



# City of Longview

1525 Broadway  
Longview, WA 98632  
www.ci.longview.wa.us

## Agenda

### Planning Commission

Wednesday, November 5,  
2025

7:00 PM

City Hall

**The City Hall is accessible for persons with disabilities. Special equipment to assist the hearing impaired is also available. Please contact the City Executive Offices at 360.442.5004 48 hours in advance if you require special accommodations to attend the meeting.**

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/82348037864>

**Webinar ID: 823 4803 7864**

Telephone Options (dial any of the following numbers):

1-253-215-8782	1-346-248-7799	1-408-638-0968
1-669-900-6833	1-301-715-8592	1-312-626-6799
1-646-876-9923		

International numbers available: <https://us02web.zoom.us/u/kBm9OU6w1>

1. **ROLL CALL**
2. **APPROVAL OF MINUTES**  
25-00997 PC Minutes of October 1, 2025
3. **AUDIENCE PARTICIPATION OR CORRESPONDENCE**
4. **DECLARATION OF EX-PARTE COMMUNICATIONS AND APPEARANCE OF FAIRNESS**
5. **PUBLIC HEARINGS**  
25-00998 Shared Driveways - LMC 19.77 updates
6. **NON-PUBLIC HEARING ITEMS**  
25-00999 Comprehensive Plan update  
Chapters 1, 5 and 9
7. **OTHER BUSINESS**
8. **DIRECTOR'S REPORT**
9. **PLANNER'S REPORT**
10. **ADJOURNMENT**



# City of Longview

1525 Broadway  
Longview, WA 98632  
www.ci.longview.wa.us

## Minutes

### Agenda

### Planning Commission

Wednesday, October 1, 2025

7:00 PM

City Hall

The City Hall is accessible for persons with disabilities. Special equipment to assist the hearing impaired is also available. Please contact the City Executive Offices at 360.442.5004 48 hours in advance if you require special accommodations to attend the meeting.

1. **ROLL CALL**

*Chairman Collins called the meeting to order at 7:00 p.m.*

**Present:** Member Craig Collins, Member Trey Davis, Member Jeff Rauth, Member Ramona Leber, Member Jerry Stinger

**Absent:** Member Randy Knox, Member Alison Moss

**Staff Present:** Nick Little, Community Development Director; Sam Barham, City Engineer; Irene Rutikanga; Lisa Vertrees, Administrative Assistant

2. **APPROVAL OF MINUTES**

**25-00899 PC Minutes of September 3, 2025**

*A motion was by Member Jeff Rauth, seconded by Member Ramona Leber, to approve the regular meeting minutes of September 3, 2025. The motion passed unanimously.*

3. **AUDIENCE PARTICIPATION OR CORRESPONDENCE**

*None at this time.*

4. **DECLARATION OF EX-PARTE COMMUNICATIONS AND APPEARANCE OF FAIRNESS**

*Waived*

5. **PUBLIC HEARINGS**

*None at this time.*

6. **NON-PUBLIC HEARING ITEMS**

**25-00900 Workshop - Proposed Amendments to LMC 19.77 – Shared Driveways**

*Mr. Little presented the staff report and on-screen presentation.  
 Themes include usability, clarity/consistency, public safety, accountability.  
 The LMC will also clarify applicability, turnarounds, surface materials, construction standards access to structures and easement width.  
 Additions to the LMC include width parameters, naming and address signage, additional definitions, maintenance agreement, overhead clearances.  
 Chairman Craig Collins likes the revised table and feels any driveway with 4 or more dwellings should be named.  
 Member Trey Davis agreed, then asked about the first 50' being paved, then gravel. Mr. Barham offered paving distance could be tied to the number of lots rather than the length of the driveway.  
 Conclusions - Base things of 4 plus lots, eliminate the 5 plus column in the table, tie the surfacing requirement to the number of lots, add a standard cross section, compaction, WSDOT specs.  
 Name/address signage will be the minimum standard of placement and size, owners choose name.*

*A motion was made by Member Ramona Leber, seconded by Member Trey Davis, to set a public hearing for proposed amendments to LMC 19.77 - Shared Driveways for the regular meeting November 5, 2025. The motion passed unanimously.*

**25-00901 Comprehensive Plan Update - Timeline, road map**

*Mr. Little gave the staff report and on-screen presentation.  
 This is an update, not a re-write.  
 Process overview:  
 Create work program; staff is reviewing chapters; development of a public participation plan.  
 The public participation plan can include Planning Commission regular meetings, community meeting(s), other outreach methods such as a project website, notification lists, postings.  
 Staff will bring the Intro, Historic Preservation and the National Environment chapters to the November meeting.  
 Member Ramona Leber noted the table in the housing section is really old. Mr. Little said that will be updated.*

**25-00902 Critical Areas update**

*Brief report.*

**7. OTHER BUSINESS**

*None at this time.*

**8. PLANNER'S REPORT**

- \* 48th Ave proposed subdivison public hearing scheduled for the October 9th Council meeting*
- \* Mint Valley mobile home park in review process*

*Public Works*

- \* LCC has paid permit fees*
- \* 15th water main relocation*
- \* Mt. Solo waterline replacement project*
- \* Roy MORse park updates*
- \* Finished Cloney Park updates*
- \* Upcoming signal upgrades - Tennant Way 15th*
- \* Grant awarded to the golf course to replace valves*

**9. DIRECTOR'S REPORT**

- \* Fishers Lane rezone completed. To Council October 9th to surplus the property*
- \* HUD CAPER report at October 23rd Council meeting*

**10. ADJOURNMENT**

*The next regular Planning Commission meeting is scheduled for November 5, 2025, at 7 p.m.*

*With no further business to discuss, Chairman Collins adjourned the meeting at 8:03 p.m.*

\_\_\_\_\_  
*Lisa Vertrees, Recorder*



**TO:** Longview Planning Commission

**FROM:** Nick Little, Community Development Director

**MEETING DATE:** November 5<sup>th</sup>, 2025

**SUBJECT:** Summary of Proposed Amendments to LMC 19.77 – Shared Driveways

---

### **Purpose of the Update**

The original adoption of LMC 19.77 in 2024 was a strong first step in establishing a framework for shared driveways. It provided a foundation for supporting infill housing, improving access, and encouraging efficient land use. Now that the ordinance has been in use for a short time, staff has had the opportunity to apply its provisions in real-world scenarios and identify areas where the code can be refined.

The proposed revisions represent a continuation of those initial efforts—building on what worked well while making the ordinance more user-friendly, both for staff administering the code and for the public navigating the development process. These updates aim to improve clarity, consistency, and safety, while maintaining flexibility where appropriate.

The proposed amendments to the Shared Driveways code (LMC 19.77) are intended to clarify applicability, improve safety and access standards, and provide a more user-friendly and enforceable framework for shared driveway development. The revisions also introduce a new section allowing for administrative flexibility under specific conditions.

## Summary of Key Changes

The table below outlines the major differences between the **existing ordinance** and the **proposed draft (Final - Clean)**:

### Comparison Table: Existing vs. Final Draft Ordinance

<b><u>Section / Topic</u></b>	<b><u>Existing Ordinance</u></b>	<b><u>Draft Ordinance (V1.4)</u></b>
<b>Title (19.77.010)</b>	No change	No change
<b>Purpose &amp; Intent (19.77.020)</b>	Lists 6 goals related to housing and land use	Same 6 goals retained
<b>Applicability (19.77.030)</b>	Applies to areas classified as “Residential”	Clarified to include areas classified as residential: <ul style="list-style-type: none"> <li>• All new shared driveways</li> <li>• Upgrades/extensions with added units</li> <li>• Substantial reconstruction (&gt;50% of length)</li> </ul>
<b>Authority &amp; Administration (19.77.040)</b>	Applications submitted to Building and Planning/Community Development	Updated to <b>Community and Economic Development Department</b>

### → Development Standards (19.77.050)

<b><u>Standard</u></b>	<b><u>Existing Ordinance</u></b>	<b><u>Draft Ordinance (V1.4 Clean)</u></b>
<b>Overhead Clearance</b>	Not specified	Minimum <b>13.5 feet</b> required

<b><u>Standard</u></b>	<b><u>Existing Ordinance</u></b>	<b><u>Draft Ordinance (V1.4 Clean)</u></b>
<b>Fire Access to Structures</b>	General reference to fire marshal standards	Must provide access within <b>150 feet</b> of all habitable structures and large non-habitable structures
<b>Addressing</b>	Not addressed	Required at driveway entrance and intersections; must meet size and visibility standards
<b>Surface Requirements</b>	General all-weather surface required	A function of number of dwelling units: <ul style="list-style-type: none"> <li>• First 50 ft paved (always)</li> <li>• 2-3 homes may be gravel</li> <li>• 4+ homes paved</li> </ul> Typical construction specs provided
<b>Turnarounds</b>	Required for 3+ lots	Any number of lots. Must comply with <b>Appendix D of 2021 IFC</b> ; required every <b>300 feet</b> unless turnouts are approved
<b>Driveway Width</b>	12–20 ft depending on number of units	<ul style="list-style-type: none"> <li>• <b>14 ft</b> for 2–3 dwellings</li> <li>• <b>20 ft</b> for 4+ dwellings</li> </ul>
<b>Easement Width</b>	20–30 ft depending on number of units	Same widths, but clarified by number of dwellings served
<b>Maintenance Agreement</b>	Not required	Required and must be <b>recorded</b> with <b>Cowlitz County Auditor</b> ; includes surfacing, drainage, signage, vegetation control

<b><i>Standard</i></b>	<b><i>Existing Ordinance</i></b>	<b><i>Draft Ordinance (V1.4 Clean)</i></b>
<b>Driveway Naming</b>	Not addressed	Required for 4+ <b>dwellings</b> ; subject to approval by <b>Cowlitz 911</b> and <b>Longview Fire Department</b>

**Other Additions**

<b>Section</b>	<b>Existing Ordinance</b>	<b>Draft Ordinance (V1.4 Clean)</b>
<b>Modifications (19.77.055)</b>	Not included	<b>New section:</b> Fire Marshal may approve modifications with concurrence from City Engineer and Building Official, if safety/access are maintained
<b>Definition (LMC 19.09.197)</b>	Not included	<b>New definition</b> of “Shared Driveway” added; excludes multi-family developments
<b>Appendix A</b>	Not included	<b>New appendix</b> for private access signage standards.

**Recommended Replacement Table for LMC 19.77.050**

To improve usability and clarity, staff recommends replacing the existing standards table with the following matrix format, which aligns with the revised ordinance language:

**Table 19.77.050-1, Shared Driveways**

<b>Standard</b>	<b>2-3 Dwellings/Lots</b>	<b>4+ Dwelling/Lots</b>
<b>Overhead Clearance</b>	13.5 feet	13.5 feet
<b>Driveway Width (Driving Surface)</b>	14 feet	20 feet
<b>Easement Width</b>	20 feet	30 feet
<b>Turnarounds</b>	End of driveway and maximum 300' between turnaround areas	End of driveway and maximum 300' between turnaround areas
<b>Access Naming/Signage</b>	Not required	Yes, access name and signage required (See Appendix A)
<b>Surface Type</b>	See 19.77.050(1)(d)	See 19.77.050(1)(d)
<b>Maintenance Agreement Required</b>	Yes	Yes
<b>Fire Lane Signage</b>	No	Yes (See Appendix A)

Note: Table 19.7.050-1 is intended as a quick reference guide. Detailed standards are found in LMC 19.77.050, Development Standards and Requirements.

**Next Steps**

- Hold Planning Commission hearing to generate recommendation to City Council
- Issue SEPA determination and begin Commerce’s review period
- Hold City Council hearing for potential ordinance adoption
- Expected timeline: December/January for Council hearing (depending on Commerce review period)

## Chapter 19.77

### SHARED DRIVEWAYS

#### Sections:

- 19.77.010 Title.
- 19.77.020 Purpose and intent.
- 19.77.030 Applicability.
- 19.77.040 Authority and administration.
- 19.77.050 Development standards and requirements.
- 19.77.055 Modifications
- 19.77.060 Enforcement.
- 19.77.070 Severability.

#### Appendix A – Shared Driveway Signage

#### **19.77.010 Title.**

This chapter shall be known and may be cited as the “City of Longview Shared Driveways Ordinance.” (Ord. 3510 § 1, 2024).

#### **19.77.020 Purpose and intent.**

It is the intent of this chapter to:

- (1) Support the city’s goals for economic development and associated housing;
- (2) Encourage the efficient use of land in areas of existing public services;
- (3) Provide diverse housing options;
- (4) Encourage affordability, creativity and variety in housing design and site development;
- (5) Promote a variety of housing choices to meet the needs of a population with a variety of individual needs;
- (6) Allow for an infill of residential style housing. (Ord. 3510 § 1, 2024).

#### **19.77.030 Applicability.**

The regulations contained in this chapter shall apply in areas classified as “Residential” in the Longview Comprehensive Plan. The development standards and requirements of this ordinance shall apply to the following:

- (a) All new shared driveways;
- (b) The upgrading or extension of existing shared driveways when additional lots or dwelling units are added;
- (c) Any substantial reconstruction or relocation of an existing shared driveway. Reconstruction or relocation of an existing shared driveway is considered substantial when more than 50% of the length of an existing shared driveway is relocated or reconstructed.(Ord. 3510 § 1, 2024)

#### **19.77.040 Authority and administration.**

All applications under this chapter shall be made to the city of Longview Community and Economic Development Department. The director or his/her designee in consultation with the city engineer and fire

marshal shall administer, interpret, and enforce the provisions of this chapter and shall provide such forms and establish such procedures as may be necessary to administer this chapter. All new or revised driveways that include city of Longview right-of-way require a right-of-way permit from the public works department prior to construction or demolition. All development will meet the city of Longview public works standards. (Ord. 3510 § 1, 2024).

**19.77.050 Development standards and requirements.**

(1) Shared driveways shall meet the following minimum standards:

(a) Overhead Clearance. All shared driveways shall provide for a minimum overhead clearance of 13.5 feet clear of all obstructions, including structures and/or overhanging vegetation.

(b.) Access to Structures. All shared driveways shall provide fire apparatus access to within 150 feet of all first-floor exterior walls of habitable structures, as well as non-habitable structures in excess of 3,600 square feet. When structural placement has not yet been determined, measurement shall be taken from the most remote location on the site capable of supporting a structure and considering required setbacks.

(c) Addressing. Address numbers for all properties served by a shared driveway shall be posted at the driveway entrance where it connects to public right-of-way and at the intersection of individual driveways where they connect to the shared driveway. Address numbers shall be a minimum of five (5) inches high, with a minimum stroke width of one-half (0.5) inch, and shall not be sight obscured. Location and height of driveway address signs are subject to Fire Marshal approval.

(d) Surface.

- i. Shared driveways serving two or three lots or dwellings may have a compacted gravel surface, including fire apparatus turnarounds.
- ii. Shared driveways serving four or more lots or dwellings shall be a paved or concrete surface, or other approved alternative, including fire apparatus turnarounds.
- iii. The first 50 feet of all shared driveways, regardless of the number of lots served, shall be a paved or concrete surface.

(e) Construction Standards

- i. Paved or concrete surfaces shall be a minimum of three (3) inches of asphalt over four (4) inches of compacted crushed rock, or four (4) inches of concrete over four (4) inches of compacted crushed rock.
- ii. Gravel surfaces shall be a minimum of six (6) inches of compacted crushed rock. Gravel shall be compacted to a firm, unyielding surface sufficient to support the occasional passage of emergency vehicles, subject to Fire Marshal approval.
- iii. Geotextile fabric or equivalent shall be placed between the native subgrade and base rock for all surface types.
- iv. Alternatives to the above may be allowed, subject to Fire Marshal and City Engineer approval.

(f) Turnarounds. Emergency vehicle turnarounds shall be provided at the terminus of any shared driveway and constructed in accordance with Appendix D of the 2021 International Fire Code, or as amended. Additional turnarounds shall be provided such that no portion of the shared driveway extends more than 300 feet without an approved turnaround. Pursuant to the criteria in LMC 19.77.055, the Fire Marshal may allow fire turnouts along the length of the shared driveway in lieu of multiple turnarounds.

(g) Width. Shared driveways serving two (2) to three (3) dwellings shall have a minimum driving surface of 14 feet. Shared driveways serving four (4) or more dwellings shall have a minimum driving surface of 20 feet.

(h) Access Easements. Shared driveways serving two (2) or three (3) dwellings shall have a minimum easement width of 20 feet. Shared driveways serving four (4) or more dwellings shall have a minimum easement width of 30 feet. Access easements are privately owned and maintained by the property owners being served and are not the responsibility of the city.

(i) Driveway Maintenance. A shared driveway maintenance agreement, covenant, or other instrument shall be put into place to ensure ongoing maintenance of the shared driveway in perpetuity. At minimum, the document shall include provisions for periodic and as-needed maintenance of the shared driveway, including surfacing, drainage/stormwater facilities, driveway signage, and vegetation control. Said instrument shall be recorded with the Cowlitz County Auditor prior to approval of any plat with lots served by the shared driveway, or prior to occupancy of any dwelling on an existing lot utilizing said shared driveway.

(j) Driveway Naming. Shared driveways serving four (4) or more dwellings shall be a named access. Shared driveway names are subject to approval by Cowlitz 911 and the Longview Fire Department and shall not be phonetically similar to other existing road or street names in the area. Private Access signage shall be installed at the beginning of the access, and shall meet the text and dimensional standards as shown in Appendix A. Sign location shall be subject to approval from the Fire Marshal and the City Engineer.

(h) No Parking Signage. “No Parking” signage shall be installed along all shared driveways serving four (4) or more lots or dwellings and such that each sign is visible from the next. “No Parking” signage shall conform to the dimensional standards shown in Appendix A.

(2) Minimum Lot Frontage. Minimum lot frontage/width requirements in Table 19.20.030-1, *Density and Dimensional Standards by Zone*, may be offset with approval for an alternate frontage on a shared driveway approved pursuant to this chapter with approval from the community development director or designee, city engineer and fire marshal.

**Table 19.77.050-1, Shared Driveways**

Standard	2-3 Dwellings/Lots	4+ Dwelling/Lots
Overhead Clearance	13.5 feet	13.5 feet
Driveway Width (Driving Surface)	14 feet	20 feet
Easement Width	20 feet	30 feet
Turnarounds	End of driveway and maximum 300’ between turnaround areas	End of driveway and maximum 300’ between turnaround areas
Access Naming/Signage	Not required	Yes, access name and signage required (See Appendix A)
Surface Type	See 19.77.050(1)(d)	See 19.77.050(1)(d)
Maintenance Agreement Required	Yes	Yes
Fire Lane Signage	No	Yes (See Appendix A)

Note: Table 19.7.050-1 is intended as a quick reference guide. Detailed standards are found in LMC 19.77.050, Development Standards and Requirements.

**19.77.055 Modifications**

The Fire Marshal is authorized to approve modifications to the development standards identified in 19.77.050, subject to review and concurrence by the City Engineer and Building Official. A modification to the development standards may be approved if the following criteria are met:

- (a) The proposed modification will not adversely affect the ability of emergency vehicles to access the dwelling nor adversely affect fire department operations; and
- (b) Adequate mitigation is provided to offset any potential impacts to fire or life safety presented by the requested modification. Typical mitigation measures include automatic sprinkler systems designed and installed in compliance with NFPA Standards 13, 13R, or 13D for any habitable structure served by the shared driveway; and
- (c) Adequate provisions are made for utility access, stormwater management, and infrastructure protection;
- (d) The proposed modification will not compromise vehicular or pedestrian safety.

**19.77.060 Enforcement.**

City of Longview Community and Economic Development Department is hereby charged with enforcement of this chapter in relation to private property. Consultation with the city of Longview Public Works Department will take place as needed in regard to rights-of-way. (Ord. 3510 § 1, 2024).

**19.77.070 Severability.**

If any section, subsection, clause, phrase or word in this chapter is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such section shall be deemed a separate provision and such holding shall not affect the validity of the remaining portions of this chapter. (Ord. 3510 § 1, 2024).

## LMC 19.77, Appendix A – Sign Standards

### Shared Access Road Sign



#### Sign Dimensions:

- Two-sided
- 18-30 inches wide
- 9 inches high
- .080 gauge aluminum
- 3/4 inch radius corners
- Reflective white

#### Text Dimensions:

- 4 inch, bold block letters
- Secondary text 2 inches high, block letters
- One inch spacing top and bottom
- Text centered on sign

### No Parking – Fire Lane Signage



- 18” high x 12” wide (min.)
- Single sided
- .063 gauge aluminum (min.)
- Reflective or non-reflective

## **Additions to LMC 19.09, Definitions**

### **LMC 19.09.197**

Driveway, shared: means a private vehicular access serving more than one lot, parcel, or dwelling that provides access from a public street to the properties served. A shared driveway is privately maintained jointly by the benefitted property owners. Access to multi-family apartments, condominiums, or similar multi-family development is not considered a shared driveway for the purposes of administering the provisions of LMC 19.77.

## Chapter 19.77

### SHARED DRIVEWAYS

Sections:

- 19.77.010 Title.
- 19.77.020 Purpose and intent.
- 19.77.030 Applicability.
- 19.77.040 Authority and administration.
- 19.77.050 Development standards and requirements.

19.77.055 Modifications

19.77.060 Enforcement.

19.77.070 Severability.

Appendix A – Shared Driveway Signage

**19.77.010 Title.**

This chapter shall be known and may be cited as the “City of Longview Shared Driveways Ordinance.” (Ord. 3510 § 1, 2024).

**19.77.020 Purpose and intent.**

It is the intent of this chapter to:

- (1) Support the city’s goals for economic development and associated housing;
- (2) Encourage the efficient use of land in areas of existing public services;
- (3) Provide diverse housing options;
- (4) Encourage affordability, creativity and variety in housing design and site development;
- (5) Promote a variety of housing choices to meet the needs of a population with a variety of individual needs;
- (6) Allow for an infill of residential style housing. (Ord. 3510 § 1, 2024).

**19.77.030 Applicability.**

The regulations contained in this chapter shall apply in areas classified as “Residential” in the Longview Comprehensive Plan. The development standards and requirements of this ordinance shall apply to the following:

(a) All new shared driveways;

(b) The upgrading or extension of existing shared driveways when additional lots or dwelling units are added;

(c) Any substantial reconstruction or relocation of an existing shared driveway. Reconstruction or relocation of an existing shared driveway is considered substantial when more than 50% of the length of an existing shared driveway is relocated or reconstructed.

(Ord. 3510 § 1, 2024).

**19.77.040 Authority and administration.**

All applications under this chapter shall be made to the city of Longview ~~building and planning/community development~~Community and Economic Development Department. The director or his/her designee in consultation with the city engineer and fire marshal shall administer, interpret, and enforce the provisions of this chapter and shall provide such forms and establish such procedures as may be necessary to administer this chapter. All new or revised driveways that include city of Longview right-of-way may require a right-of-way permit from the public works department prior to construction or demolition. All development will meet the city of Longview public works standards. (Ord. 3510 § 1, 2024).

**19.77.050 Development standards and requirements.**

(1) ~~Two options exist for review of a shared access:~~ Shared driveways shall meet the following minimum standards:

(a) Overhead Clearance. All shared driveways shall provide for a minimum overhead clearance of 13.5 feet clear of all obstructions, including structures and/or overhanging vegetation.

(b.) Access to Structures. All shared driveways shall provide fire apparatus access to within 150 feet of all first-floor exterior walls of habitable structures, as well as non-habitable structures in excess of 3,600 square feet. When structural placement has not yet been determined, measurement shall be taken from the most remote location on the site capable of supporting a structure and considering required setbacks.

(c) Addressing. Address numbers for all properties served by a shared driveway shall be posted at the shared driveway entrance where it connects to public right-of-way and at the intersection of individual driveways where they connect to the shared driveway. Address numbers shall be a minimum of five (5) inches high, with a minimum stroke width of one-half (0.5) inch, and shall not be sight obscured. Location and height of driveway address signs are subject to Fire Marshal approval.

(d) Surface.

i. Shared driveways serving two or three lots or dwellings may have a compacted gravel surface, including fire apparatus turnarounds.

ii. Shared driveways serving four or more lots or dwellings shall be a paved or concrete surface, or other approved alternative, including fire apparatus turnarounds.

iii. The first 50 feet of all shared driveways, regardless of the number of lots served, shall be a paved or concrete surface.

(e) Construction Standards

i. Paved or concrete surfaces shall be a minimum of three (3) inches of asphalt over four (4) inches of compacted crushed rock, or four (4) inches of concrete over four (4) inches of compacted crushed rock.

ii. Gravel surfaces shall be a minimum of six (6) inches of compacted crushed rock. Gravel shall be compacted to a firm, unyielding surface sufficient to support the occasional passage of emergency vehicles, subject to Fire Marshal approval.

iii. Geotextile fabric or equivalent shall be placed between the native subgrade and base rock for all surface types.

iv. Alternatives to the above may be allowed, subject to approval from the Fire Marshal and City Engineer

(f) Turnarounds. Emergency vehicle turnarounds shall be provided at the terminus of any shared driveway and constructed in accordance with Appendix D of the 2021 International Fire Code, or as amended.

Additional turnarounds shall be provided such that no portion of the shared driveway extends more than 300 feet without an approved turnaround. Pursuant to the criteria in LMC 19.77.055, the Fire Marshal may allow fire turnouts along the length of the shared driveway in lieu of multiple turnarounds.

(g) Width. Shared driveways serving two (2) to three (3) dwellings shall have a minimum driving surface of 14 feet. Shared driveways serving four (4) or more dwellings shall have a minimum driving surface of 20 feet.

(h) Access Easements. Shared driveways serving two (2) or three (3) dwellings shall have a minimum easement width of 20 feet. Shared driveways serving four (4) or more dwellings shall have a minimum easement width of 30 feet. Access easements are privately owned and maintained by the property owners being served and are not the responsibility of the city

(i) Driveway Maintenance. A shared driveway maintenance agreement, covenant, or other instrument shall be put into place to ensure ongoing maintenance of the shared driveway in perpetuity. At minimum, the document shall include provisions for periodic and as-needed maintenance of the shared driveway, including surfacing, drainage/stormwater facilities, driveway signage, and vegetation control. Said instrument shall be recorded with the Cowlitz County Auditor prior to approval of any plat with lots served by the shared driveway, or prior to occupancy of any dwelling on an existing lot utilizing said shared driveway.

(j) Driveway Naming. Shared driveways serving 5 or more dwellings shall be a named access. Shared driveway names are subject to approval by Cowlitz 911 and the Longview Fire Department and shall not be

~~phonetically similar to other existing road or street names in the area. Private Access signage shall be installed at the beginning of the access, and shall meet the text and dimensional standards as shown in Appendix A. Sign location shall be subject to approval from the Fire Marshal and the City Engineer.~~

~~(h) No Parking Signage. “No Parking” signage shall be installed along all shared driveways serving four (4) or more lots or dwellings and such that each sign is visible from the next. “No Parking” signage shall conform to the dimensional standards shown in Appendix A.~~

~~(2) Minimum Lot Frontage. Minimum lot frontage/width requirements in Table 19.20.030-1, Density and Dimensional Standards by Zone, may be offset with approval for an alternate frontage on a shared driveway approved pursuant to this chapter with approval from the community development director or designee, city engineer and fire marshal.~~

~~(a) Driveways and Joint Usage Driveways. Urban or rural driveways and joint usage driveways serving two or fewer lots have the minimum width or surfacing requirements of LMC 19.78.060. The minimum width of an access easement serving two or fewer lots is 20 feet.~~

~~(b) Access Easements. Property accesses serving four or more lots and more than 150 feet in length as measured from the connecting road near side right-of-way line to the farthest exterior wall of an occupied unit are access easements. Unless an alternate approved emergency vehicle access is provided, access easements shall also serve as an emergency vehicle access. Access easements are privately owned and maintained by the property owners being served and are not the responsibility of the city. Access easements shall have the following requirements:~~

- ~~(i) The minimum width of the tract or access easement serving four or more lots shall be 30 feet.~~
- ~~(ii) The base and surfacing shall provide a minimum all-weather driving surface constructed as an all-weather road.~~
- ~~(iii) Suitable drainage meeting applicable city right-of-way design standards shall be provided along the full length of the access easement.~~
- ~~(iv) Access easements serving three or more lots shall be via private road meeting the standards of the city of Longview fire marshal.~~

~~Consideration for a shared driveway does not exempt the applicant from meeting the standards required by public-works. Minimum lot frontage/width requirements in Table 19.20.030-1, Density and Dimensional Standards by Zone, may be offset with approval for an alternate frontage with approval from the community development director or designee, city engineer and fire marshal.~~

~~Table 19.77.050-1 Privately Owned Access Lanes – City of Longview, WA~~

<del>Road Length (Feet)</del>	<del>150' or Less</del>	<del>Over 150'</del>	<del>Any Length</del>
<del>Total number of dwellings served</del>	<del>1–2</del>	<del>3+</del>	<del>4+</del>
<del>Road width (feet) Minimum</del>	<del>12'</del>	<del>20'</del>	<del>20'</del>
<del>Fire apparatus turn-around required</del>	<del>No</del>	<del>Yes</del>	<del>*</del>
<del>Fire lane signage required</del>	<del>No</del>	<del>Yes</del>	<del>*</del>
<del>Roadway height clearance</del>	<del>No height requirement</del>	<del>Minimum 13.5 feet</del>	<del>*</del>

~~\*Refer to previous two columns~~

~~Exception: Access roadway standards may be reduced if the building is protected by a complete automatic sprinkler system designed and installed in compliance with NFPA Standards 13, 13R or 13D with approval of the fire code official, unless access roads are otherwise required by other adopted codes or standards.~~

~~Exception: It is the intent of this section that if the most remote exterior wall location on all structures served by a lane can be reached within 150 feet of an approved fire lane then standard driveway widths may be used regardless of the number of units served. Where structural placement has not yet been determined, measurement shall be taken from the most remote location on the lots.~~

~~Note: Fire department standards for access requirements and apparatus specifications are available at mylongview.com and upon request from city staff.~~

~~(Ord. 3510 § 1, 2024).~~

<b>Standard</b>	<b>2-3 Dwellings/Lots</b>	<b>4+ Dwelling/Lots</b>
<b>Overhead Clearance</b>	<u>13.5 feet</u>	<u>13.5 feet</u>
<b>Driveway Width (Driving Surface)</b>	<u>14 feet</u>	<u>20 feet</u>
<b>Easement Width</b>	<u>20 feet</u>	<u>30 feet</u>
<b>Turnarounds</b>	<u>End of driveway and maximum 300' between turnaround areas</u>	<u>End of driveway and maximum 300' between turnaround areas</u>
<b>Access Naming/Signage</b>	<u>Not required</u>	<u>Yes, access name and signage required (See Appendix A)</u>
<b>Surface Type</b>	<u>See 19.77.050(1)(d)</u>	<u>See 19.77.050(1)(d)</u>
<b>Maintenance Agreement Required</b>	<u>Yes</u>	<u>Yes</u>
<b>Fire Lane Signage</b>	<u>No</u>	<u>Yes (See Appendix A)</u>

**19.77.055 Modifications**

~~The Fire Marshal is authorized to approve modifications to the development standards identified in 19.77.050, subject to review and concurrence by the City Engineer and Building Official. A modification to the development standards may be approved if the following criteria are met:~~

- ~~(a) The proposed modification will not adversely affect the ability of emergency vehicles to access the dwelling nor adversely affect fire department operations; and~~
- ~~(b) Adequate mitigation is provided to offset any potential impacts to fire or life safety presented by the requested modification. Typical mitigation measures include automatic sprinkler systems designed and installed in compliance with NFPA Standards 13, 13R, or 13D for any habitable structure served by the shared driveway; and~~
- ~~(c) Adequate provisions are made for utility access, stormwater management, and infrastructure protection;~~
- ~~(d) The proposed modification will not compromise vehicular or pedestrian safety.~~

**19.77.060 Enforcement.**

~~City of Longview department of building and planning/community development~~Community and Economic Development Department is hereby charged with enforcement of this chapter in relation to private property. Consultation with the city of Longview ~~P~~public ~~W~~works ~~D~~epartment will take place as needed in regard to rights-of-way. (Ord. 3510 § 1, 2024).

**19.77.070 Severability.**

If any section, subsection, clause, phrase or word in this chapter is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such section shall be deemed a separate provision and such holding shall not affect the validity of the remaining portions of this chapter. (Ord. 3510 § 1, 2024).

**Additions to LMC 19.09, Definitions:**

**LMC 19.09.197**

Driveway, shared: means a private vehicular access serving more than one lot, parcel, or dwelling that provides access from a public street to the properties served. A shared driveway is privately maintained jointly by the benefitted property owners. Access to multi-family apartments, condominiums, or similar multi-family development is not considered a shared driveway for the purposes of administering the provisions of LMC 19.77.

**Change Log**

- Compaction/loading added to surface requirements
- Address signs/road signs (Appendix)
- Changes to dwelling #s for consistency (surface/easement width/driveway width)
- Turnaround clarification – added reference to Appendix D, 2021 IFC
- Added remote location clarification to access to structures
- Shared Driveway Definition added to LMC 19.09
- Updated maintenance agreement section language to separate timing requirements for existing lots vs. lots in a plat.
- Amended turnaround section language.-
- Updated terminology in signage section

- ~~Created Appendix A – private access sign standards~~
- ~~Added Minimum Lot Frontage language~~

## Change Log

Brief log of changes to the draft through the multiple version of the revised ordinance.

- Compaction/loading added to surface requirements
- Address signs/road signs (Appendix)
- Changes to dwelling #s for consistency (surface/easement width/driveway width)
- Turnaround clarification – added reference to Appendix D, 2021 IFC
- Added remote location clarification to access to structures
- Shared Driveway Definition added to LMC 19.09
- Updated maintenance agreement section language to separate timing requirements for existing lots vs. lots in a plat.
- Amended turnaround section language.
- Updated terminology in signage section
- Created Appendix A – private access sign standards
- Added Minimum Lot Frontage language
- Added Updated Table
- Surface type updated to be function of # of dwellings, not distance
- Fire Lane Signage added to text and Appendix A



# Chapter 1. Introduction

## Purpose

### What is a Comprehensive Plan?

A comprehensive plan is an official policy document that guides decisions related to a community's physical, social, and economic growth. Longview's 2018 comprehensive plan update guides future public growth, development, and decision-making through the year 2040. The plan provides direction for how the area will grow and evolve over time and establishes the goals, objectives, and policies that the City should pursue to improve its quality of life, preserve and promote the community's assets, and ensure that Longview is an attractive, safe, and prosperous place to live and work now and into the future.

A comprehensive plan is not, in itself, a set of regulations; rather, it a guiding document that is implemented through development regulations such as the City's zoning code, public investments, and subsequent policy decisions.

### What Are the Benefits of Comprehensive Planning?

A comprehensive plan is beneficial because it provides a road map for how a city will grow. Planning helps to produce better communities, healthier environments, and stronger economies. A well-planned community provides compatible land uses, a range of housing, appropriate commercial and industrial lands, an efficient and functional transportation network, and adequate public facilities and parks; and it protects its environmental and historic resources. The plan is an effective management tool for the City. Through its goals, objectives, and policies, the plan provides the opportunity for community-defined direction and offers property owners greater predictability.

#### *Effective Management Tool*

For the comprehensive plan to be an effective management tool, the City must plan for the future by analyzing today's growth and development patterns and determining priorities for future capital improvements and investments. The plan offers City leaders a basis for making more informed

choices about the community's future that will ideally result in more orderly and predictable growth and cost-effective delivery of services. A comprehensive plan typically has a 20-year planning horizon and provides continuity for future decision-making, despite fluctuations in the local economy or turnover in leadership. The horizon for the Longview Comprehensive Plan is the year 2040.

### *Community-Defined Direction*

A comprehensive plan allows residents, property owners, business owners, and others to take control over their destiny as opposed to reacting to changes around them. The planning process offers the opportunity for the public to share its vision, concerns, and targeted opinions about the city's future direction, including preserving the characteristics that make Longview unique.

### *Greater Predictability*

A comprehensive plan provides greater predictability to private property owners, businesses, and developers in making long-term decisions about the future use and enjoyment of their property. The plan can inform land investments by defining the general location, direction, type, and extent of residential, commercial, and industrial development into the future.

## **Why Should We Keep Updating the Comprehensive Plan?**

A comprehensive plan should be a living document that is updated periodically to reflect a community's own evolution – its changing development patterns, population, market and employment trends, and necessary services. Through the comprehensive plan, the City plans for its existing population as well as future population growth to provide adequate housing, roads, parks, utilities, and services. The City's previous comprehensive plan was adopted in 2006, and before that in 1993. Since then, the population has changed, new development has taken place, and local businesses and industries have changed.

The plan has been updated to reflect these changing conditions and to reassess population and employment trends. This update will help to address evolving community issues.

## **What Laws Govern Comprehensive Planning?**

Washington's Growth Management Act (GMA – Title 36.70A RCW) was adopted in 1990. Certain counties are required to plan under and meet specific requirements of the GMA. However, others only need to meet minimal requirements. At the time GMA was passed, Cowlitz County "opted out" of the GMA requirements because it did not meet the population criteria that would require full planning. As such, the County and its incorporated cities are regarded as "partially planning." They are still required to undertake planning for natural resource lands and critical areas, including a critical areas ordinance based on best available science that addresses aquifer protection areas, flood hazards, geologic hazards, fish and wildlife conservation areas, and wetlands.

As a “code city,” Longview is also governed by Title 35A RCW, which includes certain planning requirements. At *minimum*, the plan must include “a recommended plan, scheme, or design for each of the following elements:

(1) A land-use element that designates the proposed general distribution, general location, and extent of the uses of land. These uses may include, but are not limited to, agricultural, residential, commercial, industrial, recreational, educational, public, and other categories of public and private uses of land. The land-use element shall also include estimates of future population growth in, and statements of recommended standards of population density and building intensity for, the area covered by the comprehensive plan. The land use element shall also provide for protection of the quality and quantity of groundwater used for public water supplies and shall review drainage, flooding, and stormwater runoff in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute Puget Sound or waters entering Puget Sound.

(2) A circulation element consisting of the general location, alignment, and extent of existing and proposed major thoroughfares, major transportation routes, and major terminal facilities, all of which shall be correlated with the land-use element of the comprehensive plan.”<sup>1</sup>

## Planning Area Boundary (PAB)

One fundamental aspect of the GMA is the establishment of urban growth areas (UGAs). A UGA includes both currently incorporated lands (cities and towns) as well as unincorporated (county) area where urban-scale development is expected to occur, and urban services are expected to be provided, in the succeeding planning period. Typically, UGAs also serve as future annexation areas.

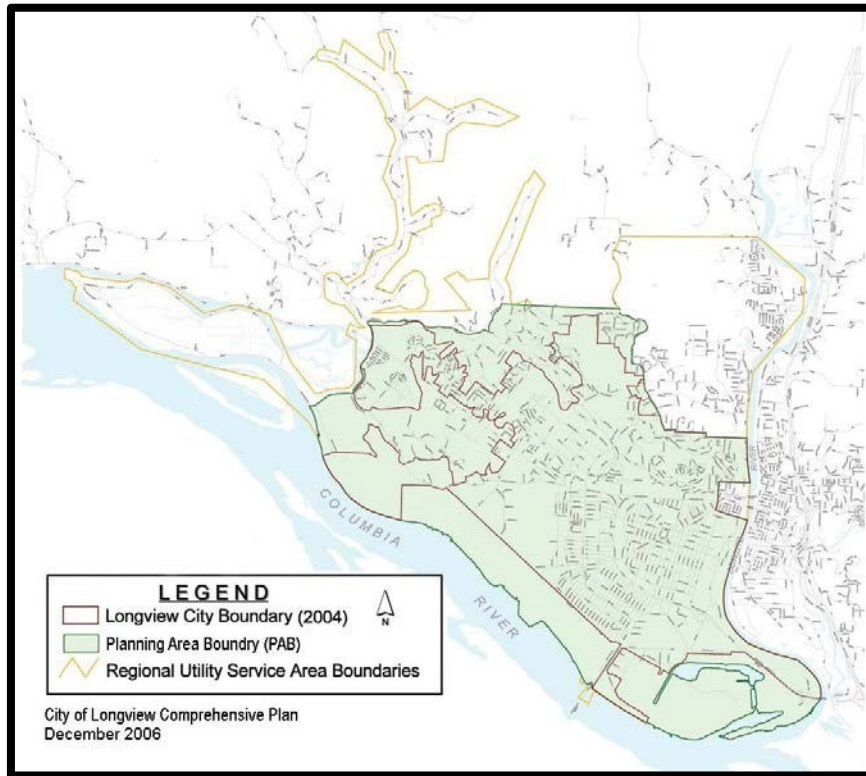
By virtue of its “partially planning” status, Cowlitz County isn’t required to establish UGAs and has done so only in limited circumstances. Longview’s comprehensive plan uses the approach of UGA planning by establishing a planning area boundary (PAB) that includes the City limits and certain unincorporated area. Detailed analysis for the comprehensive plan is focused on properties already within the city limits, but a second layer of analysis focuses on the unincorporated portion of the PAB area adjacent to the City limits (Figure 1-1).

The PAB includes lands where urban services are already provided or can be provided over the planning horizon. The City has a logical interest in guiding the land use and development patterns immediately outside City limits to ensure efficient provision of services and cost-effective capital improvements.

---

<sup>1</sup> RCW 35A.63.061

**Figure 1-1. Planning Area Boundary**



Source: City of Longview GIS

## Citizen Participation

Public participation has been an essential component throughout the comprehensive plan update process. Key public outreach opportunities to date include the following:

- October 17, 2016, SR 411/First and Third Ave Forum, McClelland Arts Center, 951 Delaware Street, Longview, WA
- November 29, 2016, Barlow Point/Lagoons Forum, Mt Solo Elementary School, 5300 Mt Solo Rd, Longview, WA
- March 15, 2017, Regional Commercial Forum, Mint Valley Elementary School, 2745 38<sup>th</sup> Ave, Longview, WA
- March 29, 2017, Highland Neighborhood Forum, St. Helens Elementary School, Longview, 431 27<sup>th</sup> Ave, Longview, WA
- September 25, 2017, Comprehensive Plan Open House, McClelland Arts Center, 951 Delaware Street, Longview, WA

## City Vision

A vision statement expresses community values and ideas for the future and depicts in words, images, or statements what the community seeks to become—how it will look, function, and evolve over time.

*Longview 2023: Our Preferred Future* (rev. 2006) sets Longview’s future vision. The City’s vision emphasizes these priorities for Longview in the year 2023:

- **Community Character and Spirit.** Longview in 2023 is a mid-sized “All America” city. Characterized by volunteerism and unity, Longview is a great town in which to raise children or retire. Reduced crime, strong sports recreational programs, cohesive neighborhoods, care for all citizens, and appreciation of other cultures all contribute to a healthy community. A spirit of pride and celebration is the result.
- **A Vital Economy.** Longview in 2023 is a vibrant regional economic center. Support for traditional industries and health care services, a strengthened port, and flourishing new industries result from an environment that welcomes business. Tourism, improved productivity, and paperless business transactions through the use of applied technology reflect change and growth. A vital downtown that is safe, inviting, and historic complements the entire region.
- **Physical Environment and Structure.** Longview in 2023 continues to be an attractive, carefully planned and well-maintained city. Tree-lined streets, parks, bike paths, river access, and quality housing make the city inviting. Multi-use neighborhood centers, new bridges, and a convention and conference center add to the physical environment.
- **Educational and Cultural Opportunity.** Longview in 2023 has become a successful learning community with world-class education and sports recreation programs for all ages and enhanced cultural arts as well. Excellent public schools, access to higher and vocational education, and a school-to-work transition program are the result of cooperative efforts by the schools and colleges, business, labor, government agencies and the City.
- **Regional Cooperation.** Longview in 2023 is a vital participant in regional cooperation on growth, transportation, and telecommunications issues, as well as economic development, education, utilities, public safety, and meeting the needs of families and youth.

A vision statement is important to the comprehensive planning process, because it gives us a big-picture view of Longview’s community values and the qualities we hope to see in our communities. Many of the topics addressed in *Longview 2023* are directly tied to growth and development in the city. The comprehensive plan helps to realize this vision by addressing how Longview will develop over time and establishes the goals, policies, and programs that the City should pursue to improve the quality of life, preserve and promote the County’s rural assets, and ensure that Longview is a safe and prosperous place to live and work now and into the future. Additionally, the City Council adopts a yearly set of initiatives that largely focus on physical aspects of the city and public services and investments.

## Implementing the Plan

The comprehensive plan will be implemented through the actions of City staff, the Planning Commission, City Council, and other boards or commissions. Objectives and policies will be carried out through the adoption and revision of regulations, including zoning and critical areas, annual budgeting and capital improvement programming, empowering neighborhood and community groups, and individual decisions on development proposals.

# Chapter 5. Natural Environment

## Introduction

Longview’s quality of life is affected by the health of its natural environment. In turn, its built environment directly and indirectly affects the natural environment. Therefore, land-use plans and major land-use decisions should be made with the fullest possible understanding of the natural environment. The City espouses policies that honor private property rights and allow for development while minimizing the level of direct impacts to the natural environment that are commonly associated with development activities.

This chapter provides a policy framework for protecting and improving Longview’s natural environment. Policies and regulations guide land development, with particular attention given to minimizing or mitigating the impacts of development in critical areas such as wetlands, aquifer recharge areas, fish and wildlife conservation areas, geologically hazardous areas, and floodplains. These policies are intended to achieve land-use and development practices that are compatible with the features and functions of the natural environment, with a goal of protecting rather than destroying significant natural features and processes of the land in Longview.

In weighing protection of the natural environment against other needs, including urban growth, housing, economic development, and recreation opportunities, Longview strives to balance these aspects of the community and achieve protection of the environment through a variety of means, including regulation of property, incentives, and public programs.

## Statutory Planning Requirements

Preserving the natural environment is the backbone of planning requirements applicable to the City of Longview. Local jurisdictions that are not subject to full comprehensive planning requirements under the state Growth Management Act must still designate natural resource lands (including those related to forestry, agriculture, fisheries, and mining) and critical areas (wetlands, critical aquifer recharge areas, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas) and identify steps to preserve them; and adopt complementary critical areas regulations.

The City must use best available science (BAS) when developing critical areas policies and regulations, and special consideration must be given to conservation or protection measures necessary to preserve or enhance anadromous fisheries. Criteria for determining BAS is set forth at length in WAC 365-195-905 through -915, and for “special” fisheries consideration in WAC 365-195-925.<sup>29</sup> Generally, BAS includes those approaches that contain reasonable inferences and draw logical conclusions, are contextually appropriate, have utilized quantitative analysis, contain supporting citations, and have undergone peer review; and whose methods are delineated and replicable.

---

<sup>29</sup> Additionally, WAC 365-95-920 offers approaches if a jurisdiction’s BAS is found to be inadequate.

## Summary of Existing Conditions

Following is a summary of existing conditions based on the environmental aspects included in the previous comprehensive plan update. Where available, data has been updated and information added. The existing conditions report upon which the previous version was based has not been updated but continues as a foundation document for the original work.

### *Wetlands*

Wetlands assist in the reduction of erosion, siltation, flooding, and ground and surface water pollution and provide wildlife, plant, and fish habitats. They are characterized by three primary conditions: the presence of water at or near the surface, distinct soil types, and a prevalence of vegetation typically adapted for life in saturated soil conditions. Not all wetlands may demonstrate all of these conditions at all times of the year, so an area need not contain hydric soils *and* be inundated with water *and* contain water-loving plants at all times in order to be classified as a wetland. Each wetland provides various beneficial functions, but not all wetlands perform all functions, nor do they perform all functions equally well. Wetland destruction or impairment can result in increased public and private costs or property losses by, for instance, causing flooding in areas that have previously not flooded because the holding capacity of the land was modified.

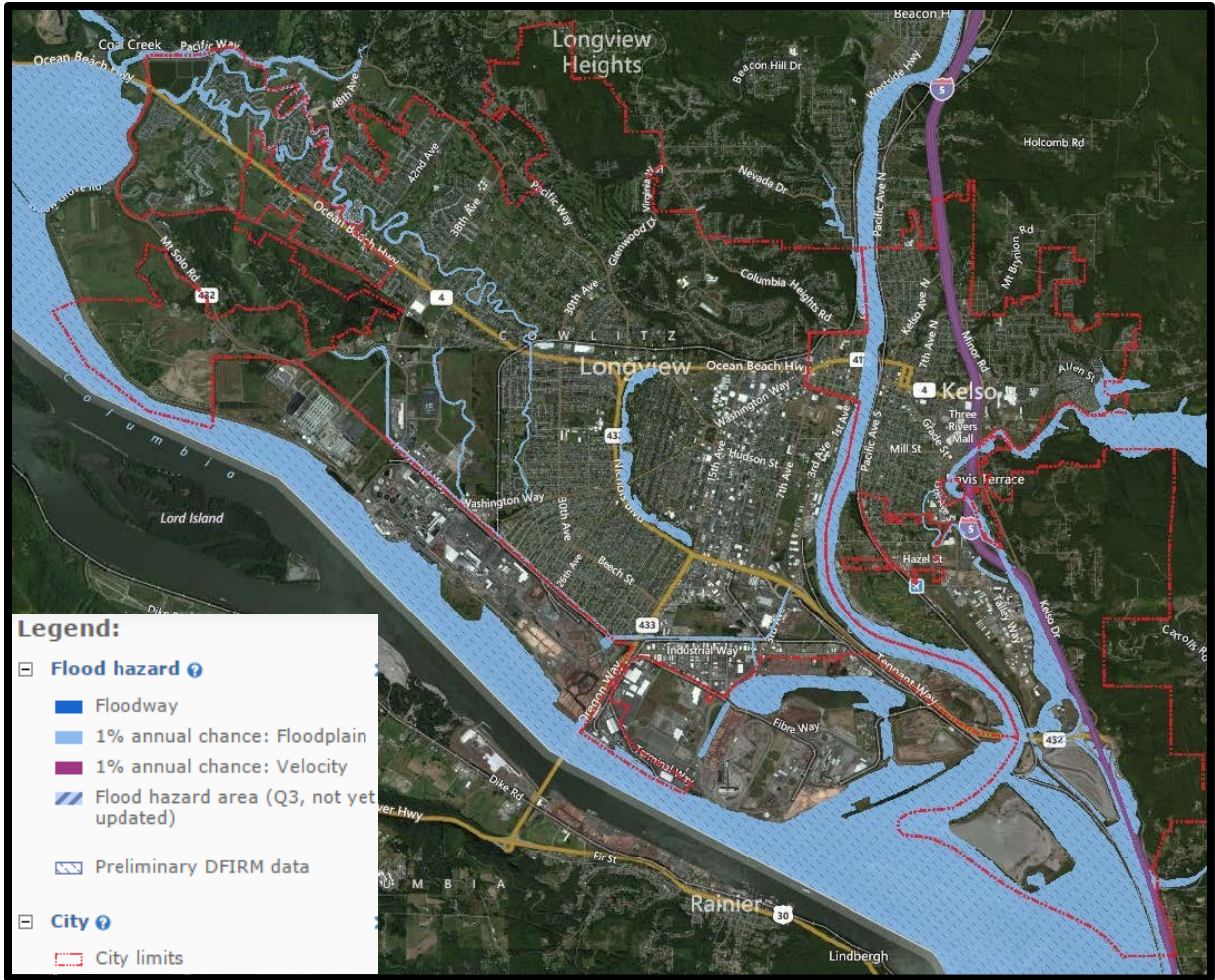
Most of the wetlands in Longview are located in the western portion of the city and along the Columbia and Cowlitz rivers. Almost 60 percent of the overall wetland acreage is located within the light and heavy industrial zoning districts. Other known wetland locations include Lake Sacajawea and areas near the former sewer lagoons. Wetlands that have been identified and mapped in the city take up approximately five percent of the total land area.

### *Frequently Flooded Areas*

Frequently flooded areas are lands in the flood plain subject to a one percent or greater chance of flooding in any given year. This has also typically been known as the “100- year flood plain.”<sup>30</sup> Longview has frequently flooded areas associated with the Columbia and Cowlitz rivers, the Barlow Point area, and some of the drainage ditches around the city. Approximately four percent of the city is within frequently flooded areas. Many of these areas contain wetlands, particularly along the Columbia and Cowlitz river shorelines. Updated Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) for Longview took effect on December 16, 2015.

---

<sup>30</sup> Over the years, FEMA has changed its nomenclature from “X00-year flood” to instead be expressed as the percent chance of flooding in a given year. See Federal\_User\_Community (2017, May 18). 100 Year Flood Zones. Retrieved October 30, 2017, from <<http://www.arcgis.com/home/item.html?id=e9aa2179f31b4b9cbe5c7f8b1b91cea3>>.



**FIGURE 5-1. Susceptibility to Flooding**

Source: Washington State Department of Ecology, Washington State Coastal Atlas. <<https://fortress.wa.gov/ecy/coastalatlus/tools/Flood.aspx>>. Accessed 30 October 2017.

Figure 5-1 is the best available representation of the current flood plain boundaries set by the new FIRMs in relationship to the city limits. FIRMs are now available online at the FEMA Flood Map Service Center. Represented in multiple panels, the entire series of FIRMs, as individual map panels, may be viewed at <<https://msc.fema.gov/portal>>.

Although the danger of widespread flooding related to Mount St. Helens is currently low, Longview residents will continue to live under the shadow of the exceptional flood potential and the associated river debris, volcanic sediment, and siltation experienced following the 1980 eruption.

### *Aquifer Recharge and Wellhead Protection*

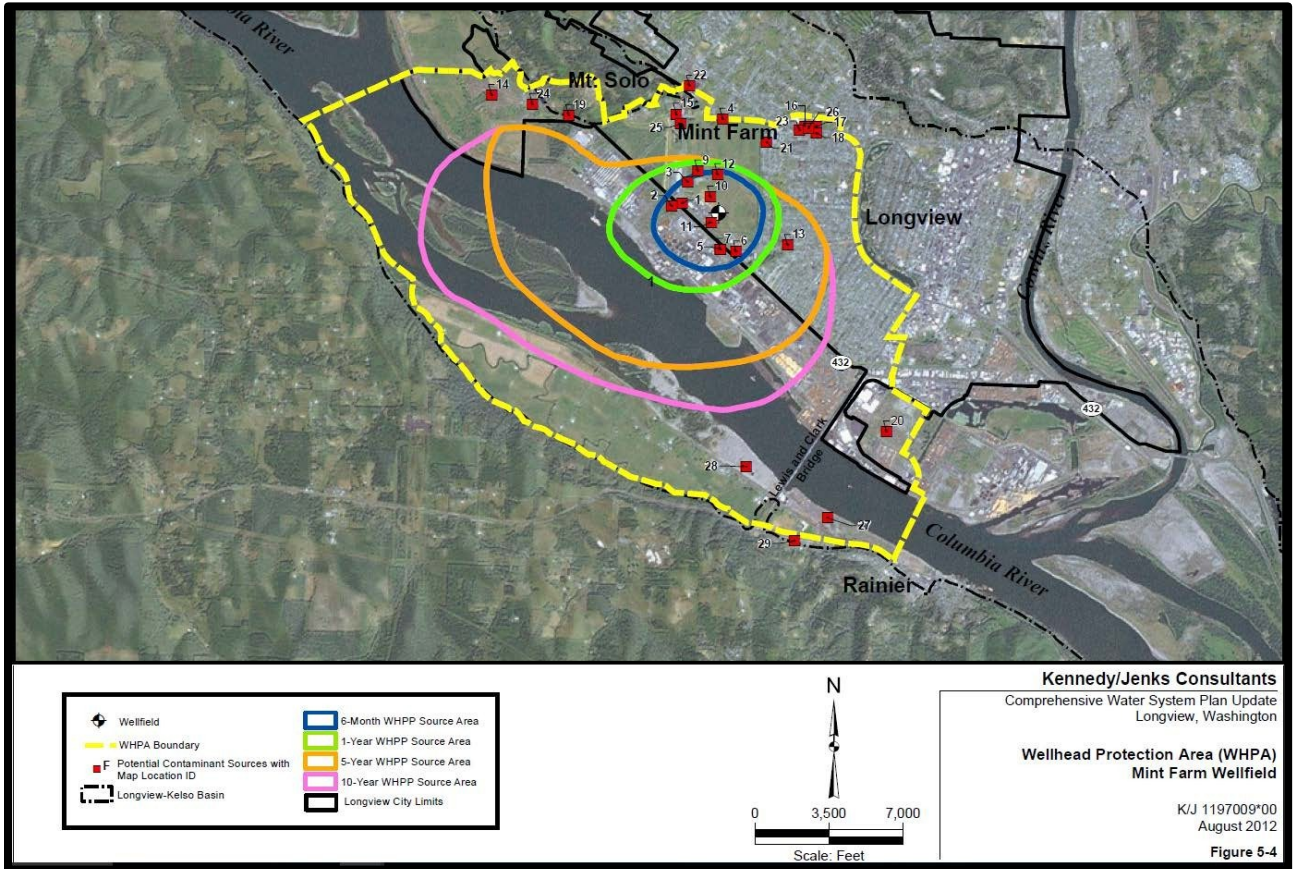
Aquifer recharge areas have a critical recharging effect on groundwater aquifers. Rainfall contributes to surface water and recharges the groundwater as precipitation infiltrates through the soil. Groundwater aquifers supply water to lakes, wetlands, streams, and private wells in areas of the city not connected to the domestic water system. Land development can change the natural hydrologic cycle when the surface is transformed through clearing, grading, filling excavation, compaction, and new impervious surface. These modifications decrease the land's capacity to absorb and retain rainfall and reduce the groundwater recharge potential. Aquifer recharge areas are vulnerable to contamination that would affect the potability of the water – in other words, whether it's good drinking water. Once groundwater is contaminated, it is difficult, costly, and sometimes impossible to clean up.

The time required for water from the Columbia River to travel to the Mint Farm Wellfield<sup>31</sup> varies from approximately two to over 35 years along the paths shown in Figure 5-2. The various time-of-travel zones illustrate the area where land-use activities have the most potential to impact the quality and quantity of municipal water and reflect how long it would take a pollutant in each zone to reach the wellhead. The City's comprehensive wellhead protection plan includes a susceptibility assessment, delineation of wellhead protection areas, potential contaminant sources inventory, distribution of findings, contingency plans, and appropriate spill/incident response measures.

The City has built these protections into a wellhead protection area ordinance. The area is larger than the estimated ten-year time of travel in order to have boundaries that are readily recognizable in the field and on maps to facilitate implementation of various protective measures. The wellhead protection area shown in Figure 5-2 depicts the wellhead protection area for the current water supply system at the Mint Farm Regional Water Plant. The ten-year boundary includes the Columbia River to the Rainier, Oregon boundary, as well as portions of the Highlands and Olympic West neighborhoods and the industrial waterfront, including the Mint Farm Industrial Park.

---

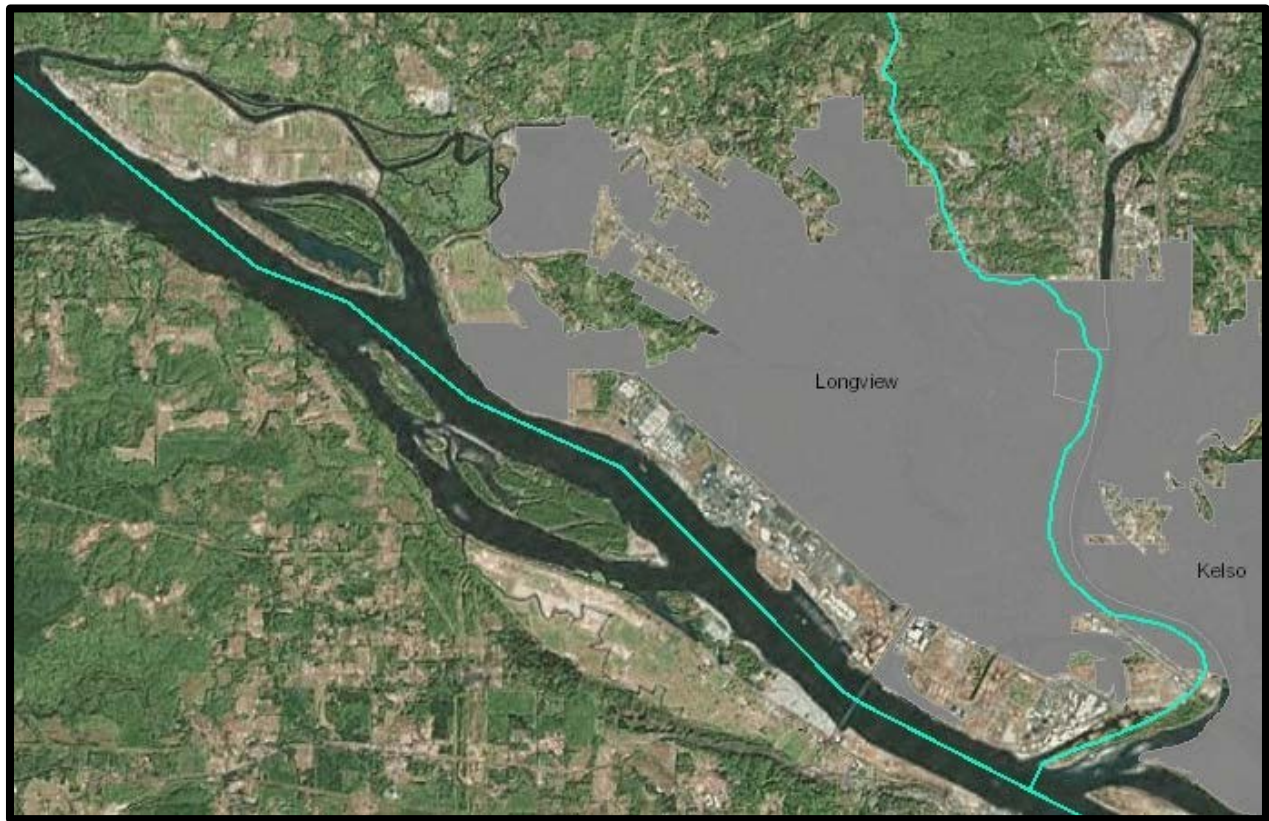
<sup>31</sup> See additional information about the Mint Farm Regional Water Treatment Plant in Chapter 7, Public Services, Facilities, and Utilities.



**FIGURE 5-2. Mint Farm Wellhead Protection Area**

Source: Kennedy/Jenks Consultants. 2012 *Comprehensive Water System Plan*. <<http://mylongview.com/modules/showdocument.aspx?documentid=646>>. Accessed 30 October 2017.

Most of Longview's corporate limits are located in and at the easterly boundary of the Grays-Elochoman water resource inventory area (WRIA 25), the border of which is shown in aqua in Figure 5-3 below in relation to the city limits.



**FIGURE 5-3. Water Resource Inventory Area 25 Boundary**

Source: Washington State Department of Ecology Environment Information Management System. <<https://fortress.wa.gov/ecy/eimreporting/Map/Map.aspx?MapType=EIM>>. Accessed 22 November 2017.

The state Department of Ecology's Environmental Information Management System also shows a number of remediation studies and associated monitoring of ground and surface water in and around Longview over the years evaluating manufacturing and agricultural chemicals, most recently associated with the former Reynolds Aluminum plant (data collection concluded 2012).<sup>32</sup>

Drinking water for areas outside the City's service areas and not connected to the domestic water system comes from private wells.

<sup>32</sup> <<https://fortress.wa.gov/ecy/eimreporting/Eim/EIMSearchResults.aspx?ResultType=EIMStudyTabandLocationWRIAs=25>>. Accessed 30 October 2017.

## *Fish and Wildlife Habitat*

Fish and wildlife are important recreational and economic resources, as well as having historic and cultural value. Some fish and wildlife species serve as indicators to the condition of the environment and quality of life in Longview. In general, fish and wildlife require habitat that provides forage; water; vegetation; and areas for breeding, nesting, roosting, and cover. Habitat in Longview is often fragmented by urban development.

The federal and state governments have established systems to determine the relative importance of protecting species, as follows:

- Endangered (federal and state category). An “endangered” species is one that is in danger of extinction throughout all or a significant portion of its range.
- Threatened (federal and state category). A “threatened” species is one that is likely to become endangered in the foreseeable future.
- Sensitive (state category). A “sensitive” species is any wildlife species native to Washington that is vulnerable or declining and is likely to become endangered or threatened.
- Candidate (federal and state category). A “candidate” species is one that is being assessed for whether it meets the criteria as endangered or threatened. In Washington, these species are also reviewed for whether they are considered a “sensitive” species.
- Priority (state program definition, not in state law). A “priority” habitat is a habitat type with unique or significant value to many species. Priority species are fish and wildlife species requiring protective measures and/or management guidelines to ensure their perpetuation. Priority species include state listed (endangered and threatened) and candidate species; vulnerable aggregations of animals susceptible to significant population declines; and species of recreational, commercial, and/or tribal importance that are vulnerable.

The Washington State Department of Fish and Wildlife’s (DFW) Priority Habitat and Species (PHS) mapping system<sup>33</sup> shows all known water and land animals as well as mapped critical areas. The PHS indicates that the following species listed as “threatened” occur in the Columbia and Cowlitz rivers: Chinook salmon (*Oncorhynchus tshawytscha*), chum salmon (*Oncorhynchus keta*), Coho salmon (*Oncorhynchus kisutch*), and steelhead (*Oncorhynchus mykiss*); and the candidate species cutthroat trout (*Oncorhynchus clarki*).

---

<sup>33</sup> <<http://apps.wdfw.wa.gov/phsontheweb/>>. Accessed 30 October 2017.

Table 5-1 shows the fish mapped in the PHS in the waterways in and around Longview and their status.

**TABLE 5-1**

LONGVIEW FISH	LOCATION					STATUS	
	Coal Creek	Coal Creek Slough	Columbia	Coweeman	Cowlitz	Federal	State
<b>PACIFIC SALMON</b> (Oncorhynchus)							
Chinook (O. tshawytscha) Occurrence	X	X		X	X	Threatened	N/A
Chinook (O. tshawytscha) Occurrence			X			Not warranted	N/A
Chinook, Spring (O. tshawytscha) Occurrence/migration			X		X	N/A	N/A
Chinook, Summer (O. tshawytscha) Occurrence/migration			X			N/A	N/A
Chinook, Fall (O. tshawytscha) Occurrence/migration	X	X	X	X	X	N/A	N/A
Chum (O. keta) Occurrence			X			Threatened	N/A
Chum, Fall (O. keta) Occurrence/migration			X	X	X	N/A	N/A
Coho (O. kisutch) Occurrence				X	X	Threatened	N/A
Coho (O. kisutch) Occurrence/migration	X	X	X	X	X	N/A	N/A
Pink Salmon Odd Year (O. gorbuscha) Occurrence/migration			X			N/A	N/A
Sockeye (O. nerka) Occurrence/migration			X			N/A	N/A
<b>TROUT</b>							
Cutthroat (O. clarki) Occurrence	X	X		X	X	Candidate	N/A
Cutthroat, Resident Coastal (O. clarki) Occurrence/migration	X	X	X	X	X	N/A	N/A
Dolly Varden (Salvelinus malma) Occurrence/migration			X			N/A	N/A
Rainbow (O. mykiss) Occurrence/migration	X	X		X	X	N/A	N/A
Steelhead (O. mykiss) Occurrence				X	X	Threatened	N/A
Steelhead, Summer (O. mykiss) Occurrence/migration			X		X	N/A	N/A
Steelhead, Winter (O. mykiss) Breeding area	X			X	X	N/A	N/A
Steelhead, Winter (O. mykiss)	X	X	X	X	X	N/A	N/A

Occurrence/migration							
<b>STURGEON (Acipenseridae)</b>							
Green Sturgeon (Acipenser medirostris) Occurrence/migration			X			Threatened	Monitored
White Sturgeon (Acipenser transmontanus) Occurrence/migration			X			N/A	N/A

DFW also states that black crappie, brown bullhead, carp/grass carp, largemouth bass, pumpkinseed, rainbow trout, sculpin, suckers, warmouth, and yellow perch may be found in Lake Sacajawea.<sup>34</sup>

The PHS does not indicate that Eulachon smelt (*Thaleichthys pacificus*), which were added to federal “threatened” status in 2010 (and are a state candidate species), are present in Longview waters. However, the final recovery plan produced by the National Marine Fisheries Service states that from among the Eulachon range to the south of the US/Canada border, most production originates in the Columbia River Basin, including the Columbia and Cowlitz rivers as well as others.<sup>35</sup>

Longview’s critical area regulations identified three habitats of local importance: oak woodlands, riparian habitat, and urban natural open space. On the fringes and more rural portions of the city and its planning area, there is habitat for hawks, owls, pheasants, ravens, grouse, black-tailed deer, and an occasional elk or black bear. A variety of bird life and small mammals has adapted to the more urbanized areas of the city. In and around Longview, PHS data shows:

- Breeding and nesting area for bald eagles (*Haliaeetus leucocephalus*) and peregrine falcons (*Falco peregrinus*), both federal species of concern and listed as “sensitive” at state level
- Osprey (*Pandion haliaetus*) nesting sites
- Incidence of sand roller (*Percopsis transmontana*), “monitored” at state level
- Incidence of Vaux’s swift (*Chaetura vauxi*), a state candidate for “endangered”
- Breeding area for cavity-nesting ducks
- Regular shorebird/waterfowl concentrations
- Regular Roosevelt elk (*Cervus canadensis roosevelti*) concentrations (Coal Creek Slough)
- Purple Martin (*Progne subis*) breeding area (Coal Creek Slough)
- Columbian white-tailed deer (*Odocoileus virginianus*), considered endangered at both the federal and state level, have been noted at Cleveland Landing and Barlow Point.

## Geologically Hazardous Areas

The previous plan update recommended that the City map its geologically hazardous areas, including percentage slope factors, using Washington State Department of Natural Resources (DNR) mapping data<sup>36</sup> and other available resources. Much of this mapping has already been completed within DNR’s natural hazards system; however, it does not enjoy the same map legends as some of the other maps used within this chapter. By integrating this data into its GIS system and augmenting it with higher-quality LiDAR data, the City would enable its staff as well as property owners, prospective

<sup>34</sup> Washington State Department of Fish and Wildlife, Fishing and Shellfishing, Lake Sacajawea. <<http://wdfw.wa.gov/fishing/washington/748/>>. Accessed 30 October 2017.

<sup>35</sup> National Marine Fisheries Service, West Coast Region. *Endangered Species Act Recovery Plan for the Southern Distinct Population Segment of Eulachon (Thaleichthys pacificus)*. <[www.westcoast.fisheries.noaa.gov/publications/protected\\_species/other/eulachon/final\\_eulachon\\_recovery\\_plan\\_09-06-2017-accessible.pdf](http://www.westcoast.fisheries.noaa.gov/publications/protected_species/other/eulachon/final_eulachon_recovery_plan_09-06-2017-accessible.pdf)>. Accessed 30 Oct. 2017.

<sup>36</sup> <<http://www.dnr.wa.gov/programs-and-services/geology/geologic-hazards-and-environment/>>. Accessed 30 October 2017.

developers, and other interested parties to more readily identify properties that may be compromised or could be threatened.

This approach will assist the City in identifying any areas where slopes are greater than 40 percent to more closely match the state’s definition of geologically hazardous areas. Additional data from DNR, including surface geology, would also be beneficial to this analysis. Geologically hazardous areas include areas susceptible to erosion, sliding, earthquake, or other geological events. They pose a threat to the health and safety of citizens when incompatible commercial, residential, or industrial development is sited in areas of significant hazard. Within Longview, the areas with the most unstable soils and a history of landslides (active and ancient) are primarily located in the upland areas of Longview and to the north of the city limits. Isolated locations were also documented around Mt. Solo.

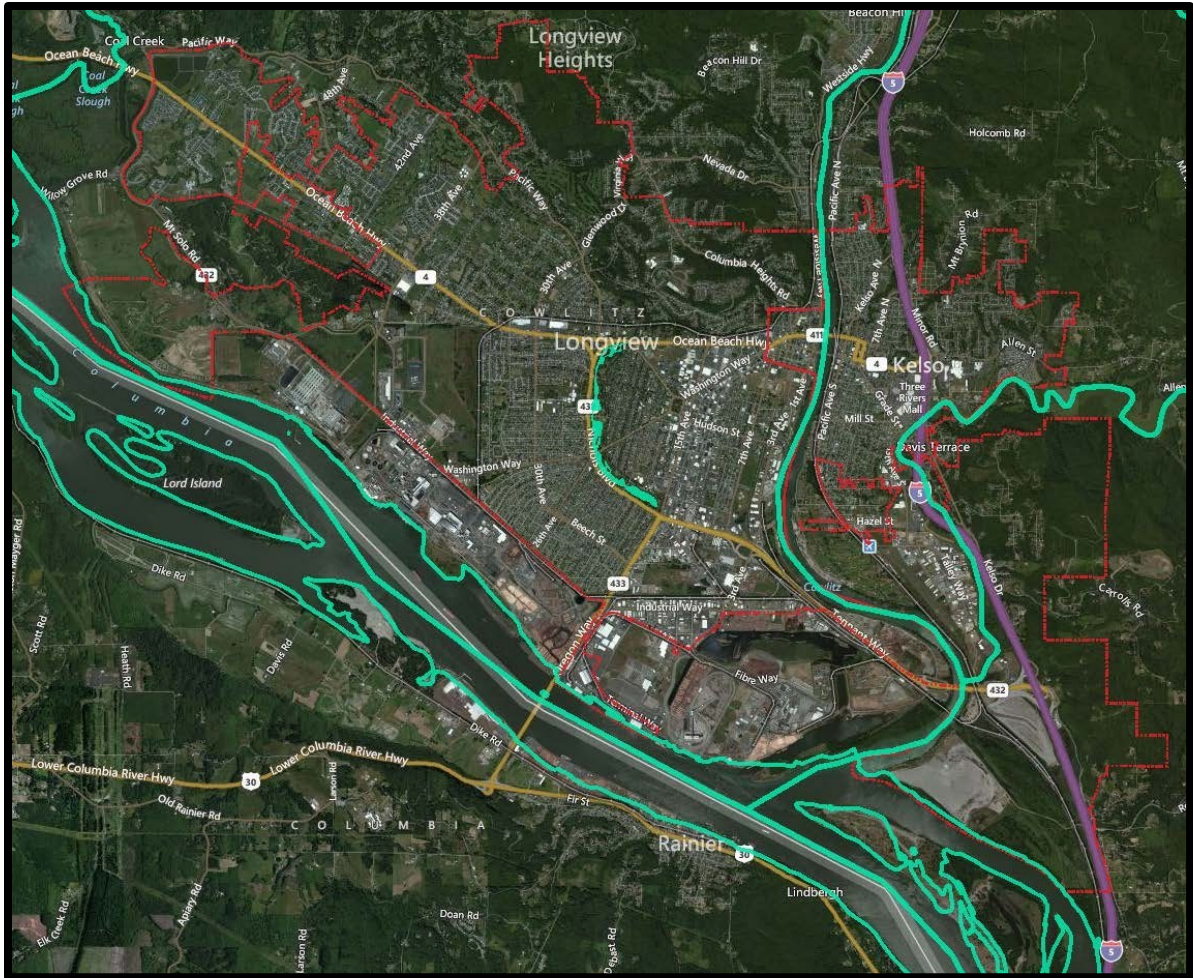
Much of Longview was dredged and filled during the initial layout of the city, which means most of the low-lying areas are at risk of liquefaction during a major seismic event. DNR natural hazards mapping shows the vast majority of the city is designated as having moderate to high liquefaction susceptibility. The DNR system also reports a number of seismic events in and around Longview in recent decades. The largest, in 1984, was 3.7 in magnitude and was centered north of the city and east of Coal Creek Road. The state’s seismic predictions, albeit based on modeling, show significant impacts on most of Longview in a strong quake scenario.

## **Shorelines of the State**

The Columbia and Cowlitz rivers, a number of creeks and intermittent watercourses such as Clark Creek, and a ditch system drain the Longview study area. The Columbia and Cowlitz rivers are considered “shorelines of statewide significance”<sup>37</sup> and are regulated by the Washington State Shoreline Management Act (SMA). Figure 5-4 shows all shorelines subject to the SMA within Longview.

---

<sup>37</sup> RCW 90.58.030(2)(f)(v)(A)



**FIGURE 5-4. State Shorelines in Longview**

Source: Source: Washington State Department of Ecology, Washington State Coastal Atlas. <<https://fortress.wa.gov/ecy/coastalatlus/tools/Flood.aspx>>. Accessed 30 October 2017.

The SMA requires the preparation and implementation of a shoreline master program (SMP) containing goals and policies, use environments (similar to zoning districts), and shoreline development regulations. The City of Longview updated its SMP in 2015, addressing maintenance of industrial and commercial uses, public access trails on private land, nonconforming issues, and shoreline buffers and development setbacks on individual shoreline reaches.

The Columbia River is a significant feature of the Pacific Northwest region, with over 250,000 square miles of drainage basin in the northwestern United States and southwestern Canada. It receives water from the Cowlitz River and the other drainages and then discharges into the Pacific Ocean west of Longview between Ilwaco, Washington, and Astoria, Oregon. The nearest hydrologic monitoring station on the Columbia that reports flow is located slightly west of Longview, near Quincy, Oregon. For 2016, it reported an annual discharge of 224,300 cubic feet per second (cfs).<sup>1</sup>

The Northwest Power Planning Council (“Northwest Council”) maintains subbasin dashboards that include planning area initiatives aimed at species and habitat preservation, mitigation, and

enhancement. Longview lies in the Northwest Council’s Elochoman Subbasin<sup>38</sup> and just alongside the Cowlitz Subbasin<sup>39</sup>. Each has different planning initiatives. The much smaller Cowlitz River basin encompasses 2,586 square miles and serves as the domestic water source for the Longview-Kelso urban area. The annual discharge recorded at the Castle Rock hydrologic monitoring station in 2016 was 10,850 cfs.

## Brownfields

Brownfield sites are abandoned or underused properties where there may be environmental contamination. Redevelopment efforts are often hindered by the liability for the cleanup or the uncertainty of cleanup costs. Brownfield sites that aren’t cleaned up represent lost opportunities for economic development and for other community improvements.

The Washington State Department of Ecology’s Toxic Cleanup Program lists 62 contaminated and suspected cleanup sites in Longview, many of them relating to leaking underground storage tanks and part of the voluntary cleanup initiative. These may or may not be brownfields per se, as some of them may still host buildings and businesses. There has not been an effort to comprehensively inventory brownfield sites in Longview that could potentially be used for redevelopment or infill.

## Natural Environment Goals, Objectives, and Policies

Preservation and protection of the natural environment is an essential element of the city’s livability. By integrating the natural and built environment, Longview will preserve and enhance a high-quality life for its residents with clean water, habitat for fish and wildlife, and safe and secure places for people to live and work. Longview is committed to protecting and enhancing the natural environment as it meets its land-use, economic development, housing, and infrastructure goals.

### Conservation

- |                         |  |
|-------------------------|--|
| <b>Goal NE-A</b>        | To reduce consumption of resources, minimize waste, and reduce pollution.  |
| <b>Policy NE-A.1.1</b>  | Minimize the quantity and toxicity of materials used and waste generated from City facilities and operations through source reduction, reuse, and recycling.   |
| <b>Policy NE-A.1.2</b>  | Participate in the restoration of the natural environment on and around City-owned property, where appropriate (e.g., in conjunction with City capital projects).  |
| <b>Objective NE-A.2</b> | Promote and lead education and involvement programs to raise the public awareness about environmental issues and demonstrate how individual and community actions can create significant improvements to the environment. Identify key activities and programs in conjunction with the adoption of the City’s biennial budget. |

---

<sup>38</sup> Northwest Power Planning Council, Fish Information Site, Province Summary, Elochoman Subbasin. <[http://rs.nwcouncil.org/gp\\_generaldescription.cfm?mnu=GPandProvinceID=3andSubbasinID=13](http://rs.nwcouncil.org/gp_generaldescription.cfm?mnu=GPandProvinceID=3andSubbasinID=13)>. Accessed 30 October 2017.

<sup>39</sup> Northwest Power Planning Council, Fish and Wildlife, Dashboards, Cowlitz Subregion Dashboard. <<http://www.nwcouncil.org/ext/dashboard/sb.asp?38>>. Accessed 20 October 2017.

Policy NE-A.2.1 Promote the use of alternative fuels in vehicles and equipment by the City, transit operators, fleet operators, and the public.

Policy NE-A.2.2 Promote and support energy conservation by:

- supporting planting trees along street edges to reduce heat absorbed by asphalt;
- promoting higher density and infill development near transit;
- encouraging rehabilitation of existing buildings; and
- enforcing the State Energy Code.

Objective NE-A.3 Fund programs annually for the acquisition, preservation, restoration, and/or beautification of valuable critical area, open space, and shoreline resources to result in a net increase in ecological functions. This objective may be accomplished through updates of the City’s Park/Recreation/Open Space plan or by the City’s CIP being updated every six years.

Policy NE-A.3.1 Provide incentives for landowners to retain, enhance, or restore important wildlife habitat such as reduced permit fees, expedited permit review, and reduction in property taxes.

Policy NE-A.3.2 Recognize and support the educational value of public access to critical areas and shorelines when compatible with the critical area sensitivity and public safety.

## Protection and Mitigation

Goal NE-B To ensure the proper management of the natural environment to protect critical areas and conserve land, air, water, and energy resources.

Objective NE-B.1 Review and update (as necessary) the critical areas ordinance to promote the city’s quality of life, and, as required by state and federal mandate, to ensure protection of known critical areas. This review and update shall occur no less than every eight years consistent with RCW 36.70A.130(5)(c), or as may be amended.

Policy NE-B.1.1 Define critical areas consistent with RCW 36.70A.030.

Policy NE-B.1.2 Modify critical area management practices and regulations over time to address changing conditions and incorporate best available scientific information gained from monitoring activities and research.

Policy NE-B.1.3 In the City’s zoning and critical area regulations, encourage design solutions such as planned residential developments, cluster housing, and other innovative techniques in order to protect site-specific sensitive features and critical areas.

Policy NE-B.1.4 Limit development and activities in critical areas that would damage their functions, except to the minimum extent necessary when there is no reasonable alternative and subject to best management practices.

- Policy NE-B.1.5 Implement and preserve critical area buffers based on best available science adjacent to critical areas to adequately protect such areas from development and land-use impacts. Require enhancement where feasible.
- Policy NE-B.1.6 Regulate development activities to avoid clearing of vegetation that maintains slope stability, reduces erosion, shades shorelines, buffers wetlands and stream corridors, and provides wildlife and aquatic habitat.
- Policy NE-B.1.7 Ensure prompt restoration of land after grading and vegetation removal through phased clearing and grading, replanting requirements, and other appropriate revegetation and engineering techniques.
- Policy NE-B.1.8 Work cooperatively with the state, county, and environmental resources to identify and develop strategies to clean up brownfield sites.

## Water Resources

**Goal NE-C** To enhance water quality; protect environmentally sensitive areas including wetlands, streams, rivers, lakes, riparian areas, and aquifer recharge areas; and manage floodplains.

**Objective NE-C.1** In the application of wetland and stream regulations and restoration programs, strive for no net loss of ecological function within Longview. This objective should be assessed biennially based on permit records and any regional restoration plans and activities.

Policy NE-C.1.1 Protect existing hydrologic connections between water bodies, watercourses, and associated wetlands. The City should consider the hydrologic continuity between ground and surface water when reviewing development proposals.

Policy NE-C.1.2 Allow enhancement or restoration of degraded wetlands and riparian corridors to maintain or improve ecological functions. Approve wetland mitigation proposals if they will result in improved overall wetland functions. Preserve land used for wetland mitigation in perpetuity. Monitoring and maintenance should be provided until the success or the site is established.

Policy NE-C.1.3 Review the effects of development proposals on anadromous fish and other species protected under the federal Endangered Species Act and require mitigation such as riparian habitat enhancement and water quality treatment.

Policy NE-C.1.4 Protect groundwater quality and prevent aquifer contamination, degradation, and depletion through the comprehensive management of groundwater in conformance with the Clean Water Act, the Washington State Department of Ecology’s Guidance Document for the Establishment of Critical Aquifer Recharge Area Ordinances, and all other applicable federal, state, and local water quality regulations.

Policy NE-C.1.5 Promote low-impact development that allows for infiltration and recharge where appropriate. Use open space and natural systems such as vegetative swales, French drains, wetlands, drywells, and rain gardens that promote water quality and infiltration.

Objective NE-C.2 Protect lives and public and private property from flooding by continued participation in the National Flood Insurance Program.

Policy NE-C.2.1 Monitor and modify, as necessary, Chapter 17.24 Flood Damage Prevention regulations, based on the Washington Model Flood Damage Prevention Ordinance, to ensure that the minimum state and federal standards required as a condition of participation in the NFIP are met.

Policy NE-C.2.2 Protect, enhance, and restore existing flood storage and conveyance functions and ecological values of floodplains through maintaining dikes, protecting wetlands, and maintaining riparian corridors.

Policy NE-C.2.3 Regulate development in the 100-year floodplain to avoid substantial risk and damage to public and private property and loss of life and in a manner that complies with state and FEMA requirements for flood hazard areas.

## Geological Hazards

Goal NE-D Minimize the loss of life and property from landslides and seismic, volcanic, or other naturally occurring events, and minimize or eliminate land-use impacts on geologically hazardous areas.

Objective NE-D.1 Seek partnerships and funding to carry out Light Detection and Ranging (LiDAR) mapping to improve upon the quantity and quality of critical areas data available.

Policy NE-D.1.1 Regulate uses and activities that occur within or near geologically hazardous areas in a manner that minimizes the potential for property damage or loss of life.

Policy NE-D.1.2 Restrict development on potentially unstable land to ensure public safety and conformity with natural constraints.

Policy NE-D.1.3 Apply the International Building Codes, as adopted by the State of Washington, and any other necessary special building design and construction measures to minimize the risk of structural damage, fire, and injury to occupants due to geological hazards.

## Fish and Wildlife Habitat Conservation Areas

- Goal NE-E** To balance the requirements of an urban area with protection of fish and wildlife habitats, including salmonid habitat, by preserving, restoring, and enhancing critical areas, open space and parkland; and linking habitat for wildlife and native ecosystems.
- Objective NE-E.1** Identify remaining linked habitat in the city and incorporate this in the Parks/Recreation/Open Space Plan. Establish an open space target for preservation of key habitat for fish and wildlife in the next update of the Open Space Plan, which is updated every six years.
- Policy NE-E.1.1** Manage fish and wildlife habitat conservation areas to protect overall habitat functions and values (e.g., food, water, cover, space), except where a listed species requires targeted habitat management. Rely on federal, state, and Cowlitz County agencies to identify “special status” wildlife species, but allow for a process to identify species of local importance to the City of Longview.
- Policy NE-E.1.2** Develop strategies for preserving, protecting, or restoring important habitats and corridors, particularly if they are at risk of significant degradation. These strategies should include:
- public acquisition of habitat;
  - linking habitats using parks, greenways, open space areas, riparian corridors, and other natural features;
  - encouraging the use of conservation easements for long-term habitat protection;
  - promoting land use plans and development that avoid impacts on habitat; and
  - protecting native plant communities by encouraging management and control of non-native invasive plants, including aquatic plants.

## Shorelines

- Goal NE-F** Plan and coordinate land uses, public access, and natural resource protection along shorelines of the state in accordance with the Shoreline Management Act and the Longview Community Vision.
- Policy NE-F.1.1** Continue to implement the adopted shoreline master program.
- Policy NE-F.1.2** Ensure that the shoreline master program remains consistent with the comprehensive plan and its goals, objectives, and policies that promote connections between Longview and its waterfront.
- Policy NE-F.1.3** Coordinate planning efforts to ensure that there is adequate land reserved for water-dependent industrial uses within the city’s industrial shorelines.

# Chapter 9. Historic Preservation

## Introduction

This chapter is intended to:

- Coordinate and direct the protection of sites, objects, and buildings central to Longview's founding;
- Provide for coordinated protection of sites 50 years or older with architectural, cultural, historical, and/or community heritage; and
- Bring together basic concepts and components to preserve and restore our historic heritage, which is a key link to city values, promotion, livability, tourism, downtown revitalization, neighborhood pride, and economic vitality.

## Historic Context

The Cowlitz Indian Tribe, members of the Chinook Indian Nation, occupied the area where Longview is now located prior to white explorers' arrival. The Cowlitz Valley was among the records of Lewis and Clark, who camped at the mouth of what they called the "Cow-elis-kee" River. Lewis and Clark called the Cowlitz people the "Skillutes," (or "Skilloots," as some sources spell it) in their earliest historical notations of the Lower Cowlitz, recorded as transient visitors to Fort Clatsop in 1805-06; but the tribe's earliest "home territory" encounters appear to have started with fur traders who began arriving in 1811.<sup>42</sup>

Exposure to the diseases that accompanied whites' entrance into the region (called at the time "Gray Fever," but thought to be influenza or smallpox) wiped out all but about 500 of the Cowlitz population during 1829-30. Longview was the location of the tribe's *memaloose illahee* (cemetery), where it practiced above-ground burial of its deceased on a rock feature that stood along the Columbia River shoreline that is, today, Longview's industrial waterfront. Named "Mount Coffin" in 1792 by Lieutenant William Robert Broughton of George Vancouver's expedition, the burial site reportedly contained canoes bearing the bodies of tribal members wrapped in blankets, along with personal effects such as jewelry, clothes, blankets, baskets, weapons, and tools. In 1841, the burial canoes were accidentally destroyed by a member of the Navy and U.S. Exploring Expedition while using Mount Coffin as a point from which to make astronomical observations, when his campfire set them ablaze.<sup>43</sup> Numerous other explorers and settlers recorded observations about the site during the 1800s.

Insensitive to the import of the tribal burial grounds, Longview's earlier generations dynamited and quarried the promontory over a 40-year period beginning around the time the Weyerhaeuser mill was built.<sup>44</sup> The Longview Daily News and Cowlitz Historical Society erected a memorial marker at the site in 1955. The Cowlitz Tribe of Indians was not officially recognized by the federal government

---

<sup>42</sup> Irwin, Judith. <<http://www.cowlitz.org/index.php/38-history>>. Accessed November 27, 2017. Irwin's work, hosted by this official tribal website, offers a much more expansive history focused on the tribe, its culture, and its traditional products.

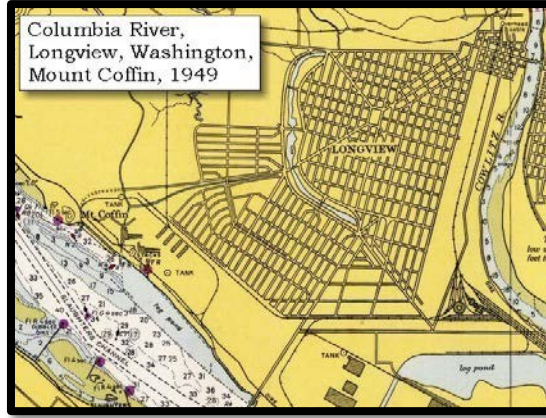
<sup>43</sup> <[http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file\\_id=7482](http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=7482)>. Accessed November 27, 2017.

<sup>44</sup> <[https://en.wikipedia.org/wiki/Mount\\_Coffin](https://en.wikipedia.org/wiki/Mount_Coffin)>. Accessed November 27, 2017. Sources vary as to when the promontory was destroyed; some say 1924, but the historic plaque states "1922-1954" which is more in keeping with a quarry operation.

until 2000. Five years later, tribal members conducted a sanctification ceremony near the former Mount Coffin site.<sup>45</sup> Today, the tribe's administrative offices are located in downtown Longview.



**Figure 9-1. Mount Coffin in 1900**  
(Source: Wikipedia)



**Figure 9-2. Mount Coffin Location**  
(Source: United States Geological Survey)

Following the explorers and missionaries, Hudson's Bay Company employees arrived. The first party of pioneers paddled up the river in 1849, filed claims on land that would be bought by Long-Bell Lumber Company, and established a trading post near the spot where Lewis and Clark had camped. The settlement, named "Monticello" in honor of Thomas Jefferson's Virginia estate, was the site of the 1852 Monticello Convention, where leading citizens of the portion of the Oregon Territory lying north of the Columbia met to petition Congress for separation, finally persuading Congress to create the Washington Territory in 1853. The Washington Territorial Legislature formed Cowlitz County on April 21, 1854<sup>46</sup>, and Monticello became the first county seat. It grew as a transportation stop between Vancouver and the Puget Sound area when the most efficient means of travel was by boat. In 1867, most of Monticello was destroyed by a major flood, and by the 1880s almost nothing remained of the town site.<sup>47</sup> The Monticello Convention is memorialized today by a sign visible from State Route 432.<sup>48</sup>

<sup>45</sup> "Cowlitz Sanctify Coffin Rock." *The Daily News*, October 17, 2005.  
<sup>46</sup> <[http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file\\_id=7482](http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=7482)>. Accessed November 27, 2017.  
<sup>47</sup> <[https://www.sos.wa.gov/legacy/cities\\_detail.aspx?i=40](https://www.sos.wa.gov/legacy/cities_detail.aspx?i=40)>. Accessed November 27, 2017.  
<sup>48</sup> <[http://www.columbiariverimages.com/Regions/Places/longview\\_kelso.html](http://www.columbiariverimages.com/Regions/Places/longview_kelso.html)>. Accessed November 27, 2017.



**Figure 9-3. Historic Monticello Sign**  
 (Source: Waymarking.com)

Besides Monticello, Freeport is the other historic community located in present-day Longview. It was named by Nathaniel Stone, who had a Donation Land Claim (DLC) on the site, after his hometown of Freeport, Indiana. Freeport became Cowlitz County’s second county seat in 1866.

The development of Longview as we know it today began after eastern timber barons began buying up lands in the new territories. Longview is a planned city born out of the City Beautiful movement and R.A. Long’s vision as its founder. As chairman of Long-Bell Lumber Company, Long envisioned this new city to be not just a factory town to house its workers but a permanent and model city. He assembled a team of nationally recognized city planners directed by his close personal friend, J.C. Nichols. Nichols chose George Kessler, after whom Kessler Boulevard and Kessler Elementary School were named, to assist. Kessler was a city planner noted for his contributions to Kansas City, Mexico City, and the 1904 St. Louis Exposition. The landscape architecture and planning firm of Hare and Hare and architecture firm Hoyt, Price and Barnes, both of Kansas City, were also hired. Together they drafted the actual plan and plats for the new city.

Longview’s heritage is directly tied to R.A. Long and the work of his planners and engineers, which remains in many of Longview’s buildings, street patterns, boulevards, and parks, including the library, Monticello Hotel, civic center, Columbia Theatre, churches, downtown buildings, individual neighborhoods, and public works infrastructure we have today. In speaking at Long’s funeral in 1934, J.C. Nichols called Longview’s schools, hospitals, parks, playgrounds, and churches Long’s gifts to his employees.<sup>49</sup>

<sup>49</sup> <<http://shs.umsystem.edu/manuscripts/kansascity/nichols/JCN026.pdf>>. Accessed November 27, 2017.



**Figure 9-4. R.A. Long's Planned City of Longview (1926)**

(Source: City of Longview)

Naming the new city was problematic. Longview was Long's first choice among names such as Long-Bell and Longport – all options featuring his surname – but there was already a Long View, Washington, so the then-Post Office Department rejected the planners' application. Long-Bell representatives convinced the three families of Long View, described as “a desolate flag stop on the Spokane, Portland and Seattle Railroad,” to change its name.<sup>50</sup>

The City of Longview was dedicated and the Monticello Hotel opened on July 14, 1923. The final Longview plans were implemented in a flurry of construction between 1922 and 1927.

Long, Kessler, and the Hare father-and-son team<sup>51</sup> also tie our Longview to Lee's Summit, Missouri, where they worked on and, even after Washington's Longview began developing, Long resided at his large personal retreat called Longview Farm. About 325 acres of the farm and a handful of its historic buildings remain; in recent decades, it was replatted into a development known as New Longview.<sup>52</sup> This connection back in time explains why, today, an internet search for “Longview” frequently turns up information about the Missouri property. The R.A. Long Historical Society<sup>53</sup>, operated out of Olathe, Kansas, maintains an online history of Long's life including Long-Bell Lumber and the building of Longview, Washington.

## Assessment of Historic Preservation Needs

### Existing Data

<sup>50</sup> <[http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file\\_id=7482](http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=7482)>. Accessed November 27, 2017.

<sup>51</sup> Worley, William S. “A Legacy to a City: Kansas City Architects George Kessler, Henry Wright, and Sid and Herbert Hare.” *Kansas History*, Autumn 1997, pp. 192-205; at <[https://www.kshs.org/publicat/history/1997autumn\\_worley.pdf](https://www.kshs.org/publicat/history/1997autumn_worley.pdf)>. Accessed November 27, 2017.

<sup>52</sup> “Longview Farm Introduction and Overview.” *Archives of Kansas City* at <<http://archkc.com/2011/11/longview-farm-introduction-and-overview/>>. Accessed November 27, 2017.

<sup>53</sup> <<http://www.ralonghistoricalsociety.org/>>. Accessed November 27, 2017.

Longview's inventoried and designated historic places may be viewed on the Washington Information System for Architectural and Archeological Records (WISAARD) at <<https://fortress.wa.gov/dahp/wisaardp3/>>.

There are a great many more inventoried properties than those that are listed; full inventories are available in the Community Development Department, and some are available at the Longview Public Library. They may also be viewed on the interactive WISAARD map.

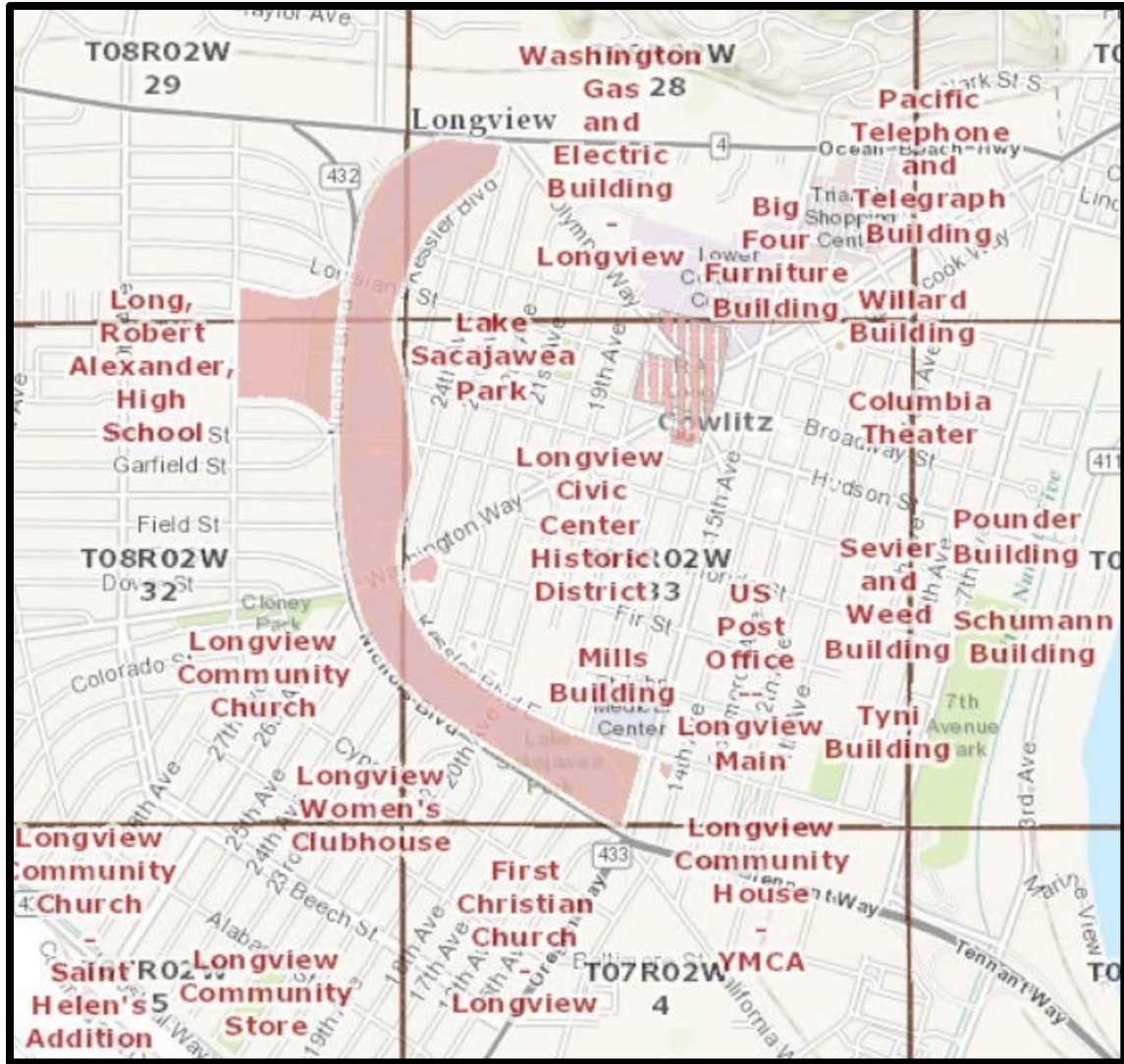
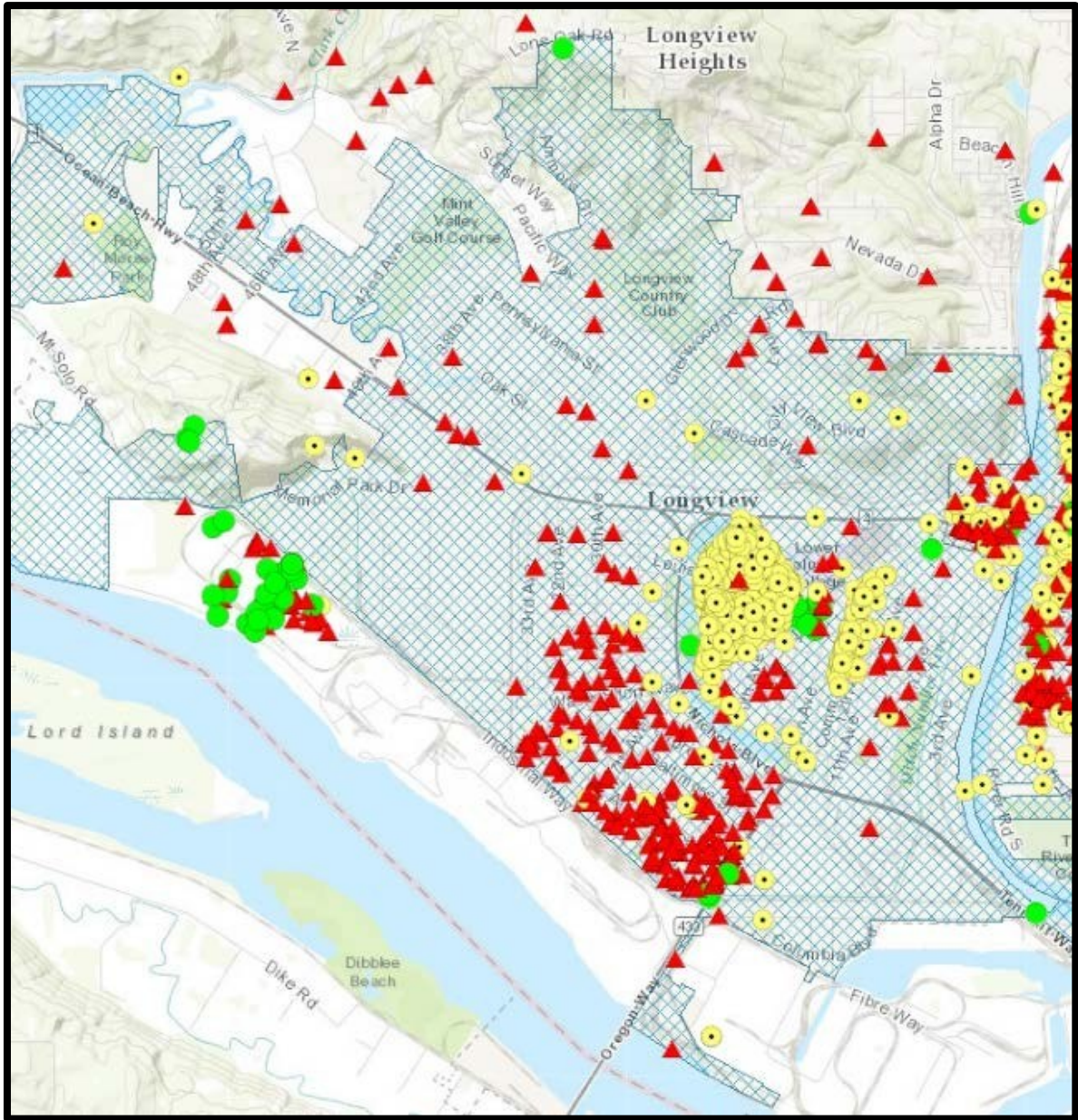


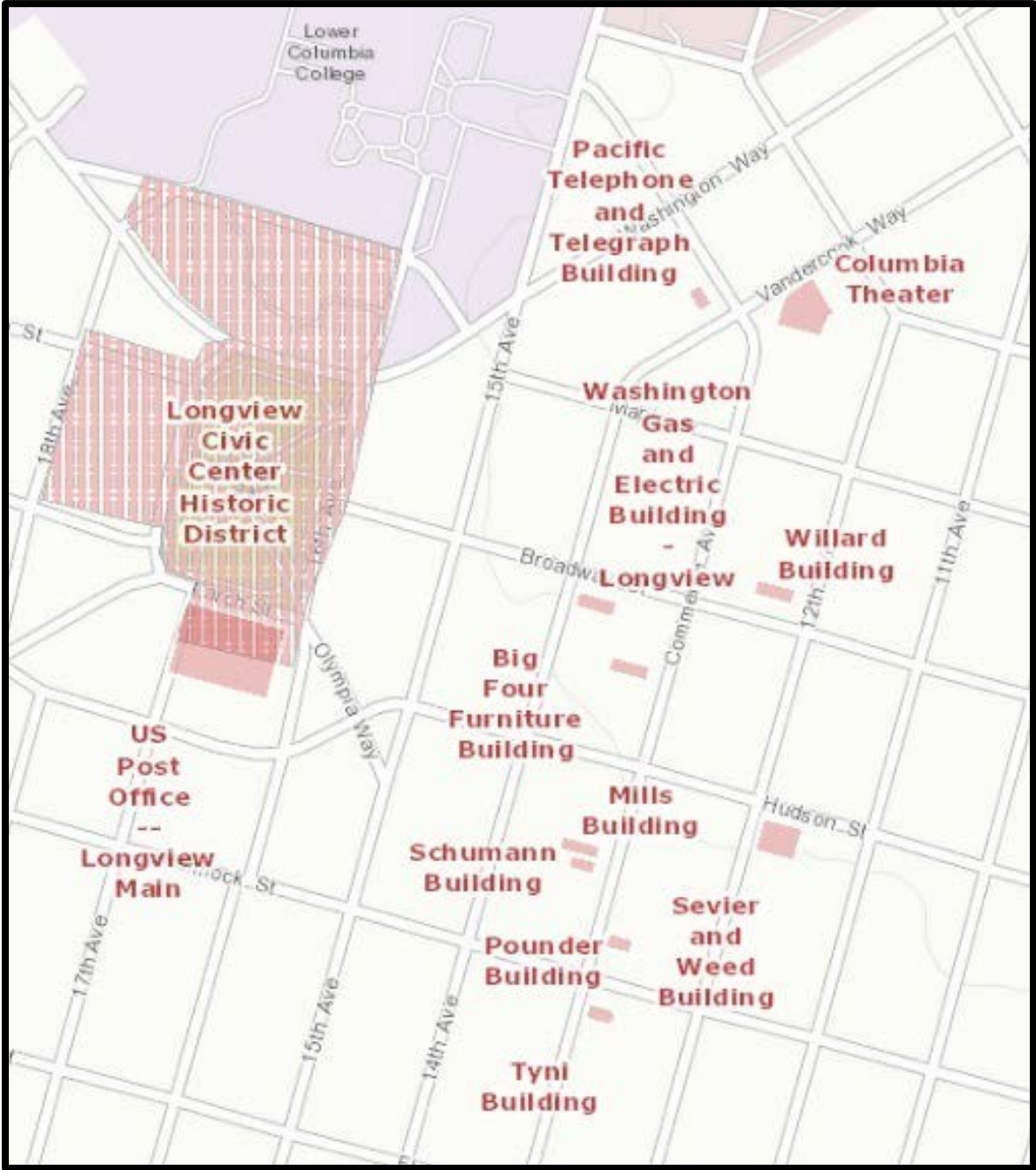
Figure 9-5. Designated Longview Historic Sites<sup>54</sup>

(Source: WISAARD 10-2017)

<sup>54</sup> Not all sites are labeled but may be viewed by scoping in on the interactive WISAARD map at the link included.



**Figure 9-6. Inventoried Longview Historic Properties and Sites**  
 (Source: WISAARD 10-2017)



**Figure 9-7. Designated Longview Historic Sites- Downtown Longview and Civic Center**  
 (Source: WISAARD 10-2017)

Historic inventories and registers include the following:

- National Register of Historic Places (state listings and historic districts)  
<http://www.nationalregisterofhistoricplaces.com/wa/cowlitz/state.html>
- Early Commercial Area: Downtown Longview Survey and Inventory, 1988
- Old West Side Inventory, Phase 1 1600 Blocks, 2004; Phase 2 1200 Blocks, 2005; Phase 3 1500 Blocks and Phase 4, 2008; Phase 5, 2009; Phase 6, 2011, Phase 7, 2012; and Phase 8, 2013-2014. [See Figure 9-7].
- R.A. Long Park Master Plan, February 25, 2010
- Lake Sacajawea Park Preservation Plan, March 2009
- Longview Register of Historic Places
- Washington State Register of Historic Places



**Figure 9-8. Downtown Longview and Civic Center Historic Surveys**

(Source: Artifacts Inc. presentation "OWS Neighborhood Workshop #1" January 2016)

Other documents and records include the following:

- Historic Preservation Ordinance, Chapter 16.12 LMC
- Building Records, Community Development Department
- Longview Room and Polk Directories, Longview Public Library
- Long-Bell Room (private), 1339 Commerce Avenue
- Draft Downtown Historic Preservation District Ordinance and brochure
- Longview Central Commercial Redevelopment Plan, 1982
- Design Guidelines: Downtown Longview, Action Design Team, 1983
- Longview’s Downtown Plan, 2001
- A video titled “The Planned City – The History of Longview, Washington” (1989) is available for checkout at the Longview Public Library or Longview Community Development Department
- Discover Downtown Longview, Self-guided walking tour (revised 2011)
- Explore Historic Longview: Walking Tour of Longview’s Civic Center (Revised April 2011)

The City completed a digital archiving project in 2010 that converted its paper files of Longview historic register properties into a digital archive format (Laserfiche®). This created a backup of the information and improved the reference capability. Each file contains the property owner’s signed nomination form, historic information about the property, and the specific features to be preserved. Going forward, newly created historic register files must be added to this digital archive to maintain the digital resource and protect the information from chance destruction or loss.

## Local Preservation Efforts

Sound historic preservation principles, community recognition, and a respect for our heritage enable Longview to maintain its historic identity and resources.

Over the years, some significant historical sites have been lost, including the Longview train station, Kessler School, St. Helens School, downtown buildings, and an Old West Side residence. However, the Monticello Hotel, library, post office, several downtown buildings, the Shay Locomotive, and the Columbia Theatre have been restored.

Longview attained its Certified Local Government (CLG) status in 1988. Maintaining CLG status offers the City certain advantages, such as the ability to access certain funding which, over time, has provided grants for a historic video, plaques for historic buildings, and inventories. It also enables locally listed properties to qualify for a special tax valuation program for renovations tied to their historic status.

Except for a few technical updates, Longview’s Historic Preservation Ordinance (Chapter 16.12 LMC) is largely the same as it was when adopted in 1987. The ordinance created a historic preservation commission. It enables property owners to nominate a building, structure, site, object, or district for historic designation, which the commission may list if it meets specific criteria. It also requires that listed properties comply with certain regulations if they are renovated or before they can be demolished. As with any regulation, the code’s efficacy should be periodically reevaluated, particularly if state or federal preservation practices or grant stipulations warrant it.

The Longview Historic Preservation Commission is charged with identifying, evaluating, and protecting Longview's historic resources through placement on the Longview Register of Historic Places. Such properties must obtain a Certificate of Appropriateness from the Commission when restoring, modifying, or demolishing their buildings, sites and objects. These reviews are intended to preserve and/or minimize negative impacts to the significant historic aspects that make specific properties or sites eligible for local designation.

## **Special Valuation Tax Program**

Administered by the Cowlitz County Assessor's Office, the Special Valuation Tax Program for Historic Properties allows a ten-year credit to historic renovation and rehabilitation projects for substantial improvements to buildings listed on the national or local historic register. There is a specific process established for substantiating and approving the tax valuation.

## **Downtown Longview**

Downtown Longview continues to be a focal point of preservation. The historic character offers an opportunity to create economic synergy through restoration and sensitive remodeling intended to maintain and restore buildings to their original architectural character. The Civic Center national historic district was created to stimulate and implement a unified vision of downtown rather than perpetuating haphazard renovation and improvements.

The City of Longview is concluding multi-year streetscape improvements on Commerce Avenue to improve its appearance, safety, and accessibility. Improvements include new lighting, sidewalks, benches, landscaping, irrigation, public art, and outdoor gathering places to make downtown more attractive to visitors, shoppers, bicyclists, and pedestrians.

## **The Old West Side Neighborhood**

Longview's historic preservation program conducted a multi-year project to architecturally and historically document the properties within the Old West Side neighborhood, one of the older areas in the city. Now referred to as the "Old West Side," the West Side neighborhood is one of seven original neighborhoods planned by the Longview Company, a subsidiary of Long-Bell. The West Side was the elite neighborhood of Longview, intended for Long-Bell's executives and managers as well as other professionals who came to live in the new city in 1923. This neighborhood contains approximately 1,000 properties, many built prior to 1940. With the conclusion of this inventory project in 2014, the City reached out to neighborhood residents to gauge their interest in forming a historic district, but such an effort has not followed. At that time, the City Council directed that if sufficient interest in forming a historic district is shown by residents in the future, the idea could be examined.

## Issues Affecting Local Historic Properties in the Future

- Longview’s historic preservation program has staffing limitations that contravene its ability to survey the entire city boundaries and protect resources. Funding also limits the amount of marketing and projects that can be accomplished.
- Community perception plays a significant role in the value of historic preservation. Individual property owners must value their buildings’ architectural and historical character. Many people believe Longview is not old enough to have historic value. A whole new era of building styles (1935-1965) is now eligible for preservation, adding to the complexity of informing property owners about what is eligible for preservation and why certain buildings are important examples of those periods.
- Adding properties to the Longview Historic Register preserves them for future generations to appreciate. With that designation comes the requirement to document all changes, except routine maintenance, on a Certificate of Appropriateness approved by the Historic Preservation Commission. Specific federal standards guide these design review decisions. Old buildings require continued maintenance, and the lack thereof creates a great opportunity to renovate and rehabilitate buildings, especially downtown. However, the City’s Unfit Dwelling Code (which applies to all buildings) does not require owners to maintain buildings unless there is a hazardous condition. As the buildings age, there is a greater chance for deterioration of eligible historic properties.
- Civic Center zoning adjacent to the Civic Center National Register Historic District between 16th Avenue and Olympia Way was changed to General Commercial during a rezone request. A change of ownership and use of the general commercial property may detrimentally affect the character of the National Historic Civic Center District in the future.

## Historic Preservation Goals, Objectives, and Policies

- Goal HP-A** Achieve state and national recognition of Longview’s unique place in the history of American city planning.
- Objective HP-A.1** By the end of 2025, facilitate the nomination of a historic district for the commercial downtown area along Commerce Avenue; or support the creation of a business improvement district, joining the Washington State Main Street Association, or implementing façade design standards for downtown buildings.
- Objective HP-A.2** By the end of 2025, conduct a reconnaissance inventory of all original Long-Bell plats in residential, commercial, and industrial areas for future historic registration.
- Policy HP-A.2.1** Continue development of the register of historic buildings for the early commercial area of downtown and other historic properties within the city through the Historic Preservation Commission.
- Policy HP-A.2.2** Add the inventory forms prepared for structures included in the thematic group nomination to the historic structures inventory. The registered locally defined district should be reflected in the inventory as well.
- Policy HP-A.2.3** Encourage and assist owners of historic properties within the Longview planning area to apply for individual listing on the local, state, and national registers of historic places.
- Goal HP-B** Preserve and enhance the notable buildings, parks, and other sites established by or associated with the Long-Bell Lumber Company and notable local examples of architectural styles of more recent times.
- Objective HP-B.1** By 2025, develop an inventory of City-owned properties and assets eligible for preservation and prepare nominations to list them on the Longview historic register.
- Objective HP-B.2** By 2025, develop and adopt a preservation plan for the City of Longview to support the City’s CLG status and facilitate the development of the City’s historic preservation program and priorities. The plan should provide staff and the Historic Preservation Commission with a strategy to meet preservation goals, enhance outreach efforts, and benefit historic preservation and quality of place efforts in Longview.
- Objective HP-B.3** By the end of 2022, develop a program to implement and maintain an inventory of historic sites and potential historic sites electronically on a Geographic Information System database and make map information available to the public online.
- Policy HP-B.3.1** Promote preservation of local historic properties and materials as desirable for public awareness concerning the City’s beginnings and its uniqueness in City planning history, aesthetic appreciation of architecture and

landscape architecture, maintenance of community identity, and furtherance of tourism and economic activity.

- Policy HP-B.3.2 Encourage historic renovation of buildings and sites 50 years or older through public awareness; neighborhood and business partnerships; the involvement of residents; brochures, reference materials, and internet sites; and incorporating historic preservation planning in City departments.
- Policy HP-B.3.3 Encourage owners of both registered and unregistered historic properties to take advantage of rehabilitation tax incentives and any available grants.
- Policy HP-B.3.4 Enforcement measures should be periodically evaluated, and the search for mechanisms and resources to enhance enforcement needs to be an ongoing process.