%
$100,000 to $149,999	12.40%	23.40%	11.00%	15.50%	21.00%	5.50%
$150,000 to $199,999	3.00%	14.50%	11.50%	5.00%	11.40%	6.40%
$200,000 or more	2.30%	8.00%	5.70%	4.30%	12.00%	7.70%

Sources: U.S. Census Bureau, 2024; BERK, 2024.

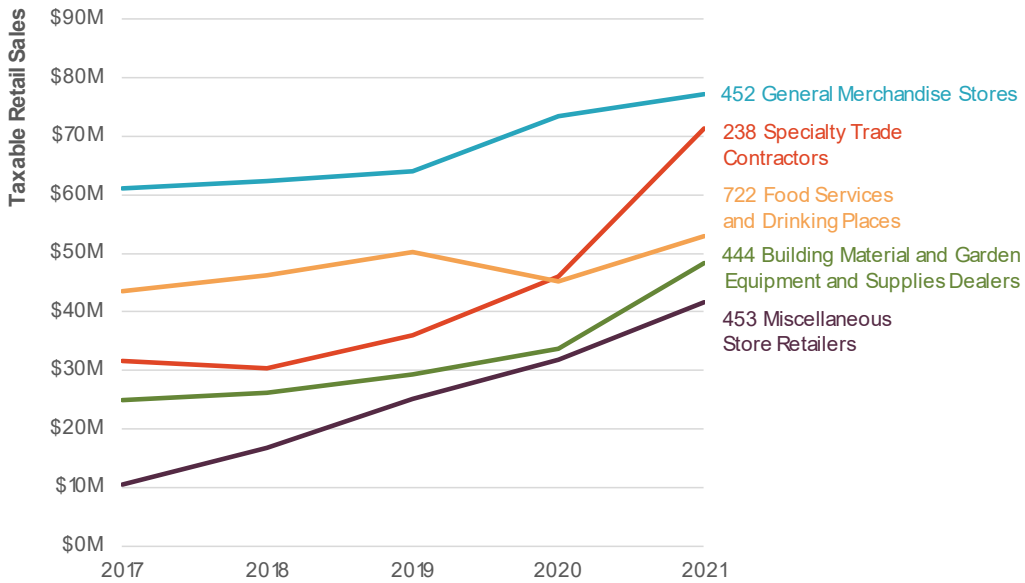
Taxable Retail Sales

A taxable retail sale is the amount of gross income from a retail sale subject to retail sales tax. In Washington state, retail sales tax applies to most goods and services. Exceptions include groceries, prescription drugs, and motor vehicle fuel. Due to these exceptions, taxable retail sales understate actual retail activity but can still be used as a proxy for consumer spending.

Taxable retail sales data by North American Industry Classification System (NAICS) code is compiled by the Washington State Department of Revenue. The most recent year of data used in this analysis was 2021 to provide comparison with prior years also using the 2017 edition NAICS classifications.

In 2021, taxable retail sales in Battle Ground totaled over $540 million across all local businesses. Four of the top five 3-digit NAICS subsectors are related to retail trade and food services (**Exhibit 7-10**). Taxable retail sales for these top subsectors dipped in 2020 during the COVID-19 pandemic. Sales recovered by 2021, particularly for "Specialty Trade Contractors" as construction activity in Battle Ground picked up.

Exhibit 7-10. Battle Ground Taxable Retail Sales, Top Five 3-digit NAICS Subsectors, 2017-2021.



Notes: "General Merchandise Stores" includes department stores, warehouse clubs, and supercenters. "Specialty Trade Contractors" includes concrete, roofing, plumbing, painting, and flooring contractors. "Food Services and Drinking Places" includes restaurants, caterers, and food trucks. "Miscellaneous Store Retailers" includes florists, office supplies, gift shops, and used merchandise stores.

Sources: Washington State Department of Revenue, 2024; BERK, 2024.

Pull Factor Analysis

Local demand describes whether residents tend to shop within Battle Ground or go outside the city for a given good or service. In turn, consumer spending patterns affect where retailers and service providers choose to locate. One measure of local demand is known as "pull factor" which compares actual taxable retail sales to potential sales.[3] Strong local demand may exist when actual sales are greater than potential sales, while weaker local demand may exist when actual sales fall below potential sales. **Exhibit 7-11** shows pull factors by sector for retail trade and food services.

"Retail Trade" (NAICS 44-45) accounted for approximately 50% of total local sales, with an average annual growth rate of 14% between 2017 and 2021. This analysis suggests that residents tend to stay in Battle Ground for purchases including general merchandise, gasoline, and furniture while shopping outside the city for electronics, appliances, clothing, recreational goods, and motor vehicles and parts.

"Food Services and Drinking Places" (NAICS 722) accounted for approximately 10% of total local sales, with an average annual growth rate of 4% between 2017 and 2021. This analysis suggests that residents tend to stay within Battle Ground particularly for limited-service restaurants, which include fast food and take-out shops.

[3] In this analysis, "pull factor" is calculated as taxable retail sales divided by potential sales for a given good or service. Potential sales are calculated as the Washington state taxable retail sales per capita multiplied by the share of Battle Ground per capita income to Washington state per capita income. This value is then multiplied by the Battle Ground population.

Exhibit 7-11. Battle Ground Pull Factor Analysis, Retail Trade and Food Services NAICS Sectors, 2017-2021.

NAICS Sector		Taxable Sales	Surplus/Gap with Potential Sales	Pull Factor	Average Growth 2017-2021
44-45	Retail Trade	$274,476,885	$79,808,416	1.41	14%
452	General Merchandise Stores	$77,114,515	$49,074,082	2.75	6%
444	Building Material and Garden Equipment and Supplies Dealers	$48,355,322	$27,049,799	2.27	17%
447	Gasoline Stations	$9,829,634	$5,289,586	2.17	12%
446	Health and Personal Care Stores	$16,355,586	$8,380,369	2.05	14%
442	Furniture and Home Furnishings Stores	$11,623,367	$4,556,011	1.64	21%
445	Food and Beverage Retailers	$14,798,139	$4,524,030	1.44	13%
454	Nonstore Retailers	$10,298,582	$2,718,601	1.36	4%
453	Miscellaneous Store Retailers	$41,736,615	$9,765,053	1.31	41%
443	Electronics and Appliance Stores	$9,449,190	-$3,044,997	0.76	22%
448	Clothing and Clothing Accessories Stores	$8,185,306	-$2,862,137	0.74	21%
451	Sporting Goods, Hobby, Musical Instruments, and Book Stores	$5,648,899	-$2,203,902	0.72	33%
441	Motor Vehicle and Parts Dealers	$21,081,730	-$23,438,079	0.47	5%
722	Food Services and Drinking Places	$52,947,367	$22,557,224	1.74	4%
722513	Limited-Service Restaurants	$23,106,511	$12,978,746	2.28	9%
722511	Full-Service Restaurants	$24,029,086	$9,921,077	1.70	0%
722515	Snack and Nonalcoholic Beverage Bars	$5,300,758	$1,626,666	1.44	1%

Notes: "Food Services and Drinking Places" (NAICS 722) subsectors are shown for restaurants and snack and beverage bars. Average growth is calculated using the natural log of taxable sales from 2017 to 2021.
Sources: Washington State Department of Revenue, 2024; BERK, 2024.

Future Needs

Population and employment growth targets for Battle Ground are estimated in the Clark County Vacant Buildable Lands Model (VBLM) (**Exhibit 7-12**). By 2045, over 12,700 new residents are expected in Battle Ground, or approximately 7% of expected population growth in Clark County, and over 9,200 net new jobs, or approximately 11% of expected employment growth in Clark County.

Exhibit 7-12. Employment Projections, Battle Ground and Clark County, 2023-2045.

	Battle Ground	Clark County UGA	Clark County Total
2023 Population	24,444	458,116	527,400
2045 Population Estimate	37,217	639,332	718,154
2023-2045 Population Growth	12,774	181,216	190,754
2023-2045 Employment Growth	8,859	83,695	88,100

Sources: Clark County, 2024; Washington State Employment Security Department, 2024; Washington State Office of Financial Management, 2024.

7.3 Countywide Economic Development Policies

Clark County has goals and policies to direct economic development policy within the county. The Economic Development Element and other Elements of Battle Ground's Comprehensive Plan are consistent with the following countywide economic development policies:

- Support long-term economic and employment opportunities in Battle Ground and Clark County
- Develop innovative solutions to reduce commute times for jobs
- Establish common benchmarks to measure the region's overall economic vitality.

EQUITY IN ECONOMIC DEVELOPMENT

Equitable economic development supports new job opportunities for all communities in Battle Ground and Clark County. This includes providing not just job opportunities, but education and training as well. Supporting local businesses and regional employers is also critical to increase new employees.

7.4 Economic Development Goals and Objectives

Goals and objectives with the corresponding symbols indicate the following:

🚙▼: Indicates a goal or objective that will help the city vehicle miles traveled (VMT).

🌐: Indicates a goal or objective that will improve the city's climate resiliency or reduce its vulnerabilities to the impacts of climate change.

🫧▼: Indicates a goal or objective that will help the city reduce greenhouse gas emissions (GHG).

Economic Development Goal 1:

ED1 *The city will continue to grow as a center for economic activity that provides opportunities for all.*

Objectives:

EDO1.1 Create incentives to attract new businesses and retain and grow existing businesses in different industries.

EDO1.2 Encourage the strategic placement of services to allow equal access for the whole community.

EDO1.3 Distribute funding and other resources supporting economic development according to community needs.

EDO1.4 Revitalize downtown as a central commercial district.

EDO1.5 Diversify employment opportunities for Battle Ground residents and the region.

EDO1.6 Preserve existing businesses and provide technical assistance to support long term longevity. Potential strategies include commercial facade improvement programs, financial incentives, grants, and more.

EDO1.7 Engage Battle Ground's small business community on available resources and increase shared understanding of permitting processes and requirements.

EDO1.8 Reduce displacement risk through small business technical assistance, resource sharing, incentives, grants, community benefit agreements, relocation support, or other techniques.

Economic Development Goal 2:

ED2 *The City will integrate economic development goals in land use plans and regulations.*

Objectives:

EDO2.1 Provide a mix of land uses that allows for the daily needs of residents to be met within Battle Ground. 🚗▼

EDO2.2 Identify target areas for economic development, including the redevelopment of existing commercial and industrial sites.

EDO2.3 Maintain and update the City's land use, transportation, and utility plans on a regular basis to guide the future for the city's major commercial areas and help these areas respond to change.

EDO2.4 Zone sufficient land for living wage employment with suitable access, infrastructure, and environmental conditions. Promote construction tech, business parks, and niche manufacturing uses.

EDO2.5 Strengthen existing centers to remain a natural hub of commercial goods and services. Tools include zoning use allowances for evolving commercial centers, streetscape investments, and multimodal access.

EDO2.6 Permit neighborhood commercial uses in residential neighborhoods to provide new local economic centers.

EDO2.7 Establish design standards to build neighborhood identity in local and regional economic centers.

Economic Development Goal 3:

ED3 The City will support local and regional economic development goals.

Objectives:

EDO3.1 Continue to support the Columbia River Economic Development Council (CREDC) with recruitment, retention, and expansion of businesses and workforce development needs.

EDO3.2 Coordinate with Clark County, CREDC, and other regional entities and jurisdictions to support regional economic development.

EDO3.3 Partner with local organizations to promote events and develop community marketing materials that support local businesses.

EDO3.4 Seek funding for neighborhood tax credits and incentives to property owners and small businesses.

EDO3.5 Partner with local and regional partners on place making and public space activation tactics to bring more awareness and identity to economic centers.

EDO3.6 Celebrate Old Town as the historic economic core of Battle Ground

EDO3.7 Incentivize commercial infill development to support walkable communities in Battle Ground.

7.5 Challenges and Opportunities

Several challenges and opportunities exist for Battle Ground when it comes to the Economic Development Element of the Comprehensive Plan:

Challenges

- **Land availability for employment uses.** Land is needed for businesses to expand operations and develop new facilities. Vacant land may also have environmental constraints that limit the potential for employment use.
- **Displacement risks for businesses and the community.** Growth and development may create displacement pressures. Small and culturally diverse businesses may face greater displacement risks from physical space losses and rent increases. Displacement of businesses also affects the community as local retail and services are pushed to other areas (see also: Land Use Element). Additional policies should be developed to minimize commercial displacement risk through small business technical assistance, resource sharing, and grants.

Opportunities

- **Monitoring target areas for economic development and maintaining land use plans and regulations that support the City's goals.** For example, the City is proposing future annexation of Dollar's Corner to expand employment opportunities in Battle Ground.
- **Revitalization of downtown commercial areas.** Improving pedestrian access, traffic flow, and parking capacity can help attract business to the city's downtown area. In addition, creating incentives for businesses to locate and stay in areas such as Old Town can help establish the city as a prominent retail center in central Clark County.
- **Supporting the trade industry cluster and other industry clusters.** Construction is the top employment industry in Battle Ground. The City can help strengthen this industry cluster and other clusters such as health care, manufacturing, and professional services by designating sufficient land for commercial, industrial, and mixed uses.
- **Connections with regional and local organizations.** The City can coordinate with Clark County and the Columbia River Economic Development Council on regional economic development goals such as workforce development and business recruitment, retention, and expansion. The City can also work with local organizations to support small businesses and community events.

8 Parks

8.1 Purpose

The Parks Element establishes goals and objectives for the acquisition, development and maintenance of parks within the city of Battle Ground. This element sets a long-term direction for the City's parks infrastructure, while the Comprehensive Parks, Recreation and Open Space Plan (PROS Plan), which runs through the year 2028, is the City of Battle Ground's short-term blueprint for acquiring and improving parks, open space, trails, and natural areas.

Growth Management Act

In compliance with the Growth Management Act (GMA), the City of Battle Ground addresses parks and open space policy in an optional element of the Plan. The GMA established the following parks and open space goal: Retain open space and green space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities. (RCW 36.70a.030(9))

The City of Battle Ground adopted the PROS Plan in 2022. This Parks, Recreation and Open Space (PROS) Plan is intended to guide the community's efforts through 2028 and reflects the community's vision for a park and recreation system that can sustain a vibrant and healthy community over the coming decades. It is grounded in the community's park and recreation needs and preferences, gathered through a range of engagement efforts. The Plan forwards residents' interest in close-to-home recreation opportunities, stewardship, community involvement, volunteerism, and wellness. Based on this foundation, the Plan provides a blueprint for the growth, enhancement and management of Battle Ground's park and recreation system.

The PROS Plan is hereby incorporated by reference as amended. The PROS Plan is intended to:

- Provide an opportunity for the community of Battle Ground to express their recreational interests and their vision for the city's park and recreation system.

- Provide updated inventories, demographic conditions, and needs analyses that reflect the current state of the city and its park and recreation system.
- Establish specific goals, objectives, recommendations and actions for developing, conserving and maintaining high-quality recreation facilities and programs, parks and open spaces across Battle Ground.
- Guide city elected officials, the Parks & Community Engagement Advisory Board, staff and residents when making decisions or taking actions regarding planning, acquiring, developing or implementing park, recreation, and open space facilities and programs.
- Meet the requirements of the Washington State Growth Management Act, as well as eligibility requirements for state and local funding and grant programs.

8.2 Conditions and Trends

Existing Conditions

The PROS Plan guides the development of new recreational amenities, parks and open space, as well as the renovation of existing facilities over the next ten years.

Existing Parks in the City of Battle Ground and managed by the city are divided by size, location, and amenities. The designations in the city's park system include the following:

- Pocket parks
- Neighborhood parks
- Community parks
- Signature parks
- Urban open space
- Special use areas and facilities

Each category is composed of amenities that serve a community function. Pocket parks, neighborhood parks, community parks, and signature parks are City-owned facilities listed in order of increasing size and service offerings. A full list of city-owned parks is shown in **Exhibit 8-1** and an associated map is included as **Exhibit 8-2**.

Exhibit 8-1. Inventory of City-Owned Parks

MAP ID	Park Name	Classification	Status	Acreage
1	Battle Ground Village Park	Pocket Park	Developed	0.70

MAP ID	Park Name	Classification	Status	Acreage
2	Brook Haven Park	Neighborhood Park	Undeveloped	2.21
3	Central Park	Pocket Park	Developed	0.42
4	Cresap Park	Neighborhood Park	Developed	2.25
5	Dublin Meadows Park	Pocket Park	Developed	0.13
6	Fairgrounds & Skateboard Park	Signature Park	Developed	8.53
7	Florence Robinson Park	Neighborhood Park	Developed	11.93
8	Gardner Oaks Park	Neighborhood Park	Undeveloped	12.98
9	Hidden Glen Park	Neighborhood Park	Undeveloped	7.68
10	Horse Thief Canyon Park	Pocket Park	Developed	0.32
11	Kiwanis Park	Community Park	Developed	8.49
12	Mac McConnell Park	Neighborhood Park	Developed	2.00
13	Oak Meadows Park	Pocket Park	Developed	0.94
14	Parkview Trails Northeast	Neighborhood Park	Undeveloped	2.27
15	Parkview Trails South	Neighborhood Park	Undeveloped	1.62
16	Parkview Trails Southeast	Neighborhood Park	Undeveloped	2.77
17	Parkview Trails West	Neighborhood Park	Undeveloped	3.93
18	Parkway Heights	Pocket Park	Developed	0.58
19	Savannah Village Park	Pocket Park	Developed	0.15
20	Triangle Park	Pocket Park	Developed	1.16
21	Whispering Pines Park	Neighborhood Park	Developed	1.00
22	Wingate Park	Neighborhood Park	Developed	0.77
			Subtotal Parks:	**72.84**

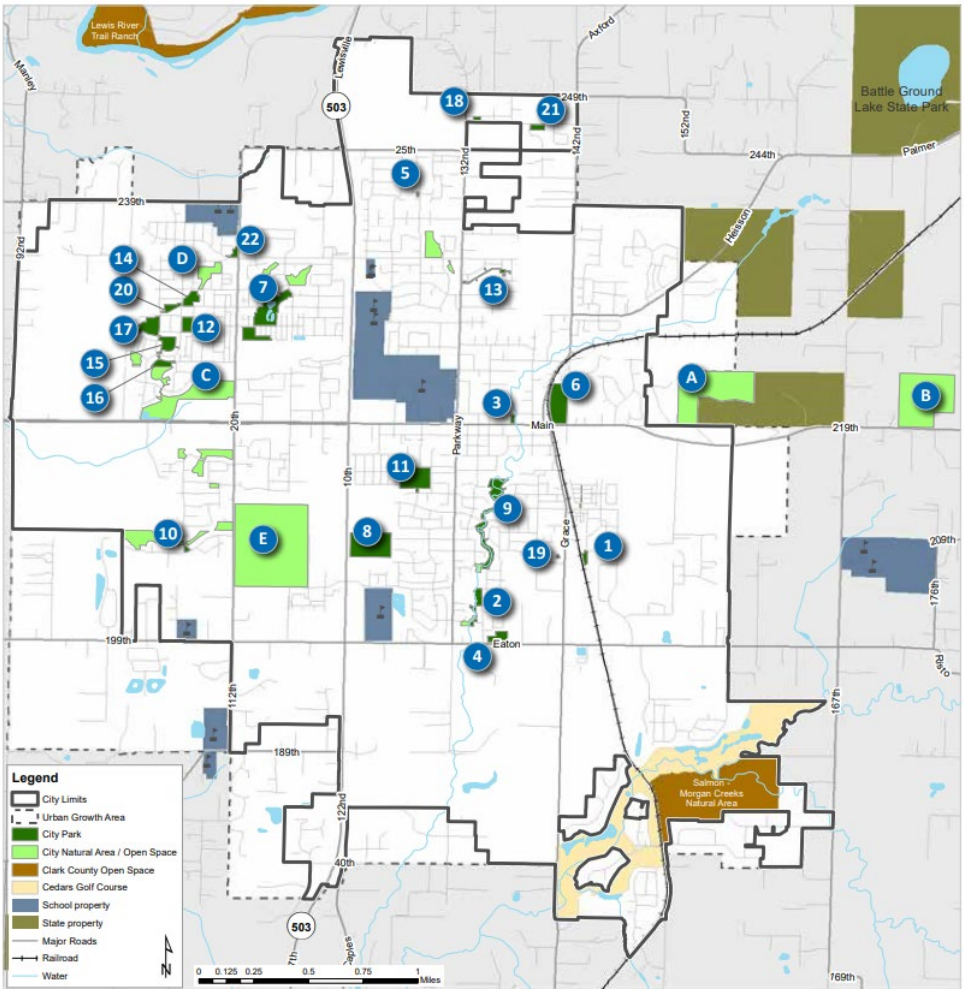
Source: City of Battle Ground Parks, Recreation and Open Space (PROS) Plan (July 2022)

Exhibit 8-2. Inventory of City-Owned Open Spaces

MAP ID	Park Name	Classification	Status	Acreage
A	Tukes Mountain Park	Undefined Park	Undeveloped	35.04
B	Durkee Property	Undefined Park	Undeveloped	35.05
C	Lewisville Meadows Natural Area	Urban Open Space	Undeveloped	22.86
D	Cedar Trails Open Space	Urban Open Space	Developed	3.83
E	Remy Property Open Space	Undefined Park	Undeveloped	80.20
	Miscellaneous Open Space	Urban Open Space	Undeveloped	29.06
			Subtotal: Open Space	**206.03**

Source: City of Battle Ground Parks, Recreation and Open Space (PROS) Plan (July 2022)

Exhibit 8-3. Map of City-Owned Parks and Open Spaces



ID	Park Name
1	Battle Ground Village Park
2	Brook Haven Park (Undeveloped)
3	Central Park
4	Cresap Park
5	Dublin Meadows Park
6	Fairgrounds & Skateboard Park
7	Florence Robinson Park
8	Gardner Oaks Park (Undeveloped)
9	Hidden Glen Park (Undeveloped)
10	Horse Thief Canyon Park
11	Kiwanis Park

ID	Park Name
12	Mac McConnell Park
13	Oak Meadows Park
14	Parkview Trails Northeast (Undeveloped)
15	Parkview Trails South (Undeveloped)
16	Parkview Trails Southeast (Undeveloped)
17	Parkview Trails West (Undeveloped)
18	Parkway Heights
19	Savannah Village Park
20	Triangle Park
21	Whispering Pines Park
22	Wingate Park

ID	Open Space/Natural Area Name
A	Tukes Mtn. Park (Undefined)
B	Durkee Property (Undefined
C	Lewisville Meadows Natural Area
D	Cedar Trails Open Space
E	Remy Property Open Space (Undefined)

Undefined: Requires Master Plan

Source: City of Battle Ground Parks, Recreation and Open Space (PROS) Plan (July 2022)

Level of Service and Trends

The City of Battle Ground has used acreage per capita and park distribution to define its standards and measure its level of service for parks and recreation. The PROS Plan includes a 4.5 acre per 1,000 standard for parks and a 5.25 acre per 1,000 standard for open space, to recalibrate the standards to better align with community interest in space for active-use recreational areas. There are surplus acres as of 2022 but a deficit by 2035.

Exhibit 8-4. Acreage LOS

Parkland Acreage (by Park Classification)	Parks Only		Open Space Only	
Total Parkland Acreage (278.87 acres)	72.84		206.03	
Level of Service Metrics	2022	2035	2022	2035
Proposed Service Standard (acres/1,000 residents)	4.5		5.25	
Effective Level of Service based on total acreage (acres/1,000 residents)	3.44		9.74	
Acreage Adjustment for Park Development *	36.0		(36.0)	
Revised* Level of Service based on total acreage (acres/1,000 residents)	5.14	3.19	8.04	4.99
Net Revised* LOS to Standard (acres/1,000 residents) (Revised LOS* – Proposed LOS)	0.64	(1.31)	2.79	(0.26)
Performance to Standard (Revised* LOS/Proposed LOS)	114%	71%	153%	95%
Acreage surplus (deficit) (Revised* Acreage-Needed Acreage)	13.62	(44.61)	58.94	(8.99)

* Assumes partial development of Remy Property (~16 acres) and Durkee Property (~20 acres)
Source: City of Battle Ground Parks, Recreation and Open Space (PROS) Plan (July 2022)

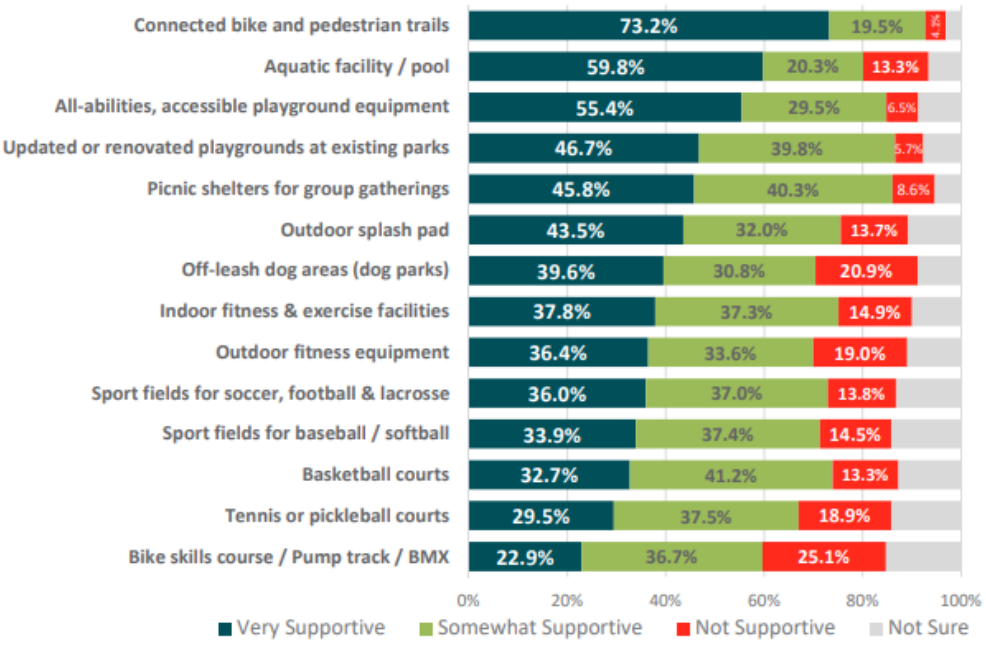
In addition to readjusting the city's adopted standards to more focused and realistic targets, the PROS Plan also evaluated the geographic distribution of parks. The assessment of park distribution recognized that the most prevalent gaps in individual park service areas was in the south and west of the city. This translates to the highest need for walkable parks to be located in south Battle Ground. The future purchase and development of up to six new neighborhood

parks and one community park will improve the overall distribution of parks throughout Battle Ground.

PROS Amenity Priorities

The 2022 PROS Plan included a community survey that asked residents a series of questions about their use of and preferences for the parks system and recreation programs. One survey question asked respondents about their level of support for adding additional amenities. More than 75% of respondents indicated support for additional connected biking and walking trails, picnic shelters, updated or renovated playgrounds, all-abilities playground equipment, and an aquatic facility or a pool (Exhibit 8-4). The amenity with the greatest support was connected bike and pedestrian trails: 93% of respondents said they were very or somewhat supportive. More than half of respondents supported the city adding all other facilities listed in the question.

Exhibit 8-5: Support for Adding Amenities to the Park System



Source: City of Battle Ground Parks, Recreation and Open Space (PROS) Plan (July 2022)

Future Needs

Level of service standards and surpluses were identified in Exhibit 8-4 and 2022 park facility inventory above. Based on the population projections from OFM over the planning period (2023-2045), without significant investment in parks and open space acquisition or redevelopment, existing surpluses are expected to convert to deficits and existing deficits are set to increase. See Exhibit 8-6 for level of service calculations and supporting data on future parks and open space needs in Battle Ground.

Exhibit 8-6. 2023-2045 Parks and Open Space Level of Service Calculation and Future Needs Assessment

Parkland Acreage (by Park Classification)	Parks Only		Open Space Only	
Proposed Service Standard (acres/1,000 residents)	4.5		5.25	
Total Acreage (2022)	72.84		206.03	
Level of Service Metrics	**2023**	**2045**	**2023**	**2045**
Population projections	24,444	37,217	24,444	37,217
Needed Acreage	109.98	167.48	128.33	195.39
Level of Service Calculations				
Effective Level of Service based on total acreage (acres/1,000 residents)	2.98	1.96	8.43	5.54
Net LOS to Standard (acres/1,000 residents) *(Existing LOS – Proposed LOS)*	(1.52)	(2.54)	3.18	0.19
Performance to Standard *(Existing LOS/Proposed LOS)*	66%	44%	161%	106%
Acreage surplus (deficit) *(Existing Acreage-Needed Acreage)*	(37.14)	(94.64)	77.7	10.64
Acreage Adjustment for Park Development*	36.0		(36.0)	
Total Revised* Acreage	108.84		170.03	
Revised* Effective Level of Service based on total acreage (acres/1,000 residents)	4.45	2.92	6.95	4.57
Net LOS to Standard (acres/1,000 residents) *(Revised* LOS – Proposed LOS)*	(0.05)	(1.58)	1.70	(0.68)
Performance to Standard *(Revised* LOS/Proposed LOS)*	98%	64%	132%	87%
Revised* Acreage Surplus (Deficit) ***(Revised* Acreage-Needed Acreage)***	**(1.158)**	**(58.64)**	**41.7**	**(25.36)**

* Assumes partial development of Remy Property (~16 acres) and Durkee Property (~20 acres)
Sources: City of Battle Ground Parks, Recreation and Open Space (PROS) Plan (July 2022); BERK 2025

The bottom row of Exhibit 8-6 shows that during the planning period there will be a 59.64-acre deficit in park space and a 25.36-acre deficit in open spaces. This includes the caveat that 36 acres of the Remy Property park and the Durkee Property will be developed and converted from unimproved open spaces to park space.

Additionally, the PROs plan identified a need to create "5-6 additional neighborhood parks and 1 additional community park" to account for a population of 34,100, which was the 2035 OFM population projection at time of adoption. At time of adoption there were 12 neighborhood parks and 1 community park serving a population of roughly 21,160 which would mean an estimated ratio of .57 neighborhood parks per 1000 population and .05 community parks per 1000 population. This is not an adopted minimum LOS but is instead the basis for the following estimates of effective distribution of park acreage. The city should aim to close the park acreage deficit identified in the Exhibit 8-6 through the development of nine new, equitably distributed neighborhood parks and one additional community park based on the population projection of 37,217 in 2045.

Based on average park size, these additional parks would need to be larger than average neighborhood parks or the city would need to develop one larger community park, regional park, as well as dedicating 25.36 acres of open space to close the existing and projected acreage deficits identified above. The following strategies and capital projects are aimed at closing these system gaps over the planning period.

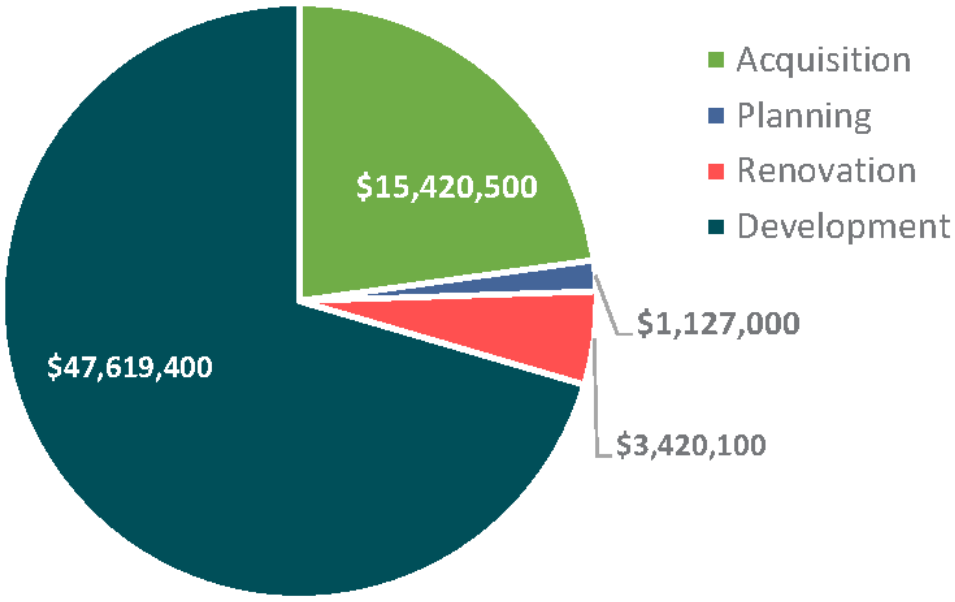
Parks and Open Space Capital Projects

The PROS Plan recommended several categories of improvements:

- Acquisitions to Fill Park System Gaps
- Park Development & Enhancements
- Trail Connections
- ADA & Other Accessibility Enhancements
- Wayfinding & Signage
- Communications

The plan focused on development primarily as well as acquisitions.

Exhibit 8-7: Park Capital Improvements Plan Summary (2022)



Source: Battle Ground 2022 PROS Plan

Funding Sources

The 2022 PROS Plan identified a number of funding sources and implementation strategies to address parks needs:

- Enhanced Local Funding
- Park Impact Fees
- Real Estate Excise Taxes
- Conservation Futures Program
- Parkland donations and Dedications
- Grants and Appropriations
- Public Private Partnerships
- Internal Project Coordination and Collaboration
- Volunteer and Community-based Action

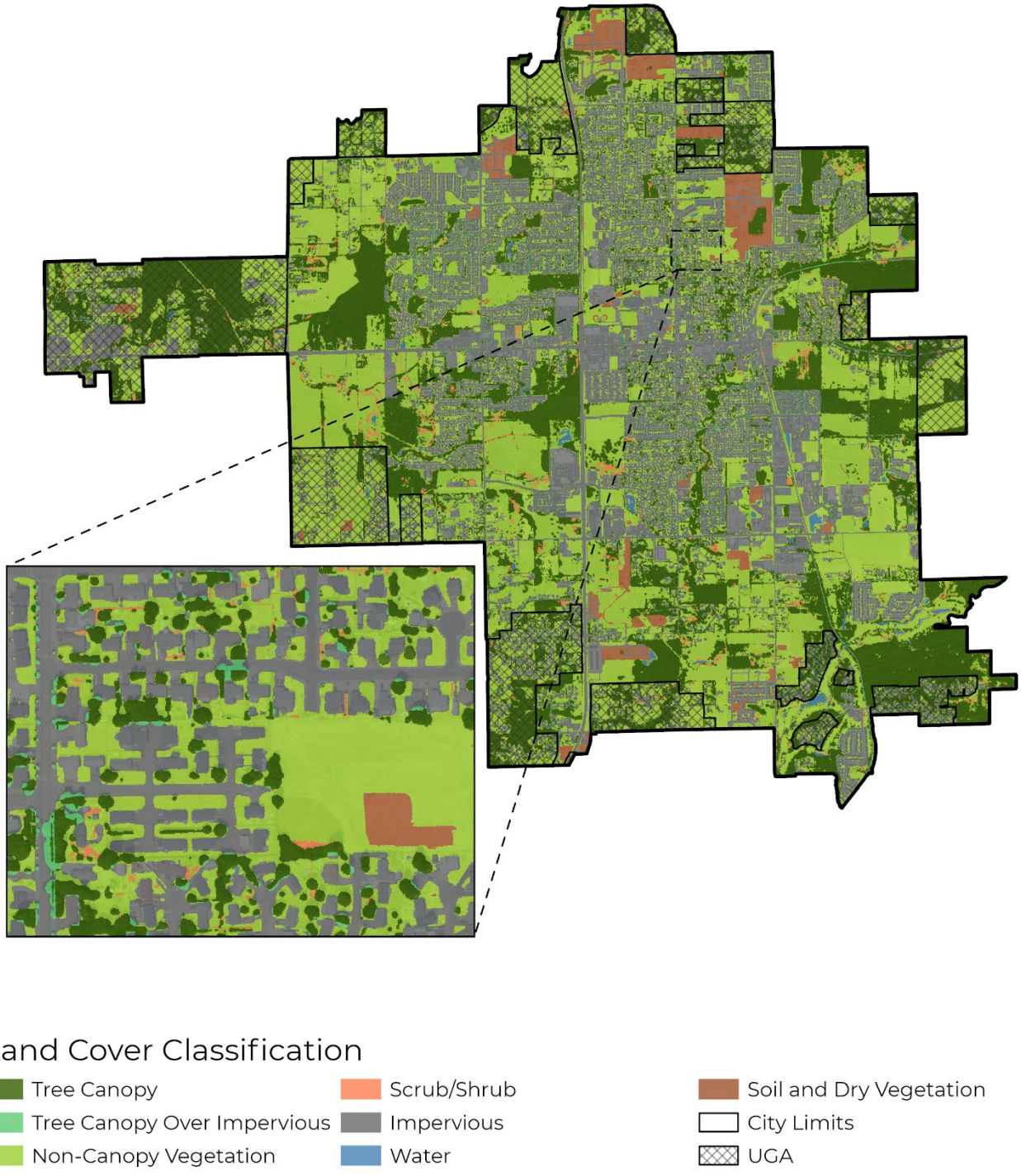
Tree Canopy Assessment

The City of Battle Ground's urban tree canopy (UTC) is highly variable and shaped by several factors such as planting initiatives, development, natural processes. As part of the effort to effectively inventory and study UTC in Battle Ground, a 2025 assessment was commissioned and published. The assessment is based off 2011-2023 USDA National Agriculture Imagery Program data.

The city of Battle Ground's incorporated area is 26% (1,420 acres) covered with tree canopy and has decreased by 1.6% (88 acres) during the 12-year assessment period. This decrease in overall canopy in city limits in due in large part to development patterns of single family homes, other private property development, and ecosystem impacts such as extreme weather events and plant diseases.

Of the overall incorporated acreage of Battle Ground (~5,462 acres), 39% (2,130 acres) has been identified as possible planting area. A map of both the existing tree canopy in Battle Ground and the possible planting area can be found in Exhibit 8-8.

Exhibit 8-8. 2023 Land Cover Classifications for City of Battle Ground

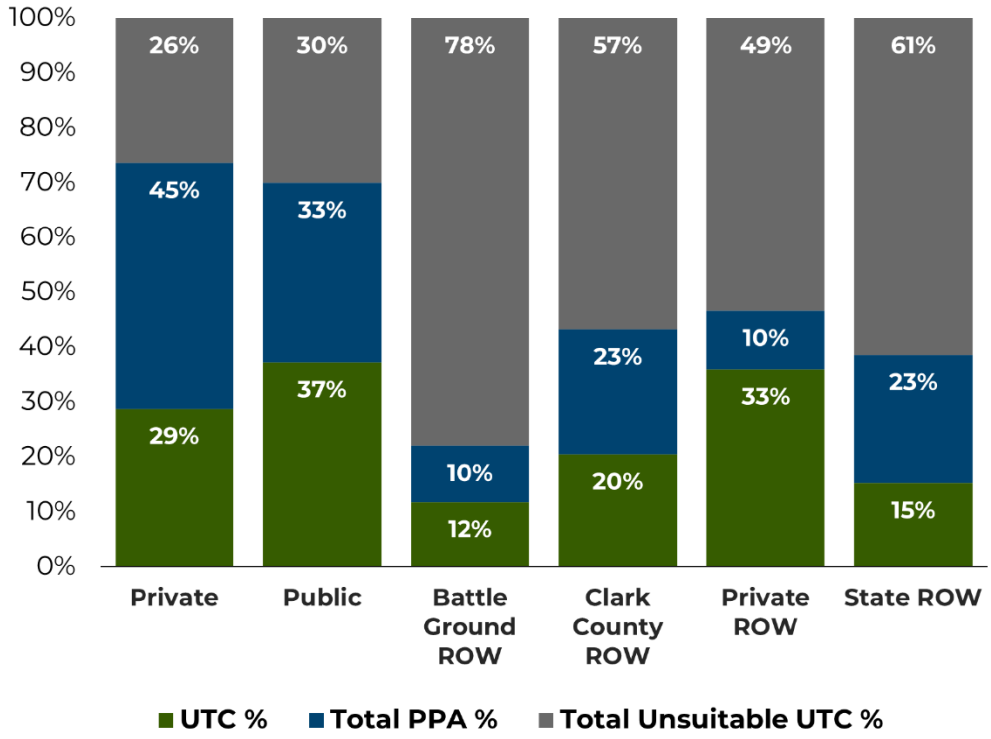


Sources: PlanIT Geo, Inc. "Battle Ground Washington Tree canopy Assessment", 2025. USDA NAIP, 2023.

Parks Tree Canopy

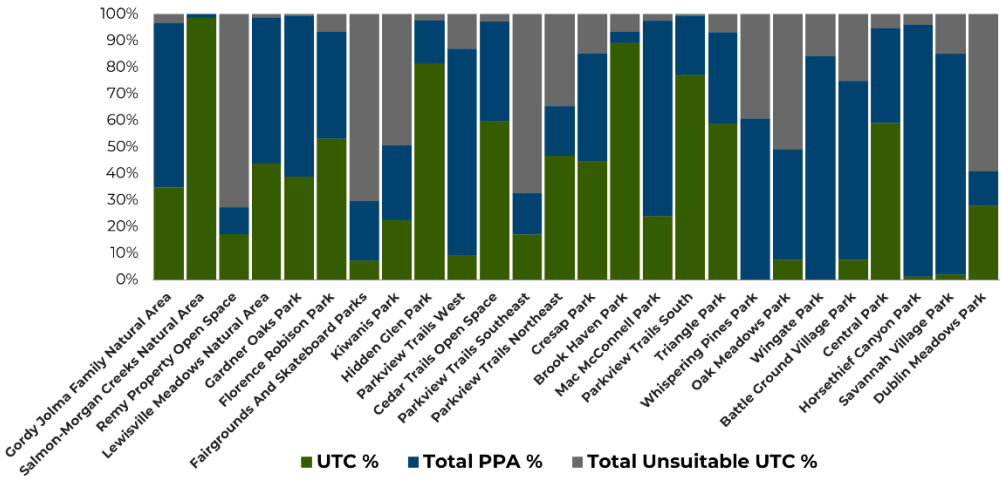
Publicly owned property and City rights-of-way within the City of Battle Ground accounts for 18% (~1289 acres) of the total acreage of the incorporated city and is 25% covered with tree canopy. A full breakdown of urban tree canopy by property ownership type can be found in Exhibit 8-9. City-owned parks and open spaces are 47% is covered with tree canopy. A full breakdown of park and open space tree canopy can be found in Exhibit 8-10.

Exhibit 8-9. Urban Tree Canopy and Potential Planting Area by Property Ownership within Battle Ground City Limits



Sources: PlanIT Geo, Inc. "Battle Ground Washington Tree canopy Assessment", 2025. USDA NAIP, 2023.

Exhibit 8-10. Urban Tree Canopy and Potential Planting Area in City-Owned Parks



Sources: PlanIT Geo, Inc. "Battle Ground Washington Tree canopy Assessment", 2025. USDA NAIP, 2023.

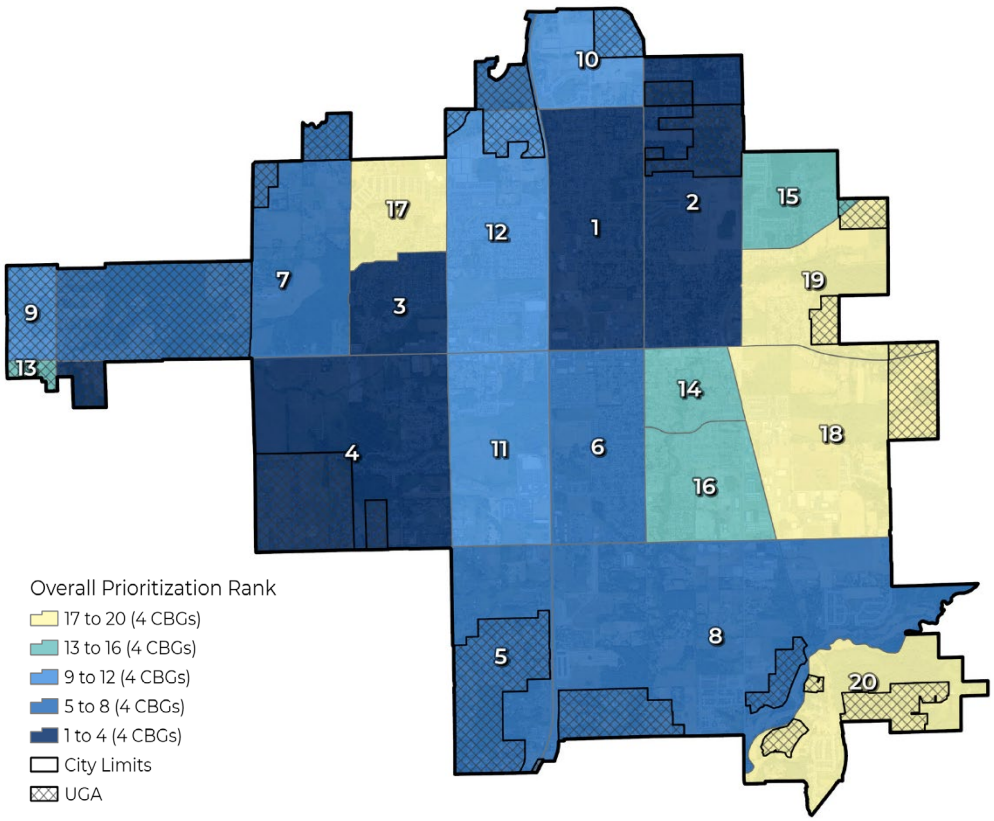
Parks and open spaces within Battle Ground have been estimated to have the potential to support an additional 117 acres of tree canopy. This is a small portion of the overall possible planting area within city limits but contributes greatly to reducing overall urban heat island effect, improving ecosystem function, and supporting improved quality of life for residents.

Recommended Strategies to Increase Tree Canopy

There are several strategies that the City of Battle Ground may use over the next 20 years to increase overall tree canopy while continuing to balance other needs of current and future residents. While planting initiatives focused on public property are easier to implement administratively, improving overall

coverage requires that Battle Ground also tap the potential of private property as it makes up 82% of the overall acreage of Battle Ground and 45% of the possible planting area when accounting for private properties, private rights-of-way, State rights-of-way, and County rights-of-way. The UTC assessment included several recommended strategies to unlock the potential tree canopy of both city-owned and non-city-owned property while prioritizing environmental justice and serving areas of the city that are institutionally underserved. The map of prioritization can be found in Exhibit 8-10.

Exhibit 8-11. Urban Tree Planting Prioritization by Census Block Groups in Battle Ground



8.3 Countywide Park Policies

County-Wide Parks Policies

Clark County has developed goals and policies that will direct parks and open space policy and development within the County. The Parks, Recreation, and Open Space Element for this Plan is consistent with the following countywide parks and open space goals:

- Identify new areas for open space corridors, riparian areas, green space and recreation areas.
- Maximize the quality of life in Clark County by providing regional open space, trails, parks and recreational opportunities and facilities, and planning to acquire, restore, enhance, preserve, develop and manage these facilities and natural resources in such a manner as to afford the maximum benefit to the community.
- Develop a network of trails and bikeways throughout the County that will interconnect population centers, community facilities, work places, neighborhoods, recreational opportunities and natural green spaces.
- Preserve, conserve, restore, and enhance fish and wildlife conservation areas and open space lands and raise

EQUITY IN PARKS

New parks, recreation and open spaces should be spaced throughout Battle Ground, the UGA, and in Clark County to ensure multimodal access. Preserving open space will be critical, as the City, and County increases in population.

8.4 Parks Goals and Objectives

Goals and objectives with the corresponding symbols indicate the following:

🚗▼ : Indicates a goal or objective that will help the city reduce vehicle miles traveled (VMT).

🌐: Indicates a goal or objective that will improve the city's climate resiliency or reduce its vulnerabilities to the impacts of climate change.

💨▼: Indicates a goal or objective that will help the city reduce greenhouse gas emissions (GHG).

Parks Goal 1:
P1 Provide and preserve open space in the community for present and future generations.

Objectives:
PO1.1 Natural habitat areas will be preserved for passive recreation opportunities and ecosystem protection. (2022 PROS Plan Goal 6)

PO1.2 Open spaces shall be integrated into communities throughout the city and encouraged in developing areas of Battle Ground

PO1.3 Open spaces will be maintained in an environmentally appropriate manner and public access and amenities should be kept in good condition.

Parks Goal 2:
P2 Maintain and increase tree canopy in parks and open spaces throughout Battle Ground.
(note objectives adopted, in-part, from 2025 Battle Ground Urban Tree Canopy Assessment)

Objectives:
PO2.1 Focus tree planting efforts in areas identified by the Urban Tree Canopy Assessment such as residential neighborhoods, parks, and other areas with the lowest existing canopy and highest concentrations of impervious surfaces with overlapping vulnerabilities. 🌐

PO2.2 Leverage the tree canopy potential of private property that may increase the overall canopy of public spaces and parks.

PO2.3 Expand and diversity public tree planting in parks and along streets and trails with low canopy cover or high public use.

PO2.4 Set measurable tree canopy targets within parks and public spaces, conduct canopy assessments at regular intervals to measure progress

toward these targets, evaluate the effectiveness of planting and protection strategies, and adapt approaches as needed

PO2.5 Prioritize planting regionally appropriate tree species that are well adapted or native to the region including those that are resilient to drought, extreme heat, and other severe weather conditions. 🌐

PO2.6 Conduct outreach and planting programs which are accessible to all residents, focusing on neighborhoods with high rates of vulnerable community groups.

Parks Goal 3:

P3 Provide parks to meet the diverse needs of the community.

Objectives:

PO3.1 Provide adequate neighborhood and community parks appropriate to the neighborhood's size.

PO3.2 Provide adequate pocket parks.

PO3.3 Facilitate the creation of community gardens. 🌐

PO3.4 Ensure that all City parks are maintained in adequate and safe condition.

PO3.5 Create recreational opportunities through partnerships with the school district and other organizations.

PO3.6 Design and develop high-quality neighborhood parks, city parks, open spaces, recreation facilities, and trails for both active and passive recreation to meet a wide range of local recreation needs throughout Battle Ground. (2022 PROS Plan Goal 3 and 4)

PO3.7 Provide a varied and inclusive suite of recreation opportunities and experiences to promote health and wellness, year-round activity and social engagement. (2022 PROS Plan Goal 7)

PO3.8 Improve sidewalks, trails, paths, and bicycle facilities between and through residential districts, commercial and employment hubs, and recreation opportunities (2021 LUMP Policy 20)

Parks Goal 4:

P4 Develop and maintain a safe and accessible community-wide trail system.

Objectives:

PO4.1 Develop trails that meet the recreation needs of Battle Ground residents.

PO4.2 Establish a trail system that connects parks, residential areas and commercial areas and that helps serve the transportation needs of the residents of Battle Ground and connect residents to parks, neighborhoods, and public amenities. (2022 PROS Plan Goal 5) 🚗▼

PO4.3 Create a parks and trails plan that results in 10-minute access to recreation facilities for all residents. (2021 LUMP Policy 19)

Parks Goal 5:

P5 Establish cooperative efforts and clear leadership that supports, preserves, and enhances open space, trails, parks and recreation opportunities in the community. (2022 PROS Plan Goal 8)

Objectives:

PO5.1 Maintain and enhance working relationships with other nearby parks and recreation departments to meet regional parks and recreation needs

PO5.2 Partner and collaborate with community groups and non-government organizations in Battle Ground to preserve and maintain parks, open spaces and trails to increase quality and maximize opportunities for public enjoyment of recreation facilities and recreational opportunities. (2022 PROS Plan Goal 2)

PO5.3 Encourage and support public involvement in resolving park and recreation issues. (2022 PROS Plan Goal 1)

8.5 Challenges and Opportunities

Challenge

- Ensure there is enough recreational opportunities through the increase of population and residential development. The PROS plan noted that a community survey said nearly all respondents (96%) feel local parks are important or essential to the quality of life in Battle Ground.
- Improve and maintain existing parks infrastructure within Battle Ground's parks, facilities, and open spaces.

Opportunity

- Support opportunities for diverse recreational activities, from walking, running, biking to relaxation and social gatherings. Battle Ground should also offer opportunities for events, and sports activities.
- Increase equitable access to parks, and open space city wide. This includes thinking about safe access to facilities, accessibility improvements within facilities, and non-motorized safety improvements.
- Balance passive (relaxing, sitting) and active (running, sports, biking, ~~etc~~etc.) uses within parks to ensure a wide array of opportunities.
- Complete master plans for new park sites, with new recreational uses (ex water play features)
- Expand the city's off-road trail network to connect park, green, and open spaces.
- Prioritize ADA compliance and universal access in all amenities and facilities.

9 Transportation

9.1 Purpose

The Transportation Element establishes the City's goals and policies for developing the transportation system within the Battle Ground Urban Growth Area (UGA). It is intended to serve as a guide for making transportation decisions to address both short-term and long-term needs. The Transportation Element discusses roadway mobility and accessibility needs, identifies improvements to enhance safety, non-motorized travel (bicycles and pedestrians), and public transit, and addresses the impacts of future land development activity within the City and UGA.

Along with the other elements of the Comprehensive Plan, the Transportation Element establishes a flexible policy framework for making decisions consistent with the City's vision of the future and describes strategies for accomplishing the vision over a 20-year period.

In 2018, Battle Ground oversaw the roadmap outreach and engagement process that adopted a vision to enhance the City's assets by developing neighborhoods and districts, addressing parks and green spaces, creating community gathering spaces, boosting employment, and focusing on redevelopment opportunities. As a result of this effort, an updated Land Use Master Plan was developed for the City, resulting in modifications to the Urban Growth Area (UGA) and various land use modifications throughout the City. The Land Use Master Plan was adopted in June 2021, and guides the City's periodic review requirements for the Comprehensive Plan Update consistent with the Growth Management Act (GMA). The City followed up in November 2021 by adopting a Transportation System Plan (TSP) to better reflect the vision and growth potential associated with the new Land Use Master Plan and provide a refreshed transportation system plan reflective of recent growth and infrastructure changes.

A subsequent update of the TSP was conducted as part of the 2025 Comprehensive Plan update to align with new state requirements and better reflect the vision and growth potential associated with the updated Land Use Element. This update provides a refreshed review of the existing transportation

system plan, incorporates the findings of recent transportation planning efforts, and refines the list of transportation improvements needed to address future growth.

The Battle Ground TSP is organized into the following three sections:

- Planning Context
- Multimodal System Plan
- Implementation Plan

The City of Battle Ground intends to regularly update the content of the TSP to reflect changing transportation policies, growth, and multimodal improvement projects.

9.2 Conditions and Trends

Transportation System Conditions

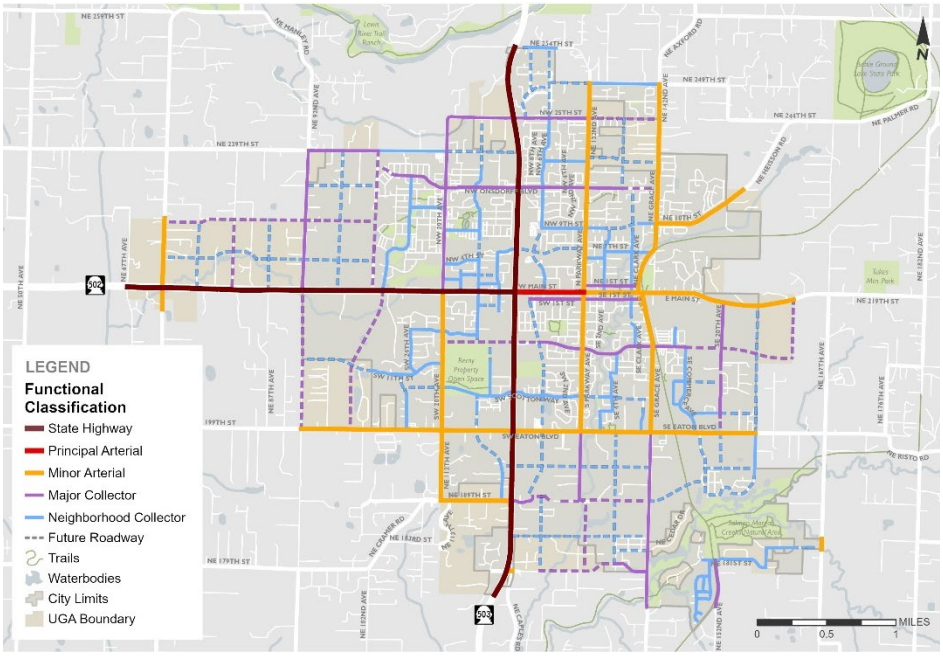
The roadway infrastructure in Battle Ground includes private streets, City streets, Clark County roads, Washington Department of Transportation (WSDOT) state highways, sidewalks, bicycle lanes, and multimodal pathways. These facilities allow residents to access retail, commercial, recreational, and other land uses within Battle Ground.

Roadway Functional Classification

A fundamental implementation tool of Battle Ground transportation system is a formal hierarchy of the existing and planned roadway network, known as the Functional Classification system. A street's functional classification defines its role in the transportation system. It reflects desired operational and design characteristics such as right-of-way requirements, pavement widths, pedestrian and bicycle features, and landscaping/buffer requirements. Functional classification is determined by several factors, including how the facility connects with the rest of the system, the volume of local or through traffic it is expected to carry, and the different types of trips it is expected to support.

The public right-of-way for different functional classifications should provide sufficient space for utilities to serve adjacent land uses. Functional classifications help Battle Ground reserve future rights-of-way, determine street design, and develop future street improvement projects. Definitions of the functional classifications recognized by the City of Battle Ground are described below. **Exhibit 9-1** presents the functional classification designations for existing and planned arterials and collectors within the City.

Exhibit 9-1. Functional Classification



Source: City of Battle Ground; 2025

State Highway

State Highways link Battle Ground to other major regional destinations. They are owned and operated by the Washington State Department of Transportation (WSDOT) and are subject to State design and operational standards. Changes to state highways are difficult to make, considering their primary function is to move large amounts of traffic with minimal access points. Funding changes to state highways is controlled at the state level and obtaining revenue competes against other priorities the state has.

Principal Arterials

Principal arterials are intended to serve multimodal travel through the larger urban area. Principal arterials typically carry a higher volume of through vehicular traffic on a minimum of roadway mileage. They have more restrictive access controls, although direct access to major land use developments such as shopping centers can be allowed when determined to be safe and efficient. Traffic signals are generally used for intersection traffic control at major intersections.

Minor Arterials

Minor arterials carry multimodal travel between principal arterials and lesser classified streets or directly to commercial and industrial areas. Direct access to land use development is generally permitted. Traffic control is commonly a mix

of signalized intersections and stop control. Minor arterials in urban areas are usually separated by less than two miles.

Major Collectors

Major Collectors often balance land access and multimodal circulation within residential neighborhoods and commercial and industrial areas. They typically form the link between the arterial street system and lesser-classified streets. There is often a mix of signalized intersections and stop sign control used on intersecting roads.

Neighborhood Collectors

Neighborhood Collectors collect traffic from local streets or large parcels and funnel it to the major collector and/or arterial street system. Neighborhood collectors are typically stop-controlled at intersections, have lower speeds, and often provide a significant degree of direct property access. They usually do not handle through trips and are often not continuous for any great length.

Local Streets

Local Streets provide direct access to adjacent property and to higher classified facilities. They offer the lowest degree of mobility and highest degree of accessibility. They are not intended to carry through travel but make up a significant percentage of total roadway mileage within the City.

Exhibit 9-1 illustrates Battle Ground's roadway functional classification plan for all existing and future arterial and collector streets within the UGA. The alignment for future streets should be considered conceptual: the endpoints of the streets are fixed, but the alignments between intersections may vary depending on design requirements at the time the streets are designed and constructed.

SR 503

Although owned and operated by WSDOT, a conceptual reimagining of the SR 503 corridor was completed by the City of Battle Ground. This reimagining consisted of different bicycle and pedestrian treatments along the heavily traveled corridor. The conceptual cross section for this corridor is presented in Appendix A of the TSP.

Bicycle and Pedestrian Facilities

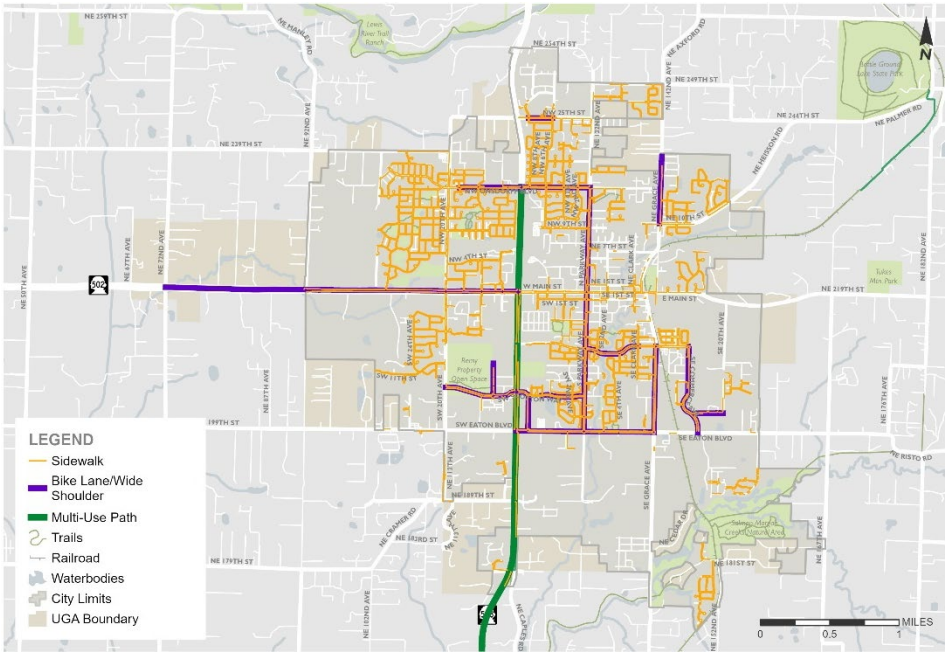
Existing Facilities

The inventory of existing bicycle and pedestrian facilities in the Battle Ground urban area is shown in **Exhibit 9-2**. Notable existing pedestrian/bicycle facilities within the City include a separate multi-use path that travels along SR 503

south of Onsdorff Boulevard. Several roadways provide on-street bicycle lanes including much of SR 502, Eaton Boulevard, Parkway Avenue, and Onsdorff Boulevard. In line with the City's roadway design standards, several arterial and collector roadways within the City have been improved to provide dedicated on-street bicycle facilities (i.e., bike lanes).

As indicated in **Exhibit 9-2**, most arterial streets within the core area of the City, as well as many local streets, currently have sidewalks. This includes W Main Street between approximately NE 92nd Avenue and NE Grace Avenue, and portions of NW 20th Avenue, Parkway Avenue, SE Eaton Boulevard, and SE Grace Avenue. The multiuse path along SR 503 south of Onsdorff Boulevard also provides pedestrian connectivity within the City. Locations along the key roadway system that currently lack sidewalks can also be seen in the graphic.

Exhibit 9-2. Existing Bicycle and Pedestrian Facilities



Source: City of Battle Ground; 2025

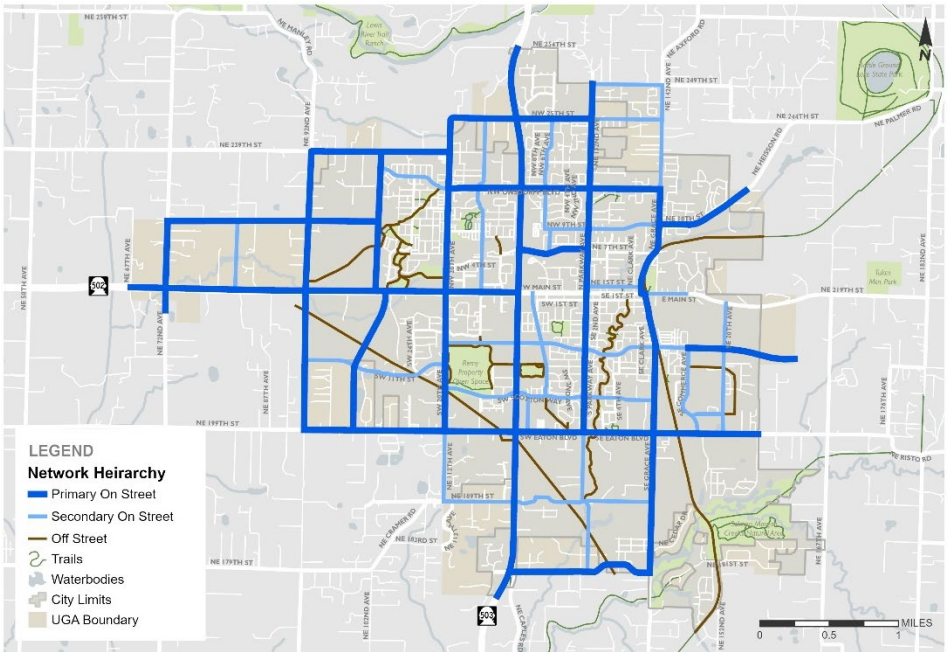
Bicycle System Plan

The TSP identifies the Bicycle System Plan network which presents the long-term vision for a network of connected bicycle facilities throughout the City. The network identifies a series of on-street and off-street alignments which are intended for bicycle travel. The on-street facilities in this network are presented as either primary or secondary roadways based on their function and degree of connectivity to key uses within the City. **Exhibit 9-3** defines the function of the primary and secondary roadways within the Bicycle System Plan Network. The Bicycle System Plan network is shown in **Exhibit 9-4**.

Exhibit 9-3. Bicycle System Plan Network On-Street Facility Definitions

Hierarchy	System Function
Primary Network	Located along roadways providing direct connectivity throughout the City. These roadways are intended to provide a safe and comfortable biking environment for all users. Thus, these roadways will often provide dedicated bicycle facilities with additional safety enhancements, as appropriate, based on the context of the roadway.
Secondary Network	Provide connectivity through neighborhoods and connect to the Primary Network. Vehicles and bicycles may share the roadway on some low-volume, low-speed roadways within this network

Exhibit 9-4. Bicycle System Plan Network



Source: City of Battle Ground; 2025

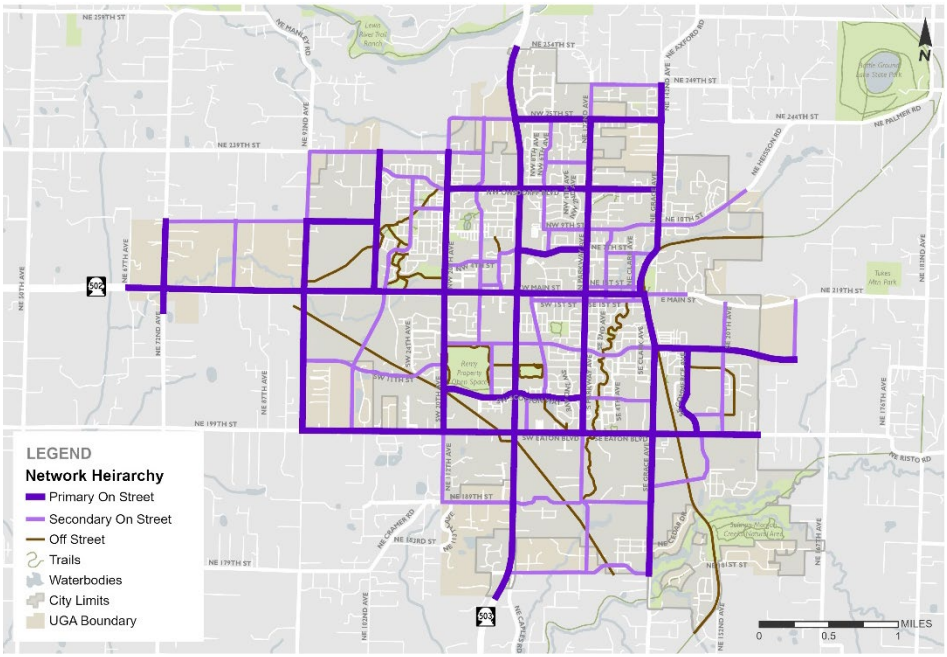
Pedestrian System Plan

Similar to the bicycle network, the TSP also defines the Pedestrian System Plan as the long-term vision for a network of connected pedestrian facilities throughout the City. The network identifies a series of on-street and off-street alignments which are intended to provide pedestrian connectivity throughout the City. The on-street facilities in this network are presented as either primary or secondary roadways based on their function and degree of connectivity to key uses within the City. **Exhibit 9-5** defines function of the primary and secondary roadways within the Pedestrian System Plan Network. The Pedestrian System Plan network is shown in **Exhibit 9-6**.

Exhibit 9-5. Pedestrian System Plan Network On-Street Facility Definitions

Hierarchy	System Function
Primary Network	Backbone of the system. Offers direct connections to majority of important community destinations, usually on arterials or collectors. Primary Network routes are often the most attractive route in terms of convenience in urban areas.
Secondary Network	Supportive of the Primary Network, often providing system continually by connecting segments of the primary network with on street or off-street facilities. Secondary Network routes sometimes offer more comfortable routes on quieter streets, although the route may not be as direct as the Primary Network.

Exhibit 9-6. Pedestrian System Plan Network



Source: City of Battle Ground; 2025

Trail System

Trails in Battle Ground are multi-use pathways that allow residents to travel to/from residential areas, schools, parks, retail/commercial centers, and other activity centers by foot or bike. These pathways can either be on-street or off-street facilities depending on their proximity to the right-of-way. Like multi-use paths, trails can allow for longer-distance connections between communities to be made and can be part of regional non-motorized transportation systems. The Bicycle System Plan and Pedestrian System Plan maps shown previously identify the off-street trail system within the City of Battle Ground. The TSP provides greater detail around design requirements for the City's trail system.

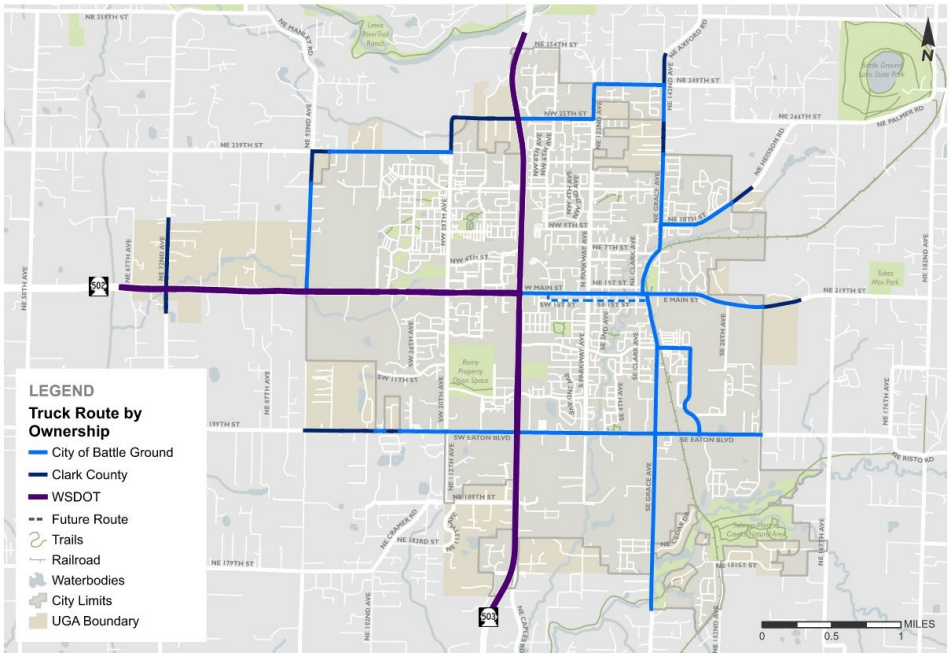
Freight

Truck Routes

A key component of the transportation system is the provision of adequate mobility for the movement of freight. The TSP identifies specific roadways to help ensure motorized freight traffic can effectively travel through and access key destinations in the City. **Exhibit 9-7** presents the Motorized Freight Route Plan and depicts the freights routes within the City, as well as the connecting freight routes within Clark County. It is consistent with the roadway functional classification plan. As indicated in the graphic, urban routing for through truck movement is typically focused on the City's arterial street system.

In 2025, the City of Battle Ground prepared the Old Town Subarea Plan which evaluated transportation alternatives for the Main Street corridor between Parkway Avenue and Grace Avenue. The goal of this plan was to enhance walkability and activate the streetscape to support economic development along the corridor. The recommendations from this plan included shifting the truck route off Main Street to provide more space for pedestrian and bicycle facilities. South 1st Street, between SW 5th Avenue and SE Grace Avenue was identified as the new truck route through Downtown Battle Ground. The proposed Motorized Freight Route Plan incorporating this change to the truck network is shown in **Exhibit 9-7**.

Exhibit 9-7. Motorized Freight Route Plan



Source: City of Battle Ground; 2025

Freight Rail

The Chelatchie Prairie Railroad line runs through the City of Battle Ground east of and generally along the alignment of Grace Avenue. Clark County owns and maintains the rail line, which is leased to the Portland Vancouver Junction Railroad (PVJR) which provides freight service on the portion of the line between Vancouver and Battle Ground. Along the rail line north of Heisson, the Battle Ground, Yacolt, and Chelatchie Prairie Railroad Association (BYCX) volunteer group operates passenger excursion trains along the line during the spring, summer and fall months.

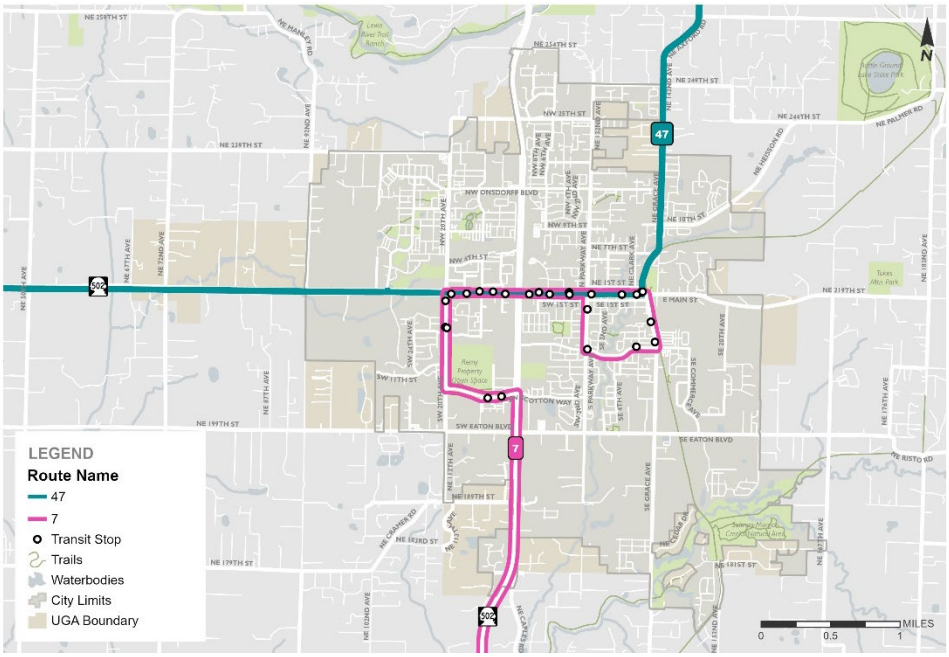
Transit

The public transportation system in Battle Ground consists of fixed-route and deviated fixed-route service provided as part of the C-TRAN Regional system. There are no other public bus or passenger rail services in the City. C-TRAN operates the regional routes, providing transportation options to greater Clark County destinations.

- Route 7 enters the south of Battle Ground City limits along SR 503 from Vancouver Mall Transit Center and ends at Grace Avenue and Rasmussen Boulevard intersection. The service operates on weekdays from approximately 5:45 AM to 9:20 PM, with 30-minute headways for most of the day. The route operates from 7:45 AM to 8:00 PM on weekends with 60-minute headways.
- Route 47 enters the south of Battle Ground City limits along SR 503 from Vancouver and exists the north of Battle Ground City limits along Grace Avenue to Yacolt. The service is limited and operates only on weekdays from 5:15 AM to 7:10 AM, 11:50 AM to 1:45 PM, and from 5:50 PM to 7:40 PM.

Exhibit 9-8 presents a map of the existing transit routes serving Battle Ground.

Exhibit 9-8. Public Transit Routes



Source: City of Battle Ground; 2025

Air

The privately owned, public access, North Cedars Airpark is a general aviation facility located adjacent to the southern edge of the City limits of Battle Ground, just south of NE 199th Street between NE 149th Avenue and NE 157th Avenue. Access to the airpark is via NE 157th Avenue. This airpark is owned by the Cedars Homeowner Association. This airpark has a turf runway that is 2000 feet long by 100 feet wide, with a windsock wind indicator. This airport is used solely for general aviation and recreational purposes.

Regularly scheduled air passenger transportation service is provided at the Portland International Airport, located approximately 20 miles to the south of the Battle Ground urban area on the south side of the Columbia River in the State of Oregon. This airport is important to the movement of people and goods by air in Battle Ground and the remainder of Clark County in that it is the only facility with regularly scheduled air passenger service and long-distance air cargo service in the north Willamette Valley and Southwest Washington.

Trends

Battle Ground will experience increased traffic congestion over the next twenty years resulting from population growth and urban development and expansion. Chapter 2 of the TSP discusses the traffic forecasting methodology and future operations of the City's transportation system. The analysis of future street system deficiencies is based on traffic growth anticipated in the Battle Ground

UGA, consistent with the Land Use Element, as well as Clark County growth trips passing through the City of Battle Ground.

To address future deficiencies, a variety of transportation improvements and programs are recommended by the Transportation System Plan to ensure that transportation needs are met, and mobility, connectivity and access are improved. Based on the baseline of the 2045 traffic projections conducted in the TSP the transportation improvements are recommended to address existing deficiencies and accommodate growth. Improvements are grouped into the following categories:

- **Intersection Improvements** – These projects include traffic control and/or signal/lane configuration modifications at intersections throughout the City. These projects include several intersections along SR 502 and SR 503 to accommodate local and regional growth along these corridors.
- **Roadway Segment/Multimodal Improvements** – Most projects in this category include improvements to existing roadways to provide full amenities and align with the City's roadway design standards, such as the addition of curbs, gutters, storm drainage, sidewalks, bike lanes, street lighting and other features. Arterial/collector extension and multimodal (pedestrian and bicycle) facility projects are also included in this category to improve connectivity as the City grows and develops.

Chapter 2 of the TSP presents a list and map of the transportation improvements recommended for Battle Ground.

The TSP breaks out the full cost of planned transportation system improvements by Near-Term (0-5 years) and Long-Term (6-20 years)- see **Exhibit 9-9**. Chapter 3 of the TSP presents a detailed financing plan forecasting transportation revenues/expenditures and identifies potential funding shortfalls for transportation improvements.

Exhibit 9-9. Planned Transportation Costs Summary

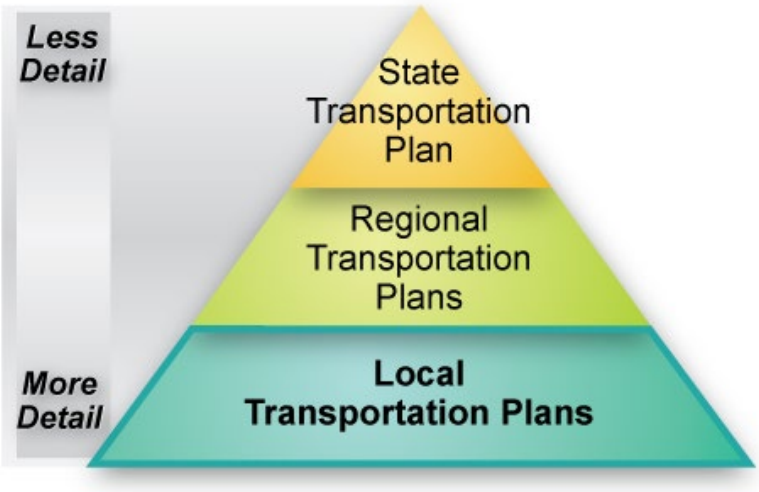
Projects	Near-Term Projects	Long-Term Projects	Total Costs
Intersection Improvements	$28.0 M	$16.9 M	$44.9 M
Roadway Segment/Multimodal Improvements	$120.2 M	$448.4 M	$568.6 M
Totals	$148.2 M	$465.3 M	$613.5 M

Source: Battle Ground Transportation System Plan, 2025

Consistency with Other Plans

Battle Ground's transportation system is part of, and connected to, a broader regional highway and arterial system. The GMA works to increase coordination and compatibility between the various agencies that are responsible for the overall transportation system. Since transportation improvements need to be coordinated across jurisdictional boundaries, the Transportation Plan needs to be consistent with and supportive of the objectives identified in the Washington State Transportation Plan, the Clark County Regional Transportation Plan, and the transportation plans or capital improvement plans of the surrounding agencies. Developing the Transportation Plan is primarily a bottom-up approach to planning, with the City exploring its needs based on the land use plan. Eventually, local projects are incorporated into regional and state plans. **Exhibit 9-10** is a schematic showing this approach. The following sections provide a review of this Plan's consistency with neighboring jurisdictions.

Exhibit 9-10. Transportation Plan Approach



Source: Transpo 2025

WSDOT Highway Improvement Program & Six-Year Transpiration Improvement Program

As required by the GMA, the Battle Ground Transportation Element addresses the state highway system. Specifically, it addresses the following elements related to the state highway system:

- Inventory of existing facilities
- Level of service standards
- Concurrency on state facilities
- Analysis of traffic impacts on state facilities

- Consistency with the State Highway Systems

WSDOT maintains two improvements programs, the Highway System Plan (HSP) and the State Transportation Improvement Program (STIP). WSDOT completed an update to the HSP at the end of 2024 which recommends new revenues for state highways be dedicated over the next 20 years.

The Statewide Transportation Improvement Program (STIP) 2025 – 2028 was approved in January 2025 and includes the following projects in Battle Ground:

- NW 15th Avenue/W Main Street Intersection Improvements - Widen road to four lanes with dual left turn lanes, storm drainage, sidewalks, street lighting, and landscaping.
- NW 20th Avenue & NW 9th Street Intersection - Install compact roundabout, rectangular rapid flashing beacons, street lighting, signing, pavement markings, and curb ramps
- NW 5th Street - Construct new urban neighborhood collector, storm drainage, sidewalks, landscaping, signing, and bike lanes.
- NW Onsdorff Blvd / SR 503 Intersection Improvements - Construct a roundabout
- SE Grace Avenue Phase 2 Improvements - Realign and widen to three lane facility, add sidewalks, storm drainage, striping, lighting, landscaping, and bike facilities. Make some sewer and water improvements. Add traffic signal at realigned Main and Grace intersection.
- SW Eaton Boulevard Improvements - SW Eaton Boulevard will be reconstructed to a 3 lane section including bike lanes and sidewalks between SW 20th Avenue and SR 503. Add signal at SW 20th Avenue, and reconstruct the signal at SR-503.
- Systemic Signalized Intersection Improvements - Convert permitted phasing to flashing yellow arrow and upgrade signal heads at various intersections within the City.

Southwest Washington Regional Transportation Council (RTC)

The RTC maintains and prioritizes projects in the Regional TIP. The Regional TIP must be a 4-year program of projects that is updated at least every 2 years. The TIP ensures that transportation projects meet regional transportation, growth and economic development goals and policies, and clean air requirements. Regional TIP projects are required to meet the following criteria:

- Consistency with the Regional Transportation Plan
- Air quality conformity
- Consistency with local comprehensive plans

- Consistency with other federal and state requirements
- Funds are reasonably expected to be available
- Reasonable timeline for project implementation

The Regional TIP also identifies the same seven projects in Battle Ground that are included in the STIP.

C-TRAN

C-TRAN is a regional transportation provider that operates transit service in Battle Ground. As discussed, two routes provide bus service to the City. The City supports C-TRAN's Long-Range Plan (C-TRAN 2045) and coordinates with the agency to identify how transit needs should be addressed, particularly as new development occurs.

Federal and State Air Quality Regulations

The Transportation Element is subject to the Washington State Clean Air Conformity Act that implements the directives of the Federal Clean Air Act. Because air quality is a region wide issue, the City's Comprehensive Plan must support the efforts of state, regional, and local agencies as guided by WAC 173-420-080.

9.3 Countywide Transportation Policies

Following are the Countywide Planning Policies embedded in the Clark County Comprehensive Plan

5.0.1 Clark County, Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Organization (RTPO), state, bi-state, municipalities and CTRAN shall work together to establish a truly regional transportation system which:

- reduces reliance on single occupancy vehicle transportation through development of a balanced transportation system which emphasizes transit, high capacity transit, bicycle and pedestrian improvements and transportation demand management;
- encourages energy efficiency;
- recognizes financial constraints; and,
- minimizes environmental impacts of the transportation systems development, operation and maintenance.

5.0.2 Regional and bi-state transportation facilities shall be planned for within the context of countywide and bi-state air, land and water resources.

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.

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.

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 Countywide Planning Policies methodologies and functional classification schemes to ensure consistency throughout the region.

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.

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.

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.

5.0.9 State or regional facilities that generate substantial travel demand should be sited along or near major transportation and/or public transit corridors.

9.4 Transportation Goals and Objectives

🚗▼ : Indicates a goal or objective that will help the City vehicle miles traveled (VMT).

🌐 : Indicates a goal or objective that will improve the City's climate resiliency or reduce its vulnerabilities to the impacts of climate change.

💨▼: Indicates a goal or objective that will help the City reduce greenhouse gas emissions (GHG).

Transportation Goal 1:
T1 A multimodal transportation system that enhances the City's livability.

Objectives:

TO1.1 Consider the use of 'complete streets', where most suitable, when new development is proposed. 'Complete streets' prioritize street design that ensures accessibility for people of all ages, and supports multiple modes of transportation Citywide. Including transit, walking, and biking.

TO1.2 Preserve the gateways identified in the 50-year Vision through transportation improvements. The City will work to establish and maintain government-to-government relations for the preservation of the physical features that make up these gateways and will discourage development of gateway properties that are vulnerable to climate impacts.

TO1.3 Consider a system of arterials and collectors that provide both transportation and open space for pedestrians and bicyclists per the City's Transportation Standard Details. 🌐 🚗▼

TO1.4 Build a well-connected and continuous multimodal transportation system that supports the City's livability design objectives.

TO1.5 Build a multimodal transportation system that will also provide recreation opportunities for the residents of Battle Ground. Such recreational opportunities should be designed to take into account equitable access to facilities and should be welcoming to overburdened communities

TO1.6 Create a multimodal transportation system that includes right-of-way areas as public gathering spaces. Such gathering spaces should be designed to take into account equitable access to facilities and should be welcoming to overburdened communities.

TO1.7 Encourage the use of multiple modes of transportation and will consider the ability of road infrastructure to withstand and recover from severe weather events and other hazards exacerbated by climate change.

TO1.8 Where most suitable, improve streets to ensure accessibility for people at all ages, and all modes of transportation, including transit, biking, and walking (Complete streets). 🌐 🚗 ▼

TO1.9 Ensure all off-street parking is adequately sized to promote non-motorized travel, and housing.

TO1.10 Ensure accommodation of transit facilities in dense commercial or neighborhood centers to provide proper access to the area from county-wide.

TO1.12 Support funding for the Old Town Capital Improvement Plan to ensure Old Town's Main Street is prepared to receive increased amounts of businesses, residents, and visitors.

Transportation Goal 2:
T2 A safe, multimodal transportation system

Objectives:
TO2.1 Enhance the safety of the City's multimodal transportation systems through improved pedestrian connections and ADA accessibility. 🚗 ▼

TO2.2 Enhance the safety of the bicycle system by providing dedicated bicycle facilities which connect residential neighborhoods to schools, parks and other key destinations. 🚗 ▼

TO2.3 Enhance the safety of the motor vehicle system by identifying and implementing safety improvements to address risk factors outlined in the City Safety Plan.

TO2.4 Work collaboratively with C-TRAN to improve safety, accessibility, and connectivity to bus stops. 🌐 🚗 ▼

TO2.5 Evaluate ways to enhance the resilience of pedestrian and bicycle ways and connections by monitoring and assessing climate related safety hazards such as localized flooding and slope failures. 🌐

TO2.6 Strive to improve street connectivity and walkability, including sidewalks and street crossings, to serve as potential emergency response and evacuation routes. 🌐 🚗 ▼

TO2.7 The City will develop multimodal roadway safety improvements consistent with 'complete streets' principles, where feasible. 🚗▼

TO2.8 For areas of high foot traffic in commercial or neighborhood centers, ensure traffic calming safety measures while maintaining proper access to businesses.

Transportation Goal 3:
T3 Develop a transportation system with a variety of multimodal options.

Objectives:
TO3.1 The City will work with C-TRAN to expand transit service within the City and improve transit stop facilities and accessibility. 🚗▼

TO3.2 The City will work to complete the pedestrian network identified in the Transportation Systems Plan and Non-Motorized Transportation Action Plan. 🚗▼

TO3.3 The City will work to complete the bicycle network identified in the Transportation Systems Plan and Non-Motorized Transportation Action Plan. 🚗▼

TO3.4 The City will develop and implement transportation demand management strategies to reduce the number of single occupancy vehicle trips. 🚗▼

TO3.5 Seek alternative means of meeting travel demand by promoting the use of active travel modes and improving the efficiency of the existing transportation network. The City will implement multimodal transportation planning, such as bicycle and pedestrian plans, to reduce reliance on single-occupancy vehicle trips. 🚗▼

Transportation Goal 4:
T4 A multimodal transportation system that provides for the efficient movement of goods and services.

Objectives:
TO4.1 Improve the freeway access to the City. With regard to non-passenger vehicle trips to I-5, the City will strive to provide signal prioritization for freight vehicles, transit buses, and other heavy-duty vehicles.

TO4.2 The City will improve multimodal connectivity to industrial and employment areas in the City. 🚗▼

TO4.3 The City will balance parking and loading needs with other City transportation goals of mobility and connectivity. Strategies include reconsidering minimum parking requirements and establish parking maximums.

TO4.4 Work with property owners surrounding the Cedars North Airpark and with the appropriate state and federal agencies to develop a plan for the airstrip area.

TO4.5 The City will work to implement the multimodal transportation system improvements identified in the Transportation System Plan. Implementation should include infrastructure, routes, and travel modes able to withstand and recover quickly from the impacts of extreme weather events and other hazards exacerbated by climate change. 🌐

TO4.6 Consider ways to prioritize, develop, and maintain an abundance of transportation options to necessary service providers, especially in overburdened communities experiencing a scarcity of transportation alternatives. 🌐

TO4.7 Manage traffic in the Old Town core by considering a route parallel to main street that handles higher car and truck traffic numbers.

Transportation Goal 5:

T5 A multimodal transportation system that balances accessibility and mobility for all travel modes

Objectives:

TO5.1 Reduce the negative impacts of transportation improvements on the community by integrating 'complete streets' principles into the roadway designs of residential developments. 🌐

TO5.2 Improve multimodal circulation, prioritizing improvements that complete ADA upgrades and improve connectivity in overburdened communities experiencing a scarcity of transportation alternatives. 🚗▼

TO5.3 Give access priority to schools and other civic uses when planning, designing, and constructing transportation improvements.

TO 5.4 Increase non-motorized access to schools and other civic centers when planning, designing, and constructing transportation improvements. 🚗▼

TO5.5 Prioritize, develop, and maintain mobility hubs in transportation-efficient locations, especially in overburdened communities experiencing a scarcity of transportation alternatives. 🚗▼

TO5.6 Improve intersection functionality and decrease intersection conflicts to improve travel time and accessibility

TO5.7 Implement the City's ADA Transition Plan by prioritizing and funding barrier removal projects in the public right-of-way and integrating ADA improvements into street design, maintenance, and capital projects. Track progress in coordination with the Public Works Department and Title II grievance procedures.

TO5.8 Balance the need for motor vehicle mobility with the need for pedestrian, bicycle and transit accessibility. 🚗▼

TO5.9 Minimize unnecessary delays that increase travel time between Battle Ground and the I-5 freeway.

TO5.10 Improve access and wayfinding for better access to businesses and services through signage and proper routing.

TO5.11 Ensure parking is mitigated but available in commercial or neighborhood centers for users who cannot utilize other multimodal opportunities through on-street parking and shared parking opportunities.

Transportation Goal 6:

T6 A transportation system that is affordable and durable.

Objectives:

TO6.1 The City will work to improve the durability of transportation improvements. Implementation should include infrastructure, routes, and travel modes able to withstand and recover quickly from the impacts of extreme weather events and other hazards exacerbated by climate change.

TO6.2 Identify multiple funding sources for new projects and maintenance.

TO6.3 Equitably balance funding for transportation improvements across all transportation modes. 🚗▼

Transportation Goal 7:

T7 A multimodal transportation system that is adequate to serve the City's planned growth and development.

Objectives:

TO7.1 The City will establish a multimodal transportation concurrency system that is equitable and maintains the City's ability to grow supported by annual updates to the 6-year Transportation Improvement Program.

TO7.2 The City will evaluate transportation concurrency based on the multimodal level of service (MMLOS) standards established below:

TO7.2.1 Intersection LOS is calculated using standard Highway Capacity Manual analysis procedures for measuring the average seconds of delay per vehicle for drivers during the PM peak hour. The adopted intersection LOS standard is D or better for signalized intersections, and LOS E or better for side street movements at unsignalized intersections, provided that the intersection doesn't meet signal warrants.

TO7.2.2 Pedestrian LOS Standards are based on degree of completeness of sidewalk connections as measured on the Pedestrian System Plan network. The LOS standards shown below emphasize system completion of sidewalks or multi-use trails. The adopted pedestrian LOS standard is **ORANGE** or **GREEN** for roads in the Pedestrian System Plan network.

LOS		PRIMARY ROUTE	SECONDARY ROUTE
	P2	Meets City standards, facilities on both sides or multi-use path provided	Meets City standards, facilities on one or both sides
	P1	Facilities exist and meet City standards, but only on one side	N/A
	NF	No facilities exist or does not meet City standards	No facilities exist or does not meet City standards

TO7.2.3 Bicycle LOS Standards are based on degree of completeness of bicycle connections as measured on the Bicycle System Plan network. The LOS standards shown below emphasize system completion of bicycle lanes, shoulders and multi-use paths. The adopted bicycle LOS standard is **ORANGE** or **GREEN** for roads in the Bicycle System Plan network.

LOS		PRIMARY ROUTE	SECONDARY ROUTE
	B2	Facilities exist, including at major crossings, at acceptable stress level	Facilities exist, but higher stress level allowed (i.e., does not align with the preferred facility type)
	B1	Facilities exist, but at higher stress level (i.e., does not align with the preferred facility type)	N/A
	NF	No facilities exist	No facilities exist

Transportation Goal 8:

T8 A sustainable, multimodal transportation system to minimize adverse environmental impacts and encourage environmentally appropriate design and practices.

Objectives:

TO8.1 Reduce the impacts of the transportation system on water quality and quantity. Where appropriate, reduce stormwater impacts from transportation and development through watershed planning, redevelopment and retrofit projects, and low-impact development.

TO8.2 Reduce the impacts of the transportation system on wildlife and aquatic habitat. Where appropriate, incorporate hydrologic climate impacts into the design of water-crossing structures (i.e., climate-smart culverts and bridges) for fish passage and habitat quality.

TO8.3 Reduce air quality impacts caused by the transportation system, especially in overburdened communities with already diminished air quality by incorporating 'complete streets' principles into the roadway designs.

TO8.4 Integrate electric vehicle charging infrastructure in all new and retrofitted buildings.

TO8.5 The City will reduce the energy consumed in the transportation system by constructing active transportation facilities and reducing delay and congestion along key transportation corridors.

TO8.5 Mitigate noise impacts caused by the transportation system considering the disproportionate impacts that occur with overburdened communities when reviewing transportation improvements.

9.5 Challenges and Opportunities

This section outlines some of the challenges the City of Battle Ground faces. As use of the transportation system typically does not follow jurisdictional boundaries, these constraints apply for both the study area within the City limits and the urban growth area.

Challenge

- Battle Ground does not have direct access to the freeway, making industrial development difficult. WSDOT has already completed improvements to SR 503/502. Continue to increase freight access to I-5 to support future job growth.
- Existing Right of Way will continue to be a limited resource to balance various modes of transportation. Technical analyses and implementation of the multimodal levels of service policies will help to determine modal priorities for roadways and identify where rights of way will need to be widened through land purchases or easements.
- Current City code inhibits street connectivity and worsens access for motorized and non-motorized users.
- Interactions between freight traffic, local traffic, and pedestrian facilities are low but are still a concern.

Opportunity

- Explore new east-west pedestrian/bicycle connections in Battle Ground to improve non-motorized mobility.
- Improve connections between local streets for motorized and non-motorized travel.
- Increase access points to circuitous bicycle and pedestrian facilities
- Increase connectivity of Local Street to Arterials to ease traffic congestion and access for emergency vehicles
- Expand the network of off-street trail facilities to improve pedestrian and bicycle connections.
- Implement the recommended changes to the Motorized Freight Route Plan to further lower potential interactions between freight traffic and public facilities such as schools or community centers

Congestion and Traffic Safety

The TSP analysis shows that several intersections (three signalized and five unsignalized) will operate below the city's LOS standards when the traffic associated with 20-year growth is added to them. Improvements for the following intersections are already programmed into the City's 6-year Transportation Improvement Program (TIP), which would raise the forecast LOS at these intersections to an acceptable level:

- SR 503/NW Onsdorff Boulevard
- SR 503/SW Eaton Boulevard
- SW 20th Avenue/SW Eaton Boulevard
- Grace Avenue/E Main Street

These improvements are programmed into the City's transportation impact fee (TIF) program and mitigation funds are being collected for these projects. Future updates to the TIF program will incorporate the projects in the updated TSP transportation improvement project list to ensure that the proportionate share of project costs are collected from development to fund these improvements.

No intersections in the City UGA have accident rates greater than 1.0 accidents per million entering vehicles. The City will continue to monitor the situation and will address any issues if they were to arise.

Lack of Bicycle/Pedestrian System Connectivity

Battle Ground's bicycle and pedestrian network provides adequate north-south connectivity, but east-west routes have fewer connections. Despite the numerous improvements and system additions that have been made, the bicycle and pedestrian transportation system remains fragmented. On several streets, bicycle lanes and sidewalks exist only on one side, and some street segments have gaps. Additionally, there are few access points in locations where bicycle and pedestrian traffic is circuitous. Facilities for non-motorized travelers are mostly located in the central portions of the City while facilities on the outer portions are sparsely located and are generally found only near new residential and commercial development.

Implementation of the pedestrian and bicycle LOS standards presented in the TSP will lead to the development of a more complete and connected active transportation network. Incorporation of these standards into concurrency evaluations will help to ensure that pedestrian and bicycle facilities are installed in line with development as the City continues to grow.

Right-of-Way Limitations

Narrow public rights-of-way limit the ability to improve existing roadways without the purchase of additional right-of-way in much of the City, particularly the Old Town area in the east end of town.

The Old Town Subarea Plan (completed in 2025) reviewed the roadway network along Main Street in the Old Town area to determine the necessary transportation improvements to establish a more pedestrian- and bicycle-friendly corridor. As part of this plan, pedestrian sidewalk and crossing improvements were identified for the corridor to activate Main Street for walking and biking. Improvements were also identified for S 1st Street to establish this adjacent corridor as a potential alternate corridor for regional traffic and truck trips.

Lack of Local Street System Connectivity

Many local streets in the City are dead ends, terminating in cul-de-sacs or at barricades pending further residential development. In a few locations connections are provided for pedestrian and bicycle traffic. There may be opportunities to increase local street connectivity in residential subdivisions where additional phases will be built through the design review process, and proposed implementation code changes are likely to include requirements for increased connectivity, both for vehicular and non-motorized travel. Over the long-term, implementation of design criteria outlined in the Battle Ground Municipal Code Section 12.116.040 should help to improve street connectivity. The Local Street Connectivity Plan in the TSP should also be used when planning and reviewing proposed residential subdivisions to ensure that planned local street connections are implemented.

Freight Mobility

Freight mobility issues in the study area include heavy truck traffic created by the operation of several manufacturing plants and a dairy. Truck traffic conflicts with vehicle and pedestrian traffic to and from the schools and commercial uses along East Main Street. Another freight mobility issue concern is truck traffic along NE Eaton Boulevard between SE Grace Avenue and SR 503. Almost all the land within the City east of SE Grace Avenue is zoned for industrial use, including a portion already developed. NE Eaton Boulevard connects this industrial area with SR 503 for regional access to Vancouver Urban Area and to I-5. Truck traffic could create potential conflicts with traffic to and from schools and residential neighborhoods.

As noted above, the Old Town Subarea Plan identifies recommendations for shifting the designated truck route from Main Street to S 1st Street within the Old Town area. This will reduce interactions between trucks and pedestrians along this commercial corridor.

ADA Transition Plan Coordination

The City of Battle Ground adopted an Americans with Disabilities Act (ADA) Transition Plan in 2021 to identify physical barriers within the public right-of-way that limit access for individuals with disabilities. This plan fulfills Title II of the ADA and outlines a framework to improve accessibility in sidewalks, curb ramps, pedestrian crossings, and signal infrastructure throughout the City.

As part of the 2025 Comprehensive Plan update, the City reviewed its ADA Transition Plan and identified key opportunities for integration with its long-range transportation planning. The ADA Plan includes a self-evaluation of pedestrian facilities, prioritization of identified barriers based on location and severity, and strategies for public engagement and grievance response. Priority locations for upgrades include the downtown core, Main Street corridor, and school-adjacent streets such as Grace Avenue and Rasmussen Boulevard.

The City will implement ADA upgrades through:

- Standalone retrofit projects,
- Integration with other capital improvements (e.g., street resurfacing or sidewalk infill), and
- Ongoing maintenance and replacement programs.

To ensure long-term compliance and funding alignment, ADA priorities will be coordinated with the City's Transportation Improvement Program (TIP), multimodal LOS goals, and annual Capital Improvement Program (CIP). The Public Works Department will continue to manage implementation, maintain a public-facing grievance process, and respond to barrier removal requests in accordance with the ADA Plan.

This subsection also supports compliance with the Growth Management Act (RCW 36.70A.070(6)(a)(iii)(G)), which requires cities to address ADA transition planning in their Transportation Elements

10 Capital Facilities

10.1 Purpose

The Capital Facilities Element addresses the infrastructure the City envisions to meet the needs of its citizens. This Element coordinates and provides consistency among the many City plans for capital and service improvements. Future services and their associated facility needs are coordinated with the planned population and growth patterns established by the Comprehensive Plan's Land Use and Growth Management Elements. Proposed major capital expenditures planned throughout the city are identified, and six-year financing strategies and requirements are addressed for all major City capital programs.

Emphasis throughout this Element is placed on those services provided by the City of Battle Ground such as police, fire, and schools. Additional services and associated capital facilities such as water, storm drainage, and sewer services are required in this section by the GMA for direct concurrency provisions. However, additional analysis is in the Utilities Element. Transportation facility analysis, which is also mandated by the GMA, is provided separately within the Transportation Element. Parks and recreation facilities are included in this element per GMA requirement, but additional analysis and planning information is included in the Parks Element.

Documents Cited in the Element

The following facility plans, as amended, are adopted by reference within this Plan. These individual plans should be consulted for additional detail on existing conditions, future needs and costs, and financing methods.

- City of Battle Ground Water System Master Plan, August 2023
- City of Battle Ground General Sewer Plan, December 2015
- City of Battle Ground Parks, Recreation and Open Space Plan, July 2022
- City of Battle Ground Stormwater Management Plan, March 2025

- City of Battle Ground Fire Capital Facilities Plan, December 2022
- City of Battle Ground Transportation System Plan, November 2021
- Battle Ground School District Capital Facilities Plan, May 2022
- Battle Ground Public Works Capital Projects Summary, 2025

Regulatory Context

Growth Management Act

This Capital Facilities Element is developed in accordance with the GMA's requirements for public facility planning and programming in support of comprehensive plans. The following are required under RCW 36.70A.070:

- An inventory of existing capital facilities owned by public entities, including green infrastructure, showing the locations and capacities of the capital facilities;
- A forecast of the future needs for such capital facilities;
- The proposed locations and capacities of expanded or new capital facilities;
- At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and
- A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities plan element.

Additional information on other public entities that own capital facilities will also be included within this Capital Facilities Element.

The City of Battle Ground is responsible for providing facilities including, but not limited to, municipal facilities, police and fire protection, parks and recreation, streets, water and sanitary sewer services, and storm drainage services. The GMA requires growth to occur first in developed areas already served by public services and utilities, and then in undeveloped areas needing new services as identified in the Land Use Element.

The GMA established that public facilities and services necessary to support development shall be adequate at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards. These established standards, funding strategies, and capital facility needs are found in the subsections that follow for each service sector.

Capital Improvement Program (CIP) Annual Review Process

The annual CIP review process ensures consistency between capital investments and the City's adopted goals, policies, and land use plans, as required under the GMA (RCW 36.70A.120). Annual review of the CIP helps align City budgeting and implementation efforts with long-range planning, ensures fiscal responsibility, and provides transparency for residents and decision-makers.

Each year, the City reviews its multi-year Capital Improvement Program to evaluate progress on planned infrastructure investments, update project priorities, and coordinate capital spending with available funding. The process draws on information from multiple departments—primarily Public Works, Finance, and Community Development—and is closely tied to the City's budget development timeline.

The review process helps to:

- Confirm that capital investments support adopted Level of Service (LOS) standards;
- Adjust for updated cost estimates, development trends, or funding availability;
- Identify projects necessary to serve planned growth within the Urban Growth Area; and
- Ensure coordination across water, sewer, stormwater, transportation, parks, and public facilities.

CIP Review Cycle

The CIP review process generally occurs in parallel with the City's budget cycle, beginning in spring/summer and concluding with Council adoption of the budget in December. Departments submit revised project scopes, cost estimates, and funding assumptions to the Finance Department for evaluation and compilation into the proposed budget and capital improvement plan.

Key phases of the annual review cycle:

1. **Departmental Updates**
   Each department (e.g., Public Works, Parks, Engineering) reviews its 6-year capital projects and identifies proposed updates to costs, schedules, or project scope. Projects may be reprioritized based on need, grant opportunities, development activity, or Council direction.
2. **Interdepartmental Coordination**
   Staff from Finance, Community Development, and Public Works meet to ensure that projects align with land use goals, Level of Service standards,

and anticipated growth areas. Project funding strategies are discussed and refined.

3. **Preliminary Capital Plan Compilation**
   The Public Works Department consolidates proposed project updates into a draft 6-year CIP for internal review. This document includes estimated costs, funding sources (e.g., impact fees, utility rates, grants), and phasing.
4. **Review and Refinement**
   City leadership reviews the draft CIP and may adjust it to reflect funding constraints, policy direction, or project readiness. Coordination with other planning documents, such as utility master plans, occurs at this stage.
5. **Public and Council Review**
   The draft CIP is included in budget workshops and public hearings, typically in August–October. Community members and advisory boards may provide input prior to Council adoption.
6. **Adoption and Integration**
   The CIP is adopted as part of the City's budget. It informs project planning, grant applications, and impact fee programming in the year ahead.

Exhibit 10-1. Battle Ground Annual CIP Review Timeline



Sources: City of Battle Ground Consolidated CFP, 2025; City of Battle Ground Annual Comprehensive Finance Report, 2024; City of Battle Ground 2025.

Roles and Responsibilities

- **Finance Department**: Coordinates the overall CIP update process; tracks funding sources; ensures consistency with budget and financial policies.
- **Public Works Department**: Leads project scoping and cost estimating for water, sewer, stormwater, and transportation projects.

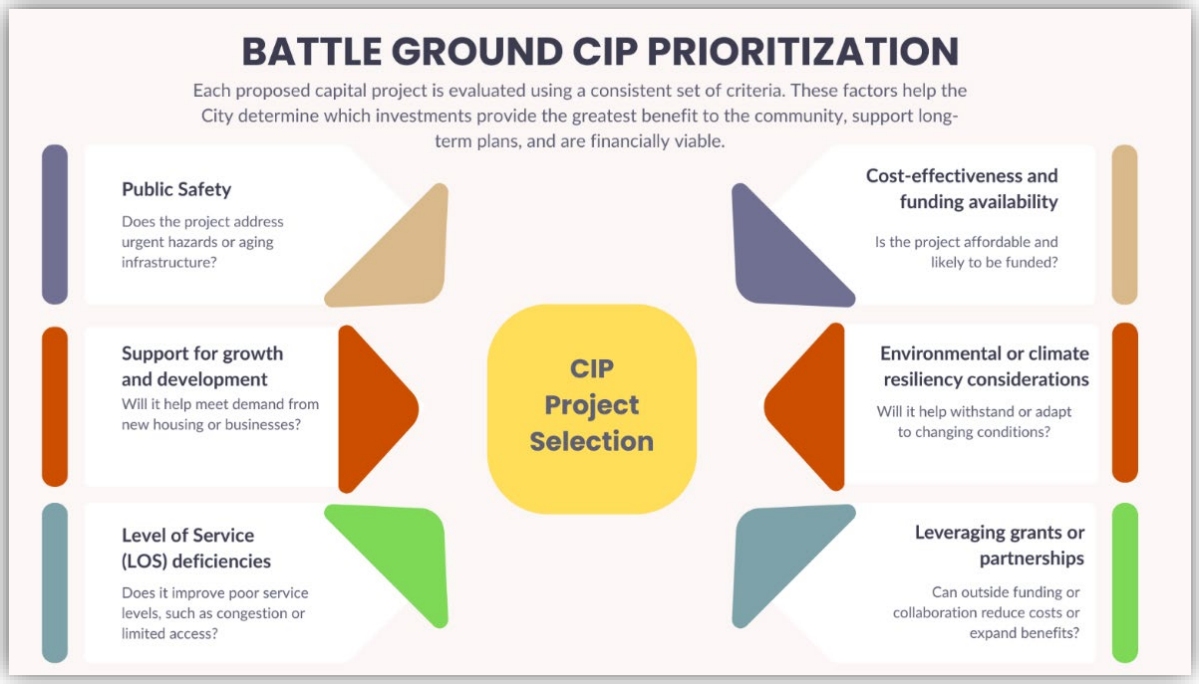
- **Parks & Recreation**: Updates parks and trails projects based on the PROS Plan and community needs.
- **Community Development**: Reviews project alignment with the Comprehensive Plan and facilitates consistency with land use, concurrency, and LOS standards.
- **City Manager and Council**: Provide policy direction; review and adopt final budget and CIP.

Evaluation Criteria

Projects are prioritized based on:

- **Public safety and system reliability**. Projects that address safety concerns or fix aging infrastructure are given top priority. These investments help prevent system failures and protect residents from hazards.
- **Support for growth and development**. Projects are evaluated based on how well they serve new housing, businesses, or anticipated growth areas. This ensures the City's infrastructure keeps pace with demand.
- **Level of Service deficiencies**. When services like roads, parks, or utilities fall below adopted standards, projects that improve them are prioritized. This helps maintain quality and access across the community.
- **Cost-effectiveness and funding availability**. Projects that make good use of public funds or are ready to move forward with available dollars are favored. This helps the City stay on budget and maximize value.
- **Environmental or climate resiliency considerations**. The City considers how projects support long-term environmental health or resilience to climate impacts. This might include green infrastructure or energy-efficient design.
- **Opportunities to leverage grants or partnerships**. Projects that bring in outside funding or involve partnerships with other agencies can stretch local dollars further. These opportunities help expand impact with less local cost.

Exhibit 10-2. Capital Project Specific Evaluation Criteria



Sources: City of Battle Ground Water System Plan, 2022; City of Battle Ground General Sewer Plan, 2015; Stormwater Management Program Plan, 2024; Transportation System Plan, 2021.

Relationship to the Comprehensive Plan

The annual CIP review process is the City's primary tool for implementing the Capital Facilities Element. It translates the Comprehensive Plan's long-range goals into short- and mid-range investments. Through this process, the City maintains a six-year financing plan for needed capital facilities and ensures compliance with concurrency, LOS, and fiscal sustainability standards.

Public Engagement

Community members have an opportunity to provide input on capital investments through the City's annual budget hearings and other planning processes such as updates to utility system plans or the Transportation Improvement Program (TIP).

CIP Review Program Goals

Goals to strengthen the annual CIP process:

- Enhance opportunities for community engagement and input during the CIP development process;
- Standardize CIP evaluation criteria across departments;
- Use asset management data to support long-term reinvestment decisions;

- Track and report implementation progress year over year.

Capital Facilities Funding Strategy and Project Crosswalk

To support long-range planning and fiscal transparency, the City of Battle Ground has compiled a crosswalk of capital improvement projects and their anticipated funding sources. This tool improves visibility into how capital facility needs—identified through system plans, capital assessments, and departmental priorities—will be supported by a combination of grants, utility rates, impact fees, and City funds.

The following tables summarize projects across major infrastructure systems, including water, sewer, stormwater, transportation, and parks. For each project, the crosswalk includes the estimated cost, general funding strategy, and anticipated project timeframe. Projects may be fully or partially funded, and funding strategies may be refined as system plans, budgets, and development patterns evolve.

These crosswalks support consistency with the Washington State Growth Management Act (RCW 36.70A.070(3)), which requires capital facilities elements to include a six-year financing plan that identifies sources of public funds for needed improvements. They also support the City's annual budget process, impact fee programming, and grant funding strategies.

Exhibit 10-3. Stormwater System CIP Funding Crosswalk*

Project Name	Start Year	End Year	Cost (est.)	Funding Sources
Stormwater Facility – Railroad Ditch	2023	2027	$3,571,000	Grants or Other
Ditch Elimination – SE Eaton Blvd	2025	2045	$1,262,000	Stormwater SDCs, Grants, or Other
Operations Center Expansion	2026	2028	$3,917,000	To be determined
Regional Detention – West Terminus of SW 10th Street	2028	2030	$3,306,000	Grants or Other
Railroad Ditch Elimination – Phase 1	2030	2031	$3,010,000	Stormwater SDCs, Grants, or Other

**For a full list of stormwater projects, see the City's 2025 Stormwater Management Plan and Capital Improvement Program*
Source: *City of Battle Ground Stormwater Management Plan and Capital Improvement Program, 2024*

Exhibit 10-4. Water System CIP Funding Crosswalk*

Project Name	Start Year	End Year	Cost (est.)	Funding Sources
Annual Waterline Replacement Program	2021	2040+	$63,506,000	Water Rates, Utility Revenues
Inspection of Tukes Mt. Reservoir System	2021	2021	$50,000	Water Utility Fund
Pioneer to Cherry Grove Transmission Main	2023	2024	$4,000,000	Utility Fund, Potential Grants
NE 219th St. Booster Pump Station Upgrades	Beyond 2026	Beyond 2026	$1,200,000	Water Utility Fund
New 1.5 MG Reservoir	Beyond 2026	Beyond 2026	$3,600,000	Water Utility Fund

*For a full list of water projects, see the City's 2022 Water System Plan.
Source: *City of Battle Ground Water System Plan, 2022*

Exhibit 10-5. Sewer System CIP Funding Crosswalk*

Project Name	Start Year	End Year	Cost (est.)	Funding Sources
Sewer Main Oversizing	Ongoing	2026	$1,200,000	Developer Contributions, Sewer Fund
Inflow & Infiltration (I&I) Rehab Projects	Ongoing	2026	$1,800,000	Sewer Utility Fund
City Funded Sewer Extensions	Ongoing	2026	$450,000	Sewer Utility Fund, LIDs (if applicable)
Transmission Station Replacements	TBD	TBD	$600,000	Sewer Utility Fund

*For a full list of sewer projects, see the City's 2015 General Sewer Plan and upcoming 2025 update.
Source: City of Battle Ground General Sewer Plan, 2015

Exhibit 10-6. Transportation System CIP Funding Crosswalk*

Project Name	Start Year	End Year	Cost (est.)	Funding Sources
SR 503 & NW Onsdorff Blvd Intersection Improvements	Near Term	2029	$2,000,000	Transportation Impact Fees, Grants

Project Name	Start Year	End Year	Cost (est.)	Funding Sources
NW 12th Ave to SR 503 Major Collector Completion	Near Term	2029	$1,700,000	City Funds, Developer Contributions
SW 20th Ave Improvements	Long Term	2040	$5,600,000	Transportation Impact Fees, City Funds
SW Eaton Blvd Reconstruction (Segment)	Near Term	2029	$5,400,000	Grants, City Funds
Chelatchie Prairie Rail Trail	Near Term	2029	$200,000	Grants, Parks Impact Fees

*For a full list of transportation projects, see the City's 2021 Transportation System Plan.
Source: City of Battle Ground Transportation System Plan, 2021

Exhibit 10-7. Parks System CIP Funding Crosswalk*

Project Name	Start Year	End Year	Cost (est.)	Funding Sources
Community Park Expansion and Improvements	2026	2028	$3,500,000	Parks Impact Fees, Grants, General Fund
Neighborhood Park Land Acquisition	2025	2027	$1,200,000	Parks Impact Fees
Trail Gap Connections	Ongoing	2030	$750,000	Grants, Parks Impact Fees
ADA Park Access Improvements	2024	2028	$500,000	Grants, General Fund

*For a full list of parks projects, see the City's 2022 Parks, Recreation, and Open Space Plan (PROS).
Source: City of Battle Ground Parks, Recreation, and Open Space Plan (PROS), 2022

These crosswalks will be updated periodically as part of the City's budget and CIP review processes and may be included in future system plan updates or impact fee recalculations. They provide a baseline for tracking the financial feasibility of capital improvement needs and ensure consistency between planned growth, LOS targets, and available funding.

10.2 Conditions and Trends

The conditions of capital facilities vary depending on the type of facility. Utilities, such as water and sewer, are generally in good condition due to dedicated and reliable funding sources. Other facilities, like transportation and stormwater, are more difficult to operate and maintain largely due to funding challenges and the need to comply with federal or state regulations. Capital facilities supporting general governmental services (e.g., Police, Fire, Parks, Library) are even more challenging to establish and fund, as most rely on the City's General Fund to operate.

Levels of Service (LOS) for Parks and Transportation can be found in their corresponding elements.

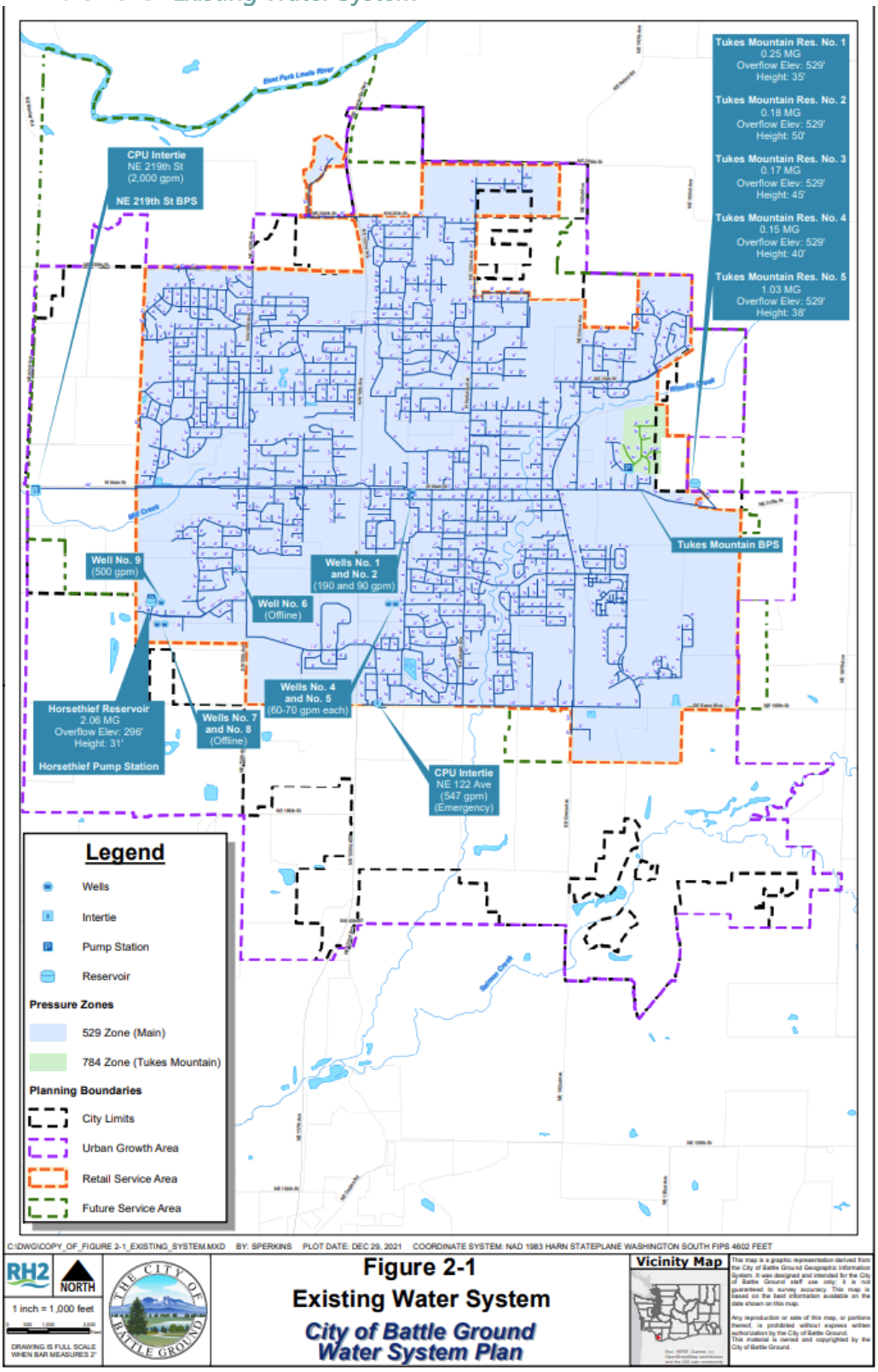
The conditions of the water, sewer, and stormwater systems are as follows:

Water

The City provides water services to its residents and to a limited area adjacent to the city limits. The Battle Ground Water System Plan documents the City's water system infrastructure and evaluates the system's physical and financial adequacy to provide water to existing customers and projected growth within the water service area. The plan includes an inventory of existing facilities, development of criteria for water system analysis, a hydraulic analysis of water system performance, a CIP based on hydraulic analysis, and a financial plan to fund the proposed CIP and assess existing revenue and expenses. This plan also includes an assessment of the City's groundwater resources, water rights, operations, and water use efficiency program.

The City's primary water supply comes from eight groundwater wells with on-site chemical treatment and filtration. Additional emergency resources are available from Clark Public Utilities (CPU). The City has six storage reservoirs with a total capacity of approximately 3.54 million gallons. The distribution system consists of two booster pump stations and approximately 75 miles of transmission and distribution mains. The City of Battle Ground adopted the Battle Ground Wellhead Protection Plan in 2000 and updated it in 2012.

Exhibit 10-8: Existing Water System



Source: Battle Ground Water System Plan, 2023

Level of Service

There are currently no minimum LOS standards for water service provision in the City of Battle Ground. As documented in the Clark County Coordinated Water System Plan, all areas of the County fall within the designated service area of an existing water purveyor. These purveyors are responsible for rate setting and ensuring water is provided to all customers within their service boundaries. Currently, the City of Battle Ground's water system requires staff, funding, and infrastructure to implement the City's ongoing capital improvement program and to replace old components to meet the requirements mandated by federal and state laws. See list of water facilities improvements identified in the 2025 Capital Improvement Project Summary in **Exhibit 10-9**.

Future Capacity Needs

The City's 2022 Water System Plan projects that by 2030, water demand in Battle Ground will exceed available supply during peak periods unless additional capacity is developed. Planned improvements include increasing the NE 219th Street Booster Pump Station capacity and doubling the Clark Public Utilities (CPU) intertie capacity from 2,000 gpm to 4,000 gpm. These upgrades are necessary to meet future peak demand and address storage deficits projected at 1.45 MG by 2040. The City is also considering the construction of a new 1.5 MG reservoir near Tukes Mountain and potential rehabilitation or replacement of existing wells to ensure supply reliability. If CPU intertie capacity is not expanded, a new groundwater well will be needed in the Upper Troutdale Aquifer.

Additional improvements to maintain LOS include potential upgrades at the Tukes Mountain and Horsethief Booster Pump Stations, siting and building additional reservoir capacity, and bringing Well #6 back online with iron/manganese filtration. These efforts are essential to support continued residential and commercial development and maintain compliance with system reliability standards.

Exhibit 10-9: Water Capital Improvement Projects, 2025

Water Project	Project Number	2025 Budget	Estimated Completion
1.46 MG Water Reservoir	CP-WA-2022-01	$6,000,000	2024-Q4
2025 Water Line Replacement	RR-WA-2025-01	$250,000	2025-Q2
Booster Pump Station #2 - Access Improvements	CP-WA-2025-01	$50,000	2026-Q1
CPU Intertie Upgrade	CP-WA-2024-01	$300,000	Undetermined
Horse Thief Canyon Reservoir - Exterior Cleaning	MA-WA-2025-01	$15,000	2025-Q2
NW 5th Street - Water Line	CP-TR-2015-06	$10,000	2025-Q1
Paradise Point Transmission Line	CP-WA-2024-02	$500,000	Undetermined
SE Grace Avenue Phase II - Water Line	TR1006	$10,000	Undetermined
Small Project Allowance	NA	Undetermined*	NA
SW Eaton Boulevard Improvements - Water Line	CP-TR-2019-01	$10,000	Undetermined
Well #6 Treatment Installation	CP-WA-2019-01	$50,000	2024-Q1
Well #9 Rehabilitation	RR-WA-2025-02	$75,000	2025-Q2
Well #12 Installation	CP-WA-2022-02	$300,000	Undetermined
Wells #4 & #5 Well House Upgrades	RR-WA-2025-03	$30,000	2026-Q1
Wells #7 & #8 Building Repair	RR-WA-2024-02	$30,000	2025-Q1

Source: City of Battle Ground Public Works Department Capital Improvement Project Summary, 2025
* Project Shares $50,000 Public Works Small Project Allowance Budget

Sewer

As of the 2015 plan, the City owns, operates, and maintains over 60 miles of sanitary sewer collection lines and mains. Most of the collection system consists of 8-inch-diameter pipes with trunk and interceptor sewers constructed of larger diameter pipe, ranging in size from 10- to 30-inch diameter. A large portion of the system was constructed between 1958 and 1966 and consists of

concrete and asbestos cement pipe. More recent sewer construction consists of PVC sewer pipe.

The collection system utilizes 11 sewage pumping stations and force mains. All pump stations, except for pump stations No. 1 and No. 2, are duplex systems, with each pump capable of pumping the design capacity. Pump stations No. 1 and No. 2 are triplex submersible facilities with equally sized pumps. All pump stations, except for Pump Station No. 6, have a backup power supply in the form of an on-site generator. A summary of the pump stations is shown in **Exhibit 10-10**.

Exhibit 10-10: Sewage Pump Station Summary

Pump Station #	Location	Pump (Horsepower)	Design Capacity	Emergency Generator
1	Treatment Plant	25	2,700 (triplex)	Diesel
2	Gardner	98	5,200 (triplex)	Diesel
3	BG West	12	250	Propane
4	Cedars	10	160	Propane
5	Cedars East	7.5	54	Propane
6	Industrial	5	235	None
7	Country Terrace	3	140	Propane
8	Winchester Ranch	5	220	Propane
9	Clover Meadows	3	125	Propane
10	Horsethief Canyon	3.2	100	Propane
11	Lewisville	30	1,325	Propane

Source: City of Battle Ground General Sewer Plan (June 2017)

Level of Service

The Sewer Plan uses standard textbook design criteria, along with the guidelines presented in the Orange book for conceptual design of the facilities

presented in the plan. The sewer is sized to accommodate a 50-year development basin assuming current zoning within the UGA and five residential units per acre for all areas outside the UGA. Sewers are sized for 80 percent of peak discharge assuming no surcharge. The sizing of pump station and force main capacity is based on 20-year flow projection.

The Sewer Plan does not address wastewater treatment and disposal. Currently, all of Battle Ground wastewater discharges to the Salmon Creek wastewater management system, which discharges to the Salmon Creek Wastewater Treatment Plan (SCWTP) for treatment and disposal. The City has an interlocal agreement with the Discovery Clean Water Alliance for treatment of sewage by SCWTP. See list of water facilities improvements identified in the 2025 Capital Improvement Project Summary in **Exhibit 10-11** and **Exhibit 10-12.**

Future Capacity Needs

The City's conveyance and treatment systems are currently adequate for existing demand. However, future growth will require significant reinvestment to maintain capacity and system integrity. Key near-term priorities include pump station rehabilitation (particularly Pump Station #8), sewer main upsizing, and continued investment in inflow and infiltration (I&I) reduction. Long-term planning will evaluate the capacity needs of growth areas to the west and south, including new gravity lines, regional coordination with the transmission system, and possible conversion of smaller neighborhood pump stations to gravity service. The 2015 General Sewer Plan identifies long-term service needs, but a new plan is underway to reflect updated growth patterns and infrastructure priorities.

Capacity improvements to serve the western and southern UGA areas will be needed, including new gravity lines, pump station upgrades, and coordination with the regional transmission system operated by the Discovery Clean Water Alliance. Long-term planning will also consider opportunities to convert smaller neighborhood pump stations to gravity service, improving reliability and reducing O&M costs.

Exhibit 10-11: Sewer Capital Improvement Projects, 2025

Sewer Project	Project Number	2025 Budget	Estimated Completion
2024 Sanitary Sewer I&I Repairs	NA	Undetermined*	2024-Q3
2025 Sanitary Sewer I&I Repairs	NA	Undetermined*	2024-Q3
NE 92nd Avenue Pump Station	CP-SS-2020-03	$2,000,000	2024-Q1
Pump Station #7 - Generator Replacement	RR-SS-2023-02	Undetermined**	2023-Q2
Pump Station Generator Plugs	CP-SS-2025-01	$10,000	2025-Q2
Small Project Allowance	NA	Undetermined**	NA
2025 General Sewer Plan	NA	$100,000	2025

Source: City of Battle Ground Public Works Department Capital Improvement Project Summary, 2025
* Project Shares $150,000 Public Works I&I Repairs Budget
** Project Shares $50,000 Public Works Small Project Allowance Budget

Stormwater

The Battle Ground drainage system discharges the runoff it carries to local streams, primarily Woodin Creek and Mill Creek, as well as both tributaries of Salmon Creek. The Battle Ground Stormwater Management Plan addresses the improvements of existing facilities and the construction of new ones to meet projected stormwater-related flows. Local concern for flooding and water quality is the primary motivation for the City's stormwater CIP, which increases capacity of the storm drainage system and provides water quality upgrades.

Level of Service

The Stormwater Management Plan bases its recommended system improvements on federal regulations including Clean Water Act, the Endangered Species Act, and the Safe Drinking Water Act. Of these, the greatest impact on the City's stormwater program is the Clean Water Act. The Clean Water Act's National Pollutant Discharge Elimination System (NPDES) municipal stormwater permitting program requires permittees, such as the City of Battle Ground, to control pollutants discharging into and from its municipal drainage systems. These standards are based on design criteria and best management practices intended to help the City meet future federal water quality requirements. See list of water facility improvements identified in the 2025 Capital Improvement Project Summary in **Exhibit 10-13.**

Future Capacity Needs

The City's stormwater infrastructure is expected to experience increased pressure from future development and redevelopment. Priority needs include increasing regional detention and treatment capacity, expanding conveyance in key growth areas, and addressing known bottlenecks. The City is also working to align with current and anticipated NPDES permit requirements, which include stronger standards for runoff treatment and water quality.

The 2025 Stormwater Management Program Plan (SWMP) identifies a need for upgrades at regional facilities to support future land use intensity, particularly in the Salmon Creek and Woodin Creek basins. The City will continue to implement green infrastructure where feasible and focus on drainage system upgrades in infill neighborhoods, which may include pipe upsizing, catch basin retrofits, and new treatment systems. Capacity needs will be further refined through ongoing basin-specific planning and the upcoming update to the City's Comprehensive Stormwater Plan.

Exhibit 10-12: Stormwater Capital Project Summary

Stormwater Project	Project Number	2025 Budget	Estimated Completion

2025 Stormwater Facility Reconstruction	RR-DR-2025-01	$150,000	2025-Q3
2025 Television Inspection	NA	$50,000	Undetermined
Jewel Creek Bypass	RR-DR-2022-03	$150,000	2025-Q2
Old Town Retrofits	RR-DR-2024-01	$100,000	Undetermined
RR Ditch Maintenance	MA-DR-2023-02	$100,000	2025-Q1
RR Ditch Stormwater Facility	CP-DR-2023-01 PW2335	$400,000	Undetermined
Small Project Allowance	NA	Undetermined*	NA

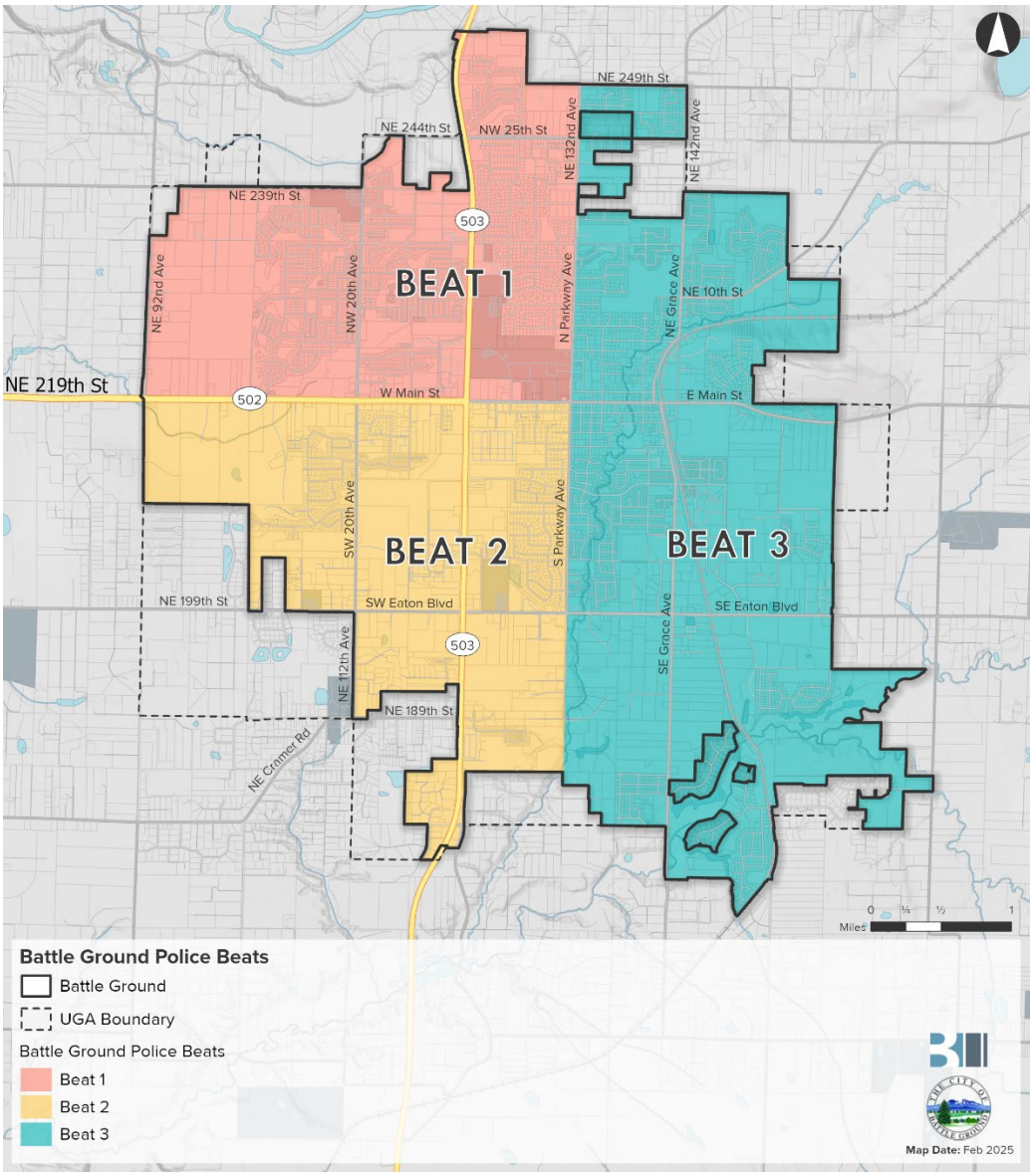
Source: City Of Battle Ground Public Works Department Capital Improvement Project Summary, 2025
* Project Shares $50,000 Public Works Small Project Allowance Budget

Police

Existing Conditions

Battle Ground police services are provided by the Battle Ground Police Department (BGPD). As of 2023, the department consists of 29 officers, one chief of police, two lieutenants, and several administrative personnel to offer departmental support. The department services the incorporated areas of Battle Ground and is supported in part by the Clark County Sheriff's office. A map of the Battle Ground Police Department Beats overlaid on the department service area is shown in **Exhibit 10-14**. Currently the station is housed within a municipally owned joint police and fire complex.

Exhibit 10-13: Battle Ground Police Department Beats



Sources: LexisNexis Community Crime Map, 2024; BERK, 2025

Level of Service

Levels of service standards for police services are the number of commissioned officers per 1,000 in population. 2022 population for the city was estimated by the US Census Bureau to be 21,628. The means that there were 1.11 officer FTE positions filled per 1,000 in population in the city of Battle Ground in 2022.

In 2023, Battle Ground Police had 29 full-time Commissioned officers and an ACS-estimated population of 21,910 (Up from 24 in 2022). This resulted in a level of service of 1.32 officer FTEs per 1,000 in population. This increase in the overall number of officers per capita was combined with a reduction in both

"person crimes" and "property crimes." Battle Ground Police Monthly Activity Reports show that this level of service is likely adequate, and a higher level of service is not necessary to meet standards. As noted here, despite an increase in the overall number of officers and the population, the number of dispatched events that BGPD responded to stayed relatively consistent while the number of officer-initiated events increased.

Future Capacity Needs

The department's current facilities and fleet assets are generally adequate, though anticipated population growth will increase service demands and may necessitate future expansions. While the existing station is expected to remain functional in the near term, long-range planning will consider options for expansion, remodeling, or relocation to accommodate future growth and technology upgrades.

The City may also evaluate satellite office needs or investments in mobile command capabilities, especially if annexations or major development areas increase geographic service areas. No major capital investments are currently programmed, but the City will continue to monitor police facility utilization in coordination with budget and staff planning.

Facilities & Equipment Deficiencies

The Battle Ground Police Department maintains one station and several police vehicles. The station is 18,277 square feet and built on land purchased in 2004. The building was permitted and built in 2005. The 2024 budget highlights HVAC improvements (funded by Real Estate Excise Tax, or REET), installation of new security cameras (funded by Community Oriented Policing Services, or COPS, technology grant), and a yet unfunded roof replacement for the station. Each of these capital projects is meant to improve the overall capacity and quality of service provision for the department while maintaining existing capital facilities.

As of the 2022 fiscal year, the department maintained 20 police vehicles with plans to purchase additional vehicles as part of future capital improvements.

Fire Services and Facilities

Existing Conditions

Effective January 1, 2021, the City of Battle Ground annexed into the service area of Clark County Fire District #3 for the purpose of providing emergency services, including fire and EMS service. The current fire station (Station 35), located at 505 SW 1st Street, serves the entire City with office and living quarters, and two pumper trucks. It is the responsibility of the City, as it is part of the Public Safety complex. The station facility is owned and provided by the City of Battle Ground. However, equipment from this station can be used outside of the city. The current fire station, located at 505 SW 1st Street, serves the entire city and includes the following apparatuses and amenities:

- Living quarters
- Two engines
- One ladder truck
- One staff vehicle
- One squad vehicle

Level of Service

The Level of Service standard for the Fire District is based on response times. The standard of cover for all of Fire District #3 is reaching emergencies within 6 minutes on 90% of priority calls, 15 minutes in "frontier" areas 75% of the time, and 12 minutes 90% of time for incidents overall. Station 35 met the six-minute goal 88% of the time in 2020 and responded to 2,679 calls, or 62% of the Fire District's entire call volume. Most (79%) calls in the district in 2020 were for medical response, reflecting a growing trend of decreasing fire calls due to stricter building codes and increasing medical calls due to population growth.

Aside from response time standards of cover, the department also utilizes the Insurance Services Office (ISO) rating to measure the Fire District's ability to respond to fires and other emergencies. ISO ratings are based on emergency communications, facilities, staffing, training, equipment, water supply, and risk reduction. The department is scored between 1 and 10 based on these metrics, with 1 being the most prepared and 10 being the least. Fire District #3 established an ISO rating of 4 as the minimum acceptable rating and bases capital facility, apparatus, and staff investments on maintaining this score.

Future Capacity Needs

To determine the portion of future fire protection facilities attributable to new growth, this Capital Facilities Element assumes that only new capital investments, not the costs associated with existing facility capacity, will be attributable to growth. Therefore, while only a portion of the capital investments will benefit new development (existing capacity plus future capacity); the proportionate share is based upon future investment only.

Clark County Fire District #3 has identified a 20-year capital program totaling $22.6 million, with approximately 46% attributed to new development. This includes a new fire station located within the city, a second station in the unincorporated service area, a regional training facility, and several new apparatus acquisitions. These investments are necessary to maintain ISO rating and response time standards amid growing call volumes and expanded development.

Specific capacity-related investments include:

- Two new fire stations (one inside city limits)

- One new training tower
- Four new pumper trucks
- One ambulance/rehab unit
- Two squad vehicles and six staff vehicles

Fire District #3's projections anticipate call volumes increasing from 4,300 annually to over 8,000 by 2035, driven largely by residential growth in the Battle Ground area. The City will continue coordinating with the Fire District to identify funding strategies and facility siting priorities.

Exhibit 10-15 indicates the 20-year costs of new fire facilities needed to serve the combined demand of both existing and new development. The average costs identified in **Exhibit 10-15** are based upon actual costs of similar facilities in Clark County. The table does not include interests or other financing costs. Further, the estimates contained in **Exhibit 10-15** assume recent construction and acquisition costs for facilities. These capital costs are expressed in 2021 dollars. The data contained in **Exhibit 10-15** also assume that the fees and other revenue sources will be reviewed on a regular basis and real costs of the capital items adjusted to reflect increases due to inflation.

Exhibit 10-14: Cost of Fire Capital Facilities Needed to Serve New Development

Qty.	Facility	Description	Rate	Cost
1	New Fire Station	Located in City of Battle Ground		$11,600,000
1	New Fire Station	Unincorporated		$7,000,000
1	Training Tower	Pre-fabricated building.		$650,000
4	Class A Pumper Truck		$650,000/vehicle	$2,600,000
1	Ambulance/Rehab Vehicle		$150,000/vehicle	$150,000
2	Squad Vehicle		$150,000/vehicle	$300,000
6	Staff Vehicle		$50,000/vehicle	$300,000
Total Estimated 20-Year Expenditures				**$22,600,000**

Source: Clark County Fire District #3 Capital Facilities Plan, 2022

Station 35 Deficiencies

The 2022 Clark County Fire District #3 Capital Facilities Plan includes a financial resources and improvement plan to address required new facilities from 2020 to 2026. The plan estimates needed capital facilities based upon anticipated growth in both residential and non-residential land uses. The required new capital investments include a proposed larger fire station and several new apparatuses to meet current ISO rating and minimum response time standards.

Schools

Existing Conditions

Battle Ground Public Schools (herein referred to as "The District") has prepared its 2022 Capital Facilities Plan (CFP) to identify current facility inventory and provide a schedule and financing plan for capital improvements. The District serves the City of Battle Ground, the town of Yacolt, and a portion of the City of Vancouver. Student population in the 2023-2024 school year was 12,691 students in the District's 19 schools. Facilities include seven primary schools (K-4), six middle schools (grades 5-8), two comprehensive high schools (grades 9-12), one high school science magnet program (CASEE-B), one alternative high school (Summit View), one alternative K-12 school (River Homelink), one alternative grade 3-12 school program (CAM), and an accredited online-only schooling option (Battle Ground Virtual Academy). A full list of school facilities can be found in **Exhibit 10-16**.

Exhibit 10-15: Schools in Battle Ground School District

Elementary (K-4)	Middle (5-8)	High (9-12)	Alternative Schools (Grade Level)
Captain Strong	Amboy	Battle Ground	CAM ALE (3-12)
Daybreak	Chief Umtuch	Prairie	River Homelink ALE (K-12)
Glenwood	Daybreak		Battle Ground Virtual Academy (K-12)
Maple Grove	Laurin		CASEE B – HS Magnet (9-12)

Sources: BGSD CFP, 2022

Level of Service

School level of service is a function of grade level and homeroom class size. It excludes special use classrooms and support facilities/spaces. Maximum

homeroom classroom size standards, as well as required special use facilities, by grade level are listed in **Exhibit 10-17**.

Exhibit 10-16: Battle Ground Public Schools Level of Service Standards

Grade	LOS	Additional spaces required
PK & K	22 students/homeroom	Library/media resource center Cafeteria Adequate office space for counselling, mental health, and nursing Adequate parking for staff and families
1	23 students/homeroom	
2	23 students/homeroom	
3	23 students/homeroom	
4	25 students/homeroom	
5	28 students/homeroom	Separate classrooms for special education Cafeteria Science labs and other specialized Science, Technology, Engineering, and Mathematics (STEM) facilities Special programs Intervention program instructional space Individual and group study rooms, practice labs, and production rooms Media center/library Music, theater arts, visual arts, career, and technical education facilities Adequate office space for counselling, career development, mental health, and nursing Adequate parking for staff and families
6	28 students/homeroom	
7	28 students/homeroom	
8	28 students/homeroom	
9	30 students/homeroom	
10	30 students/homeroom	
11	30 students/homeroom	
12	30 students/homeroom	

Source: Battle Ground School District Capital Facilities Plan, 2022; BERK, 2024.

Facility Deficiencies

Information from 2023 on enrollment projections and number of homeroom facilities in each school informs current facility deficits. School capacity numbers were published in the District's 2022 Capital Facilities Plan. The following

exhibits show that the overall permanent facility capacity for elementary schools and middle schools is 447 students and 302 students below current enrollment, respectively. This means that overall, schools are over capacity. High school permanent capacity is 302 below enrollment, meaning that there is currently a high school facility surplus.

Exhibit 10-17: Battle Ground Primary Schools Capital Facilities Inventory

Traditional Primary School	Building Area (Sq. ft.)	2023-2024 enrollment	Permanent capacity	Portables	Teaching stations (2022)	Average class size	Deficit/ Surplus
Captain Strong 1002 NW 6th Ave, Battle Ground	71,511	636	589	14	26	24.5	(47.00)
Daybreak 1900 NW 20th Ave, Battle Ground	62,389	520	517	8	23	22.6	(3.00)
Glenwood 9716 NE 134th St, Vancouver	44,261	588	452	24 +Cafeteria +Daycare	20	29.4	(136.00)
Maple Grove 610 B SW Eaton Blvd, Battle Ground	82,043	535	616	4	28	19.1	81.00
Pleasant Valley 14320 NE 50th Ave, Vancouver	49,726	549	411	14	18	30.5	(138.00)
Tukes Valley 20601 NE 167th Ave, Battle Ground	62,389	463	469	10	32	14.5	6.00

Yacolt 406 W Yacolt Rd, Yacolt	71,857	718	579	16 +Daycare	25	28.7	(139.00)

Sources: BGSD CFP, 2022; OSPI, 2024; BERK, 2024.

Exhibit 10-18: Battle Ground Alternative Primary Schools Capital Facilities Inventory

Alternative Primary School	Building Area (Sq. ft.)	2023-2024 enrollment	Permanent capacity	Portables	Teaching stations (2022)	Average class size	Deficit/ Surplus
CAM ALE (3-4) 715 NW Onsdorf Blvd, Battle Ground	30,522^*	93	N/A	N/A	N/A	N/A	N/A
River HL ALE (K-4) 610A SW Eaton Blvd, Battle Ground	11,603^	345	274	16 +Cafeteria +Daycare	6	15.7	(71.00)
Battle Ground Virtual Academy	N/A	24	N/A	N/A	N/A	N/A	N/A

^Area Estimated from Clark County parcel viewer
*District leases part of Cornerstone Christian Academy for Learning & Leadership for this facility
Sources: BGSD CFP, 2022; OSPI, 2024; BERK, 2024.

Exhibit 10-19: Battle Ground Middle Schools Capital Facilities Inventory

Traditional Middle School	Building Area (Sq. ft.)	2023-2024 enrollment	Permanent capacity	Portables	Teaching stations (2022)	Average class size	Deficit/ Surplus
Amboy 22115 NE Chelatchie Rd, Amboy	82,619	523	684	4	26	17.4	161.00

Chief Umtuch 700 NW 9th St, Battle Ground	79,268	550	606	10	24	16.2	56.00
Daybreak 1900 NW 20th Ave, Battle Ground	62,389	486	343	10	15	19.4	(143.00)
Laurin 13601 NE 97th Ave, Vancouver	64,953	736	427	12	18	24.5	(309.00)
Pleasant Valley 14320 NE 50th Ave, Vancouver	49,726	401	359	12	14	15.4	(42.00)

Sources: BGSD CFP, 2022; OSPI, 2024; BERK, 2024.

Exhibit 10-20: Battle Ground Alternative Middle Schools Capital Facilities Inventory

Non-Traditional Middle School	Building Area (Sq. ft.)	2023-2024 enrollment	Permanent capacity	Portables	Teaching stations (2022)	Average class size	Deficit/ Surplus
River HL ALE (5-8) 610 A SW Eaton Blvd, Battle Ground	11,603^	343	314	16 +Cafeteria +Daycare	6	57.5	(29.00)
CAM ALE (5-8) 715 NW Onsdorf Blvd, Battle Ground	30,522^**	236	N/A	N/A	N/A	N/A	N/A
Battle Ground Virtual Academy	N/A	63	N/A	N/A	N/A	N/A	N/A

^Area Estimated from Clark County parcel viewer
**District leases part of Cornerstone Christian Academy for Learning & Leadership for this facility
Sources: BGSD CFP, 2022; OSPI, 2024; BERK, 2024.

Exhibit 10-21 Battle Ground High Schools Capital Facilities Inventory

Traditional High School	Building Area (Sq. ft.)	2023-2024 enrollment	Permanent capacity	Portables	Teaching stations (2022)	Average class size	Deficit/ Surplus
Battle Ground HS 300 W Main St, Battle Ground	264,234	1,794	2,019	9	78	23	225.00
Prairie HS 11500 NE 117th Ave, Vancouver	215,580	1,573	1,702	1	72	21.8	129.00

Sources: BGSD CFP, 2022; OSPI, 2024; BERK, 2024.

Exhibit 10-22: Battle Ground Alternative High Schools Capital Facilities Inventory

Non-Traditional Highschool	Building Area (Sq. ft.)	2023-2024 enrollment	Permanent capacity	Portables	Teaching stations (2022)	Average class size	Deficit/ Surplus
CASEE B – HS Magnet 11104 NE 149th St - B, Brush Prairie	11,030*	N/A**	N/A	0	N/A	N/A	N/A
Summit View (ALE) 11104 NE 149th St - C, Brush Prairie	13,593^*	258	N/A	0	16	16.1	N/A
CAM ALE (9-12) 715 NW Onsdorf Blvd, Battle Ground	30,522***	236	N/A	N/A	N/A	N/A	N/A

River HL ALE** (9-12) 610A SW Eaton Blvd, Battle Ground	11,603	332	280	16	5	66.4	(52.00)
Battle Ground Virtual Academy	N/A	136	N/A	N/A	N/A	N/A	N/A

^ District leases property from the Department of Natural Resources
* Area estimated from Clark County parcel viewer
** Students are counted in Battle Ground High School (BGHS) and Prairie High School (PHS) enrollment as this is a half day high school magnet facility
*** District leases part of Cornerstone Christian Academy for Learning & Leadership for this facility
Sources: BGSD CFP, 2022; OSPI, 2024; BERK, 2024.

Future Capacity Needs

The 2022 Capital Facilities Plan prepared by Battle Ground Public Schools outlines a continued need for new and modernized school facilities. As enrollment grows, additional classrooms and school sites will be needed to meet Level of Service standards. Key capacity needs include:

- Expansion or replacement of aging school facilities, especially in the southern part of the District
- Additional space to support the implementation of Transitional Kindergarten
- Permanent replacement for temporary and modular classrooms currently in use at all schools
- Facility upgrades to support increased use of technology and enhanced security standards

The District's plan also identifies the need for additional space to support career and technical education (CTE), special education, and early learning programs. School capacity planning will continue to rely on enrollment projections and coordination with local jurisdictions to track housing development trends and forecast demand for classroom space.

Other Facilities

The City owns several community and municipal facilities including the Senior Center, City Hall, the Police and Fire Complex, the Community Center, the Public Works Building, and the Flex Building as identified in **Exhibit 10-24**.

Exhibit 10-23: Existing Community and Municipal Facilities

Name	Location	Type of Property	Acres
Senior Center	116 NE 3rd Ave	Meeting building	0.28
City Hall	505 SW 1st Street	Municipal office	2.0
Police/Fire Complex	SW 1st Street	Municipal	1.71

* The Flex Building is located on the same parcel as the Public Works Department
Note: Additional City-owned properties including parks, open space, sewer, water, and stormwater facilities are identified separately in individual City facility plans.
Source: BGSD CFP, 2022; OSPI, 2024; BERK, 2024.

Level of Service

Specific Level of Service standards for community and municipal facilities are established by the individual demands for meeting rooms, office space, or equipment yards as determined by adopted City performance standards, staffing levels, and population served. City staffing and facilities are evaluated annually as part of the budgeting process and are a function of available funding to meet desired services.

Funding Sources

There are three types of revenue sources for capital facilities as described below: multi-use, single-use, and, less commonly, general funds.

- **Multi-use** - taxes, fees, loans, and grants which may be used for virtually any type of capital facility (but which may become restricted if and when adopted for a specific type of capital facility.)
- **Single-use** - taxes, fees, loans, and grants which may be used only for a particular type of capital facility.
- **General fund** - these monies are typically used for operations, rather than capital improvements.

Multi-Use Revenue Sources

PROPERTY TAX

Property tax levies are most often used by local governments for operating and maintenance costs. They are not commonly used for capital improvements.

The 2024 property tax rate in Battle Ground is currently $1.02 per $1,000 of assessed value (AV). The maximum rate allowed by state law is $5.90 per $1,000 AV. The City has the option to set its rate at any level up to the maximum but has consistently strived to reduce this tax rate.

GENERAL OBLIGATION BONDS & LEASE-PURCHASE (PROPERTY TAX EXCESS LEVY)

There are two types of General Obligation (GO) bonds: voter-approved and Council manic.

Voter-approved bonds increase the property tax rate, with increased revenues dedicated to paying principal and interest on the bonds. Local governments are authorized in "excess levies" to repay voter-approved bonds. Excess levies are increased in the regular property tax levy above statutory limits. Approval requires a 60 percent majority vote in favor and a turn-out of at least 40 percent of the voters from the preceding general election.

Council manic bonds are authorized by a jurisdiction's legislative body without the need for voter approval. Principal and interest payments for Council manic bonds come from general government revenues, without a corresponding increase in property taxes. Therefore, this method of bond approval does not utilize a dedicated funding source for repaying the bond holders. Lease-purchase arrangements are also authorized by vote of the legislative body and do not require voter approval.

The amount of the local government debt allowable for GO bonds is restricted by law to 7.5 percent of the taxable value of the property within the city limits. This may be divided as follows:

- General Purpose Bonds 2.5 percent
- Utility Bonds 2.5 percent
- Open Space and Park Facilities 2.5 percent

Of the 2.5 percent for General Purpose Bonds, the City may issue up to 1.5 percent in the form of Council manic bonds. If bonds were used to fund capital facilities, the impact on the individual taxpayer would vary widely depending upon the amount and term of the bonds.

REAL ESTATE EXCISE TAX

Revised Code of Washington (RCW) 82.46 authorizes local governments to collect a real estate excise tax levy of 0.25 percent of the purchase price of real estate within the city limits. The GMA authorizes collection of another 0.25 percent. Both the first and second 0.25 percent is required to be used for financing capital facilities specified in local governments' capital facilities plans. In fiscal year 2024, the City budgeted $1,075,000 in real estate excise tax expenditures.

BUSINESS AND OCCUPATION TAX

RCW 35.102 authorizes cities to collect this tax on the gross or net income of businesses, not to exceed a rate of 0.2 percent. Revenue may be used for capital facilities acquisition, construction, maintenance, and operations. Voter approval is required to initiate the tax or increase the tax rate. The City has not utilized this revenue source.

LOCAL OPTION SALES TAX (RETAIL)

Local governments may collect a tax on retail sales of up to 1.0 percent. Voter approval is required for all local option sales tax increases.

BUSINESS LICENSE FEES

The City currently requires all businesses operating within the city limits to have a business license. The cost is $41 per year with an initial $24 filing fee. Businesses having less than $2,000 gross revenue per year and 501(C)(3) corporations can obtain a business license at no cost.

STATE RETAIL SALES TAX

In 2004, Battle Ground budgeted $1,529,112 total in retail sales and use taxes to be expended on maintenance, operating, and capital costs.

UTILITY TAX

State law authorizes cities to collect a tax on gross receipts of electrical, gas, garbage, telephone, cable television, water, sanitary sewer, and stormwater management providers. Service users pay the tax as part of their utility bill.

State law limits the utility tax to 6 percent of the total receipts for electricity, gas, steam (not applicable to Battle Ground), and telephone services, unless a majority of the voters approved a higher rate. There are no restrictions on the tax rates for cable television, or for City-owned sewer, water, solid waste, and stormwater services. Revenue can be used for capital facilities acquisition, construction, and maintenance.

COMMUNITY DEVELOPMENT BLOCK GRANTS

Approximately $11 million in community development block grant (CDBG) funding is available annually statewide through the U.S. Department of Housing and Urban Development (HUD) for public facilities, economic development, and housing projects which benefit low- and moderate- income households. Funds may not be used for maintenance and operations.

PUBLIC WORKS TRUST FUND GRANTS AND LOANS (PWTF)

The Washington Department of Commerce provides low-interest loans for capital facilities planning, emergency planning, and the construction of bridges, roads, domestic water, sanitary sewer, and storm sewer. Applicants must have a capital facilities plan in place and must be levying the original 0.25 percent real estate sales tax (see Real Estate Excise Tax, above). Construction and emergency planning projects must be for reconstruction of existing capital facilities only. Capital improvement planning projects are limited to planning for streets and utilities.

Loans for construction projects require a local match generated only from local revenues or state-shared entitlement (gas tax) revenues. The required local match is 10 percent of a 3 percent loan, 20 percent for a 2 percent loan, and 30 percent for a 1 percent loan.

Emergency planning loans are available at a 5 percent interest rate. If state or federal disaster funds are received, they must be applied to the loan for the life

of the project (20 years). Future Public Works Trust Fund (PWTF) funding cannot be reliably forecast.

STORM DRAIN UTILITY FEE

The state authorizes cities and counties to charge a fee to support storm drain capital improvements. The fee is usually a flat rate per residential equivalency. Residential equivalencies are based on the average amount of impervious surface. Commercial property is commonly assessed at a rate based on a fixed number of residential equivalencies.

Single-Use Revenue Sources

CULTURAL ARTS, STADIUM/CONVENTION FACILITIES.

The Battle Ground Event Center is facility rental space, located in Old Town, that provides on-going events, programming, and public meetings.

SPECIAL-PURPOSE DISTRICTS

RCW 67.38.130 authorizes cultural arts and stadium/convention special purpose districts with independent taxing authority to finance capital facilities. A district requires a majority voter approval for formation and has a funding limit of $0.25 per $1,000 of assessed valuation (AV).

Fire Protection and Emergency Medical Services

FIRE AND EMS LEVY

In 2024, voters in Clark County Fire District #3 approved a levy lid lift which returned the Fire and EMS levy to a $1.50 per $1,000 AV property tax levy. These levies may be enacted by fire and hospital districts, cities, towns, and counties.

FIRE IMPACT FEES

RCW 82.02.050-090 authorizes a charge (impact fee) to be paid by new development for its "fair share" of the cost of fire protection and emergency medical facilities required to serve the development. Impact fees must be used for capital facilities necessitated by growth, and not to correct existing deficiencies in levels of service. Impact fees cannot be used for operating expenses. A fire impact fee for the City of Battle Ground can be generated by multiplying the current level of service by the cost of related capital facilities to determine the cost per capita, then multiplying by the number of persons per dwelling unit to determine the cost per dwelling unit. In fiscal year 2024, the City anticipated $150,000 in fire impact fees.

CENTENNIAL CLEAN WATER FUND (CCWF)

The Department of Ecology (DOE) issues grants and loans for the design, acquisition, construction, and improvement of water pollution control facilities and related activities to meet state and federal requirements to protect water quality.

10.3 Countywide Planning Policies

Clark County has developed goals and policies that will direct Capital Facilities policy and development within the county. The Capital Facilities Element for this Plan is consistent with the following countywide capital facilities goals:

- Collaboration and agreement are essential between the County, State, municipalities, and special districts, as well as additional public entities like school districts, for the purpose of provisioning services in an organized manner and fulfilling RCW requirements.
- Funding strategies include securing necessary funding and modifying land use/growth in case of funding concerns.
- Planning for facilities expansion is necessary, especially in UGAs, with annexations heavily encouraged before expansion.
- Encourage use of public utilities inside UGAs, establish a stormwater management plan, and promote digital access to the community.

EQUITY IN CAPITAL FACILITIES

The City of Battle Ground's capital facilities will become more equitable as policies ensure that there is improved public health, better financial management, and more accessible digital connectivity in the community.

10.4 Capital Facilities Goals and Policies

Goals and objectives with the corresponding symbols indicate the following:

🚙▼ : Indicates a goal or objective that will help the reduce city vehicle miles traveled (VMT).

🌐 : Indicates a goal or objective that will improve the city's climate resiliency or reduce its vulnerabilities to the impacts of climate change.

💨▼: Indicates a goal or objective that will help the city reduce greenhouse gas emissions (GHG).

Capital Facility Goal 1:

CF1: Provide public capital facilities in a timely, efficient, and equitable manner to support planned growth and maintain adopted levels of service.

Objectives:

CFO1.1 Maintain and implement a Capital Facilities Plan that includes a 6-year financing strategy consistent with the Comprehensive Plan and annual City budget.

CFO1.2 Use level of service (LOS) standards to assess infrastructure adequacy and determine facility needs based on land use and growth projections.

Exhibit 10-24. LOS standards – All Capital Facility Providers

Public Service	Service Provider	LOS Standard
Water	Battle Ground Public Works	No LOS for water service provision. Adequate service provisions is defined in the Clark County Coordinated Water System Plan where all areas of the County fall within the designated service area of an existing water purveyor which are responsible for rate setting and ensuring water is provided to all customers within their service boundaries.
Sewer	Battle Ground Public Works	No LOS for sewer service provision. Adequate service provision is based on capacities identified in the Sewer Plan. Sewer system must be able to accommodate a 50-year development basin sized for 80 percent of peak discharge assuming no surcharge and pump station and force main capacity to accommodate 20-year flow projection.

Public Service	Service Provider	LOS Standard
Stormwater	Battle Ground Public Works	No LOS for stormwater service provision. Adequate service provision in Battle Ground is defined by the control of pollutants discharging into and from its municipal drainage systems in accordance with the Clean Water Act's National Pollutant Discharge Elimination System (NPDES) municipal stormwater permitting program.
Police	Battle Ground Police Department	1.32 commissioned officer FTE positions filled per 1,000 in population based on 2023 service levels
Fire	Clark County Fire District 3	The standard of cover is on site time within 6 minutes on 90% of priority calls and within 12 minutes 90% of all calls. Minimum ISO (Insurance Services Office) rating of 4 on a scale of 1 being most prepared and 10 being least prepared for emergency response.

Schools	Battle Ground Public Schools	Grade	Maximum students/ homeroom
		PK & K	22
		1	23
		2	23
		3	23
		4	25
		5	28
		6	28
		7	28
		8	28
		9	30
		10	30
		11	30
		12	30
		Additional required Grades PK-4 facilities include:	
		Library/media resource center	
		Cafeteria	
		Adequate office space for counselling, mental health, and nursing	
		Adequate parking for staff and families	
		Additional required Grades 5-12 facilities include:	
		Separate classrooms for special education	
		Cafeteria	
		Science labs and other specialized Science, Technology, Engineering, and Mathematics (STEM) facilities	
		Special programs	
		Intervention program instructional space	
		Individual and group study rooms, practice labs, and production rooms	
		Media center/library	
		Music, theater arts, visual arts, career, and technical education facilities	
		Adequate office space for counselling, career development, mental health, and nursing	

Public Service	Service Provider	LOS Standard
		Adequate parking for staff and families
Other	City of Battle Ground – Several Departments	N/A

Source: BERK, 2025

CFO1.3 Prioritize capital investments that address deficiencies, support infill or UGA growth, or advance comprehensive plan goals.

CFO1.4 Regularly update system plans (e.g., water, sewer, stormwater, parks, transportation) to evaluate future capacity needs.

CFO1.5 Coordinate capital planning with utility providers, special districts, and regional agencies to improve cost-effectiveness and service delivery.

CFO1.6 Incorporate appropriate levels of service (LOS) for each of the facility types (e.g. sewer, transportation, water) to include conservation and use measures, resiliency strategies, and best management practices (BMPs). 🌐

CFO1.7 For larger developments or creation of commercial or neighborhood centers, ensure there is collaboration with public works to update necessary infrastructure as especially needed.

CFO1.8 Support funding for the Old Town Capital Improvement Plan to help streamline the revitalization effort for the district to make a wholly functioning city center.

CFO1.9 For commercial and neighborhood centers, plan for stormwater management infrastructure that may be needed due to the changing landscape of the area.

Capital Facility Goal 2:

CF2: Align public investments with the City's fiscal policies and long-range financial sustainability.

Objectives:

CFO2.1 Maintain a financially balanced capital improvement program that reflects available funding and realistic assumptions.

CFO2.2 Leverage multiple revenue sources—such as grants, impact fees, and utility rates—to reduce reliance on general funds.

CFO2.3 Consider long-term maintenance and replacement costs when evaluating and selecting capital projects.

CFO2.4 Maintain and regularly update development impact fee programs to ensure new growth contributes its fair share toward capital facility needs.

CFO2.5 Support multimodal access to school facilities, including safe walking and biking paths, and access to transit (TO5.4)

CFO2.6 Make use of surplus city property near Old Town to aid neighborhood revitalization that brings economic activity to Battle Ground.

Capital Facility Goal 3:

CF3: Promote transparency and public engagement in capital facilities planning and investment decisions.

Objectives:

CFO3.1 Provide opportunities for public input on the City's Capital Improvement Program (CIP) during the annual budget process.

CFO3.2 Communicate capital project priorities, funding sources, and timelines through clear and accessible formats.

CFO3.3 Use consistent evaluation criteria—such as public safety, system condition, equity, and environmental impact—to inform capital investment decisions.

CFO3.4 Continue to monitor public service provision and quality of services rendered to determine if additional facilities or improvements to existing facilities are necessary to meet LOS.

Capital Facility Goal 4:

CF4: Advance resilience, environmental stewardship, and equitable access through public infrastructure investments.

Objectives:

CFO4.1 Incorporate climate resilience, hazard mitigation, and green infrastructure into capital project planning and design where feasible.

CFO4.2 Identify and address service gaps in historically underserved or infrastructure-limited areas of the City.

CFO4.3 Support energy efficiency and sustainability improvements in the construction, maintenance, and operation of public facilities.

CFO4.4 Amend plans and documents sited in this element to directly address climate resilience in public service provision

10.5 Challenges and Opportunities

Challenge

- Identify another source to meet projected demands for water in Battle Ground.
- Seek funding to support additional capital facilities needed for police and fire to meet the projected population of Battle Ground for the next 20 years.

Opportunity

- Work with Clark Public Utilities and update the Battle Ground Wellhead Protection Program as needed.
- Work with Salmon Creek Wastewater Treatment Plant to develop new strategies for stormwater management. Update the Stormwater Management Plan as needed.
- Expand school capacity to support the education of future families in Battle Ground.
- Develop additional capital facilities as needed to meet special needs populations and opportunities for social activities.

11 Private Utilities

11.1 Purpose

Residents and businesses in Battle Ground rely on a diverse network of private utilities for their daily needs. Utilities are part of the basic building blocks of urban living; while we may take these services for granted—not thinking much about the electricity lines that make it possible to turn the lights on, natural gas that may heat our homes, or the phone, cable, and internet infrastructure that we enjoy—utilities make living in cities attractive, comfortable, and successful. Without coordination and conscientious planning for future growth, services may be interrupted, inadequate, or prohibitively expensive.

This Element establishes an overall strategy for providing adequate utility service to serve the growth projected in the Land Use Element. The purpose of this element is to facilitate coordination between utility providers and the City of Battle Ground on behalf of its citizens and businesses. Utilities have several layers of state and federal regulations that may pre-empt local controls. This element is not intended to interfere with compliance with applicable regulations or policies of the Washington Utilities and Transportation Commission (WUTC), the Federal Energy Regulatory Commission (FERC), the National Gas Policy Act (NGPA), the Revised Code of Washington (RCW) Title 80, or the Federal Communications Commission (FCC).

Utilities deemed necessary to support growth in Battle Ground, consistent with the GMA, include electricity, natural gas, telecommunications, and solid waste. Three city services also thought of as utilities but not included in this element are potable water, sanitary sewer, and stormwater management; these are discussed in more detail in Chapter 10: Capital Facilities.

The Utilities Element supports the City's vision by establishing policies to ensure that new facilities are compatible with planned growth and that utility planning is compatible with land use and, where possible, with capital facilities and transportation investments. Policies also address issues of sustainability, resiliency, and facility siting. This element directly supports the following Guiding Principles:

- Fostering well-being with affordable, equitable, and culturally responsive services and facilities.
- Regional cooperation.

- Built and natural environments work in harmony.
- Climate sustainability and resiliency.

11.2 Conditions and Trends

Planning for privately managed utilities is recognized as the primary responsibility of utility providers, requiring them to manage infrastructure needs and repairs in aging systems, respond to growth and consumer needs, and adapt to new technologies. **Exhibit 11-1** summarizes by utilities, providers, and applicable plans that guide the agencies listed in the table. Each of these utilities is discussed in more detail in the sections that follow.

Exhibit 11-1 Battle Ground Utilities

Utility	Service Provider	Description	Applicable Plans
Electricity	Clark Public Utilities	Provides electric power to the city and Clark County as a whole.	Integrated Resource Plan; Conservation Potential Assessment; Demand Response Potential Assessment; Clean Energy Implementation Plan; Transportation Electrification Plan
Natural Gas	Northwest Natural Gas	Provides distribution of natural gas to businesses and households across the city and Clark County as a whole.	Community and Sustainability Report (annual report)
Telecommunications	Various providers (i.e., Comcast, CenturyLink, wireless providers)	Provides telephone, cable, internet, and cellular phone services	The Washington Utilities and Transportation Commission (WUTC) regulates the rates and services of telephone companies operating in Washington per WAC 480-120. The WUTC does not normally regulate cable, internet, wireless phones, and VoIP (Voice over Internet Protocol)
Solid Waste (garbage and recycling)	Waste Connections	Provides automated refuse collection and recycling services.	Clark County Comprehensive Solid Waste Management Plan

Existing Conditions

Several private and quasi-public utility companies provide service to Battle Ground residents and businesses. Public rights-of-way are used extensively in siting utility infrastructure. The City of Battle Ground notifies utility providers when changes to rights-of-way are made or before new development is finalized to ensure infrastructure can be installed cost-effectively and with minimal disruption to

residents and businesses. The City of Battle Ground currently has the right to exact franchise fees from utility providers for the use of public rights-of-way in the city.

Importantly, the utility providers discussed in this element are subject to change, and other companies or entities may provide utility services to Battle Ground in the future. This is particularly the case with telecommunications providers, where the landscape of service provision has become very dynamic.

Electricity

Clark Public Utilities (CPU) is a customer-owned public utility district providing electric service to Battle Ground and all of Clark County. Clark Public Utilities procures electricity from an array of resources. **Exhibit 11-2** shows CPU's service area for electricity, as well as its water utility district, which surrounds the city of Battle Ground and its unincorporated UGA. The City and CPU have entered into an Intergovernmental Agreement (IGA) for water service in the city of Battle Ground. The City provides water from its own wells and from an intertie with Clark Public Utilities' water system.

Under the fuel mix disclosure law, RCW 19.29A, CPU and other Washington utilities are required to report the sources of power used to serve their customers. The Washington State Department of Commerce collects and publishes this data annually. The most recent published data is for the year 2022. (For more information visit the Washington State Department of Commerce's fuel mix reporting page[1]). The mix for CPU is as follows:

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

Clark Public Utilities operates four electric substations that cover the Battle Ground area: the Heisson, Heye Meyer, Battle Ground, and Axford substations. These substations have excess existing capacity to serve most areas of the Battle Ground UGA. Transmission facilities are located throughout the city, including public rights-of-way.

Natural Gas

NW Natural is the sole provider of natural gas services in Battle Ground and the rest of Clark County. NW Natural's customer base has grown rapidly over the past 10 years, reflecting the increases in Battle Ground's population and an builders' strong preference for providing natural gas space and water heating in new homes. NW Natural operates the Battle Ground Gate Station, which is located at NW 199th Avenue and SR 503. The Battle Ground Gate Station feeds gas into Battle Ground from the

[1] https://www.commerce.wa.gov/energy-policy/electricity-policy/fuel-mix-disclosure/

Williams Pipeline. NW Natural also operates a line connected to the North Vancouver Gate Station, which is tied into the Battle Ground system.

Transmission facilities are located throughout the city, including public rights-of-way. Williams Pipeline transports gas to NW Natural's Battle Ground system. Williams Pipeline operates a facility that traverses the western area of Battle Ground diagonally from northwest to southeast.

Telecommunications

Telecommunications providers include Lumen Technologies (formerly CenturyLink/Qwest), Comcast, and various wireless providers. Services include telephone, cable, broadband, fiber, and wireless. Recent changes in federal telecommunication regulations require telecommunications infrastructure providers to allow third-party companies to access their facilities and provide service to customers. These regulations have resulted in increasing competition between providers and innovation in the industry. Battle Ground residents can now receive a broad array of telecommunications services including telephone and Internet through a Digital Subscriber Line (DSL), T1, or an Integrated Services Digital Network (ISDN) line. Digital cellular telephone network service is also available in Battle Ground.

Lumen Technologies operates copper and fiber optic cables to provide service to Battle Ground consumers. Several electronic cabinets are used to switch digital and analog telephone traffic, which are located in the rural areas surrounding Battle Ground. Lumen Technologies currently plans to install new switching cabinets to provide additional service to rural areas near Battle Ground. Transmission facilities are located throughout the city, including public rights-of-way.

Solid Waste (Garbage and Recycling)

With a local operation in Clark County, Waste Connections, a private contractor, provides solid waste services in the Battle Ground. The City deferred contracting authority for garbage and recycling services to the Washington Utilities and Transportation Commission (WUTC), which, in turn, contracted with Waste Connections.

Waste Connections hauls solid waste to the Central Transfer and Recycling Center of the West Van Materials Recovery Center (West Van) in Clark County for further processing and recovery of recyclable materials. Non-recyclable waste is transported to the Finley Buttes Landfill in Morrow County, Oregon for final disposal. The Columbia Resource Center (CRC) operates the transfer facilities, landfill, and transportation of solid waste.

11.3 Countywide Private Utilities Policies

Applicable Countywide Planning Policies include:

- The county, state, municipalities, and special districts shall work together to develop realistic levels of service for urban governmental services.
- 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.
- Public facilities and utility services shall be planned so that service provision maximizes efficiency and cost effectiveness and ensures concurrency.

- 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, including stormwater, transportation, fire, police, and more.
- The county, municipalities, and special districts shall establish stormwater and sewer management plans to protect fish and wildlife habitat, including endangered and threatened species of plants and animals.

EQUITY IN PRIVATE UTILITIES

Residents across all of Battle Ground shall have equitable access to essential and affordable services, including telecommunications, electricity, and waste management. Utility services shall be implemented to prevent any harm to critical areas, fish and wildlife habitat, and threatened plant and animal species.

11.4 Private Utilities Goals and Objectives

Goals and objectives with the corresponding symbols indicate the following:

🚗▼ : Indicates a goal or objective that will help the city vehicle miles traveled (VMT).

🌐: Indicates a goal or objective that will improve the city's climate resiliency or reduce its vulnerabilities to the impacts of climate change.

🫧▼: Indicates a goal or objective that will help the city reduce greenhouse gas emissions (GHG).

Private Utilities Goal 1:
PU1 Provide adequate, appropriate, and timely provision of private utilities to support Battle Ground's growth and maintain a high quality of life for residents and businesses.

Objectives:

PUO1.1 Work with electric utilities to ensure the adequate, appropriate and timely provision of electricity.

PUO1.2 Work with gas utilities to ensure the adequate, appropriate and timely provision of gas.

PUO1.3 Work with telecommunications utilities to ensure the adequate, appropriate and timely provision of telecommunications. When and where appropriate, invest in broadband infrastructure.

PUO1.4 Work with garbage and recycling haulers to ensure the adequate, appropriate and timely provision of waste and recycling removal services.

PUO1.5 Work with cellular telecommunications providers to promote improved visual and aesthetic qualities of cellular towers through co-location and design that blends with the surrounding context.

Private Utilities Goal 2:
PU2 Provide good stewardship of rights-of-way.

Objectives:

PUO2.1 Issue franchises for use of the public right-of-way when appropriate. Encourage underground installation of private utilities in order to withstand and recover quickly from the impacts of extreme weather events and other hazards exacerbated by climate change

PUO2.2 Encourage private utilities to bury underground any infrastructure located in public right-of-way to improve visual and aesthetic qualities and to increase reliability.

PUO2.3 Require new subdivisions to bury electricity transmission lines and associated infrastructure to reduce damage from storms and wildfire ignition risks.

PUO2.4 Encourage green building practices to minimize energy consumption.

PUO2.5 In partnership with service providers, develop and implement a strategy to expedite management of debris (e.g., downed tree limbs and buildings blocking roads and streams) after a disaster incident to reduce the risks of subsequent fire, flood, injury, and disease vectors.

PUO2.6 For electricity providers, install underground lines reduce damage from storms and wildfire ignition risks.

11.5 Challenges and Opportunities

High-quality, affordable, safe, and reliable utility services will continue to be fundamental to Battle Ground residents and businesses. To that end, system and facility improvements must keep pace with higher demand as development occurs. Improvements must take place within predetermined timeframes to maintain appropriate levels of service. The City needs to coordinate with private utility companies and other regional jurisdictions so that utilities may provide high-quality and reliable services to their customers and plan for future development and expansion of facilities.

Replacement of aging infrastructure and siting of new utility infrastructure to increase capacity will require continued coordination with Battle Ground's land use plan to ensure facilities are sited in a manner reasonably compatible with adjacent land uses. For example, undergrounding new utility distribution lines is significantly easier and more cost-effective to implement when new roads are constructed or during planned major roadwork. Furthermore, issues of sustainability, fiscal responsibility, and equitable access will also continue to be important drivers of utility planning in the future.

Preparing for climate change impacts must be a priority to ensure equitable delivery of safe and reliable services throughout the city. Service equity should also be central to utility decision-making in Battle Ground, with investments prioritized to guarantee equal access for all community members.

As Battle Ground welcomes new residents, businesses, and other developments, ensuring enough electricity to power this growth without disruptions is a critical challenge. This could strain the grid in specific areas, particularly those with older infrastructure or with significantly large power needs for their development. The rise of remote work following the COVID-19 pandemic adds another layer of complexity, potentially shifting peak demand hours and further stressing the system. Extreme weather events may also further stress CPU's energy system into the future.

While effective collaboration with CPU is vital, the City is also exploring a range of solutions and policy support options to address these challenges. By proactively addressing capacity concerns, embracing

innovative solutions, and fostering partnerships, Battle Ground can be assured there will be a reliable and sustainable electricity supply for its growing community, adapting to the evolving needs of a changing landscape.

Challenges

- **Aging Infrastructure**: Some pipes and electrical grids are nearing the end of their lifespan, increasing risks of leaks, outages, and environmental contamination. City Staff should coordinate with utility providers to ensure upgrades are keeping up with the need to replace existing infrastructure.
- **Capacity Limitations**: Projected population growth and development will significantly increase demand for utility services. Certain areas of the city might experience capacity constraints if infrastructure isn't expanded. Strengthening partnerships between City agencies, utility districts, developers, and residents is crucial for efficient and seamless infrastructure expansion and upgrade projects.
- **Innovation and Technology**: As technology continues to advance, embracing smart grids, renewable energy sources, energy efficiency solutions, and other innovative technologies can enhance sustainability, service reliability, and cost-effectiveness.
- **Climate Change Impacts:** Extreme weather events like floods, droughts, or extreme high or low temperatures pose a threat to utility infrastructure and service delivery. Battle Ground and utility providers need to proactively prepare for these potential disruptions. Upgrading and building new infrastructure with greater resilience to withstand the impacts of climate change, such as flooding and extreme temperatures, is vital for long-term sustainability. The threat of increasing wildfires, particularly in locations of the wildland/urban interface, poses risks to power lines. A robust vegetation maintenance program at known susceptible locations is critical for continued operations of CPU's lines.
- **Equity and Affordability**: Different utility costs and access can put a strain on low-income residents and underserved communities. Ensuring equitable access and affordability of essential utilities is critical. Expanding existing programs that offer residents access to cost-saving options like solar panel installation, energy audits, and water conservation initiatives can empower them to be responsible consumers.

Siting of Essential Public Facilities

The GMA requires local governments to develop a process for identifying and siting essential public facilities and to incorporate that process into local comprehensive plans. Essential public facilities can be difficult to site, and their location in a community may be locally unpopular. The GMA charges state and local governments with the task of ensuring that facilities needed to support orderly growth and the delivery of public services are sited in a timely and efficient manner.

Several types of utility facilities may be considered difficult to site, including but not limited to high voltage transmission lines, electrical substations, cellular transmission towers, and large transmission pipelines. The Land Use Element discusses the siting of essential public facilities in detail and provides for a regionally coordinated siting process.

Opportunities

While the City does not directly control utilities, it can take actions to encourage the direction that Battle Ground values (e.g., equitable access to services, transparent and affordable service provision, adaptive and resilient systems operations). Ultimately, the City directs growth in policy decisions and serves as the land use permit authority ensuring adequate services. The City may also partner with individual franchise providers to encourage reduced service disparities and investments in infrastructure to increase climate adaptation. For example, Battle Ground can be a conduit of information to residents and businesses about opportunities to participate in the equity and climate-friendly programs of Clark Public Utilities (e.g., Going Green program).

For this Comprehensive Plan Update, utility providers operating within the Battle Ground UGA were contacted and requested to furnish current system information, as well as information concerning any planned system expansions or enhancements necessary to accommodate forecasted growth. Goals, policies, and actions were modified where warranted to reflect providers' latest plans and system needs. The City will continue to coordinate with utility providers to ensure utility planning is done in conjunction with land use and planned growth.

12. Climate

12.1 Purpose

The Growth Management Act was amended in 2023 under Washington House Bill 1181, requiring the City of Battle Ground to integrate climate mitigation and resilience policies into this Comprehensive Plan. These required policy changes address climate impacts, vulnerabilities, and risk, while considering co-benefits and integration with other planning documents and elements of this Comprehensive Plan. Goals and policies in this element are consistent with the Department of Commerce's Climate Planning Guidance (2023). Policies also consider and prioritize actions that benefit vulnerable communities, promote environmental justice, and help the City to achieve reductions in local Greenhouse gas (GHG) emissions generated by transportation and land use and per capita Vehicle Miles Travelled (VMT) reduction goals. Additional analysis on GHG reductions are also included in this Chapter.

Key Definitions

Climate Mitigation: Action taken to reduce greenhouse gases.

Climate Adaptation: Action taken to prepare for and adjust to climate hazards.

Vulnerability: The propensity or predisposition of assets to be adversely affected by hazards.

Co-benefits: Positive effects of an action or policy in addition to climate mitigation or adaptation.

12.2 Conditions and Trends

Existing Conditions – Resilience

Climate Vulnerability and Risk

Climate resiliency planning assesses the vulnerability of different assets (people, resources, ecosystems, and infrastructure) within a community and

strategies to reduce vulnerabilities[1]. Examples of community assets are listed in **Exhibit 12-1**.

Exhibit 12-1 Community Assets by Sector

Sector	Asset Category	Assets
Agriculture & Food Systems	Food Production & Distribution	Small farms; Community gardens; Food distribution system (grocery stores, school lunches, food banks, farmers markets, etc.)
Buildings & Energy	Government facilities	Municipal/public buildings
	Education facilities	Schools
	Energy Infrastructure	Power lines/Natural gas pipelines; Power plants; Charging stations; Solar panels/infrastructure
	Commercial & Residential Buildings	Commercial and residential buildings (energy)
Cultural Resources & Practices	Historic Sites	Historic buildings and sites
	Cultural Foods	Salmon; First Foods such as huckleberry (foods important to Indigenous peoples)
	Community Resources	Libraries; Community centers; Faith-based institutions; Parks/outdoor recreation/campgrounds; Open space
	Social Networks	Social networks/connectivity
Economic Development	Job Security	Income
	Local Businesses	Banks; Restaurants; Hotels; Commercial recreational facilities; Water sports; Outfitters (fishing, hunting, foraging)
	Industrial/Manufacturing	Industrial/manufacturing operations
Ecosystems	Natural Areas	Forests; Riparian areas (includes Floodplains & Wetlands); Streambanks/beaches
	Natural Resources	Tree canopy (urban and suburban); Surface water (rivers, lakes, streams); Clean air
	Plant & Animal Species	Native species; Threatened/endangered species

[1] Snover, A., Whitely Binder, L., Lopez, J., Willmott, E., Kay, J., Howell, D., & Simmonds, J. (2007). Preparing for Climate Change: A Guidebook for Local, Regional, and State Governments. University of Washington Climate Impacts Group and King County, Washington, in association with and published by ICLEI – Local Governments for Sustainability, Oakland, CA. Retrieved from https://doi.org/10.6069/42ojf422

Sector	Asset Category	Assets
Emergency Management	Emergency Response/Services	Emergency services (police, fire, ambulance); Shelters; Emergency access routes
Health & Well-being	Medical Facilities	Hospitals/Clinics; Nursing homes/elder care facilities
	Social Services	Health/mental health services; Childcare facilities
	Human Health & Well-Being	Healthy and safe populations
Transportation	Major Transportation	Roadways; Railroads; Aviation facilities
	Local/Public Transportation	Bus lines; Trails/walkways/sidewalks; Bike lanes
Waste Management	Waste Management	Transfer stations; Waste hauling/garbage pickup; Septic systems; Wastewater/sewage treatment facilities
Water Resources	Water Resources	Groundwater supplies/aquifers/wells; Streamflow; Reservoirs; Snowpack
	Water Infrastructure	Pipes; Pumping stations; Culverts; Stormwater infrastructure/drains; Dams
Zoning & Development	Development & Conservation Potential	Available land for development; Available land for conservation/open space
	High-Traffic Areas	Downtown/Central business district
	Residential Structures	Single and multi-family residences (structures); Mobile/temporary homes (vehicles, tents, trailers, campers); Public/transitional housing facilities
	Commercial Buildings	Businesses (structures)

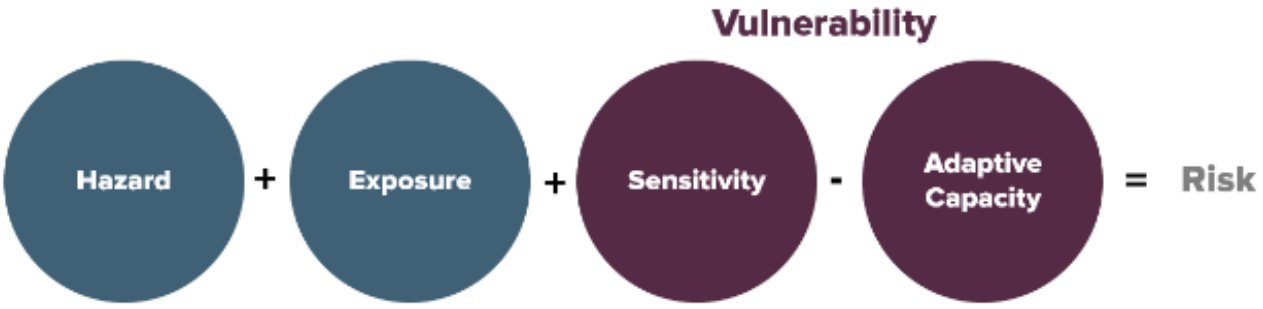
Source: Battle Ground Climate Vulnerability Index; BERK 2024

Vulnerability of different assets is defined as the sum of exposure to a changing climate and the inherent sensitivity of people or environments to a changing climate, minus capacity of the community and place to cope with impacts of a changing climate[2]. Risk of a certain climate hazard to an asset is a separate but related concept to vulnerability but instead is defined as the probability and magnitude of hazards impacting a specific asset. Probability is based on the Clark County Regional Natural Hazards Mitigation Plan and the University of Washington Climate Mapping for a Resilient Washington webtool. Magnitude reflects the potential loss or cost of recovery associated with a climate event on a specific type of asset.

[2] US Climate Resilience Toolkit. (2021). *Glossary.* Retrieved from: https://toolkit.climate.gov/content/glossary.

A full analysis of climate vulnerability and risk for each asset in Battle Ground was conducted and adopted as the Battle Ground Climate Vulnerability and Risk Assessment.

Exhibit 12-2 Climate Vulnerability Assessment Framework



Source: UKAID. (2011). Defining disaster resilience: a DFID approach paper. Retrieved from: https://www.gov.uk/government/publications/defining-disaster-resilience-a-dfid-approach-paper.

Exhibit 12-3: Definitions of Climate Vulnerability and Indicators

HAZARD	EXPOSURE	VULNERABILITY The propensity or predisposition of assets to be adversely affected by hazards.		RISK
		Sensitivity	**Adaptive Capacity**	
The potential occurrence of a natural or human-induced event that may cause health impacts or damage to property, infrastructure, livelihoods, service provision, ecosystems, and environmental resources.	The presence of people, assets, and ecosystems in places where they could be adversely affected by hazards.	The degree to which a system, population, or resource is or might be affected by hazards.	The ability of a person, asset, or system to adjust to a hazard, take advantage of new opportunities, or cope with change.	The potential for consequences when something of value is at stake, represented as the probability of occurrence of hazardous events plus the impacts if they occur.
Common Indicators ▪ Extreme Heat	Depends on physical locations of people, assets, and ecosystems and hazard areas.	**Common Indicators** ▪ < 5 years old ▪ > 65 years old	**Common Indicators** ▪ Poverty ▪ Education ▪ Living Alone	Hazard + Exposure + Vulnerability

HAZARD	EXPOSURE	VULNERABILITY The propensity or predisposition of assets to be adversely affected by hazards.		RISK
		Sensitivity	Adaptive Capacity	
▪ Extreme Precipitation ▪ Flooding ▪ Wildfire Smoke and Danger ▪ Air Pollution		▪ Steep slopes / geologic hazards ▪ Waterbodies on 303d list ▪ Diabetes ▪ Asthma ▪ Respiratory disease ▪ Heart Disease	▪ Housing Cost Burden ▪ Housing Condition ▪ Urban Heat Island ▪ Impervious Surface ▪ Unemployment ▪ Outdoor Professions ▪ Population no health insurance ▪ Tree canopy coverage ▪ Access to open space	

Sources: US Climate Resilience Toolkit. (2021). Glossary. Retrieved from: https://toolkit.climate.gov/content/glossary
Yu, J. e. (2021). Geospatial indicators of exposure, sensitivity, and adaptive capacity to assess neighborhood variation in vulnerability to climate change-related health hazards. Environmental Health, 20:31.
IPCC (2014). Synthesis Report: Climate Change 2014. Retrieved from: https://www.ipcc.ch/report/ar5/syr/

Hazards

Key Hazards:

- Extreme heat
- Drought
- Extreme Precipitation and Flooding
- Wildfire and Wildfire Smoke

Hazard Rankings:

- **Low:** Climate hazard(s) unlikely to be present in the 20-year period, or limited in extent, frequency, or severity.
- **Medium:** Climate hazard(s) likely to be present in the 20-year period, and moderate in extent, frequency, or severity.
- **High:** Climate hazard(s) likely to be present in the 20-year period, and significant in extent, frequency, or severity.

EXTREME HEAT

Climate projections related to Extreme Heat show significant changes in the coming decades. Battle Ground is expected to experience about 22.95 additional 90°F maximum humidex days annually in the 2030s (early century), 39.35 additional days annually in the 2050s (mid century), and 61.4 additional

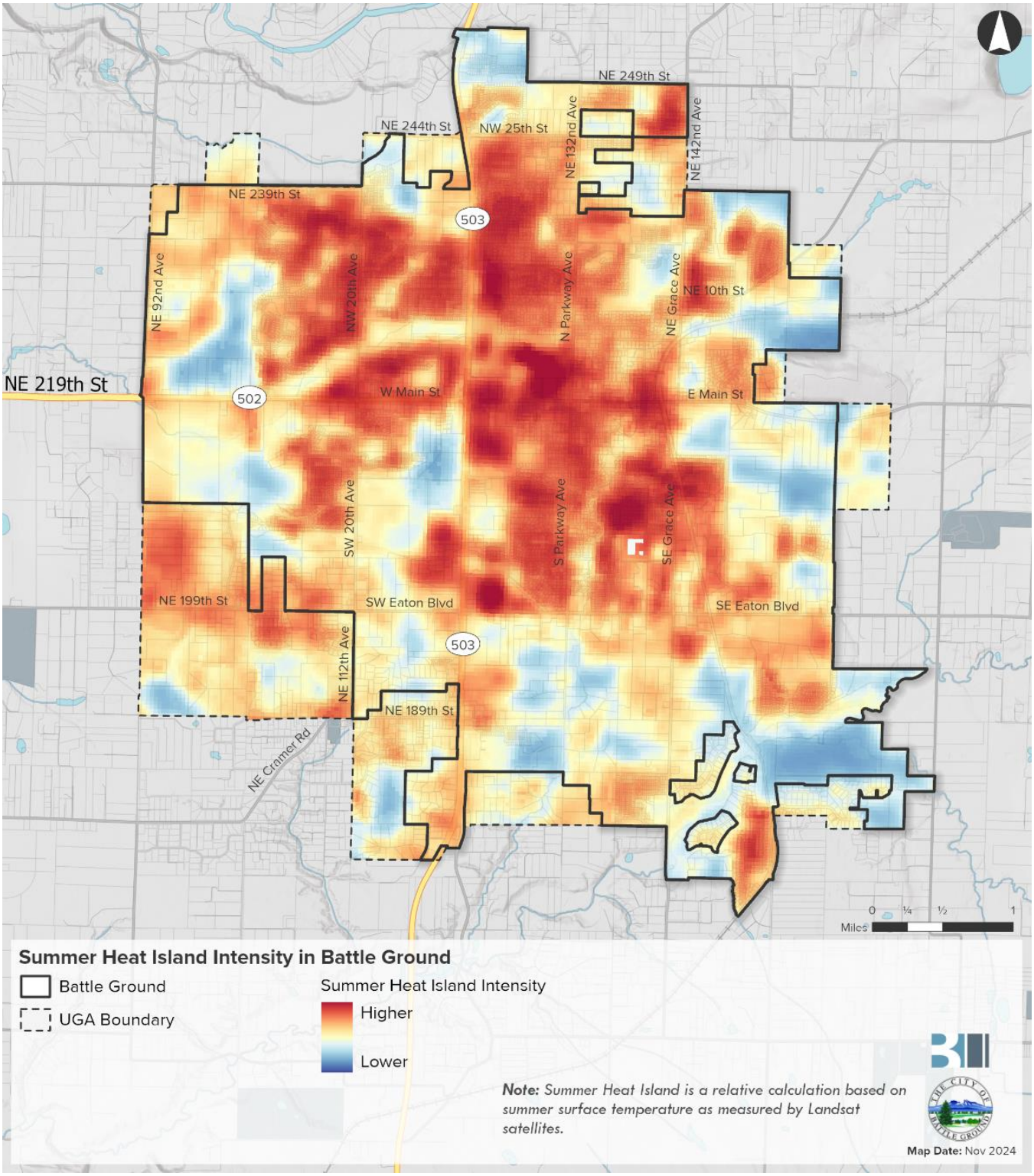
days annually in the 2080s (late century) compared to 1980-2009 under a high emissions (RCP 8.5) scenario. This means that in the near term, Battle Ground will experience on average nearly 23 more days per year with a heat index over 90°F. Heat at that level is sufficient to cause heat-related illness for sensitive populations, disrupt outdoor activities including work and recreation, and force adjustments in daily routines. Higher temperatures will increase demand for air conditioning, potentially increasing energy costs and straining the energy grid; will impact human health, especially for those without shelter and access to AC, and increase demand for emergency shelters and services; and will have negative impacts for plants, animals, and water quality. The number of very hot days, over 100°F, is also projected to increase but less dramatically: 0.34 additional days annually in the 2030s (early century), 1.19 additional days annually in the 2050s (mid century), and 4.34 additional days annually in the 2080s (late century) compared to 1980-2009 under a high emissions (RCP 8.5) scenario.[3]

Exhibit 12-4 shows differences in heat across Battle Ground, which is be exacerbated in extreme heat events, with the central city around SR 503 and SR 502 seeing the highest temperatures. This is affected by tree canopy and impervious surfaces: **Exhibit 12-5** shows how tree canopy cover varies across the city, which can lower the intensity of heat, while **Exhibit 12-6** shows the impervious surfaces which raise the intensity of heat.

Extreme Heat is considered a "High" hazard.

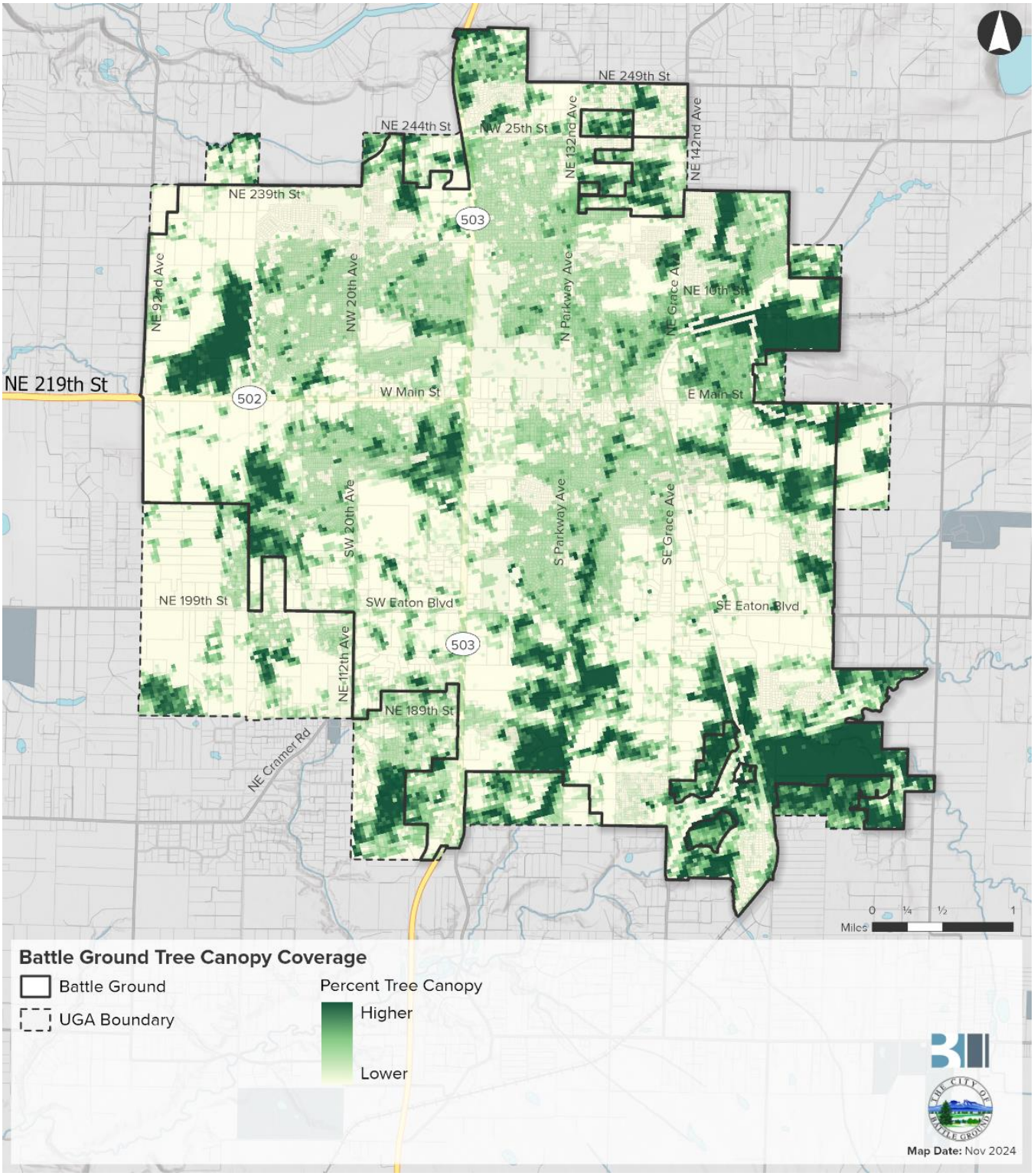
[3] This paragraph is excerpted and modified from CAPA Strategies' 2024 climate resiliency work for Clark County.

Exhibit 12-4 Summer Heat Island Intensity in Battle Ground



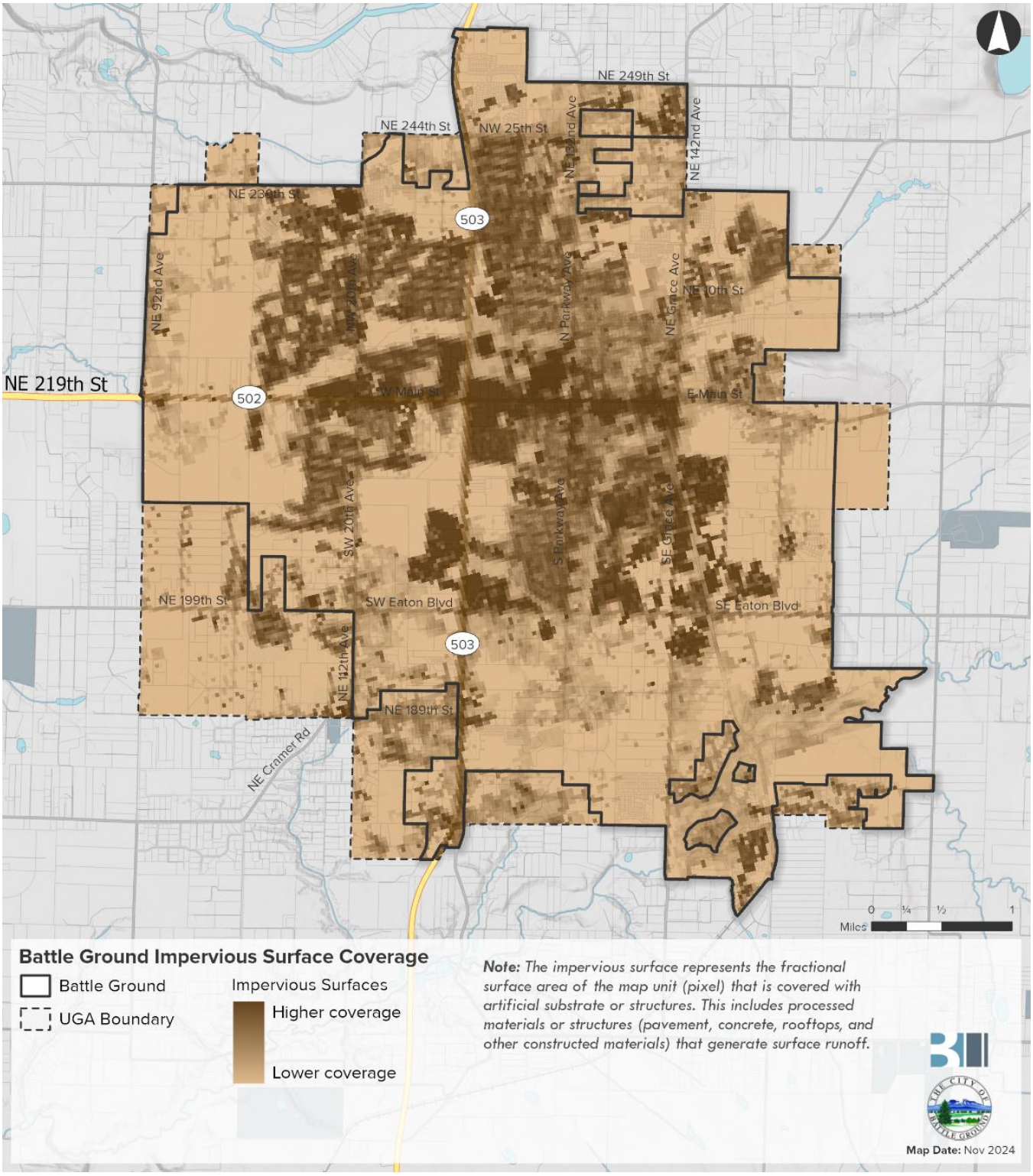
Sources: USGS (2023). *Landsat 8 2019-2023*; BERK (2024)

Exhibit 12-5 Tree Canopy Cover



Sources: USGS (2021). *National Land Cover Database*; BERK (2024).

Exhibit 12-6 Impervious Surfaces



Sources: USGS (2021). *National Land Cover Database*; BERK (2024).

DROUGHT

Changes in winter snowpack, summertime precipitation, and streamflow timing will have implications for water availability in summer, both for human use and for wildlife habitat. While more precipitation will fall in the winter, summertime demand for irrigation, hydropower, and drinking water could lead to an over-reliance on groundwater supplies in the warm season. Lower streamflows also threaten habitat quality and quantity for salmon and other aquatic species and may lead to population decline or migration. Battle Ground is expected to experience about a -100% reduction in April 1st snowpack in the period from 2020-2049 (early century) compared to 1980-2009 under a high emissions (RCP 8.5) scenario. This means that streamflow will not be replenished by melting snowpack throughout the year as has historically been the case. Late summer precipitation will be less than the 1980-2009 norm by 5.19% in early century (2030s), 19.26% percent in mid century (2050s), and 24.75% percent in late century (2080s). Compared to the period of 1980-2009, summer streamflow in the East Fork Lewis River and Salmon Creek nearest Battle Ground is anticipated to decrease 25 and 7%, respectively, in early century; 33 and 10%, respectively, in mid century; and 41 and 11%, respectively, in late century.[4]

Drought is considered a "High" hazard

EXTREME PRECIPITATION AND FLOODING

Total annual precipitation is projected to increase 7.2% in the 2030s (early century), 11.02% in the 2050s (mid century), and 15.05% in the 2080s (late century) compared to 1980-2009 under a high emissions (RCP 8.5) scenario. This, coupled with projections of declining summer precipitation, indicates that Battle Ground would see more severe rain events in other seasons. General projections related to atmospheric rivers (conditions which can produce both heavy rain and windstorms) suggest that storms will be most common in fall and winter. Major precipitation events can lead directly to flooding (by overwhelming urban and natural drainage systems, overflowing streams or rivers, or generating stormwater runoff) and landslides (by creating saturated, wet slope conditions). Heavy precipitation can collapse roadways, make driving conditions unsafe, and disrupt agricultural yields, among other impacts. When accompanied by strong winds, storms can knock out power lines, down trees, and cause property damage or injury. Changes in precipitation patterns are one of the primary climate challenges facing the region.[5] While ice storms are challenging to model, residents have also expressed concerns about this particular form of precipitation.

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[4] This paragraph is excerpted and modified from CAPA Strategies' 2024 climate resiliency work for Clark County.

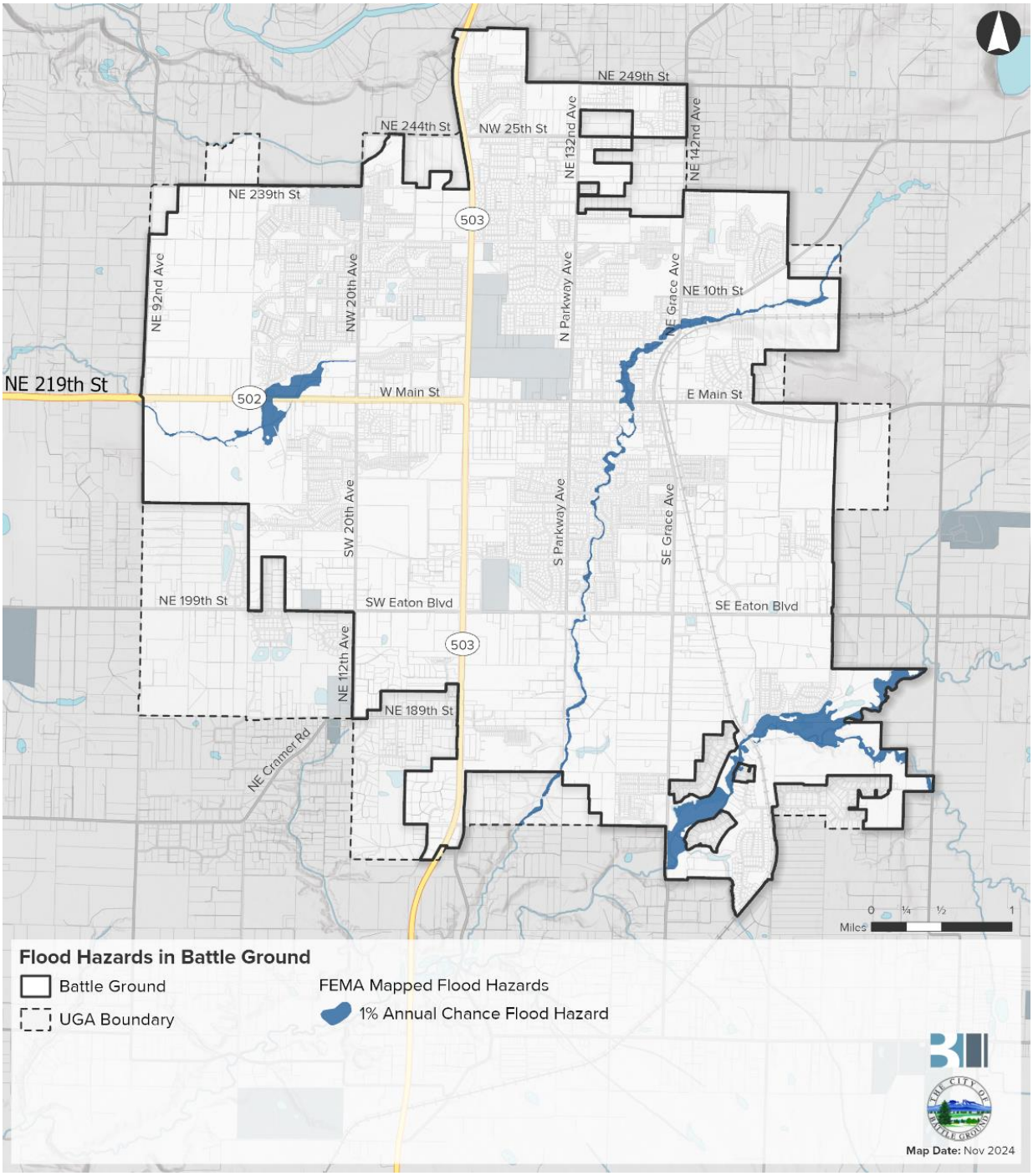
[5] This paragraph is excerpted and modified from CAPA Strategies' 2024 climate resiliency work for Clark County.

Flooding can cause extensive physical damage, including impacts on residential and commercial property, energy infrastructure, communication infrastructure, and transportation infrastructure, leading to disruption and displacement. Flood hazard areas include areas along Salmon and Morgan Creeks in the southeast corner of the city, Weaver Creek running south to northeast, and Mill Creek on the west side (**Exhibit 12-7**).

Major precipitation events and urban flooding can be accompanied by strong winds which exacerbate each of these potential impacts to physical infrastructure.

Extreme precipitation and flooding is considered a "Medium" hazard.

Exhibit 12-7 Flood Hazard Areas



Sources: FEMA (2024). *Flood Maps*; BERK (2024)

WILDFIRE AND WILDFIRE SMOKE

Wildfire can cause damage to a range of assets and property, as well as key infrastructure for transportation, communications, and energy. Displacement of regular uses, including public services, schools, workplaces, and residences can occur in these events with temporary closures, delays, and costly cleanups.

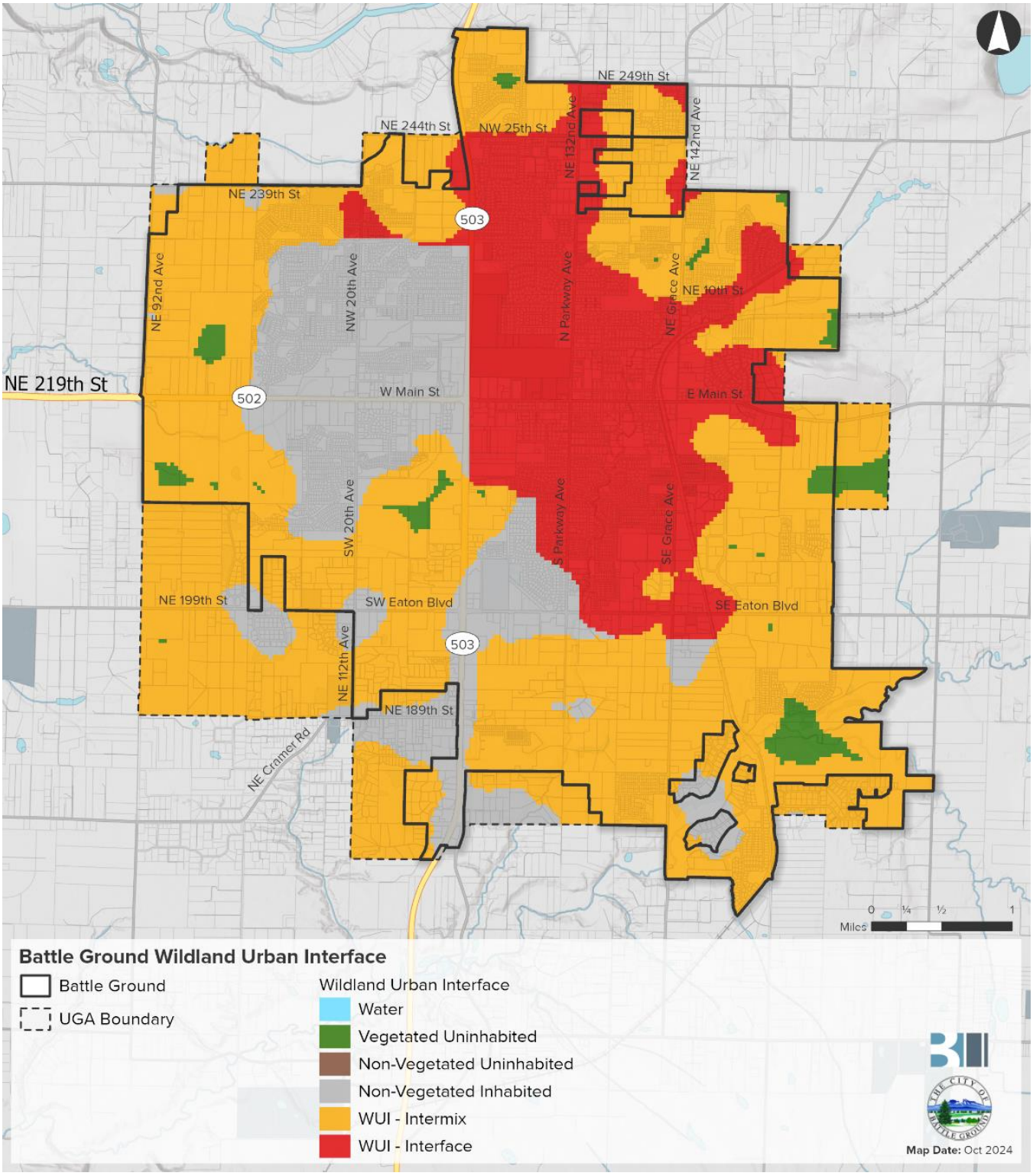
Hotter, drier conditions are conducive to fire and may be most impactful at the wildland-urban interface, which covers Old Town and areas to the north and south (**Exhibit 12-8**).

Wildfire smoke is difficult to project. It is partly associated with wildfires burning in the area. Projections that show increasing wildfire likelihood and wildfire danger days through late century indicate that localized sources of smoke could become more prevalent. At the same time, smoke events can and do affect Clark County even when the source fires are in other states, regions, or countries. As much of the U.S. west becomes hotter and drier, Battle Ground can expect more frequent smoke events from both local and distant sources.[6] Residents have also expressed concerns about air quality hazards generally, not only related to smoke.

Wildfire smoke is considered a "High" hazard. Wildfire is considered a "Medium" hazard.

[6] This paragraph is excerpted and modified from CAPA Strategies' 2024 climate resiliency work for Clark County.

Exhibit 12-8 Wildland Urban Interface



Sources: Washington Department of Natural Resources (2019). *Wildland Urban Interface (WUI)*; BERK (2024).

Existing Conditions – Greenhouse Gas (GHG) Inventory

Clark County has developed a county-wide GHG Emissions Analysis Report to develop a county-wide inventory of GHG for 2022, and strategies to reduce emissions to net zero by 2050. Countywide, in 2022 Clark County produced 4,950,085 metric tons of carbon dioxide ($MTCO_2e$). The largest sources of emissions are transportation, building energy, and land use (agriculture and forest land use changes).

Clark County has provided the City of Battle Ground with a Community Greenhouse Gas Inventory from 2022. The inventory includes measuring local emissions, or GHG sources from activities within the City, and important emissions, which are generated outside for goods and services used by Battle Ground residents. See **Exhibit 12-9**, below, for a high-level overview and breakdown of emissions within Battle Ground. The full report can be found as an Appendix to this Element.

Exhibit 12-9. Battle Ground GHG emissions (2022)

	MTCo2e*	MTCO2e per capita
Local Emissions	100,437	4.6
Imported Emissions	185,587	8.3
Total Emissions	286,024	13.1

Source: Community Greenhouse Gas Inventory, Parametrix 2024;
* Metric Tons of Carbon Dioxide Emissions

Battle Ground overall has a smaller per capita emission average compared to Clark County, and Washington State. **Exhibit 12-10** shows the breakdown.

Exhibit 12-10 Comparison of Per Capita Emissions

	MTCO2e per capita*
State of Washington	11.1
Clark County, WA	6.1
Battle Ground, WA	**4.6**
Global Average	4.3

Source: Community Greenhouse Gas Inventory, Parametrix 2024;
* Metric Tons of Carbon Dioxide Emissions

Battle Gound's Emission Reduction Targets

Battle Ground has committed to reducing GHG emissions 45% by 2030, 70% by 2040, and 95%, including net zero, by 2050 when compared to a 2022 baseline for Clark County.

Exhibit 12-11. Battle Ground Greenhouse Gas (GHG) Emissions Reduction Target (MTCO2e)

	2022 Clark County Emissions Estimate*	2030: Reduce emissions 45% below 2022 levels	2040: reduce emissions 70% below 2022 levels	2045: Reduce emissions 85% below 2022 levels	2050: Net zero greenhouse gas emissions
Battle Ground	286,024	157,313	85,807	42,904	-

Source: Community Greenhouse Gas Inventory, Parametrix 2024; BERK, 2025

GHG emissions are anticipated to be reduced in Washington through two key strategy categories:

- **Federal, State, and regional policies.** For Clark County's model forecasting on GHG emissions reductions, the county incorporated the impact of the following state bills
  - Washington State Energy Code (SB 5854)
  - Washington Clean Buildings Act (HB 1257)
  - Federal Vehicle Regulations (CAFÉ)
  - WA Clean Fuel Standard (HB 1091)
  - WA Internal Combustion Engine Ban (SB 5974)
  - WA Hydrofluorocarbon Policies (HB 1112 and HB 1050)
  - WA Clean Energy Transformation Act (CETA)
  - WA Climate Commitment Act (E2SSB 5126)
- **Local policy actions to reduce Vehicle Miles Traveled (VMT) and building energy efficiency**
  - VMT, as the name implies, measures the number of vehicular miles traveled by an individual. It is a metric that helps inform strategies around multimodal transportation, traffic safety, public health, and livability. VMT reduction strategies also contribute to the City's GHG Reduction Goals and Objectives. VMT reduction strategies include:

- Optimizing land use decisions through more mixed use and infill development, as well as housing density bonuses.
- Investing in multimodal transportation (transit, sidewalks, bike lanes, etc.)
- Tele-working, and other business incentives to promote alternative modes of commute.

- Building energy is a significant source of local emissions within Battle Ground. Strategies to reduce energy use, and invest in renewable energy sources, can help reduce long-term GHG emissions.

Climate Impacts and Future Conditions

REGIONAL CONDITIONS

Climate impacts are expected throughout the Pacific Northwest, according to the Fifth National Climate Assessment,[7] including but not limited to:

Warming: Annual average air temperatures in the region have risen by almost 2° F since 1900. Compared to the period of 1900-2020, the annual number of extremely hot days and warm nights in the Northwest has been above the long-term average over the past decade. Future warming in the region is expected to exacerbate regional heatwave intensities, decrease winter snow accumulation, and increase spring melt rate.

Extreme Precipitation: Summer precipitation is projected to decline contributing to more frequent, longer, and more severe regional drought conditions that increase wildfire risk and decrease water availability. The frequency and intensity of extreme precipitation events are projected to increase across the region. A greater number of strong atmospheric river events are projected to occur, with fewer moderate and weak events. Warmer winter temperatures have led to declines in mountain snowpack, particularly in areas with warm maritime climates. A greater proportion of winter precipitation is projected to fall as rain rather than as snow, impacting water resources.

LOCAL CONDITIONS

Risks mapped by the University of Washington's Climate Mapping for a Resilient Washington[8] show trends for each county in Washington State, including Clark County. **Exhibit 12-12** summarizes the impacts expected to affect Battle Ground, including:

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[7] Jay, A., Crimmins, A., Avery, C., Dahl, T., Dodder, R., Hamlington, B., . Zycherman, A. (2023). Fifth National Climate Assessment. *U.S. Global Change Research Program*. Retrieved from https://doi.org/10.7930/NCA5.2023.CH1

[8] University of Washington Climate Impacts Group (2024). *Climate Mapping for a Resilient Washington*. Retrieved from: https://cig.uw.edu/resources/analysis-tools/climate-mapping-for-a-resilient-washington/

- More hot days.
- Less late summer precipitation.
- More days with high fire danger.
- Higher peak streamflows, more total precipitation annually, and greater intensity of heavy precipitation events.

Exhibit 12-12 Climate Change Planning For Battle Ground Handout, 2024



*Data source: University of Washington, Climate Mapping for a Resilient Washington webtool, https://data.cig.uw.edu/climatemapping/ Projections are based on a "business as usual" emissions scenario called RCP 8.5.

Source: CAPA Strategies (2024). Climate Change Planning for Battle Ground One Pager.

12.3 Climate Change - Resilience Goals and Objectives

The following policies address resilience to climate change and are intended to supplement and support goals and objectives from other elements of this comprehensive plan. Related objectives from other comprehensive plan elements are cited at the end of each objective below.

Climate Resilience Goal 1
Provide adequate public facilities resilient to climate-related disasters or other emergencies.

Objectives:

CRO1.1 Facilitate the establishment of a year-round multipurpose climate-resiliency shelter (resilience hub) program that includes protection from extreme temperatures, severe storms, and wildfire smoke and resources during major power outages or utility interruptions. (CF1)

CRO1.2 Pursue upgrades to critical city facilities consistent with the Clark County Hazard Mitigation Action Plan. (CF3.1)

CRO1.3 Educate the public on opportunities, resources, and facilities to utilize during climate related emergencies. Pursue several avenues of communication to reach a wide audience.

CRO1.4 Prioritize water system investments that improve reliability in treatment, conveyance, and storage during high (urban flooding) and low (drought) precipitation extremes

Climate Resilience Goal 2
Improve the resiliency of the transportation system.

Objectives

CRO2.1 Ensure that the local transportation system — including vital infrastructure and evacuation routes — can withstand and recover quickly from the impacts of extreme weather events and other hazards exacerbated by climate change. (TO4.5)

CRO2.2 Improve street and trail connectivity and walkability to serve as potential evacuation and emergency response routes. (TO2.5, TO2.6)

CRO2.3 Connect resilience hubs to multi-modal transportation infrastructure. (TO4.6)

CRO2.4 Develop new off-road trails to improve and maintain non-motorized connectivity with open and green spaces. (TO1.3)

CRO2.5 Work with transit and transportation partners in providing alternative modes of commute to meet travel demand. (TO2.4)

CRO2.6 Work with C-TRAN to provide bus shelters at Battle Ground bus stops to protect transit users from extreme weather.

Climate Resilience Goal 3
Promote development that decreases vulnerability to climate hazards.

Objectives

CRO3.1 Increase green stormwater infrastructure and stormwater drainage in areas with large amounts of impervious surface to alleviate strain on existing stormwater systems especially during extreme precipitation events. (TO5.1)

CRO3.2 Consider opportunities to improve stormwater requirements for new development and incentivize enhanced runoff treatment. (EO6)

CRO3.3 Map tree canopy and pursue opportunities to increase canopy cover in public spaces and rights-of-way.

CRO3.4 Prioritize canopy expansion in areas that have the least amount of existing canopy cover and high amounts of impervious surfaces; and in locations where sensitive populations congregate, such as near schools and care facilities. (PO2.1, PO2.5, LO2.10)

CRO3.4 Develop and implement an urban heat resilience strategy that includes land use, urban design, and urban greening actions. (LO2.6, LO2.10, TO1.9)

CRO3.5 Choose native drought and pest-resistant trees, shrubs, and grasses when planting in public spaces or rights-of-way to support ecosystem health and biodiversity while lower urban flood risk and extreme heat.

CRO3.6 Lower barriers for City-led, organization-led, or resident-led community gardens in underutilized spaces such as side yards or parking strips and identify a suitable location for a native plant nursery. (~~PO2~~PO3.3)

CRO3.7 Create and share public accessible and educational materials on improving climate resiliency on private property, such as tree planting and energy efficiency improvements.

CRO3.8 Review and revise parking requirements to minimize impervious surfaces, enhance walkability, and allow for alternative surfacing materials where feasible.

CRO3.9 Coordinate with local organizations to facilitate green jobs development and training in areas such as tree planting and maintenance, solar panel installation, building weatherization, and ecosystem restoration.

Promote the participation of overburdened communities in job development programs.

Climate Resilience Goal 4

Ensure continuity of city services and commercial activity during and following climate hazards.

Objectives

CRO4.1 Coordinate with local and regional organizations to ensure that debris is cleared quickly and safely in the event of flooding or extreme precipitation. (PUO2.5)

CRO4.2 Codify protections for City staff who work outdoors from climate related hazards (WAC296-62-095).

CRO4.3 Collaborate with community groups in the development of climate hazard response, education, and outreach on topics including (but not limited to):

- Flood preparedness
- Wildfire evacuation
- Water conservation during prolonged drought
- Poor air quality response
- General access to city resources

CRO4.4 Regularly re-evaluate and amend capital facility plans and documents including but not limited to the city's Water System Plan to include climate resilience measures which ensure continuity of minimum standard level of service during droughts, floods, or wildfires. (CF4.4)

CRO4.5 Support public service providers financially and administratively to plan for climate related hazards which may strain these services and negatively impact residents.

Climate Resilience Goal 5

Protect vulnerable communities, historical structures, and ecosystems from climate-related hazards and reduce vulnerabilities where possible.

Objectives

CRO5.1 Prioritize vulnerable community members with resources that mitigate the negative effects of wildfire smoke and extreme heat, including providing personal protective equipment, filter fans, subsidies for qualifying communities, and other cooling resources.

CRO5.2 Incentivize infrastructure updates (e.g., HVAC updates and MERV 13 filters for air intake) for facilities that serve vulnerable populations and resilience hubs.

CRO5.3 Provide outreach and education on existing hazard notification alerts systems in the most spoken languages in Battle Ground.

CRO5.4 Incentivize exterior building features and weatherization retrofits on private property that reduce the impacts of climate hazards.

CRO5.5 Ensure resilience of historical structures and spaces to climate hazards or natural disasters by funding retrofits to public buildings and sharing information on retrofit opportunities on private property.

CRO5.6 Protect fish and wildlife habitat, including tribal cultural resources, from the impacts of extreme precipitation with conservation and restoration strategies, such as restoring streambank vegetation, and shading. (TO8.2, E7, LUO4.2, Countywide Parks Policies)

CRO5.7 Create and share educational materials on the use of pesticides and herbicides and their impacts on ecosystems during extreme precipitation events.

CRO5.8 Preserve and maintain the City's parks and green spaces and consider opportunities to add shade and water features.

CRO5.9 Consider climate impacts, including extreme precipitation and increased streamflow, in floodplain management planning.

CRO5.10 Provide education to the public on health-related impacts of climate change, and ways to prepare and stay safe during extreme weather. Educational materials will be provided in multiple languages and formats at an accessible reading level.

12.4 GHG Reduction Goals and Objectives

The following policies aim to reduce Battle Ground's GHG emissions to climate change and are intended to supplement and support goals and objectives from other elements of this comprehensive plan. Related objectives from other comprehensive plan elements are cited at the end of each objective below.

Greenhouse Gas Reduction Goal 1:
Reduce Overall Vehicle Miles Traveled both in trips ending and originating in Battle Ground through specific development practices

Objectives:
GHO1.1 Create a new mixed-use neighborhood centers that serve the local neighborhood, create a vibrant sense of place, and help reduce vehicle miles travelled (VMT) per capita to allow for the daily needs of residents to be met within Battle Ground. (LO1.2, LUO1.3, TO3.4, TO4.2, TO8.5)

GHO1.2 Prioritize moderate and high-density residential development near employment centers. (LUO5.3)

GHO1.3 Increase non-motorized access to schools and other civic centers when planning, designing, and constructing transportation improvements. (TO5.4, CFO2.2)

GHO1.4 Promote new development that enhances the pedestrian and bicycling accessibility and decrease vehicular dependency. (LO2.4, TO3.2, TO3.3, TO5.8)

GHO1.5 Implement reduced parking requirements for transit-oriented developments and other high foot-traffic areas and consider siting parking in areas that do not inhibit the pedestrian and bicycling experience to decrease vehicular dependency in these areas of the City.

GHO1.6 Develop market incentives and bonuses to encourage or require affordable housing to meet the needs of people who work and desire to live in Battle Ground. (HO3.4)

GHO1.7 Incentivize housing types that support sustainable development and construction patterns, use energy-efficient resources, and utilize renewable energy technology. (HO1.4, EO1.1)

GHO1.8 Create a metric by which to analyze the efficacy of VMT reduction strategies.

Greenhouse Gas Reduction Goal 2:
Make transportation investments that decentralize single occupancy vehicles as the default mode of transportation and movement

Objectives:
GHO2.1 Improve street connectivity and walkability, including sidewalks and street crossings. (TO2.6, TO3.2, TO3.5)

GHO2.2 Enhance the safety of the bicycle system by providing dedicated bicycle facilities which connect residential neighborhoods to schools, parks and other key destinations. (TO2.2)

GHO2.3 Develop multimodal roadway safety improvements consistent with 'complete streets' principles and ADA requirements. (TO1.8, TO2.1, TO2.7, TO5.2)

GHO2.4 Work collaboratively with C-TRAN to improve safety, accessibility, connectivity, and rider experience at bus stops using protective barriers, bus stop shelters, and ADA-compliant infrastructure standards.(TO2.4, TO3.1, TO3.5)

GHO2.5 Foster the development of a walkable and accessible multimodal network along Battle Ground's commercial streets and its commercial districts. (LO2.9, TO5.8)

GHO2.6 Promote the design of public and recreation spaces and rights-of-way such as multi-use trails that improve the pedestrian and cycling environment. (LO2.6, TO1.3)

GHO2.7 Implement travel demand management (TDM) programs and strategies. (TO3.4)

Greenhouse Gas Reduction Goal 3:
Incentivize energy efficient development, construction, and city operations.

Objectives:
GHO3.1 Incentivize energy efficient housing using passive and active designs (HO1.4, EO1.1).

GHO3.2 Investigate energy savings measures in all City operations and encourage energy efficiency by city contractors.(EO1.2)

GHO3.3 Allow electric vehicle charging infrastructure in all new and retrofitted buildings.(TO8.4)

GHO3.4 The City will reduce the energy consumed in the transportation system by constructing active transportation facilities and reducing delay and congestion along key transportation corridors. (TO8.5)

GHO3.5 Implement green building practices to minimize energy consumption. (PUO2.4)

GHO3.6 Create innovative design solutions in private development projects that foster inclusion, accessibility, and mobility. (LO2.3)

Greenhouse Gas Reduction Goal 4:
Implement economic and community development strategies to support local businesses, and new employment opportunities within Battle Ground

Objectives:
GHO4.1 Promote purchasing from local businesses to support economic development and reduce emissions associated with the transportation, production, and distribution of goods.

GHO4.2 Create and sustain a business technical assistance program to increase recycling and reduce waste.

GHO4.3 Promote local industrial development to support a circular economy that increases demand for reused and recycled materials and reduces demand for new raw materials and their embodied carbon emissions.

GHO4.4 Provide overburdened communities subsidies to offset potential cost increases associated with conversion to non-fossil-fuel energy sources.

GHO 4.5 Support local community group events to share information on available resources, materials, and to uplift small businesses through placemaking strategies.

Related Goals and Objectives

On top of the goals and objectives of this Climate Element, additional objectives were identified in other elements of the Comprehensive Plan to ensure consistency and a multipronged approach to addressing climate change.

This section references other goals and objectives that help with climate resilience and reduce greenhouse gas emissions.

Climate Resilience

Livability Element

LO2.3 Encourage innovative design solutions in private development projects that foster inclusivity, accessibility, and mobility.

Land Use Element

LUO5.3Encourage infill and increased density to occur in and around commercial zone.

Housing Element

HO1.4 Encourage housing types that support sustainable development and construction patterns, use energy-efficient resources, and utilize renewable energy technology. New development should aim to reduce and treat stormwater runoff and pollution. (EO6)

Environment Element

EO1.1 Encourage the development of energy efficient housing using passive and active designs (HO1.4).

EO1.2 Investigate energy savings measures in all City operations and encourage energy efficiency by city contractors

EO5.1 Work to ensure there is adequate quantity and quality of drinking water both during normal climatic conditions and during prolonged periods of drought through effective water resource management.

EO6.4 Reduce the impacts of flooding on surface and groundwater quality through ecosystem and floodplain protections practices

Parks, Recreation and Open Space Element

PO2.1 Focus tree planting efforts in areas identified by the Urban Tree Canopy Assessment such as residential neighborhoods, parks, and other areas with the lowest existing canopy and highest concentrations of impervious surfaces with overlapping vulnerabilities.

PO2.5 Prioritize planting regionally appropriate tree species that are well adapted or native to the region including those that are resilient to drought, extreme heat, and other severe weather conditions.

PO3.3 Facilitate the creation of community gardens.

Transportation Element

TO8.4 Encourage electric vehicle charging infrastructure in all new and retrofitted buildings . Include information on emissions target?

TO8.5 The City will reduce the energy consumed in the transportation system by constructing active transportation facilities and reducing delay and congestion along key transportation corridors.

Capital Facilities Element

CF04.4 Amend plans and documents sited in this element to directly address climate resilience in public service provision

Private Utilities Element

PUO2.4Encourage green building practices to minimize energy consumption.

PUO2.5 In partnership with service providers, develop and implement a strategy to expedite management of debris (e.g., downed tree limbs and buildings blocking roads and streams) after a disaster incident to reduce the risks of subsequent fire, flood, injury, and disease vectors.

PUO2.6 For electricity providers, install underground lines reduce damage from storms and wildfire ignition risks.

Greenhouse Gas Reduction

Livability Element

LO1.2 Encourage a mix of uses in new neighborhood centers that serves the local neighborhood and create a vibrant sense of place.

LO2.4 Promote new developments that enhance pedestrian and bicycling accessibility and decrease vehicular dependency.

LO2.6 Promote the design of public and recreation spaces and rights-of-way that improve the pedestrian environment and increase the opportunity for social interaction.

LO2.9 Foster the development of a walkable and accessible multimodal network along Battle Ground's commercial streets and its commercial districts

LO2.10 Develop flexible tree conservation and enhancement programs

Land Use Element

LUO1.3 Establish a mix of land uses that helps reduce vehicle miles travelled (VMT) per capita to strengthen climate resiliency.

LUO4.2 Incorporate environmental mitigation measures to reduce impact of industrial uses on the natural environment, critical areas, and fish and wildlife habitat.

Housing Element

HO3.4 Develop market incentives and bonuses to encourage or require affordable housing to meet the needs of people who work and desire to live in Battle Ground.

Environment Element

EO8.1 Encourage and provide facilities for the use of alternative modes of transportation to reduce air pollution.

Economic Development Element

EDO2.1 Provide a mix of land uses that allows for the daily needs of residents to be met within Battle Ground.

Parks, Recreation and Open Space Element

PO4.2 Establish a trail system that connects parks, residential areas and commercial areas and that helps serve the transportation needs of the residents of Battle Ground and connect residents to parks, neighborhoods, and public amenities. (2022 PROS Plan Goal 5)

Transportation Element

TO1.3 Consider a system of arterials and collectors that provide both transportation and open space for pedestrians and bicyclists per the City's Transportation Standard Details.

TO1.8 Use 'complete streets' principles, where most suitable, when new development is proposed

TO2.1 Enhance the safety of the city's multimodal transportation systems through improved pedestrian connections and ADA accessibility.

TO2.2 Enhance the safety of the bicycle system by providing dedicated bicycle facilities which connect residential neighborhoods to schools, parks and other key destinations

TO2.4 Work collaboratively with C-TRAN to improve safety, accessibility, and connectivity to bus stops

TO2.6 Strive to improve street connectivity and walkability, including sidewalks and street crossings, to serve as potential emergency response and evacuation routes.

TO2.7 The City will develop multimodal roadway safety improvements consistent with complete streets' principles, where feasible

TO3.1 The City will work with C-TRAN to expand transit service within the City and improve transit stop facilities and accessibility.

TO3.2 The City will work to complete the pedestrian network identified in the Transportation Systems Plan and Non-Motorized Transportation Action Plan.

TO3.3 The City will work to complete the bicycle network identified in the Transportation Systems Plan and Non-Motorized Transportation Action Plan.

TO3.4 The City will develop and implement transportation demand management strategies to reduce the number of single occupancy vehicle trips.

TO3.5 Seek alternative means of meeting travel demand by promoting the use of active travel modes and improving the efficiency of the existing transportation network. The City will implement multimodal transportation planning, such as bicycle and pedestrian plans, to reduce reliance on single-occupancy vehicle trips.

TO4.2 The City will improve multimodal connectivity to industrial and employment areas in the City.

TO5.2 Improve multimodal circulation, prioritizing improvements that complete ADA upgrades and improve connectivity in overburdened communities experiencing a scarcity of transportation alternatives.

TO 5.4 Increase non-motorized access to schools and other civic centers when planning, designing, and constructing transportation improvements.

TO5.5 Prioritize, develop, and maintain mobility hubs in transportation-efficient locations, especially in overburdened communities experiencing a scarcity of transportation alternatives.

TO5.8 Balance the need for motor vehicle mobility with the need for pedestrian, bicycle and transit accessibility.

TO6.3 Equitably balance funding for transportation improvements across all transportation modes.

Capital Facilities Element

CFO2.2 Support multimodal access to school facilities, including safe walking and biking paths, and access to transit

12.5 Challenges and Opportunities

Several challenges and opportunities arise in the context of climate change in Battle Ground:

Challenges

- Implementation strategies require additional funding. Grants and sources will be competitive.
- Retrofits for capital facilities (ex schools), will be expensive.
- Defining climate justice for the next 20 years will change over time.
- Supporting more locally sourced goods is an opportunity for supporting local economic development, but a challenge in providing technical appendix.
- Difficulty in tracking and reporting the efficacy of GHG and VMT reduction goals, objectives, and strategies as part of the five-year implementation progress report mandated by RCW 36.70A.130.

Opportunities

- Addressing climate change requires both government and individual interventions. Implementation strategies should include community partnerships.
- Support local programming efforts and community gardens to activate public space and build community.
- Education is critical to minimize impacts of climate related hazards.

12.6 Climate Element Implementation

Exhibit 12-13. Climate Resiliency, VMT Reduction, and GHG Reduction Implementation Strategies

Strategy	Desired Outcome	Metric for Success	Measurement Methods	Responsible Department
Adopt future budgets and capital improvements that include more investment in active transportation infrastructure	Reduce vehicle miles traveled	▪ Increased C-Tran boardings ▪ Fewer C-Tran delays ▪ increased bicycle ridership ▪ Lower average vehicle travel times	▪ Data from C-Tran ▪ Bike counters on major thoroughfares or near new bicycle infrastructure ▪ Historical traffic data and before and after counts using large traffic data models	▪ Public Works ▪ Community Development ▪ Finance
Adopt land use map that improves service connectivity for residents' everyday needs	Reduce vehicle miles traveled	▪ Increase in employment opportunities in Battle Ground ▪ Implement land use patterns that promote connectivity and equitable distribution of services	▪ 2030 LEHD employment data ▪ Comparative GIS analysis of community assets	▪ Public Works ▪ Community Development

Implement incentive programs for clean energy sources for homes, businesses, and city facilities	Reduce Greenhouse Gas Emissions	▪ Increased participation in local and state incentive programs for high efficiency appliances and energy saving home improvements ▪ Transition of city facilities to cleaner energy sources and away from fossil fuel energy sources	▪ Data from utility providers, state agencies, and other incentive providers on overall participation rate ▪ Data from utility providers on per capita GHG based energy consumption and overall GHG based energy consumption ▪ Compare before and after share of renewable energy sources City facilities	▪ Public Works ▪ Utilities
Amend Water Systems Plan to include more direct actions to address water resiliency	Improve climate resiliency ▪ Lower risk of service disruption during events that both increase demand and lower supply of available water such as droughts and wildfires ▪ Increase number of fail-safes in the water system in case of emergency	▪ An amended Water Systems Plan which includes explicit resilience language	▪ N/A	▪ Public Works
Finance and build planned stormwater improvements and green infrastructure and expand future investments in subsequent budgets and Capital Improvement Plans	Improve climate resiliency	▪ Fewer urban flooding events and transportation interruptions during storm events	▪ Comparative analysis of annual costs related to flood damage and repairs	▪ Public Works ▪ Community Development ▪ Finance

Identify areas with tree canopy and vegetative land cover deficits on public rights-of-way and in public park space and create a planting schedule to alleviate this inequity	Improve climate resiliency	▪ Tree canopy coverage improvement ▪ Fewer instances of heat stress related hospitalizations or EMS calls	▪ Comparative GIS analysis based on USGS land coverage datasets ▪ Data from nearby hospitals and from AMR (EMT services) on heat stress related hospitalizations and emergency calls	▪ Public Works ▪ Community Development