



City of Longview

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

Agenda

Planning Commission

Wednesday, June 3, 2026

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:

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1. **ROLL CALL**
2. **APPROVAL OF MINUTES**
 - 26-00435 PC Minutes of April 1, 2026
 - 26-00470 PC Minutes of May 6, 2026
3. **AUDIENCE PARTICIPATION OR CORRESPONDENCE**
4. **DECLARATION OF EX-PARTE COMMUNICATIONS AND APPEARANCE OF FAIRNESS**
5. **PUBLIC HEARINGS**
6. **NON-PUBLIC HEARING ITEMS**
 - 26-00471 ADU Updates workshop
 - 26-00472 Cowlitz Event Center (CEC) workshop
 - 26-00473 Comprehensive Plan updates
 - Transportation chapter
 - Public Facilities chapter
7. **OTHER BUSINESS**
8. **PLANNER'S REPORT**

- 9. DIRECTOR'S REPORT
- 10. ADJOURNMENT



Minutes

Agenda

Planning Commission

Wednesday, April 1, 2026

7:00 PM

City Hall

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1. **ROLL CALL**

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

Present: Member Craig Collins, Member Ramona Leber, Member Jerry Stinger, Member Alison Moss, Member Spencer Boudreau

Excused: Member Jeff Rauth, Member Randy Knox

Staff Present: Nick Little, Community Development Director; Irene Rutikanga, Planner; SamBarham, City Engineer; Lisa Vertrees, Administrative Assistant

2. **APPROVAL OF MINUTES**

26-00281 PC minutes of January 7, 2026

A motion was made by Member Ramona Leber, seconded by Member Spencer Boudreau, to approve the regular meeting minutes of January 7, 2026. 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**

26-00283 Three Rivers Driving School Workshop

***Special Property Use**

Mr. Rutikanga gave a presentation.

The applicant is applying for a Special Property Use to open a driving school in the downtown area.

A motion was made by Member Spencer Boudreau, seconded by Member Jerry Stinger, to grant an approval recommendation to City Council for the SPU application to establish a driving school by Three Rivers Driving School at 1338 Commerce Avenue. The motion passed unanimously.

Member Ramona Leber asked if future changes to the driving school, like hours of operation, additional vehicles, etc. would require reapplication. Mr. Little said insignificant changes, probably not, but something like expansion would most likely come back to the Planning Commission for a recommendation to Council.

26-00284 Critical Areas

***Presentation**

Mr. Little provided an overview presentation.

**Regulatory Background*

**Best Available Science*

**Critical Area Identification*

**Five Critical Areas*

- Wetlands

- Geohazards

- Critical Aquifer Recharge Areas

- Fish and Wildlife Habitat Areas

- Frequently Flooded Areas

**Reviewing for Critical Areas*

**Mitigation*

**Impacts to Development*

**Variances and Reasonable Exceptions*

**Exemptions*

**Required Updates*

- December 31, 2026 and every 10 years after

- Key areas where changes may be noticed for Longview

**Wetland regulations and buffer establishment changes*

**Fish and Wildlife habitat buffers*

Next Steps:

**Identify needed revisions*

**Draft revisions*

**Bring proposed revisions to Planning Commission*

Member Ramona Leber asked if Critical Areas informed the Comprehensive Plan. Mr. Little said they are somewhere hand-in-hand.

7. OTHER BUSINESS

Member Ramona Leber asked if anything regarding the HOSWWA housing project will come before the City. Mr. Little said possibly, if they do a PUD or short subdivision.

8. DIRECTOR'S REPORT

**Board of Adjustment - minor changes*

**Rescind Electrical Code*

9. PLANNER'S REPORT

**Food Truck Code update in progress*

**33rd Ave. cottage housing project has been resubmitted*

**Comp plan updates continuing*

**Downtown parking - notes being transcribed from recent public input*

10. **ADJOURNMENT**

The next regular Planning Commission meeting is scheduled for Wednesday, May 7, 2026 at 7 p.m. in City Hall.

With no further business to discuss, Chairman Collins adjourned the meeting at 7:58 p.m.

Lisa Vertrees, Recorder



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Minutes

Agenda

Planning Commission

Wednesday, May 6, 2026

7:00 PM

City Hall

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1. **ROLL CALL**

Vice-Chair Leber called the meeting to order at 7:00 p.m.

Present: Member Ramona Leber, Member Jerry Stinger, Member Alison Moss

Excused: Chairman Craig Collins, Member Jeff Rauth, Member Randy Knox, Member Spencer Boudreau

Staff Present: Nick Little, Community Development Director; Irene Rutikanga, Planner; Lisa Vertrees, Administrative Assistant

2. **APPROVAL OF MINUTES**

26-00347 PC Minutes of April 1, 2026

Deferred due to lack of quorum

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**

26-00381 Comprehensive Plan Updates*** Historic Preservation***** Natural Environment**

Kenny Robinson, Community Development, gave a presentation on the draft changes to the Historic Preservation chapter of the Comprehensive Plan.

** Maps updated*

** Descriptions added to local preservation efforts*

** Text changes and policy updates*

Mr. Rutikanga gave a presentation on the draft changes to the Natural Environment chapter of the Comprehensive Plan.

** Critical areas, shorelines, brownfields*

** Goals, objectives and policies*

It was suggested to remove references to energy. Vice-Chair Leber asked about data centers. Mr. Little noted they would be addressed in later chapters.

7. OTHER BUSINESS

None at this time.

8. PLANNER'S REPORT

** Working on land use and public facilities chapter updates*

9. DIRECTOR'S REPORT

** Downtown Summit report to Council at the May 14th meeting*

One suggestion is desire for residential use for the Schneiter lot

** ADU ordinance to Planning Commission in June*

** Next chapters of the Comprehensive Plan to Planning Commission - June*

** Workshop with Planning Commission to amend County events center district - June*

10. ADJOURNMENT

The next regular Planning Commission meeting is scheduled for June 3, 2026.

With no further business to discuss, Vice-Chair Leber adjourned the meeting at 7:30 p.m.

Lisa Vertrees, Recorder

Vision

Provide a convenient, safe, and efficient multi-modal transportation system that promotes the mobility of people and goods within and through Longview.

Introduction

Transportation has been a prominent issue and priority in the City of Longview since its founding as “planned city” in the 1920s by Robert A. Long. The transportation system in Longview is comprised of state highways, city streets, public transit, freight rail, and a marine port. The components of the transportation system are critical for economic development and community livability. As mentioned previously in Chapter 1 this chapter will outline the community’s priorities as related to transportation, as well as inventorying the existing transportation system, providing forecasts for the future and discussing how future system improvements may be funded.

Existing Transportation System Overview

Regional Linkages

Longview is regionally accessed through a transportation network consisting of a state and federal highway system, river access, and freight rail system. The state and federal highway system provides circulation to and from Longview– Interstate 5, State Route 411 (SR), SR 432, SR 433, and SR 4. SR 432 and SR 4 are the major east-west connections from Longview to I-5. The interstate links Longview and surrounding areas to Portland to the south as well as Olympia and Seattle to the north. SR 433 provides access to Rainier and Oregon. SR 411 provides connections to communities north of Longview. The Columbia River access is through the Port of Longview. The Columbia River is a major throughfare for trade throughout the Pacific Northwest. Railroad access is provided through the Port of Longview and BNSF.

The City is responsible for the local street system throughout the city and works closely with the Washington State Department of Transportation (WSDOT) to manage access and traffic movement on state routes within city limits. The city also realizes the importance of regional planning and works with other organizations such as CWCOG, the Port of Longview, City of Kelso, Cowlitz County, and Rivers City Transit to manage transportation throughout the region.

Currently, RiverCities Transit operates 7 fixed routes Monday through Saturday. There is no service available on Sunday. Depending on the route, service frequency is 30 to 60 minutes. A downtown transit center located on 12th Avenue between Hemlock and Florida Streets is a central transfer location where all routes originate. At the transit center, RiverCities Transit buses connect with services operated by other fixed route providers (CC Rider, Lower Columbia CAP, and Wahkiakum on the Move). In West Longview, RiverCities Transit also provides service to an existing park and ride lot at Ocean Beach Highway and Coal Creek Road. Figure 8-9 shows all the streets in the city

served by fixed route transit service as well as the location of the downtown transit center and Coal Creek Park and Ride.

Local Roadways

The City of Longview maintains a network of local streets to provide circulation within city limits and to connect to the regional linkages. Streets are classified based on anticipated volume, land use, and access requirements. There are five levels of the street classification system defined in Longview Municipal Code Title 12.50.030: principal arterial, minor arterial, neighborhood collector, local access street, and alley. The classification system is illustrated in the map at the end of the chapter. Longview maintains approximately 210 miles of local streets. This map also contains private streets not maintained by the City. Safe access for pedestrians and bicycles is also taken into consideration when street improvements are made as arterials and connectors.

Freight Facilities

In addition to freight rail and waterway corridors as mentioned earlier, Longview also has several truck freight facilities (corridors). Figure 8-8 at the end of the chapter illustrates the streets and highways considered truck freight corridors and displays T-1, T-2, and T-3 truck freight routes in the city. Truck freight corridors are classified by WSDOT in the Freight and Goods Transportation System by the amount of annual gross tonnages carried on a particular corridor. Any freight corridors carrying more than 10 million gross tons per year is classified as a T-1 freight route. State Route 432 between Interstate 5 and State Route 433 is the only freight route with more than 10 million gross tons being transported on an annual basis. A portion of State Route 432 (Industrial Way) northwest of the State Route 432/433 intersection carries between 4 and 10 million gross tons annually to be rated a T-2 freight route. Part of Fibre Way and 15th Avenue are also T-2 freight routes. All of the remaining freight routes in the city carry between 300,000 and 4 million gross tons per year.

Transit

Cowlitz Transit Authority (CTA), operating as RiverCities Transit, provides fixed route and paratransit transit (bus) services within the city. The service area extends beyond the Longview city limits into Kelso. CTA is a taxing authority only with no direct staff. The CTA contracts with the City of Longview all transit operations, maintenance, and capital improvements and the City of Longview then subcontracts the complementary paratransit service.

Non-Motorized Facilities

There are existing non-motorized facilities for use of pedestrians, bicyclists, or both in the City of Longview. The most notable facility are the trails around the perimeter of Lake Sacajawea. Other

facilities include the Highland Trail along State Route 432 (Industrial Way) and the Dike Trail that roughly parallels Pacific Way. There are also established bicycle lanes along Washington Way, Pacific Way, and 38th Avenue. A map of existing bicycle and/or pedestrian facilities from the Bike/Ped Assessment GIS database maintained by the CWCOG is included at the end of the chapter.

Traffic Volumes and Congestion

One way of measuring existing conditions of streets and highways is to look at the volume (amount) of traffic and how much delay/congestion is experienced by motorists along a street segment or at an intersection. The amount of delay and congestion can be looked at by comparing traffic volumes with traffic capacity for a particular street segment or intersection. This comparison results in a volume-to-capacity ratio (or percentage). The closer the ratio is to 1 (or 100%) the more delay and congestion a driver is probably experiences. A volume-to-capacity ratio can also be viewed as a qualitative measure known as Level of Service (LOS). LOS is reported on a scale of “A” through “F”. A LOS A describes the highest level of performance (least congestion) and LOS F describes the lowest level of performance (most congestion). Generally, a roadway’s capacity is considered acceptable if it operated at a LOS between A through C.

The table below provides a general description of each LOS classification at the intersection level and how it compares to a volume/capacity ratio. These descriptions could be modified to be applied to street segments as well.

Level of Service (LOS)	Interpretation	V/C Ratio
A	Uncongested operations; all queues clear in a single signal cycle.	Less Than 0.60
B	Very light congestion; an occasional approach phase is fully utilized.	0.60 to 0.69
C	Light congestion; occasional backups on critical approaches.	0.70 to 0.79
D	Significant congestion on critical approaches, but intersection functional. Cars are required to wait more than one cycle during short peaks. No long-standing queues are formed.	0.80 to 0.89
E	Severe congestion with some long-standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersections(s) upstream of critical approaches.	0.90 to 0.99
F	Total breakdown, stop-and-go operation.	1.00 and Greater

Source: Transportation Research Board Circular 212 Table B-6

A variety of factors are used to determine volume-to-capacity ratios and LOS, including traffic volume, number of lanes, lane width, percentage of truck traffic, and average travel speed. The CWCOG maintains a Regional Travel Demand Model the City is able to use to determine estimated traffic volumes and amount of congestion. Figures 8-5 and 8-6 at the end of the chapter display the estimated Maximum PM Peak Hour Volume/Capacity and LOS for streets and intersections using the 2017 CWCOG model. The current street segments with volume/capacity at 70% (LOS C) or worse are the following.

- State Route 411 (Westside Highway) from City of Kelso city limits heading north towards Castle Rock is LOS D.
- 1st Avenue from City of Kelso city limits to Hudson Street is LOS C.
- State Route 432 on-ramp from Industrial Way is LOS D.
- State Route 433 (Lewis and Clark Bridge) is LOS E.
- Nichols Boulevard from Tennant Way to Washington Way is LOS C and some portions north of Washington Way are LOS C as well.

From the standpoint of signalized arterial intersections, the following 2 intersections have significant congestion according to the regional travel demand model.

- State Route 432/433 is LOS D. It should be noted that the model does not account for at-grade railroad crossing delays. If the model did account for at-grade crossing delays, this intersection might display more congestion in model results and have a higher volume/capacity ratio.
- Washington Way and Ocean Beach Highway are LOS F.

Traffic Safety

Another way of measuring existing conditions on streets in the City of Longview is by looking at traffic safety and trends in crash statistics. For this comprehensive plan update, the database of all traffic accidents on city streets in Longview from 2018 to 2024 was obtained from WSDOT. During this seven-year period, there were 17 fatal crashes, 76 serious injury crashes, out of a total of 3,936 crashes. This is an increasing trend from the previous seven-year period of 2010 to 2016, when there were 9 fatal and 52 serious injury accidents out of a total of 3,946 crashes. The trend of increasing fatal and serious injury crashes is a high priority for the City to address. In 2025, the City Council adopted the regional Comprehensive Safety Action Plan which states the goal of Target Zero, or eliminating fatal and serious injury crashes on our street network. The following table shows the annual number of fatal, serious injury, and total accidents over this seven-year period.

Crash Type by Year:	2018	2019	2020	2021	2022	2023	2024	Total
Fatal	1	3	1	2	0	2	8	17
Suspected Serious Injury	16	7	14	7	8	11	13	76
Suspected Minor Injury	39	29	54	71	57	64	54	368
Possible Injury	171	156	92	107	92	106	85	809
No Apparent Injury	395	417	318	406	365	376	389	2666
Total crashes	622	612	479	593	522	559	549	3936

* Crash data from WSDOT Crash Data Portal
 (<https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/>)

Transportation System Forecasts

This next section of the Transportation and Circulation Element provides forecasts of traffic volume and congestion on streets and highways in the city for the year 2050. These forecasts are based on a no-build alternative (an assumption that no new streets or highways are built to expand traffic capacity). The forecasts are from the CWCOG Regional Travel Demand Model.

Figures 8-13 and 8-14 at the end of the chapter display the forecasted Maximum PM Peak Hour Volume/Capacity and LOS for streets and intersections for 2050. The street segments forecasted to have a volume/capacity of 70% (LOS C) or worse in 2050 are the following.

- State Route 411 (Westside Highway) from City of Kelso city limits heading north towards Castle Rock increases to LOS E.
- 1st Avenue from City of Kelso city limits to Hudson Street remains at LOS C, but portions increase to LOS D.
- State Route 432 on-ramp from Industrial Way increases from LOS E to LOS F.
- Most of State Route 432 (Industrial Way) increase to LOS C.
- State Route 432 (Tennant Way) increase to LOS C or LOS E depending on travel direction.
- Most of Tennant Way between State Route 432 and Nichols Boulevard increase to LOS D or LOS E.
- State Route 433 (Lewis and Clark Bridge) remains at LOS E.
- Nichols Boulevard from Tennant Way to Washington Way remains at LOS D and most portions north of Washington Way increase to LOS D.
- Portions of Fibre Way will increase to LOS D.
- Most of Ocean Beach Highway between Triangle Mall and west of 40th Avenue will increase to LOS C, LOS D, or LOS E.
- Pacific Avenue between Ocean Beach Highway and near 36th Avenue will increase to LOS D or E.
- Glenwood and Virginia Streets between Pacific Avenue and Columbia Heights Boulevard will increase to LOS C or LOS D.

- Several portions of Columbia Heights Boulevard will increase to LOS C or LOS D.
- Cascade Way, north of Ocean Beach Highway, will increase to LOS C or LOS D.

From the standpoint of signalized arterial intersections, the following 4 intersections are forecasted to have significant congestion.

- State Route 432/433 will increase from LOS E to LOS F. It should be noted that the model does not account for at-grade railroad crossing delays. If the model did account for at-grade crossing delays, this intersection might display more congestion in model results and have higher volume/capacity ratio.
- Washington Way and Ocean Beach Highway will remain at LOS F.
- Washington Way and Nichols Boulevard will increase to LOS D.
- Tennant Way and Nichols Boulevard will increase to LOS C.

Financial Plan

Funding Sources

There are many improvements that will be made to the City of Longview's transportation system in the future. Several funding sources are available to finance needed transportation projects. Possible funding sources exist at the local, state, and federal government level. Every funding source has its own requirements for how it can be used; thus, not every source is available for every project. Below are descriptions of possible funding sources organized by level of government.

City of Longview (local sources)

Three primary types of funding exist at the local level: property, sales, and gas taxes, and the recently established Transportation Benefit District.

Property and sales taxes primarily provide revenue for the City's General Fund to be used for services in most departments. These two types of taxes could possibly be used for transportation projects. The share of the state gas tax shared with local governments is intended to fund transportation improvements and is a critical source of transportation revenue.

The newest funding source of revenue was established by the City of Longview in 2016, the Transportation Benefit District. The Transportation Benefit District is an independent taxing authority authorized in Washington State statutes (RCW 36.73) that can collect revenue to be used to fund specific transportation projects. In Longview the Transportation Benefit District is funded by a \$20.00 vehicle license fee paid by all residents. The license fee is collected by the Washington State Department of Licensing when people register, or renew, their vehicle license plate tabs (stickers) .

State of Washington (state sources)

There are several discretionary funding sources that are available, most through a competitive application process, from Washington State. A legislative approved earmark for a specific transportation project would not typically be through a discretionary application process. The Washington State Department of Transportation (WSDOT) oversees most discretionary funding opportunities. WSDOT may approve funding for transportation projects from its internal funds or through discretionary grants such as the Pedestrian/Bicycle or Safe Routes to School programs. Other state agencies that provide discretionary funding for cities are the Transportation Improvement Board (TIB), Freight Mobility Strategic Investment Board (FMSIB), or the Washington Traffic Safety Commission.

Federal Government (federal sources)

Several federal government grant programs are available to fund transportation projects. Each program has its own set of eligibility criteria. Both is a list of various federal grant programs.

- National Highway Preservation Program (NHPP)
- Highway Safety Improvement Program (HSIP)
- Surface Transportation Block Grant Program – Bridge Set-Aside (STP-BR)
- Surface Transportation Block Grant Program – Regional (STP)
- Surface Transportation Block Grant Program – Set-Aside [formerly Transportation Alternatives] (TA)

The NHPP, HSIP, and STP-BR programs are managed by WSDOT. The STP and TA programs are managed by the CWCOG and projects are selected for funding based on a competitive ranking and prioritization process. CWCOG manages the STP program for Cowlitz County and the TA program for the Southwest Washington Regional Transportation Planning Organization (SWRTPO). The RTPO is comprised of five counties: Cowlitz, Grays Harbor, Lewis, Pacific, and Wahkiakum.

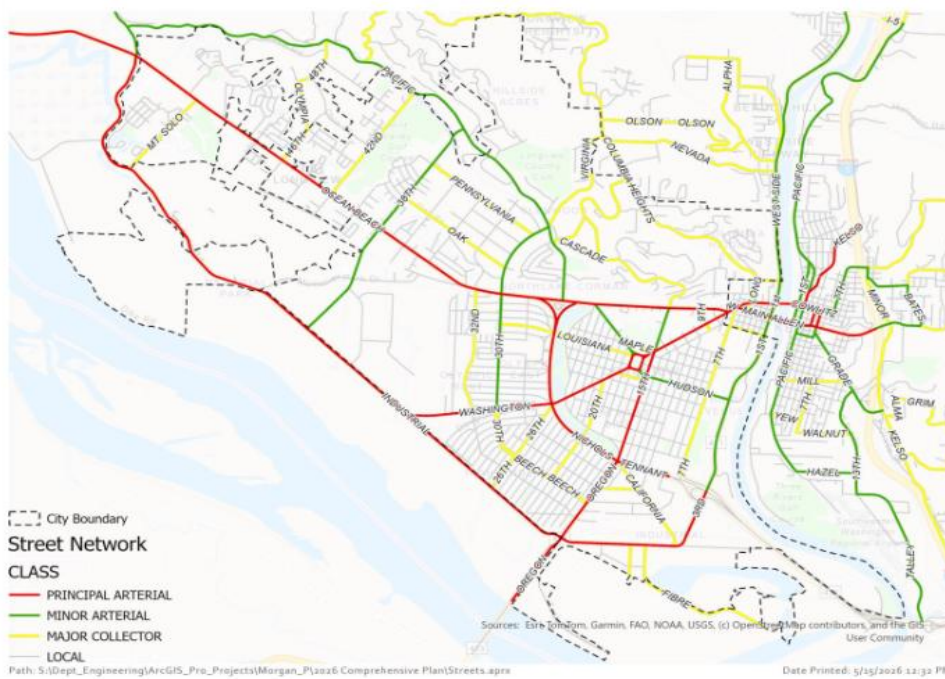
Six-Year Transportation Improvement Program

Once a funding source(s) has been identified for a transportation project it should be incorporated into the City's Six-Year Transportation Improvement Program (TIP). The TIP prioritizes all multi-modal transportation projects with secured or planned funding. As stated earlier, RCW 35.77.010 requires that cities' TIPs be consistent with their adopted comprehensive plans. The requirements for projects that should be listed in the TIP were included earlier under the 'Planning Requirements' section.

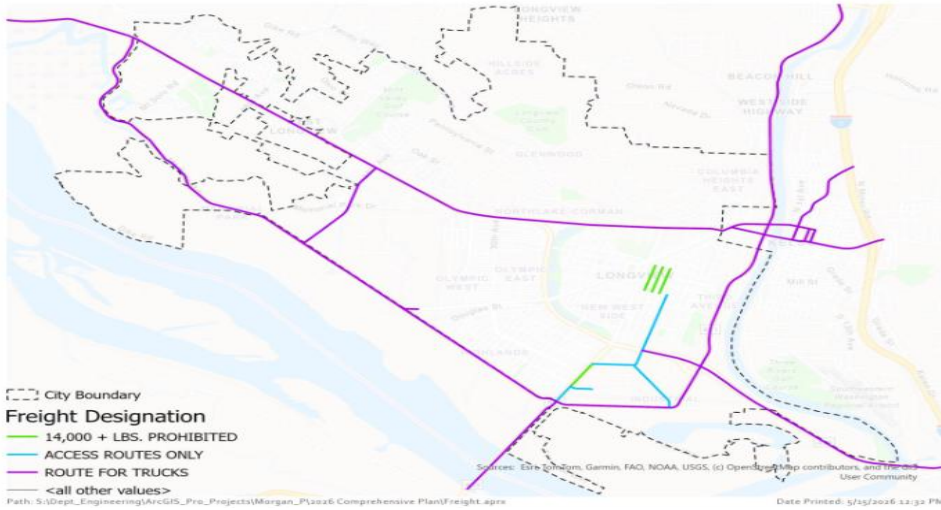
The State of Washington has an online database on the Secure Access Washington (SAW) website that allows cities or other local agencies to input and manage all projects on their six-year TIP. This online database also provides an easy way to forward federally funded and/or regionally significant projects with secured funds to CWCOG for approval on the Longview-Kelso-Rainier MPO Metropolitan Transportation Improvement Program (MTIP) and then to be forwarded to WSDOT for inclusion on the Statewide Transportation Improvement Program (STIP).

Transportation and Circulation Element Maps

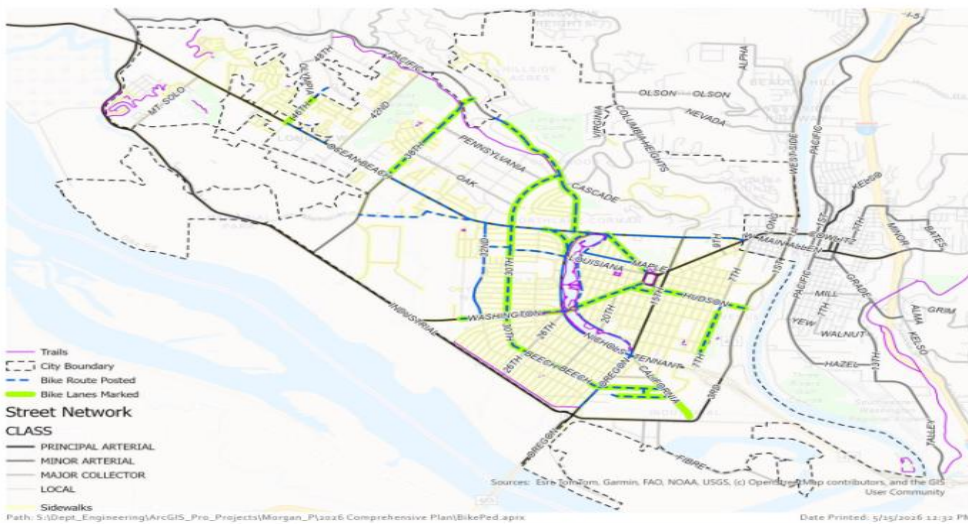
Streets:



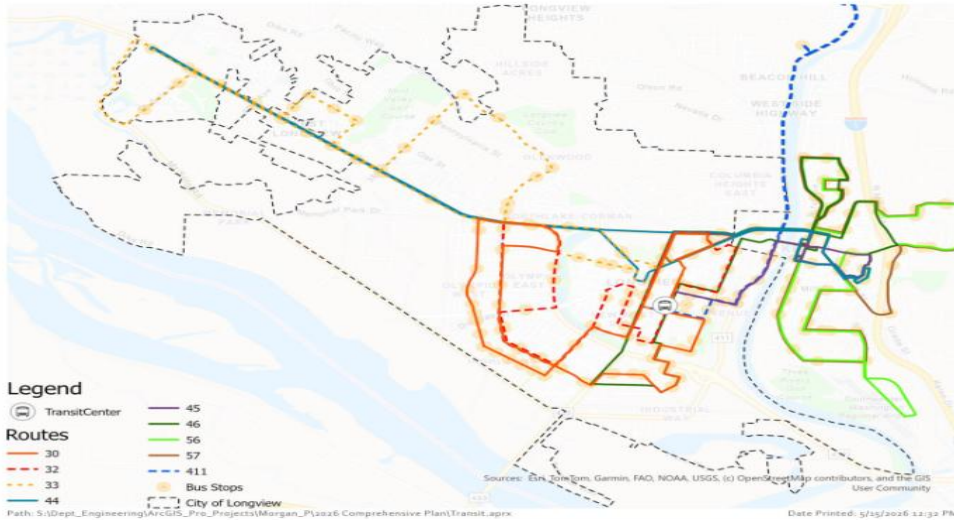
Freight:



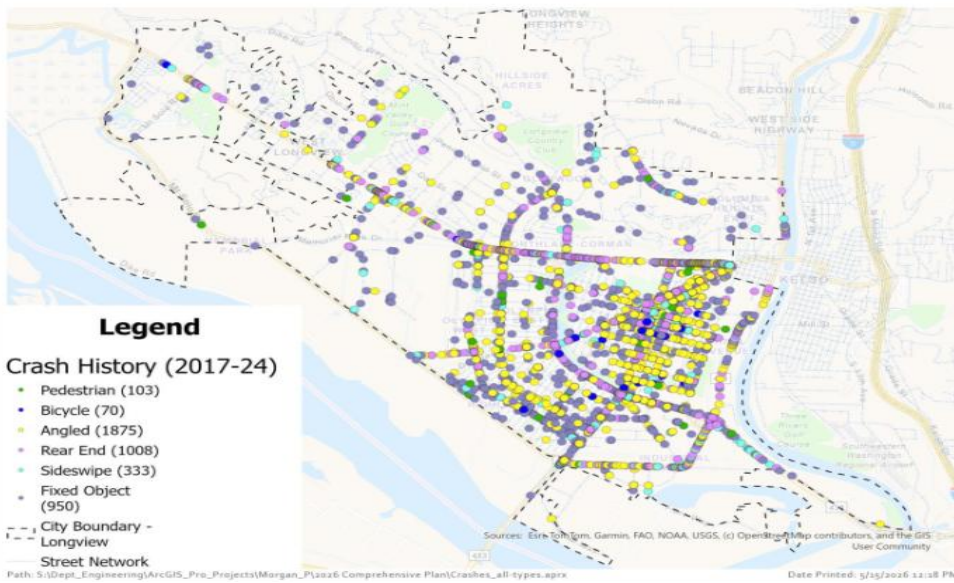
Non-Motorized:



Transit:



All Crashes, 2017 to 2024:



High-Crash Segments, 2017 to 2024:



2050 Travel Demand Model – Corridors



2050 Travel Demand Model – Intersections



Transportation Goals, Objectives, and Policies

Overall

Goal TR-A Provide and maintain convenient, safe, and efficient multi-modal transportation system that promotes the mobility of people and goods within and through Longview.

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Land use & Transportation

Goal TR-B Provide a transportation network that supports the planned land-use classifications.

Objective TR-B.1 Identify potential and address long-term transportation deficiencies in land use development projects as appropriate

Policy TR-B.2.1 Evaluate connectivity for convenient multi-modal access.

Policy TR-B.2.2 Develop neighborhood and local connections to provide adequate circulation into and out of neighborhoods.

- Policy TR-B.2.3 Develop an east-west alternative route to relieve congestion on Ocean Beach Highway.
- Policy TR-B.2.4 Provide a safe and accessible pedestrian and bicycle system that includes shared roadways, multi-modal pathways, and sidewalks.
- Policy TR-B.2.5 Continue to work closely with the Cowlitz Transit Authority to improve River Cities Transit service.
- Policy TR-B.2.6 Improve pedestrian links to transit stops and urban area activity centers.
- Policy TR-B.2.7 Remove barriers to transportation by supporting safe access to transit.
- Policy TR-B.2.8 Encourage growth in areas with existing or planned transportation infrastructure capacity.
- Policy TR-B.2.9 Enhance policies allowing new development to support multiple modes of transportation such as public transit, pedestrians, and bicyclists.
- Policy TR-B.2.10 Consider development of park-and-ride facilities for area commuters.
- Policy TR-B.2.11 Incorporate transit-supportive and pedestrian-friendly design features in new development through the permit review process.
- Policy TR-B.2.12 Integrate land-use and transportation decisions through City permitting and environmental review processes to ensure that the transportation network supports the land-use vision.

Freight and Goods Movement

- Goal TR-C Provide for the efficient movement of goods and services.
- Objective TR-C.1 Develop a citywide truck route network that best serves the needs of industrial and commercial users as well as the comprehensive plan land-use designations associated with future growth.
 - Policy TR-C.1.1 Work closely with Port of Longview, local industry, and rail operators to expand truck and rail service as appropriate to support continuing economic development activities.
 - Policy TR-C.1.2 Support an integrated freight transportation network and promote connectivity between the highway, rail, and marine modes.
 - Policy TR-C.1.3 Treat existing rail and air transportation facilities as regional resources and allow for their needs in land-use decisions.
 - Policy TR-C.1.4 Seek to eliminate congestion conflicts caused by at-grade rail crossings, especially along SR 432 and Oregon Way.

Safety and Livability

- Goal TR-D** Design and construct safe transportation facilities that enhance the livability of Longview.
- Objective TR-D.1** Improve traffic safety through a comprehensive program of engineering, education, and enforcement.
- Policy TR-D.1.1** Identify specific safety priorities through the biennial budget process including, but not limited to, the following: addressing high-collision locations within the city; working cooperatively with police and fire departments to create a traffic calming program, including designating and periodically updating primary and secondary emergency response routes; and coordinating with schools and the community to designate pedestrian and bicycle routes between residential areas, schools, neighborhood centers, and public facilities such as parks and playfields.
- Policy TR-D.1.2** Encourage neighborhood/community involvement in localized transportation planning decisions such as boulevard plans, traffic calming, and local street standards.
- Policy TR-D.1.3** Maintain a functional classification system that manages access in a way that supports designated land uses.
- Policy TR-D.1.4** Ensure that adequate access for emergency services vehicles is provided throughout the city.
- Policy TR-D.1.5** Maintain the transportation network at a level that preserves user safety, facility aesthetics, and the overall integrity of the network.
- Policy TR-D.1.6** Maintain the livability of Longview through proper locations and design of transportation facilities.
- Policy TR-D.1.7** Consider issues that impact access, safety, and livability in the design, and reconstruction of arterial streets adjacent to residential development.
- Policy TR-D.1.8** Protect neighborhoods from excessive through traffic and travel speeds, to the extent possible, while providing adequate access to and from residential areas.
- Policy TR-D.1.9** Ensure that new commercial and industrial developments identify traffic plans for residential streets where increased cut-through traffic may occur due to proposed development.
- Policy TR-D.1.10** Continue to develop trail systems that provide connectivity and easy access for attractive alternatives for pedestrians and bicyclists to access work, shopping and needed services as opposed to high-speed, high-volume vehicle corridors.

- Policy TR-D.1.11 Look for opportunities to locate multi-modal paths where they can be safely designed to address pedestrian and bicycle safety.
- Policy TR-D.1.12 Pursue grant opportunities for pedestrian, bicycle, and trail enhancement.
- Policy TR-D.1.13 Provide for Americans with Disabilities Act (ADA) upgrades and future design requirements that remove barriers to mobility.

Performance and Coordination

- Goal TR-E Create an efficient regional and local transportation system that supports planned land uses and manages congestion.
- Objective TR-E.1 Support using technology upgrades to maximize the efficiency of the transportation system.

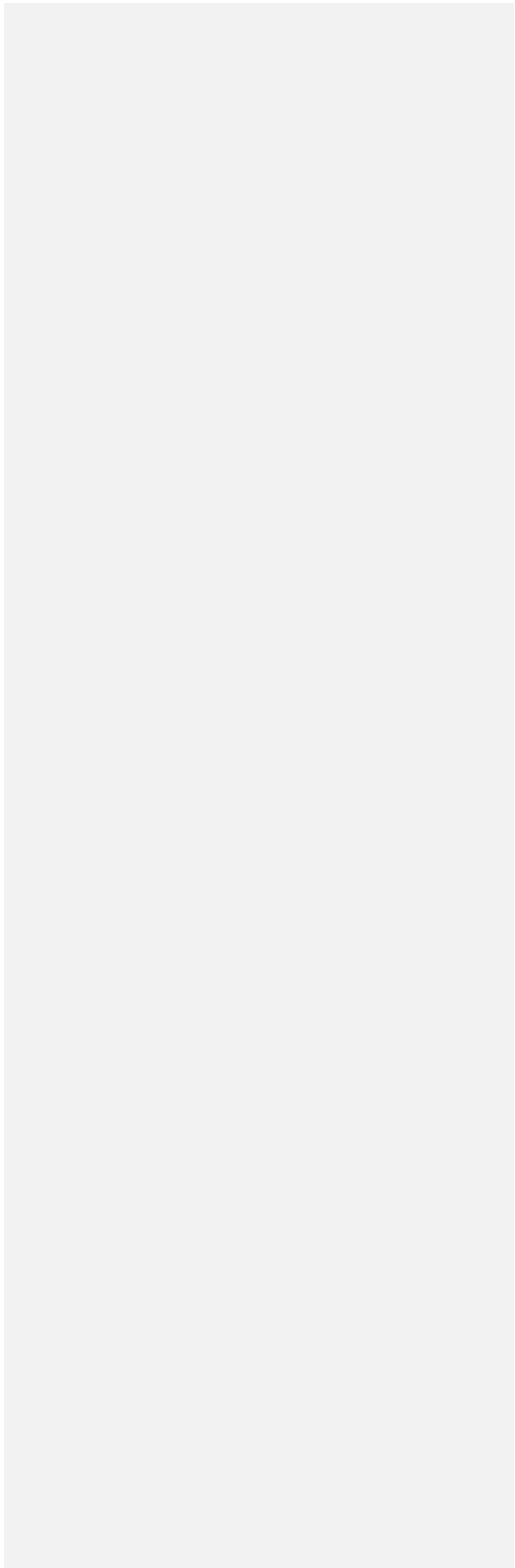
Regional Coordination

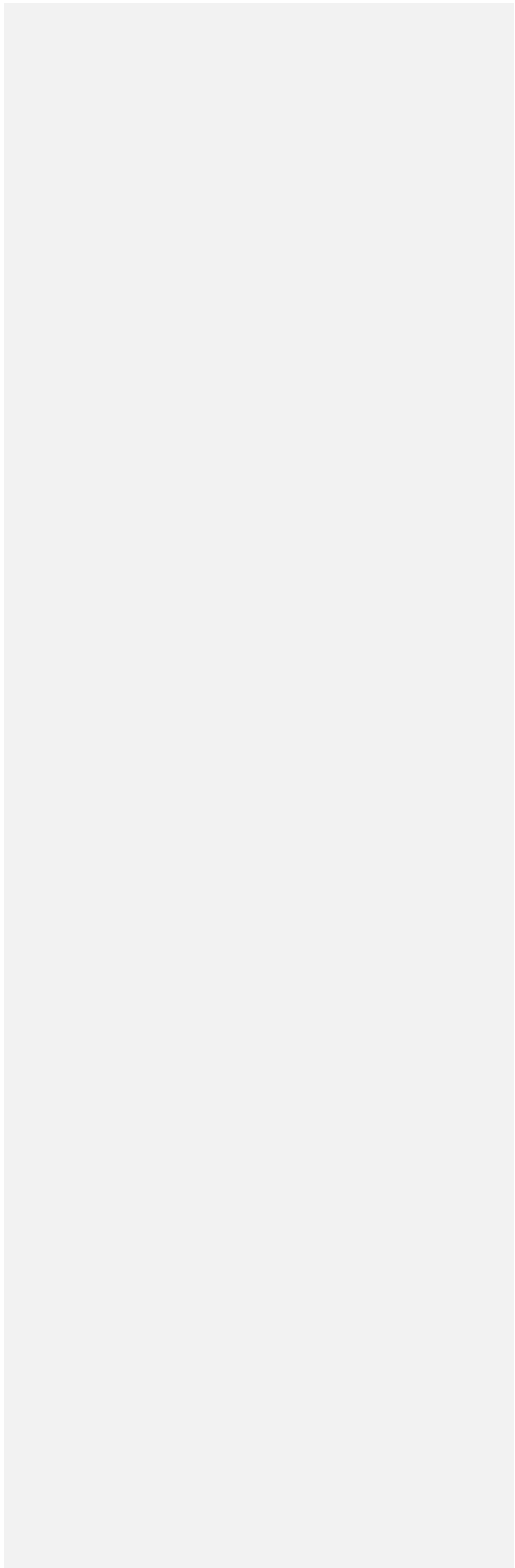
- Goal TR-G Participate in and influence planning priorities and decisions in the metropolitan and regional transportation planning regions.
- Objective TR-G.1 Through ongoing membership in the Cowlitz-Wahkiakum Council of Governments (CWCOG) MPO, coordinate with the City of Kelso, Cowlitz County, Port of Longview, Cowlitz Transit Authority, and Washington State Department of Transportation (WSDOT) in planning regional transportation network improvements for all modes.
- Goal TR-H Coordinate transportation projects and policy issues with all affected governmental units, including such things as:
 - Work with urban area agencies to encourage adequate funding of transportation facilities supported in the Metropolitan Transportation Plan.
 - Participate in regional technical committees as appropriate.
 - Where appropriate, support cooperative approaches between area agencies to realize cost efficiencies.

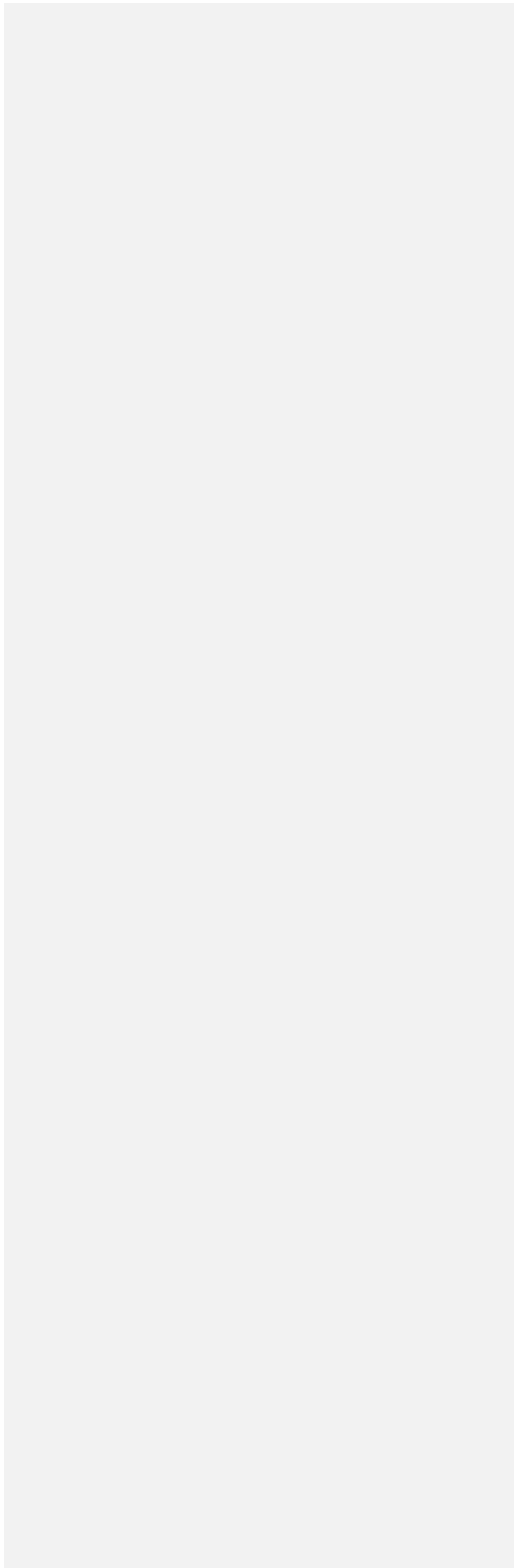
Financing

- Goal TR-I Leverage local and private sector transportation-related revenue to maximize state and federal programs that fund transportation improvements.

- Policy TR-1.1.1 Fund capacity travel reliability and safety improvements through a variety of funding sources.
- Policy TR-1.1.2 Ensure the a Six-Year Transportation Improvement Program (TIP) and Capital Improvement Plan (CIP) are consistent with the adopted Comprehensive Plan.
- Policy TR-1.1.3 Update the transportation budget no less frequently than biennially in conjunction with the City's budget.
- Policy TR-1.1.4 Provide for maintenance of the capital investment in transportation facilities through continuation of the pavement management system to ensure cost-effective maintenance of transportation facilities and efficient use of public funds.
- Policy TR-1.1.5 Continue using the local improvement district (LID) program to fund improvements to the remaining unpaved alleys in the city.
- Policy TR-1.1.6 Ensure that the cost of any transportation infrastructure necessary to serve or mitigate the impacts of new development are borne by the developer.
- Policy TR-1.1.7 Seek out state and federal grant opportunities for projects.







Chapter 7. Public Facilities, Utilities, and Services

Introduction

Publicly owned facilities include local roads, parks, library, water and sewer lines, police and fire facilities, administrative buildings, and maintenance facilities. In addition to facilities owned and managed by the City of Longview, there are a number of publicly owned facilities managed by special purpose districts that provide important public facilities and services. These include such things as schools and water supply, sewage treatment, and solid waste facilities and [other facilities operated and managed by the Cowlitz Public Facilities District](#).

Power and telecommunications facilities (electrical, natural gas, cable, and telephone) serving Longview are addressed in the Energy and Telecommunications chapter.

Relationship Between Land Use and Capital Facilities

One aspect of managing growth in the City of Longview is ensuring that needed public facilities, infrastructure, and services are available when growth occurs. Developing and implementing a well-founded plan for public facilities, utilities, and services will help Longview realize its vision. Realization of the City's land-use plan is contingent on timely and orderly infrastructure development.

Levels of Service and Future Needs Forecasting

Level of service (LOS) refers to an adopted standard used to measure the adequacy of services being provided. (In this sense, "services" can broadly mean facilities and infrastructure as well as literal service provision.) The adequacy of services, or LOS, relates to the types of services rendered. It can range from a precise measurement, such as the amount of time it takes for a fire truck to reach the scene of a fire, to as imprecise a measurement as a community's perception of how much and what type of open space is needed. LOS measures for each facility type provide a clue as to what, how much, and when new capital facilities are or may be needed.

LOS standards are established through a process that includes such factors as a community's population and its economic and fiscal resources. Population growth drives the type, amount, and location of services; economics determines the amount of funding available to meet those service needs.

When an LOS standard has been established, the performance of a capital facility or service can be measured. A capital facility operating at or above the established LOS indicates no need for expansion or new facilities, while one operating below established LOS is an indication that there may be such a need. If funding is not available to meet an established LOS, the City may choose to reexamine the LOS to determine if it is adequate, or the land-use plan and growth targets could be adjusted.

Capital Facilities Funding

The provision of capital facilities contributes to the quality of life of Longview’s residents. Parks, utilities, fire stations, and other community and regional facilities are a physical reflection of the community’s values. Longview plans to provide a full array of services for its projected growth in households and jobs over the next 20 years, so needed capital facilities will include maintaining existing LOS through ongoing maintenance of facilities and expanding or adding facilities to meet additional demand as growth occurs.

Longview’s Capital Improvement Program (CIP) is a five-year plan for capital facilities expenditures that is incorporated into the City’s biennial budget. This enables the City, through official adoption by the City Council, to prioritize and lay out a plan for capital investments. Since this is done in conjunction with the budget cycle, there is constantly a “rolling” horizon for implementation that allows new projects to be included in the prioritization process. It also enables projects to be phased and to roll forward through one or more succeeding budget cycles if subsequent-phase funding is not readily available.

Capital facilities also encompass technology installations and upgrades, which are continually being implemented to improve service delivery, efficiency, convenience, and security. Hard- and software, controls, and energy solutions can be costly and are also included in the CIP.

Besides immediate budget sources, the City may seek and use other funding sources, including external funding, where appropriate to the type of facility and community needs. A range of options is available, some requiring County or voter approval. Additional capital financing sources include, but are not limited to, the following:

- Special purpose districts
- Obligations such as bonds and lease-purchase arrangements
- Grants from federal or state agencies
- Grants or donations from private sources (individuals, memorials, non-profits, etc.)
- Conservation area real estate excise tax
- Conservation Futures property tax
- Land dedication or fees in lieu of dedication for open space, parks, and/or conservation
- Local option sales tax for criminal justice

More specific to utilities, the City funds improvements through a combination of resources. The City includes depreciation funding in its utility rates to build reserves for replacing equipment. Developer financing is used for capital improvements that are installed by developers as mitigation of impacts to the City water system. Developer financing may include full or partial funding for reservoirs, pump stations, and water mains that serve a particular development. Major capital improvements may be financed by issuance of revenue bonds. Revenue bond debt service is paid from monthly utility rates. Utility Local Improvement Districts (ULIDs) are used when property owners want to install water mains in areas where there is no service. In these instances, ULID bonds are paid off by assessments levied against all properties that benefit from the improvements. Fees are assessed for new water service based upon meter size. These charges recover the cost of connecting the new customer to the utility and are sometimes referred to as connection charges. Public Works Board loans – Public Works Trust Fund and Drinking Water State Revolving Fund —have been used in recent history to

finance large capital improvement projects such as the Mint Farm Regional Water Treatment Plant (MFRWTP) project.

The City currently maintains a rate model that is updated at least annually and will continue to evaluate its rates and capital recovery fees on an annual basis to account for any changes due to growth and development and system deterioration.

~~Impact fees, authorized under the GMA, offer a formulaic fee schedule that specifies an amount to be imposed on new development for each type of system improvement for which impact fees are assessed. Because Cowlitz County is not “fully planning” under the GMA, Longview cannot establish impact fees per se. At the time of the 2006 comprehensive plan update, the City had planned to establish preset State Environmental Policy Act (SEPA) mitigation fees so as to parallel impact fees.~~

~~Cities can impose mitigation fees on individual developments under SEPA as long as they first adopt local SEPA policies authorizing the exercise of SEPA substantive authority. Longview has already done so in LMC 17.20.210 and .220, which in part adopts by reference WAC 197-11-660 (substantive authority and mitigation). This gives the City the ability to apply case-specific financial mitigation to projects as a part of SEPA review.~~

~~However, the state Supreme Court has ruled that SEPA does not authorize the use of uniform charges similar to impact fees when applying SEPA mitigation. Instead, SEPA mitigation fees must be based on an individualized assessment of a given development's expected impact on each type of improvement. They must be rationally related to impacts identified in threshold determination documents (primarily environmental checklists) or environmental impact statements. This case law, whose timing overlapped the last plan update, precludes the City from establishing predetermined mitigation fees akin to impact fees. At the same time, if a given development project will have an identified impact on a public facility, utility, and/or service that would demand an upgrade or addition, then fees could be assessed via the SEPA mitigation process.~~

City Library

Dedicated April 26, 1926, the Longview Public Library is among the City's oldest assets. It was donated to the community by R.A. Long personally and is a part of the Longview Civic Center Historic District. The library was extensively remodeled in 1953, expanded and enlarged in 1967-68, and underwent an exterior restoration in 2001.

Besides a print and non-print collection, a wide variety of resources, services, and activities are available through the library. Examples include the Northwest Voices, Summer Reading, computers/Wi-Fi, Book a Librarian, public meeting rooms, media equipment, the Koth Gallery, external services assistance (AARP tax help, Medicare), adult literacy (Project Read), the Seed Library, Library of Things, Notary Services, and a variety of book groups.

The Library has had several recent capital improvements: exterior sealing, roof restoration, lighting and window modernization, a new HVAC installation, and a replacement of the public restrooms. Over the past five years the Library has been updating furniture. Flooring and service counters need replacement, staff restrooms are not ADA compliant, and parking lots need repaving. Staff have been pursuing a variety of funding options.

City Library

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Besides a large print and non-print collection, a wide variety of resources, services, and activities are available through the library. Examples include the Microsoft Imagine Academy, family movie nights, computers/WiFi, drop-in technology help, public meeting rooms, media equipment, the Koth Art Gallery, external services assistance (AARP tax help, Medicare), adult literacy (Project Read), and teen and senior programs.

A building modernization study is underway at the time of the 2018 comprehensive plan update to identify needed system (such as electrical) and technological improvements that will then be incorporated into the library's future capital requests

Parks and Open Space

The City of Longview maintains over ~~48835~~ acres of park and open space land that offer active and passive recreational opportunities to residents and preserve natural areas of the community. Realistically, Longview residents may also use other parks and recreation facilities throughout the region, including lands belonging to the Port, County, other cities, and the state or federal government. Facilities owned and operated by Longview include 3,600 feet of shoreline access, 48 acres of surface water, and ~~12.55-6~~ miles of trails. Most of the existing trail miles are located around Lake Sacajawea.

Separate and apart from a general comprehensive plan, the state Recreation and Conservation Office sets forth content and public participation requirements for parks and recreation planning that are tied to eligibility for specific state funding. This is why Longview, like most communities in Washington, conducts parks and recreation planning discretely and maintains a separate planning document. The City updated its comprehensive plan for parks and recreation in 20~~24~~¹⁶, which includes a complete listing of park and recreation facilities categorized by facility classification, together with a brief description of each facility.

Based on current park LOS standards, the City already has a deficiency of parkland and trail mileage. This deficiency will continue to increase as population growth occurs. The plan sets LOSs for three categories of recreational facilities, but not all. These include neighborhood parks (Class II facility), community parks (Class IV facility), and trails (Class VII facility). As indicated in [Figure HTable 7-56](#), there is a current deficiency of ~~3473~~ acres of neighborhood parkland, ~~zerothree~~ acres of community parkland, and ~~2527.6~~ trail miles. This grows to a deficiency of ~~31207~~ and ~~zero48~~ acres, respectively, and ~~2934~~ miles by 20~~30~~²² if no further acquisition is made.

It should be noted that projections were based on the assumed growth rate of one percent per year included in the 20~~16~~⁹⁶ comprehensive plan. With this plan update, a lesser growth rate is assumed (see discussion in Housing chapter). This does not demand reworking these numbers immediately, but the degree of deficiency should be reevaluated and adjusted accordingly in the next parks and recreation comprehensive plan update.

Geographically, West Longview and the northern area in the hills tend to be underserved by neighborhood parks. In the future, Longview should pursue acquisition of undeveloped parcels in areas where development is likely to occur in order to protect natural areas and environmentally sensitive sites and serve as the location for future parks and recreation facilities.

The 20~~23-2029~~¹⁶ parks and recreation plan prioritizes most highly those projects that meet one or more of the criteria below. As with other capital projects, they are integrated into the biennial CIP.

- Projects that enhance safety
- Upgrading existing parks
- Maintenance and replacement of parks, facilities, and amenities (asset protection)
- Trail development (including installation, extensions, and connections)
- Park land acquisition

- Urgency (emergency repairs)

Figure H – PARK LEVEL OF SERVICE

PARK LEVEL OF SERVICE				
Class	Level of Service	Existing Demand (2020) 37,914	Projected Demand (2030) >41,881*	Current Supply
I (Play Lot)	No numerical standard	-	-	1.2 acres
II (Neighborhood Park)	7 acres/1,000 population	265 acres	293 acres	262 acres
III (Passive Area)	No numerical standard	-	-	164 acres
IV (Community Park)	3 acres/1,000 population	113 acres	125 acres	269 acres
V (Regional Park)	No numerical standard	-	-	409 acres
VI (Special Use Facilities)	No numerical standard	-	-	-
VII (Trails)	1 mile/1,000 population	37 miles	41 miles	12 miles

** Based on annual increase rate of 1% stated in the City of Longview Comprehensive Plan 2-6*

PARK LEVEL OF SERVICE STANDARDS					
Grade*	A (<10%)	B (11 - 20%)	C (21-30%)	D (31-40%)	F (>41%)
<i>*Grade is percent difference between existing and demand</i>					
Class	Deficiency (2020/2030)			Current/Future Grade	
I (Neighborhood Play Lot)	-			-	
II (Neighborhood Park)	3 acres/31 acres			A / B	
III (Neighborhood Passive Area)	-			-	
IV (Community Park)	0 acres /0 acres			A / A	
V (Regional Park)	-			-	
VI (Special Use Facilities)	-			-	
VII (Trails)	25 miles /29 miles			F / F	

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Source: City of Longview 2023 Park and Recreation Comprehensive Plan

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City of Longview

Comprehensive Plan Update – Police Department

1. Executive Summary

The City of Longview Police Department provides essential public safety services focused on protecting life and property, enforcing laws, and maintaining a safe and livable community. Current service delivery reflects a balance between reactive response to calls for service and proactive, community-oriented policing strategies.

Crime patterns in Longview generally align with statewide trends, with property crime representing the largest share of incidents and interpersonal crimes—particularly assault and domestic violence—comprising the majority of violent offenses. Increasing demands related to behavioral health, drug-related activity, and repeat-call locations continue to shape workload.

At the same time, policing in Washington State has evolved significantly, with expanded training requirements, implementation of body-worn cameras, and increased digital evidence management responsibilities. These changes have increased both the time required per call and overall administrative workload.

Ongoing staffing vacancies and a competitive hiring environment further constrain the Department’s ability to balance proactive and reactive policing. As a result, officers spend a significant portion of their time responding to calls for service, limiting opportunities for prevention and community engagement.

The City will continue to focus on data-driven policing, strategic staffing, alternative response models, and strong community partnerships to improve public safety outcomes while maintaining fiscal sustainability.

2. Overview of Police Services

The City of Longview provides full-service law enforcement as part of its commitment to public safety and quality of life. Police services are designed to:

- Protect life and property
- Enforce state and local laws
- Maintain public order

- Support a safe and livable community

Service Delivery Model

Police services are delivered through:

- Emergency response and patrol operations
- Criminal investigations
- Mental health co-response and diversion programs
- Administrative and operational support functions

The Department emphasizes collaboration with community members, service providers, and regional partners to address both immediate public safety needs and the root causes of crime.

3. Level of Service and Resource Considerations

The City evaluates police service levels based on:

- Staffing relative to population and workload
- Balance between reactive and proactive policing
- Financial sustainability within budget constraints

These factors guide decisions related to staffing, deployment, and program investments.

4. Goals, Policies, and Performance Measures

Goal

Provide effective, responsive, and community-focused police services.

Policies

- Maintain appropriate staffing and resource levels
- Ensure timely response to calls for service and thorough investigations
- Emphasize community policing and problem-solving strategies
- Support prevention, education, and outreach efforts
- Utilize diversion and alternative response programs, including Therapeutic Court

- Coordinate with regional and local partners

5. Crime Characteristics and Trends (2024 Crime in Washington Report)

5.1 Crime Composition

Longview's crime patterns closely mirror statewide trends:

- Property crimes (theft, burglary, vehicle theft) represent the largest share of incidents
- Crimes against persons (assault, domestic violence) are the second largest category
- Drug and societal offenses represent a smaller but significant portion

Planning Insight: Property crime reduction presents the greatest opportunity to reduce overall crime.

5.2 Property Crime Trends

- High volume of larceny/theft offenses
- Persistent vehicle theft and burglary challenges
- Concentration of incidents in high-activity areas

Planning Insight: Targeted prevention strategies and environmental design improvements can significantly reduce crime.

5.3 Crimes Against Persons

- Simple assault is the most common violent offense
- Domestic violence constitutes a substantial portion of incidents

Planning Insight: Violent crime is largely interpersonal and situational, supporting prevention and intervention strategies.

5.4 Drug and Behavioral Health Factors

- Increased drug-related activity and repeat offenders contribute to calls for service
- Behavioral health incidents require significant officer time and coordination

Planning Insight: Diversion programs and behavioral health partnerships are critical to reducing long-term demand on police services.

5.5 Calls for Service and Workload

- High call volume limits proactive policing
- Officers spend the majority of time on reactive service delivery

Planning Insight: Increasing proactive capacity is essential for long-term crime reduction.

5.6 Crime Trends Over Time

- Crime peaked around 2022 and has declined in recent years, largely driven by reductions in property crime
- Local trends fluctuate with economic and regional conditions
- Targeted enforcement and community policing have demonstrated effectiveness

6. Key Comparative Insights

Alignment with Statewide Trends

- Property crime is the dominant category
- Assault and domestic violence are primary violent offenses
- Growing impact of drug and behavioral health issues

Local Distinctions

- Greater visibility of repeat-call locations and offenders
- Staffing levels have a more pronounced impact on service delivery
- Strong opportunities for place-based and community-based interventions

7. Implications for Comprehensive Planning

7.1 Property Crime Reduction

- Focus on theft, vehicle crime, and vandalism
- Implement Crime Prevention Through Environmental Design (CPTED)
- Target high-activity locations

7.2 Alternative Response Models

- Expand Therapeutic Court
- Strengthen behavioral health partnerships
- Increase diversion program capacity

7.3 Proactive Policing Capacity

- Balance calls for service with prevention strategies
- Invest in staffing and technology
- Utilize data-driven deployment models

7.4 Community Partnerships

- Enhance neighborhood engagement
- Expand school and youth programs
- Collaborate with local businesses

8. Data-Informed Policing

The City utilizes data-driven approaches to:

- Identify crime trends and hotspots
- Allocate resources effectively
- Evaluate program effectiveness
- Support strategic decision-making

Ongoing analysis reinforces the importance of prevention, alternative response strategies, and community partnerships in reducing crime and improving outcomes.

9. Staffing, Workload, and Training Integration

9.1 Evolving Workload

Modern policing responsibilities have expanded to include:

- Body-worn camera management (recording, review, redaction, release)
- Digital evidence collection and management

- Increased behavioral health response and coordination
- Enhanced documentation and accountability requirements

These factors increase time per call and administrative workload, reducing proactive policing capacity.

9.2 Training Requirements

Officers must meet increasing state training standards, including:

- De-escalation and crisis response
- Use of force standards and reporting
- Defensive and patrol tactics
- Behavioral health and crisis intervention
- Ongoing in-service and advanced training

Impact: Training requirements reduce field availability and require additional staffing flexibility.

10. Staffing, Recruitment, and Retention

10.1 Staffing Challenges

The City is experiencing:

- Ongoing vacancies in commissioned officer positions
- Increased competition for qualified candidates
- Extended hiring and training timelines
- Workforce attrition due to retirements and labor market conditions

These challenges are compounded by increased workload and training demands.

10.2 Service Delivery Impacts

- Greater reliance on reactive policing
- Reduced proactive and community engagement efforts
- Increased workload per officer
- Potential impacts on response times and investigations

10.3 Recruitment Strategies

- Expand regional and statewide recruitment efforts
- Offer incentives for lateral hires
- Develop entry-level and cadet programs

10.4 Retention Strategies

- Maintain competitive compensation and benefits
- Provide career development opportunities
- Invest in officer wellness and peer support
- Foster a positive organizational culture
- Implement mentoring programs for new officers

11. Conclusion

The Longview Police Department operates in a dynamic environment shaped by evolving crime patterns, increased service demands, and statewide changes in policing expectations. While current challenges—particularly staffing shortages and increased workload—limit proactive capacity, the Department remains committed to delivering effective and community-focused services.

By prioritizing data-driven strategies, strengthening partnerships, expanding alternative response models, and investing in recruitment and retention, the City can enhance public safety outcomes and ensure sustainable police services for the future.

Police

The Longview Police Department (LPD) is a full-service police agency that is currently structured into three specialized units with functions as described below.

The Investigations Division is led by a police captain and includes the Criminal Investigations Unit (CIU), Property and Evidence, an administrative/background sergeant, and the Street Crimes Unit (SCU). The CIU is responsible for follow-up investigation on all reported incidents of hate crime, most felonies, crimes with substantial leads, and offenses that may jeopardize the safety of the community or are in the public interest to investigate. It also performs crime scene investigations. Most misdemeanor cases with leads are returned to patrol for follow-up investigation. The sex offender registration program for Longview sex offenders is also part of the CIU. The SCU has been an effective team in arresting offenders and providing additional enforcement activities in areas of the city most in need of police presence. The unit has the flexibility in work hours, days, and deployment strategies (uniformed and plain clothes), which is an asset to LPD's crime rate goals.

The Patrol Division, also led by a police captain, includes three patrol shifts (day/swing/graveyard) and the Community Services Unit (CSU). The CSU is comprised of a sergeant and a corporal who are stationed at the Police Satellite Office located in the Highlands neighborhood. This unit is also responsible for supervising the school officer program; training for all police employees; the field training program for new officers; community policing; and all of LPD's volunteer programs including police reserves, a citizen patrol unit (Alley Gators), satellite office volunteers, and the police cadet program.

An administrative manager (civilian position) leads the Administration Division, which includes financial management, grant administration, clerical support to the public and all other divisions in the department, parking enforcement, crime analysis, information technology support for the police department, and public disclosure.

Capital Improvements

LPD is currently remodeling space that was previously vacant in the main police station located at 1351 Hudson Street. The remodeled space will house the CIU and the SCU. Moving the CIU upstairs will allow for more downstairs space for patrol officers to write reports and to use as a meeting space.

The police department needs a location to conduct firearms training as the land once used for this training is owned by a private company that will no longer lease the property to be used as a gun range. LPD is evaluating different options for either an indoor or an outdoor range. This will likely be a budget enhancement request in an upcoming budget cycle.

Staffing Level of Service (LOS)

LPD is currently staffed by 59 commissioned officers (plus one over-hire position for a total of 60 commissioned officers), four reserve officers, 13 full-time civilians, and one part-time civilian. For 2017, this staffing level equates to one commissioned officer per 625 population⁴⁰, or 1.6 commissioned officers per thousand capita. LPD has been gradually working toward increasing staffing in keeping with the 2009 Police Executive Research Forum (PERF) report developed for the department, which recommended 64 commissioned officers and 19 civilian staff.

Community Oriented Policing

The PERF report also identified high levels of patrol calls for service response, which unfortunately limits the amount of time that LPD patrol officers have available to conduct proactive, self-initiated activities such as car and pedestrian checks. By building in time for community policing, officers can work with residents and businesses to solve the problems underlying crime, violence, and disorder, disrupting potential criminal activity like burglaries, thefts, and illegal drugs. When this self-initiated time is appropriately directed, a result can be a reduction in calls for service, as the conditions causing the problems that residents call about are improved.

The PERF report identified the following common themes, contributing to a key recommendation of implementing community-oriented policing:

- Community members generally expressed frustration with incident follow-up, often attributed to a shortage of police officers.
- Patrol officers spend relatively high percentages of time responding to calls for service, with little remaining time available for self-initiated activities, which are part of the community-oriented policing approach.
- A desire for greater collaboration with community members and stakeholder groups was expressed.

As police gain experience with and effectively use community policing and problem-solving strategies, crime may be reduced. Ancillary effects may also include fewer repeat calls for service; a safer living environment and working environment for community members; more time for officers to spend working with the community to further solve crime and disorder problems; and improved communication, relationship, and familiarity between the police and community, where each may link the other to resources for their mutual benefit.

⁴⁰ Based on OFM's 2017 "official population" (April 1 estimate) of 37,510

Additional community-oriented policing recommendations included:

- Hold all members of the department accountable for utilizing community policing and problem-solving strategies in delivering service to the community. Institutionalize this philosophical approach through incorporating community policing and problem-solving skills and knowledge into performance evaluations, selection of specialized assignments, and the promotional process.
- Continue to enhance crime analysis capabilities. Information should be reliable and provided in a timely manner and accessible for use by members throughout the agency.
- Enhance collaboration with the community and public, private, and non-profit partners to prevent and control crime and disorder and to develop effective problem-solving strategies.
- Develop problem-solving assessment strategies and report back to the appropriate community.
- Improve department communication vertically and horizontally regarding crime and disorder problems and community concerns.

Crime Trends

The Federal Bureau of Investigation runs the Uniform Crime Reporting (UCR) Program, which compiles nationwide crime data in its National Incident-Based Reporting System (NIBRS). In Washington, the Washington Association of Sheriffs and Police Chiefs (WASPC) compiles and reports data for police agencies statewide, using the NIBRS offense categories and types.

Table 7-5 includes the most recent five years' worth (2012-2016) of "Group A" offenses for Longview with year-to-year comparisons of change. A negative percentage – expressed as (XX.X) – indicates a reduction in crime within a given category over a two-year period. Percentage changes may look very large but should be considered in context of the overall number of offenses. If only one incident occurred in a prior year but not in the second (comparison) year, it would show a hundred percent improvement; in reality, this may reflect a fairly minor improvement compared to categories with higher rates of crime.

TABLE 7-4. CRIME INCIDENTS and YEAR-TO-YEAR CHANGE

“Group A” Offenses ^[1]	2012	2013	12-13 % chg	2014	13-14 % chg	2015	14-15 % chg	2016	15-16 % chg
Crimes Against Persons									
Murder	1	1	0.0	0	(100.0)	1	100.0	0	(100.0)
Manslaughter	0	0	---	0	---	0	---	0	---
Rape	29	38	31.0	29	(23.7)	31	6.9	38	22.6
Sodomy	3	1	(66.7)	1	0.0	0	(100.0)	2	200.0
Sexual Assault w/ Object	0	0	---	0	---	0	---	1	100.0
Fondling	10	8	(20.0)	16	100.0	21	31.3	14	(33.3)
Aggravated Assault	74	85	14.9	79	(7.1)	79	0.0	62	(21.5)
Simple Assault	531	547	3.0	473	(13.5)	465	(1.7)	427	(8.2)
Intimidation	129	154	19.4	139	(9.7)	129	(7.2)	105	(18.6)
Kidnapping	5	9	80.0	5	(44.4)	13	160.0	7	(46.2)
Incest	0	3	---	0	(100.0)	1	---	0	(100.0)
Statutory Rape	1	0	(100.0)	0	---	0	---	0	---
Human Trafficking Offenses	0	0	---	0	---	0	---	0	---
Violation of No Contact/ Protection	108	135	25.0	140	3.7	151	7.9	109	(27.8)
Crimes Against Property									
Robbery	55	47	(14.6)	27	(42.6)	35	29.6	40	14.3
Burglary	462	517	11.9	502	(2.9)	364	(27.5)	415	14.0
Larceny – Theft Offenses	1667	1804	8.2	1698	(5.9)	1428	(15.9)	1327	(7.1)
Motor Vehicle Theft	148	177	19.6	146	(17.5)	147	0.7	211	43.5
Arson	37	15	(59.5)	16	6.7	20	25.0	22	10.0

^[1] From WASPC yearly *Crime in Washington* publications. Some NIBRS category names have changed over time. Table includes current category names and the most recent individual year data.

Destruction of Property	682	786	15.3	614	(21.8)	570	(7.2)	497	(12.8)
Counterfeiting/ Forgery	53	58	9.4	47	(18.9)	66	40.4	42	(36.4)
Fraud Offenses	146	145	(0.7)	201	38.6	177	(11.9)	130	(26.6)
Embezzlement	2	1	(50.0)	6	500.0	2	(66.7)	1	(50.0)
Extortion/ Blackmail	1	1	0.0	1	0.0	0	(100.0)	1	100.0
Bribery	0	0	---	0	---	0	---	0	---
Stolen Property Offenses	50	77	54.0	60	(22.1)	54	(10.0)	47	(13.0)
Crimes Against Society									
Animal Cruelty ^[2]	n/a	n/a	n/a	n/a	n/a	0	n/a	0	---
Drug/ Narcotic Violations	401	438	9.2	513	17.1	434	(15.4)	414	(4.6)
Drug Equipment Violations	38	27	(29.0)	22	(18.5)	19	(13.6)	10	(47.4)
Gambling Offenses	0	0	---	0	---	0	---	0	---
Pornography	7	6	(14.3)	1	(83.3)	13	1200.0	4	(69.2)
Prostitution Offenses	4	3	(25.0)	3	0.0	1	(66.7)	21	2000.0
Weapon Law Violations	59	115	94.9	54	(53.0)	49	9.3	43	(12.2)
Grand Total	4,703	5,198	10.5	4,793	(7.8)	4,270	(10.9)	3,990	(6.6)

In addition, “Group B” offenses include bad checks, curfew/loitering/vagrancy violations, disorderly conduct, driving under the influence, drunkenness, nonviolent family offenses, liquor law violations, peeping Toms, trespassing, and all other offenses^[3]. The same level of information is not collected for Group A and B offenses; for the latter, only arrest information is reported.

From among these years, 2013 showed the highest number of Group A incidents (5,198) and overall increase in all Group A crimes (10.5 percent) over the previous year. Both the number of incidents and year-to-year change have decreased since then. The year 2016 brought in 1,208 fewer incidents than the 2013 level, but the greatest year-to-year reduction (10.9 percent) is seen between 2014 and 2015.

In terms of individual categories, a significant reduction in robberies of more than 42 percent occurred from 2013-14, but since then the rate and number of incidents have been creeping back up.

^[2] This UCR category added in 2015; no data available prior to that time.

^[3] Runaways are also included under Group B, although the FBI discontinued data collection for them in 2011.

The number and rate of frauds and embezzlements leapt up in 2013-14 but have since returned to pre-2013 levels.

Drug/narcotic violations have remained relatively flat, with a low of 401 incidents in 2012 and a high of 513 in 2014; meanwhile, drug equipment violations have been on the downswing. At just 43 incidents in 2016, weapons violations were at less than half of the 2013 high (115). The single largest increase, both in terms of the number of incidents (21) and year-to-year change (2,000 percent, 2015- 16) was in prostitution offenses

Public Education

Longview School District No. 122 (“Longview Public Schools”) serves most school age Longview residents ~~—over 6,800 in 2017¹—~~. The District owns and operates eight elementary schools, three middle schools and two high schools, along with administration, maintenance, and operations facilities. With the exception of one elementary school (Robert Gray), all of these facilities are located within the Longview city limits.

School districts are discretely separate from municipal government under the State Constitution and statute. As such, Longview Public Schools is responsible for conducting its own capital facilities and services planning independently of the City of Longview. The District’s Facility Advisory Committee embarked on developing a long-range facility plan in early 2015. The District retained Construction Services Group, a division of Educational Service District No. 112 in Vancouver, as the consultant for this project; the School Board adopted the resultant facility master plan in early 2017. The approach and basis for school facility planning is considerably different from that used in a citywide comprehensive plan. Besides school addition/replacement and remodeling, based on long- term enrollment projections as well as expected utility, the plan also addresses such aspects as individual school boundaries and security needs.

In addition, the District employs an overarching five-year strategic plan, called “Design for Excellence.” This plan involves actions at both the districtwide level and at individual schools which are focused on increasing student achievement and strengthening traits that typify highly successful schools.

~~School district funding mechanisms also differ from city government. In November 2017, the District’s bond measure, at 57.77 percent “yes” votes, fell short of reaching the 60 percent supermajority requirement. The measure would have solidified tax dollars to replace three aging elementary schools, renovate the preschool program building, and add safety enhancements in the district. The district is currently in the process of gathering public feedback on the measure.~~

¹Office of the Superintendent of Public Instruction Washington State Report Card (May 2017)

The Lower Columbia College (LCC) campus includes 27 buildings located on over 38 acres, generally situated at the intersection of 15th Avenue and Washington Way. Originally established in 1934 under the name Lower Columbia Junior College, LCC is one of the oldest community colleges in the state. Classes were held in various downtown buildings and the public library until the College acquired 26 acres in its present location; construction of its first campus building began in 1950. The vast majority of LCC students are from the college's official service district, Cowlitz and Wahkiakum counties, although LCC also serves many students from outside its official district (from Oregon and elsewhere in Washington, including Clark County).

As with Longview Public Schools, LCC is responsible for conducting its own capital facilities and services planning independently of the City of Longview. Its most recent facilities master plan (FMP) dates to early 2015. The FMP acknowledges that LCC struggles with aging facilities and outmoded infrastructure such as its steam plant. The campus is in a liquefaction zone; its buildings constructed prior to 2000 were not designed to address the liquefaction risk. In addition to the structural deficiencies, these buildings lack fire sprinkler systems, and their mechanical systems are reaching the end of their useful life. There are also functional deficiencies associated with older buildings that were originally designed with small classrooms, which limits today's instructional approaches. The FMP finds that due to these deficiencies, the oldest buildings that are in their final five to 15 years of life should be replaced. The FMP is broken down into two time frames, a 15-year horizon addressing these older structures and a longer-range plan that addresses buildings expected to reach the end of their useful life in 20-30 years.

"Minor works" are also included. In addition, the FMP is thorough in considering such development aspects as parking, pedestrian access, open space/landscaping, telecommunications needs, stormwater management, and other utilities.

In Washington, community college capital funding requests are funneled through the state Board for Community and Technical Colleges (SBCTC). The SBCTC's Capital Budget Office consolidates the requests for community and technical colleges statewide into a single capital request to the state legislature, which becomes a part of the capital budget. In turn, the SBCTC allocates the appropriated capital funds back to the colleges.

~~The City of Longview receives permit fees for school district and LCC capital projects, which can sometimes be considerable in the case of major facilities. These fees defray the cost of review/permitting and inspections.~~

Solid Waste

~~Since 1992, solid waste disposal within Longview has increased by annual average rate of 0.8 percent. Between 2015 and 2016, the disposal tonnage increased by 3.5 percent.~~

Longview contracts its recycling collection and sorting services to Waste Control, Inc. Weekly recycling collection is mandatory for all residents. Commercial recycling is not mandatory, but for an additional fee billed directly by Waste Control, commercial customers may request recycling service for selected commodities.

~~Over time, the curbside recycling program has suffered from significant contamination. Over 40 percent of the recycled materials were found to be contaminated in 2005, the highest contamination period recorded since the program began in 1992. Since then, recycling in Longview has decreased by an annual average rate of 9.5 percent, which has been attributed to less non-recyclable material being placed in the recycling containers.~~

~~Because of the high recycling contamination, a public outreach campaign was developed to educate customers about the proper guidelines for recycling. These efforts have taken positive strides towards reducing recycling contamination, dropping the residual rate by 53 percent from 2005 to 2016. In addition, the number of tons collected of the curbside recycling material also reduced by approximately 44.1 percent, from 4,171 tons in 2005 to 2,330 tons in 2016.~~

The City continues to evaluate the feasibility of implementing a voluntary yard waste program, but it will likely be a few more years out before the program is brought before the City Council for consideration.

Senate Bill 5284, also known as the Recycling Reform Act, was adopted by Washington State to modernize the state's recycling and solid waste management system. The legislation establishes an extended producer responsibility (EPR) program that requires producers of packaging and paper products to help fund and manage recycling services and infrastructure. The bill is intended to expand access to recycling, improve recycling rates, reduce waste sent to landfills, and support more sustainable materials management practices throughout the state. The legislation also increases coordination between local governments, service providers, and the Washington State Department of Ecology in planning for future recycling and solid waste needs.

Longview has participated in a joint Solid Waste Management Plan (SWMP) with Cowlitz County since 1972. The SWMP is periodically updated, most recently in 2022~~11~~. The current SWMP reflects changes to the County's capacity to manage solid waste resulting from its 2011 acquisition of the Weyerhaeuser Headquarters landfill, which created 44 million cubic yards of new landfill disposal capacity.

Waste Control constructed a solid waste transfer station 1150 Third Avenue in Longview, which became operational in July 2009. Solid waste throughout Longview is initially collected by Waste Control, sent to the transfer station, and eventually delivered to the Headquarters landfill. Subject to limitations, customers can also take certain types of waste directly to the transfer station, including:

- Self-hauled waste (residential/commercial)
- Drop-off recycling and buy-back recycling
- Automobile, appliance, and electronics recycling
- Tire disposal
- Asbestos disposal (residential/commercial)
- Household hazardous waste drop-off
- Wet Vactor® waste collection
- Wood and concrete recycling
- Demolition waste
- Small quantity hazardous waste

Waste Control also maintains remote recycling drop-off facilities and periodically conducts mobile events.

The State of Washington recently adopted requirements under Chapter 36.70A RCW directing jurisdictions to consider the siting of organic materials management facilities within their comprehensive plans and development regulations. These updates are intended to support regional capacity for composting, anaerobic digestion, and other organics processing facilities needed to manage increasing amounts of food waste and organic materials diverted from landfills. Jurisdictions are encouraged to identify and allow appropriate siting opportunities for these facilities within industrial, and other compatible land use designations while balancing environmental protection, infrastructure availability, and compatibility with surrounding uses.

Objective

Support the development and availability of facilities that process organic materials in order to reduce waste sent to landfills and help meet state solid waste and sustainability goals.

Policies

1. Encourage the siting of organic material processing facilities, such as composting and anaerobic digestion facilities, in appropriate industrial and other compatible areas where adequate infrastructure and access are available.

2. Ensure that the review and placement of organic material processing facilities considers compatibility with surrounding land uses, environmental protection, transportation access, and potential impacts to nearby properties and neighborhoods.

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Storm Drainage Stormwater Management

- Policy PF-C.1.7 Coordinate comprehensive planning with local watershed and stormwater management policies, regulatory requirements and goals to protect and improve local receiving water health.
~~Continue to closely coordinate with Consolidated Diking District No. 1 on drainage, water quality, and flood protection policies and issues.~~
- Policy PF-C.1.8 Require and promote low-impact development (LID) as the preferred approach to land development, including the use of LID principles in site design and the selection and use of on-site stormwater management LID practices and best management practices where appropriate. Modify and update City development-related codes, rules, standards, or other enforceable documents to minimize impervious surfaces, native vegetation loss and stormwater runoff, where feasible.
~~Continue efforts to establish an urban area drainage district, in order for upland areas to assist lowland areas in the cost of surface drainage management.~~
- Policy PF-C.1.9 Adopt and implement tree canopy goals and policies to support stormwater management and water quality improvements in receiving waters.
~~Fund stormwater maintenance activities and manage the City's compliance with stormwater regulations.~~
- Policy PF-C.1.10 ~~Require developers to consider aesthetics as well as functional requirements in designing surface water facilities.~~ Encourage developers to include multiple-use surface water multi-function stormwater facilities in their developments. Consider that incorporate recreational, habitat, educational, cultural, open space, and aesthetic opportunities.
- Policy PF-C.1.11 ~~Continue to closely coordinate with Consolidated Diking District No. 1 on drainage, water quality, and flood protection policies and issues. Emphasize the proper installation and maintenance of erosion control measures in association with all construction activities.~~
- Policy PF-C.1.12 Continue to assist the Consolidated Diking District efforts to expand its jurisdictional boundary, establish an urban area drainage district, in order for upland areas who contribute runoff to the watershed to pay an equitable portion of the cost of the surface drainage management to assist lowland areas in the cost of surface drainage management. ~~Maintain and update as necessary City stormwater management ordinances to address the impacts of new development and redevelopment as well as the requirements of the City's NPDES municipal stormwater permit.~~

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- Policy PF-C.1.13 Coordinate planning and land use activities that support innovative development and stormwater retrofits in Stormwater Management Action Planning (SMAP) priority watersheds and for Stormwater Management for Existing Development (SMED) program implementation. Promote low-impact development (LID) as the preferred and commonly used approach to site development, including the use of LID principles in site design and the selection and use of on-site stormwater management LID practices and best management practices where appropriate. Consider regional surface water management facilities to support infill development where LID is not practicable.
- Policy PF-C.1.14 Protect and enhance existing flood storage and conveyance functions and ecological values of floodplains, wetlands, and riparian corridors.
- Policy PF-C.1.15 Where feasible, incorporate stormwater retrofits existing roadways with facilities on public projects to enhance water quality and reduce peak flows as roadway improvement projects are completed.

Stormwater Management System

The City of Longview owns and maintains a system designed for the safe collection, conveyance and passage of stormwater runoff. This system includes all municipal roads and streets, curbs, gutters, inlets, catch basins, storm pipes, roadside ditches, culverts, pumps and other stormwater infrastructure that is owned or operated by the City.

Longview is located was established on a broad, flat floodplain at the confluence of the Columbia and Cowlitz rivers. Over the years, an extensive series of dikes and levees has been was constructed along the banks of both rivers to prevent flooding of developed areas. As such, most of the city relies on the flood control network of natural and man-made surface water conveyances managed by the Consolidated Diking Improvement District #1 (CDID #1). The District is responsible for operating and maintaining the system of levees and related drainage ditches and pump stations serving Longview as well as West Kelso and adjacent unincorporated areas. The City's stormwater drains into the District's ditches and sloughs, and ultimately reaches the Cowlitz River, Columbia River or Coal Creek Slough through CDID #1's series of flood control pump stations.

Today, Longview's stormwater drainage system consists of urban stormwater infrastructure such as curb inlets, storm pipes, and detention basins, as well as both natural and constructed drainageways and facilities that store and convey runoff by gravity flow or pumping. Most stormwater runoff in Longview within the diked areas must be eventually pumped to the Cowlitz and Columbia rivers.

Consolidated Diking Improvement District No. 1 (CDID) is responsible for operating and maintaining the system of dikes and related drainage ditches and pump stations serving Longview. The CDID's boundaries encompass the valley lowlands of Longview, West Kelso, and adjacent unincorporated areas, but not the upland hillside areas of the watershed. Residential developments in the hillside areas typically drain to existing intermittent or perennial stream channels, eventually flowing to an interceptor CDID ditch (ditch #6) along the northern boundary of the District's diked portion.

Longview faces a continuing need to maintain and improve the drainage facilities to accommodate existing and new development. The conversion of ditches into culverts is a regular drainage capacity issue as culverts lower the capacity of ditches to retain stormwater, thereby necessitating greater pumping capacity or increasing flooding potential in the vicinity of the culvert. Culverts should be constructed only when necessary and as part of a coordinated plan for additional pumping capacity or the provision of storage capacity elsewhere.

Segments of the CDID's drainage ditches have been identified by the state Department of Ecology as "impaired" water bodies because they have one or more pollutants exceeding state water quality standards. The state must conduct a total maximum daily load (TMDL) study of the impaired ditches to determine the amount of pollutants the ditches may receive and still meet water quality standards. The TMDL may result in regulations to implement a cleanup plan that may further restrict or control the volume and water quality of runoff, as well as other activities that increase pollutants in the ditches.

Since February 2007, Longview’s stormwater system has been permitted under the Western Washington Phase II Municipal Stormwater Permit as required by the Federal Clean Water Act. The current Permit was issued in 2024 and is effective until July 31, 2029. The City’s Stormwater Management Program (SWMP) outlines the current and proposed stormwater program actions and activities for meeting the requirements of the Permit, and is intended to inform the public on the City’s stormwater program and Permit compliance efforts. The SWMP covers eleven elements, which coincide with the programmatic components and requirements of the 2024 Permit:

- [Stormwater Planning](#)
- [Public Education and Outreach](#)
- [Public Involvement and Participation](#)
- [MS4 Mapping and Documentation](#)
- [Illicit Discharge Detection and Elimination](#)
- [Controlling Runoff from New Development, Redevelopment & Construction Sites](#)
- [Stormwater Management for Existing Development](#)
- [Source Control Program for Existing Development](#)
- [Operations & Maintenance](#)
- [Compliance with Total Maximum Daily](#)

[Load Requirements](#)

• [Monitoring & Assessment](#) discharges from the City’s storm sewers (MS4) have been permitted by the Western Washington Phase II Municipal Stormwater NPDES Permit. This permit requires that some 99 cities and 11 counties statewide implement a Stormwater Management Program (SWMP) structured around the following:

- ~~Educating, engaging, and involving the public~~
- ~~Controlling runoff from development, redevelopment, and stormwater facilities~~
- ~~Identifying and removing illicit discharges~~
- ~~Reducing contaminated runoff from municipal operations~~

The City’s stormwater regulations have been revised periodically to implement NPDES the stormwater permit’s requirements. The most recent revision, in July 2017, incorporated updated permit requirements to adopt and use of the Department of Ecology’s *Stormwater Management Manual for Western Washington* for all projects adding or replacing 2,000 square feet of hard surfaces.

As a result, ~~New~~ development projects and redevelopment projects are ~~affected by the NPDES and City stormwater regulations and must~~ required to address stormwater drainage, ~~and~~ water quality and flow control issues and requirements based on the specific characteristics and design of the development or redevelopment project for the project. ~~The new~~ These regulations require that development and redevelopment projects use low-impact development (LID) techniques to manage stormwater runoff quantity and quality, to the maximum extent feasible.

Roadway congestion, urban sprawl, and water resource degradation is rooted in land consumptive development practices that are often embedded in local codes. Communities are hoping to avoid these outcomes in the future by employing concepts like compact development, redevelopment, green infrastructure, and linking land use to a more varied transportation network. LID is a natural complement for community planning. It is a versatile development and stormwater runoff management approach that works to create a hydrologically functional site that mimics predevelopment conditions. This is achieved by using design techniques that infiltrate, filter, evaporate, and store runoff close to its source. Rather than relying on costly large-scale conveyance

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~~and treatment systems, LID addresses stormwater through a variety of smaller, cost-effective structural or landscape features located on site.~~

In ~~recent years~~the past decade, the City has ~~begun to~~implemented stormwater LID practices in its public infrastructure projects. Examples include Tennant Way Corridor improvements and the Downtown Corridor Streetscape project, which feature street trees and plantings, biofiltration planters, and pervious concrete and pavers.

~~In addition to updating its stormwater regulations,~~†The City performed a comprehensive review and revision of its other building and planning codes and policies in 2017 to make LID the preferred and most commonly used approach to site development. The revisions include provisions and incentives designed to minimize impervious surfaces, native vegetation loss, and encourage the use of LID practices in a variety of development situations. The changes also provide some flexibility in street standards (width and sidewalks), as well as encouraging native vegetation and preservation of open space.

Under the current Permit, the City is select a priority watershed for enhanced stormwater program activities and potential retrofits under Stormwater Management Action Planning (SMAP) guidance. Through a ranking system, the City selected the CDID #1 Ditch 4 basin as its SMAP watershed. This basin includes the downtown area as well as residential neighborhoods east of 12th Avenue. A purpose of the SMAP is to support implementation in the Stormwater Management for Existing Development (SMED) Program with the identification of strategic investments through the identification of projects and actions.

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The City is also required to adopt and implement tree canopy goals and policies to support stormwater management.

Inventory (Summary of Existing Conditions) Facilities, Utilities, and Services

Public Buildings

The City of Longview maintains and/or utilizes a number of capital facilities and buildings in order to perform its necessary administrative functions. The City is responsible for the maintenance and operation of an approximate total of 297,436 square feet of buildings. Table 7-1 lists City-owned buildings. This excludes other types of facilities such as roadways, streetscape improvements, stormwater systems, etc. – although all are incorporated into the CIP. The current-year CIP should be consulted for planned improvements to City facilities of all types.

Table 7-1. Public Buildings Inventory

Facility	Location	Size (sq. ft.)
Longview City Hall	1525 Commerce Avenue	32,000
Street, Traffic, Transit and Fleet Divisions	254 Oregon Way	9,318
Transit Center	1135 12 th Avenue	900
Utilities Operations Division	1460 Industrial Way	24,768
Utilities Operations Expansion	1440 Industrial Way	3,570
Regional Water Treatment Plant	101 Fishers Lane	12,000
Stormwater Division Office	Adjacent to City Hall	756
Sign Masters	Adjacent to City Hall	4,000
Cowlitz County Chaplaincy	Adjacent to City Hall	1,725
Longview Police Department	1351 Hudson Street	34,000
Highlands Police Satellite Office	201 30th Avenue	2,211
Longview Fire Department – Station 81	740 Commerce	14,868
Longview Fire Department – Station 82	2355 38 th Avenue	4,800
Longview Public Library	1600 Louisiana Street	33,000
Columbia Theatre for the Performing Arts	1231 Vandercook	18,000
Parks Division	706 30 th Avenue	3,700
	Auto parking garage	5,400
	Garage	462
Recreation Office	2920 Douglas Street	4,516
Mint Valley Golf Course and Facilities Maintenance	4002 Pennsylvania	
	Pro Shop	3,716
	Warehouse/Maintenance	4,500
	Golf Cart Storage Shed	2,420
	2 nd Golf Cart Storage Shed	2,880
Mint Valley Racquet and Fitness Complex	4004 Pennsylvania	33,920
Senior Center	1111 Commerce	4,500

McClelland Arts Center	951 Delaware	11,000
Women's Club Building	835 21 st Avenue	3,800
Elks Memorial Building	2121 Kessler	2,010
Mint Farm Regional Water Plant	1155 Weber Avenue	23,166
TOTAL SQUARE FOOTAGE		279,655 297,436

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TOTAL SQUARE FOOTAGE		297,436



TO: Longview Planning Commission

FROM: Nick Little, CED Director

MEETING DATE: June 3, 2026

SUBJECT: Accessory Dwelling Unit (ADU) Ordinance Updates - Workshop

The city's Accessory Dwelling Unit (ADU) Ordinance (LMC 19.22.025) provides for the addition of ADUs as an accessory to properties with an existing single-family dwelling. This code section provides for general standards for both attached and detached ADUs and provides review processes for each type. This code section was originally adopted in 2022 and has provided additional housing options throughout the residentially zoned areas in Longview. Since 2022, the city has permitted approximately 20 ADUs, both attached and detached.

Attached ADUs are part of a shared structure with the primary dwelling on the site, and typically involve an addition or remodel to the existing dwelling. Detached ADUs involve the construction of a separate structure as its own habitable unit. In either situation, building permits are required and the resulting structure, addition, or remodel must satisfy all applicable building codes.

The current version of the ordinance provides for two review paths:

- Attached ADUs: Administrative approval; applications are reviewed by Community Development (CED) staff and are issued based on their conformance with the standards of the land use code, including the ADU section(s). No public hearing or notice required.
- Detached ADUs: Special use approval by the Appeal Board of Adjustment (ABA). Staff reviews, generates a staff report and recommendations to be delivered to the ABA. Public notice and a public hearing are required as part of the review and approval process.

The original ordinance also includes a number of occupancy requirements and development standards that apply to attached and detached ADUs, or both.

One of the goals of the proposed amendments is to streamline the review process and remove procedural barriers to ADU development. A second goal is to more clearly establish the standards for an ADU and improve clarity and consistency during reviews. Lastly, it was a key goal to recognize the realities of code enforcement, property rights, and other issues that make enforcement difficult or expose the city to liability.

Proposed Amendments

The proposed amendments are included in the attached documents. There are three documents for Planning Commission review:

1. Current version LMC 19.22.025
2. Draft strikeout/underline version of updated LMC 19.22.025
3. Clean version of updated LMC 19.22.025

Due to the rearrangement of sections, the strikeout version can be difficult to review. Staff would recommend comparing the clean versions of the current and draft ordinance. In order to assist in review, the following is a brief summary of significant changes:

- Approval authority unified: All ADUs would be administratively reviewed, removing Appeal Board review. Detached ADUs would no longer require a hearing.
- Owner-occupancy requirement removed: No residency or rental restrictions in draft.
- Title recording requirement removed: No auditor-filed ADU notice required
- Occupancy limits removed.
- Manufactured home age for detached reviews moved from 10 years old to 5 years old to be consistent with LMC 16.38.
- Expiration period provided between land use approval and building permit application.
- A number of standards were redrafted or removed for clarity and alignment with building and other land use codes.
- Certificate of occupancy and “Illegal ADUs” sections removed or adjusted to reflect enforcement capabilities and recognize how occupancy functions relative to building code requirements.
- Provisions added to allow for parallel reviews of ADUs alongside building permit submittal.

- Overall rearrangement of sections and standards for readability and usability.

The draft also includes several instances where the word “may” creates ambiguity as to actual design standards. Staff has highlighted these instances and will be looking for additional guidance as to whether these stands should remain and become required (i.e. “shall”) or removed entirely.

Summary

The proposed draft represents a very leaned out ordinance, while retaining several of the original standards. The most substantial changes revolve around the adjustment to review procedures and the removal of difficult-to-enforce occupancy requirements. These changes reflect larger trends and reduction of requirements statewide. ADU development is an important tool in developing affordable housing, and the proposed changes reflect that theme.

19.22.025 Accessory dwelling units.

(1) Purpose. The director shall have the authority to approve attached accessory dwelling units (ADUs) which are consistent with single-family neighborhood character and the regulations and provisions herein. The appeal board of adjustment shall have the authority to approve detached accessory dwelling units (ADUs) which are consistent with single-family neighborhood character and the regulations and provisions herein. It is not the intent of these regulations to provide for ADUs on every residential property and they shall not be deemed to create a right or privilege to establish or maintain an ADU which is not strictly in compliance with these regulations.

(2) Requirements. Accessory dwelling units (ADUs) may be permitted in residential districts R-1, R-2, R-3, R-4 and TNR as accessory to single-family dwellings, subject to the requirements that follow.

(3) Site Requirements.

(a) A certification from the public works director that existing water and sewer facilities serving the property are adequate is required.

(b) Only one ADU shall be permitted (attached or detached) as accessory to a single-family dwelling unit.

(c) An accessory dwelling unit may not be sold as a separate piece of property, or as a condominium unit, unless allowed by the existing zoning on the property.

(d) Parking. A minimum of two off-street parking spaces must be provided on the property where an ADU is proposed and additional parking for the ADU is required as follows:

(i) No minimum on-site parking spaces are required for an accessory dwelling unit in areas with on-street parking available.

(ii) One parking space is required for the ADU if on-street parking is not available.

(iii) On-street parking is defined as parking spaces legally available for parking of vehicles. Posted time- or day-restricted parking spaces are not considered as available for purposes of this section.

(iv) A street/sidewalk entrance in the form of a walkway, landscaping features, mailbox post and similar construction to direct visitors to the ADU, will be required per the determination of the community development director upon recommendation by the fire marshal.

(e) Fire department access shall extend to within 150 feet of all portions of the exterior walls of the building as measured by an approved route. Distances in excess of 150 feet may result in additional requirements for construction as approved by the fire code official. Alleys shall not be considered for fire department access.

(4) Building Requirements.

(a) Accessory dwelling units must be on the same lot as the single-family dwelling to which they are accessory. They may be attached (added to or created within) the existing single-family dwelling as provided for in subsection (6) of this section, or detached as provided for in subsection (7) of this section.

(b) All housing and building codes and standards shall be applicable to all ADUs including, but not limited to, the building code, the plumbing code, the electrical code, the mechanical code, the fire code, and all requirements of the Cowlitz County health department. Note, manufactured homes may be used for ADUs but must be less than 10 years old.

(c) ADUs are not required to have separate independent utility connections and solid waste collection.

(d) The square foot size of any ADU, excluding any garage area, shall be of not less than 300 square feet nor in excess of 1,500 square feet, and it shall contain no more than three bedrooms.

(e) Street-facing entrances may be allowed. Exterior entrances can be located no closer than 10 feet to an adjoining property line.

(f) Any exterior stairs shall be placed in the rear or side yard and no closer than 10 feet to an adjoining property line.

(g) All ADUs shall have separate street addresses that are visible from both the street and alley that clearly identify the location of the ADU.

(5) Occupancy.

(a) No ADU may be the residence of more than four persons.

(b) The owner of the property or immediate family member of the property owner, or contract purchaser of record, of the single-family dwelling to which an ADU is accessory, shall reside either in the single-family dwelling or the ADU as a permanent place of residence (must occupy one of the dwelling units on the property for more than six months of each calendar year).

(c) Only one of the residences may be rented or leased.

(d) Vacation (short-term) rental, transient accommodation, and/or lodging is prohibited in ADUs or in single-family dwellings to which they are accessory. "Vacation (short-term) rental, transient accommodation and/or lodging" means the rental of any building or portion thereof used for the purpose of providing lodging for periods of less than 30 days.

(e) The ownership of ADUs may not be separated from ownership of the single-family dwelling to which they are accessory.

(f) Before issuance of the certificate of occupancy for an accessory dwelling unit, the homeowner must provide a copy of a statement recorded with the Cowlitz County auditor.

(i) The statement must read:

An application for a permit for an accessory dwelling unit has been submitted to the city of Longview by the owner of this property. Future owners are advised that the owner of the property must comply with all requirements of the Longview Zoning Code, as amended, if the accessory dwelling unit is to be occupied or rented.

(ii) If an accessory dwelling unit is to be removed, appropriate permits and inspections must first be received from the city. If a homeowner wants to remove the statement as required by subsection (5)(f)(i) of this section from the property's title, then the city shall issue an appropriate release upon evidence that the accessory dwelling unit has been removed. The release shall be recorded by the homeowner with the county auditor's office and a copy of the recorded release shall be provided to the city.

(g) No day care centers or adult family homes shall be permitted in ADUs or in single-family dwellings to which they are accessory. Family day care providers as defined in Chapter 19.09 LMC may be allowed but the maximum number of children under care is limited to the maximum occupancy of the ADU.

(h) The following permit and inspection requirements shall be met:

(i) No ADU may be added to, created within, or constructed upon the same lot as a single-family dwelling without a permit having been issued by the community development department;

(ii) All applications for ADU permits and reviews shall be on forms provided by the community development department, and the fee for such permit shall be as provided in the community and economic development department master fee schedule;

(iii) No ADU may be occupied unless the owner of record of the single-family dwelling to which it is accessory possesses a current certificate of occupancy for such ADU;

(iv) Before any permit for the creation or construction of an ADU is granted, the proposed site thereof and the plans and specifications therefor shall be inspected by the building and fire officials to assure that the provisions of this chapter are not violated; and

(v) The building official may inspect ADUs after giving proper notice, at such time as a complaint alleging noncompliance with this chapter or the property maintenance code, Chapter 16.30 LMC, is received by the city. The purpose of such inspection shall be to determine if such ADU is in compliance with the requirements of this chapter. If such inspection reveals that such ADU is in compliance, the building official shall issue a certificate of occupancy for said ADU. If the inspection reveals the ADU is not in compliance, the building official shall not issue a certificate of occupancy for said ADU, and shall notify the owner or contract purchaser of the single-family dwelling to which said ADU is accessory that said ADU must be vacated and not occupied until it is reinspected by the building official and found to be in compliance, or the ADU removed.

(6) Standards for Attached ADUs.

(a) All attached ADUs shall be designed to maintain the appearance of the single-family dwelling to which they are accessory. If an ADU extends beyond the current footprint of the single-family dwelling, it must be consistent with the existing siding of the single-family dwelling. Any additions to an existing structure or building shall not exceed the allowable lot coverage or encroach into the required setbacks.

(b) When garage space is converted to accessory dwelling unit living space the portion of the driveway leading to the former garage may remain.

(7) Standards for Detached ADUs. In the event that the appeal board of adjustment grants a special property use permit for the construction of a detached ADU (i.e., an ADU that is not added to or created within the single-family dwelling) in accordance with LMC 19.12.055, all of the provisions of this chapter shall be applicable thereto. In addition, the following provisions shall be applicable to such detached ADUs:

(a) Landscaping may be provided for the privacy and screening of adjacent properties. Tall vegetative landscaping may be required between any windows or decks facing adjacent residential properties.

(b) Two-story, detached accessory dwelling units may be designed to protect the privacy of adjacent residential uses.

(c) Detached accessory dwelling units are not permitted in townhouse, zero lot line detached housing, or attached zero lot line housing developments.

(8) Special Property Use Hearings.

(a) All proposed detached ADUs shall require a special property use permit be granted by the appeal board of adjustment with consideration of impacts to privacy of neighboring properties. Where practical, locate and design the ADU to minimize disruption of privacy and outdoor activities on adjacent properties. Strategies to accomplish this include, but are not limited to: window staggering, entries face away, no overlooking decks, landscaping.

(b) In its consideration of an application, the board shall evaluate:

(i) Compliance with subsections (8)(a) and (8)(b) of this section.

(ii) Window locations.

(iii) Impacts from shading of neighboring properties, specifically solar access and impacts to existing solar collection systems, photo-voltaic or solar heating.

(9) Existing Illegal ADUs.

- (a) Application may be made for any accessory dwelling unit existing prior to January 1, 2022, to become legally permitted, pursuant to the provisions of this section.
- (b) An application to legalize an existing ADU shall include an application for an ADU permit and a building permit application, showing changes made to the main residence or detached accessory building to accommodate the ADU. Approval shall be consistent with the ADU regulations and process outlined in this section. The ADU shall be reviewed using the current editions of building codes in place at the time its owner brings the unit forward for permit.
- (c) Nothing in this section shall require that the city permit existing ADUs that are determined to be dangerous. (Ord. 3555 § 1 (Exh. R), 2025; Ord. 3466 § 2, 2022).

19.22.025 Accessory dwelling units.

(1) ~~Purpose.~~ The director shall have the authority to approve ~~attached~~ accessory dwelling units (ADUs) which are consistent with single-family neighborhood character and the regulations and provisions herein. ~~The appeal board of adjustment shall have the authority to approve detached accessory dwelling units (ADUs) which are consistent with single-family neighborhood character and the regulations and provisions herein. It is not the intent of these regulations to provide for ADUs on every residential property and they shall not be deemed to create a right or privilege to establish or maintain an ADU which is not strictly in compliance with these regulations.~~

(2) ~~Requirements.~~ Accessory dwelling units (ADUs) ~~may be~~ permitted in residential districts R-1, R-2, R-3, R-4 and TNR as accessory to single-family dwellings, subject to the requirements that follow. No ADU may be added to, created within, or constructed upon the same lot as a single-family dwelling without compliance with this section and applicable building and/or land use permits having been issued by the community development department.

(3) ~~Site Requirements~~ General Standards. All ADUs shall comply with the following standards.

(a) Accessory dwelling units must be on the same lot as the single-family dwelling to which they are accessory. They may be attached (added to or created within) the existing single-family dwelling or as a detached structure. Only one ADU shall be permitted (attached or detached) as accessory to a single-family dwelling unit. No ADU may be occupied unless the single-family dwelling to which it is accessory possesses a current certificate of occupancy.

(b) Manufactured homes may be used for ADUs but must be less than 5 years old. Manufactured home installation shall comply with all provisions of LMCs 16.05 and 16.08, as applicable.

(c) The habitable area of any ADU, excluding any garage area, shall be not less than 300 square feet nor in excess of 1,500 square feet, and shall contain no more than three bedrooms.

(d) No day care centers or adult family homes shall be permitted in ADUs or in single-family dwellings to which they are accessory. Family day care providers as defined in Chapter 19.09 LMC may be allowed but the maximum number of children under care is limited to the maximum occupancy of the ADU.

(e) Street-facing entrances may be allowed. Exterior entrances can be located no closer than 10 feet to an adjoining property line.

(f) Any exterior stairs shall be placed in the rear or side yard and no closer than 10 feet to an adjoining property line.

(g) All ADUs shall have separate street addresses that are visible from both the street and alley that clearly identify the location of the ADU.

(h) Public water and sewer service shall be required prior to occupancy of all ADUs. ADUs are not required to have separate independent utility connections and solid waste collection. Any upgrades necessary to facilitate the delivery of water or sewer service shall be the responsibility of the landowner.

(i) The ownership of ADUs shall not be separated from ownership of the single-family dwelling to which they are accessory, provided that the appropriate subdivision process may be completed to establish the accessory dwelling unit on a separate lot of record. New lots resulting from this subdivision process must meet all applicable zoning requirements and can be sold or transferred

~~A certification from the public works director that existing water and sewer facilities serving the property are adequate is required.~~

~~(b) Only one ADU shall be permitted (attached or detached) as accessory to a single-family dwelling unit.~~

~~(c) An accessory dwelling unit may not be sold as a separate piece of property, or as a condominium unit, unless allowed by the existing zoning on the property.~~

(jd) Parking. A minimum of two off-street parking spaces must be provided on the property where an ADU is proposed and additional parking for the ADU is required as follows:

- (i) No minimum on-site parking spaces are required for an accessory dwelling unit in areas with on-street parking available.
- (ii) One parking space is required for the ADU if on-street parking is not available.
- (iii) On-street parking is defined as parking spaces legally available for parking of vehicles. Posted time- or day-restricted parking spaces are not considered as available for purposes of this section.
- (iv) A street/sidewalk entrance in the form of a walkway, landscaping features, mailbox post and similar construction to direct visitors to the ADU, will be required per the determination of the community development director upon recommendation by the fire marshal.

(ke) Fire department access shall extend to within 150 feet of all portions of the exterior walls of the building as measured by an approved route. Distances in excess of 150 feet may result in additional requirements for construction as approved by the fire code official. Alleys shall not be considered for fire department access.

(4) Standards for Attached ADUs. In addition to subsection (3), all attached ADUs shall conform to the following standards.

(a) All attached ADUs shall be designed to maintain the appearance of the single-family dwelling to which they are accessory. If an ADU extends beyond the current footprint of the single-family dwelling, it must be consistent with the existing siding of the single-family dwelling. Any additions to an existing structure or building shall not exceed the allowable lot coverage or encroach into the required setbacks.

(b) When garage space is converted to accessory dwelling unit living space the portion of the driveway leading to the former garage may remain.

(5) Standards for Detached ADUs. In addition to subsection (3), all detached ADUs shall conform to the following standards.

(a) Landscaping may be provided for the privacy and screening of adjacent properties. Tall vegetative landscaping may be required between any windows or decks facing adjacent residential properties.

(b) Two-story, detached accessory dwelling units may be designed to protect the privacy of adjacent residential uses.

(c) Detached accessory dwelling units are not permitted in townhouse, zero lot line detached housing, or attached zero lot line housing developments.

(6) Permitting Requirements. All land use, building, fire, and health codes and standards shall be applicable to all ADUs. All ADUs shall be reviewed and issued a land use approval prior to the construction or occupancy of an ADU.

(a) Review of ADU permits is an administrative land use review, and subject to the requirements of Chapter 19 LMC.

(b) All applications for ADU reviews shall be on forms provided by the community development department, and the fee for such review shall be as provided in the community and economic development department master fee schedule;

(c) Prior to beginning construction of an ADU, all required building, plumbing, mechanical, electrical, and land use approvals and/or permits shall be acquired.

(c) ADU land use review applications may be submitted and reviewed prior to or concurrently with required building or site development permit applications. For ADU reviews submitted prior, the subsequent building

permit(s) shall be submitted within 12 months, after which the ADU approval is expired, and a new application will be required.

~~(4) Building Requirements:~~

~~Accessory dwelling units must be on the same lot as the single family dwelling to which they are accessory. They may be attached (added to or created within) the existing single family dwelling as provided for in subsection (6) of this section, or detached as provided for in subsection (7) of this section.~~

~~All housing and building codes and standards shall be applicable to all ADUs including, but not limited to, the building code, the plumbing code, the electrical code, the mechanical code, the fire code, and all requirements of the Cowlitz County health department.~~

~~(c) Note, manufactured homes may be used for ADUs but must be less than 10 years old.~~

~~(e) ADUs are not required to have separate independent utility connections and solid waste collection.~~

~~(d) The square foot size of any ADU, excluding any garage area, shall be of not less than 300 square feet nor in excess of 1,500 square feet, and it shall contain no more than three bedrooms.~~

~~(e) Street facing entrances may be allowed. Exterior entrances can be located no closer than 10 feet to an adjoining property line.~~

~~(f) Any exterior stairs shall be placed in the rear or side yard and no closer than 10 feet to an adjoining property line.~~

~~(g) All ADUs shall have separate street addresses that are visible from both the street and alley that clearly identify the location of the ADU. (i)~~

~~(5) Occupancy:~~

~~(a) No ADU may be the residence of more than four persons.~~

~~(b) The owner of the property or immediate family member of the property owner, or contract purchaser of record, of the single family dwelling to which an ADU is accessory, shall reside either in the single family dwelling or the ADU as a permanent place of residence (must occupy one of the dwelling units on the property for more than six months of each calendar year).~~

~~(c) Only one of the residences may be rented or leased.~~

~~(d) Vacation (short term) rental, transient accommodation, and/or lodging is prohibited in ADUs or in single family dwellings to which they are accessory. "Vacation (short term) rental, transient accommodation and/or lodging" means the rental of any building or portion thereof used for the purpose of providing lodging for periods of less than 30 days.~~

~~(e) The ownership of ADUs may not be separated from ownership of the single family dwelling to which they~~

~~(f) Before issuance of the certificate of occupancy for an accessory dwelling unit, the homeowner must provide a copy of a statement recorded with the Cowlitz County auditor.~~

~~(i) The statement must read:~~

~~An application for a permit for an accessory dwelling unit has been submitted to the city of Longview by the owner of this property. Future owners are advised that the owner of the property must comply with all requirements of the Longview Zoning Code, as amended, if the accessory dwelling unit is to be occupied or rented.~~

~~(ii) If an accessory dwelling unit is to be removed, appropriate permits and inspections must first be received from the city. If a homeowner wants to remove the statement as required by subsection (5)(f)(i) of this section from the property's title, then the city shall issue an appropriate release upon evidence that the accessory dwelling unit has been removed. The release shall be recorded by the homeowner with the county auditor's office and a copy of the recorded release shall be provided to the city.~~

~~(g) No day care centers or adult family homes shall be permitted in ADUs or in single family dwellings to which they are accessory. Family day care providers as defined in Chapter 19.09 LMC may be allowed but the maximum number of children under care is limited to the maximum occupancy of the ADU.~~

~~(h) The following permit and inspection requirements shall be met:~~

~~(i) No ADU may be added to, created within, or constructed upon the same lot as a single family dwelling without a permit having been issued by the community development department;~~

~~(ii) All applications for ADU permits and reviews shall be on forms provided by the community development department, and the fee for such permit shall be as provided in the community and economic development department master fee schedule;~~

~~(iii) No ADU may be occupied unless the owner of record of the single family dwelling to which it is accessory possesses a current certificate of occupancy for such ADU;~~

~~(iv) Before any permit for the creation or construction of an ADU is granted, the proposed site thereof and the plans and specifications therefor shall be inspected by the building and fire officials to assure that the provisions of this chapter are not violated; and~~

~~(v) The building official may inspect ADUs after giving proper notice, at such time as a complaint alleging noncompliance with this chapter or the property maintenance code, Chapter 16.30 LMC, is received by the city. The purpose of such inspection shall be to determine if such ADU is in compliance with the requirements of this chapter. If such inspection reveals that such ADU is in compliance, the building official shall issue a certificate of occupancy for said ADU. If the inspection reveals the ADU is not in compliance, the building official shall not issue a certificate of occupancy for said ADU, and shall notify the owner or contract purchaser of the single family dwelling to which said ADU is accessory that said ADU must be vacated and not occupied until it is reinspected by the building official and found to be in compliance, or the ADU removed.~~

~~(6) Standards for Attached ADUs.~~

~~(a) All attached ADUs shall be designed to maintain the appearance of the single family dwelling to which they are accessory. If an ADU extends beyond the current footprint of the single family dwelling, it must be consistent with the existing siding of the single family dwelling. Any additions to an existing structure or building shall not exceed the allowable lot coverage or encroach into the required setbacks.~~

~~(b) When garage space is converted to accessory dwelling unit living space the portion of the driveway leading to the former garage may remain.~~

~~(7) Standards for Detached ADUs. In the event that the appeal board of adjustment grants a special property use permit for the construction of a detached ADU (i.e., an ADU that is not added to or created within the single family dwelling) in accordance with LMC 19.12.055, all of the provisions of this chapter shall be applicable thereto. In addition, the following provisions shall be applicable to such detached ADUs:~~

~~(a) Landscaping may be provided for the privacy and screening of adjacent properties. Tall vegetative landscaping may be required between any windows or decks facing adjacent residential properties.~~

~~(b) Two story, detached accessory dwelling units may be designed to protect the privacy of adjacent residential uses.~~

~~(c) Detached accessory dwelling units are not permitted in townhouse, zero lot line detached housing, or attached zero lot line housing developments.~~

~~(8) Special Property Use Hearings:~~

~~(a) All proposed detached ADUs shall require a special property use permit be granted by the appeal board of adjustment with consideration of impacts to privacy of neighboring properties. Where practical, locate and design the ADU to minimize disruption of privacy and outdoor activities on adjacent properties. Strategies to accomplish this include, but are not limited to: window staggering, entries face away, no overlooking decks, landscaping.~~

~~(b) In its consideration of an application, the board shall evaluate:~~

~~(i) Compliance with subsections (8)(a) and (8)(b) of this section.~~

~~(ii) Window locations.~~

~~(iii) Impacts from shading of neighboring properties, specifically solar access and impacts to existing solar collection systems, photo voltaic or solar heating.~~

~~(9) Existing Illegal ADUs:~~

~~(a) Application may be made for any accessory dwelling unit existing prior to January 1, 2022, to become legally permitted, pursuant to the provisions of this section.~~

~~(b) An application to legalize an existing ADU shall include an application for an ADU permit and a building permit application, showing changes made to the main residence or detached accessory building to accommodate the ADU. Approval shall be consistent with the ADU regulations and process outlined in this section. The ADU shall be reviewed using the current editions of building codes in place at the time its owner brings the unit forward for permit.~~

~~(c) Nothing in this section shall require that the city permit existing ADUs that are determined to be dangerous. (Ord. 3555 § 1 (Exh. R), 2025; Ord. 3466 § 2, 2022).~~

19.22.025 Accessory dwelling units.

- (1) The director shall have the authority to approve accessory dwelling units (ADUs) which are consistent with single-family neighborhood character and the regulations and provisions herein..
- (2) Accessory dwelling units (ADUs) are permitted in residential districts R-1, R-2, R-3, R-4 and TNR as accessory to single-family dwellings, subject to the requirements that follow. No ADU may be added to, created within, or constructed upon the same lot as a single-family dwelling without compliance with this section and applicable building and/or land use permits having been issued by the community development department.
- (3) General Standards. All ADUs shall comply with the following standards.
 - (a) Accessory dwelling units must be on the same lot as the single-family dwelling to which they are accessory. They may be attached (added to or created within) the existing single-family dwelling or as a detached structure. Only one ADU shall be permitted (attached or detached) as accessory to a single-family dwelling unit. No ADU may be occupied unless the single-family dwelling to which it is accessory possesses a current certificate of occupancy.
 - (b) Manufactured homes may be used for ADUs but must be less than 5 years old. Manufactured home installation shall comply with all provisions of LMCs 16.05 and 16.08, as applicable.
 - (c) The habitable area of any ADU, excluding any garage area, shall be not less than 300 square feet nor in excess of 1,500 square feet, and shall contain no more than three bedrooms.
 - (d) No day care centers or adult family homes shall be permitted in ADUs or in single-family dwellings to which they are accessory. Family day care providers as defined in Chapter 19.09 LMC may be allowed but the maximum number of children under care is limited to the maximum occupancy of the ADU.
 - (e) Street-facing entrances may be allowed. Exterior entrances can be located no closer than 10 feet to an adjoining property line.
 - (f) Any exterior stairs shall be placed in the rear or side yard and no closer than 10 feet to an adjoining property line.
 - (g) All ADUs shall have separate street addresses that are visible from both the street and alley that clearly identify the location of the ADU.
 - (h) Public water and sewer service shall be required prior to occupancy of all ADUs. ADUs are not required to have separate independent utility connections and solid waste collection. Any upgrades necessary to facilitate the delivery of water or sewer service shall be the responsibility of the landowner.
 - (i) The ownership of ADUs shall not be separated from ownership of the single-family dwelling to which they are accessory, provided that the appropriate subdivision process may be completed to establish the accessory dwelling unit on a separate lot of record. New lots resulting from this subdivision process must meet all applicable zoning requirements and can be sold or transferred
 - (j) Parking. A minimum of two off-street parking spaces must be provided on the property where an ADU is proposed and additional parking for the ADU is required as follows:
 - (i) No minimum on-site parking spaces are required for an accessory dwelling unit in areas with on-street parking available.
 - (ii) One parking space is required for the ADU if on-street parking is not available.
 - (iii) On-street parking is defined as parking spaces legally available for parking of vehicles. Posted time- or day-restricted parking spaces are not considered as available for purposes of this section.

- (iv) A street/sidewalk entrance in the form of a walkway, landscaping features, mailbox post and similar construction to direct visitors to the ADU, will be required per the determination of the community development director upon recommendation by the fire marshal.
- (k) Fire department access shall extend to within 150 feet of all portions of the exterior walls of the building as measured by an approved route. Distances in excess of 150 feet may result in additional requirements for construction as approved by the fire code official. Alleys shall not be considered for fire department access.
- (4) Standards for Attached ADUs. In addition to subsection (3), all attached ADUs shall conform to the following standards.
- (a) All attached ADUs shall be designed to maintain the appearance of the single-family dwelling to which they are accessory. If an ADU extends beyond the current footprint of the single-family dwelling, it must be consistent with the existing siding of the single-family dwelling. Any additions to an existing structure or building shall not exceed the allowable lot coverage or encroach into the required setbacks.
 - (b) When garage space is converted to accessory dwelling unit living space the portion of the driveway leading to the former garage may remain.
- (5) Standards for Detached ADUs. In addition to subsection (3), all detached ADUs shall conform to the following standards.
- (a) Landscaping may be provided for the privacy and screening of adjacent properties. Tall vegetative landscaping may be required between any windows or decks facing adjacent residential properties.
 - (b) Two-story, detached accessory dwelling units may be designed to protect the privacy of adjacent residential uses.
 - (c) Detached accessory dwelling units are not permitted in townhouse, zero lot line detached housing, or attached zero lot line housing developments.
- (6) Permitting Requirements. All land use, building, fire, and health codes and standards shall be applicable to all ADUs. All ADUs shall be reviewed and issued a land use approval prior to the construction or occupancy of an ADU.
- (a) Review of ADU permits is an administrative land use review, and subject to the requirements of Chapter 19 LMC.
 - (b) All applications for ADU reviews shall be on forms provided by the community development department, and the fee for such review shall be as provided in the community and economic development department master fee schedule;
 - (c) Prior to beginning construction of an ADU, all required building, plumbing, mechanical, electrical, and land use approvals and/or permits shall be acquired.
 - (c) ADU land use review applications may be submitted and reviewed prior to or concurrently with required building or site development permit applications. For ADU reviews submitted prior, the subsequent building permit(s) shall be submitted within 12 months, after which the ADU approval is expired, and a new application will be required.



TO: Longview Planning Commission

FROM: Nick Little, CED Director

MEETING DATE: June 3, 2026

SUBJECT: County Event Center (CEC) District Updates

Pursuant to LMC 19.90.010, the city council has, by its own order, elected to amend portions the County Event Center zoning District, known as Chapter 19.40 of Longview Municipal Code. Prior to amendment of the city’s zoning code in this fashion, the proposed amendments must first be heard by the Longview Planning Commission, with said decision being reported to the city council for a final decision.

The proposed amendments will first be presented and workshopped at the June meeting, with any adjustments to the language being made thereafter. A hearing before the planning Commission would follow on the regularly scheduled July 1st meeting, where the decision and recommendation of the Planning Commission would be generated. It is anticipated that the amendment would be before city council on either August 11 or August 25.

County Event Center District History

The County Event Center District (CEC) covers approximately 50 acres in the eastern portion of the city, immediately adjacent to the City Limits of Kelso. Cowlitz County is the predominant landowner, with the Longview Development Authority owning a small parcel and the City of Longview having control over 7th Avenue and Peardale Lane rights-of-way. A map of the CEC district is attached as Exhibit A.

The County Event Center District (CEC) was originally established in 1983 as the “*County Fairgrounds District*.” As the name implied, the district was established to foster the ongoing use of the County-owned property as fairgrounds. At the time of establishment,

the allowed uses were largely similar to today’s version of the ordinance, although changes to these uses have occurred a few times over the years.

The ordinance was first updated in 1996 to expand the allowed uses to include the placement of “*juvenile and adult justice facilities, which include detention facilities, offices and courtrooms,*” however these uses were not an allowed outright, and were subject to special use review by the Appeal Board of Adjustment.

More substantive amendments came in 2013 as the district was renamed as the “*County Event Center District,*” ostensibly to recognize the evolution of the area from a fairground to a more expanded year-round event center. As part of this effort, several code provisions were updated. The juvenile and adult justice facilities land uses added in 1996 were removed, and several allowed uses were added, including hotels, motels, recreational vehicle parks, and the storage of County-owned vehicles and equipment. Importantly, limitations were added that restricted stay times for any future recreational vehicle park and provisions added that limited access from Peardale Lane to fair activities and emergency services only.

The most recent amendment to the CEC district came in 2021 as a response to HB 1220, which required cities to allow emergency housing, transitional housing, and emergency shelters in those zoning districts that allowed hotels.

Proposed Amendments

The proposed amendments were brought about as a result of the city’s desire to assist in the ongoing use and development of the County Event Center property and reduce barriers to potential future developments the County desires to include in this area. The city sees the ongoing development of the CEC district as an overall benefit to the public, both in economic development, tourism, and in potential partnership opportunities in the development of future facilities.

The proposed amendments cover two specific topics:

1. The addition of animal sheltering as an allowed use; and
2. Removal of access limitations to allow for Peardale Lane access.

The proposed language is as follows:

19.40.010 Uses Permitted. (new language)

(12) “Animal sheltering, when operated by a governmental entity or an operator contracted to a governmental entity, provided the facility is constructed and operated in compliance with LMC 6.07;”

19.40.100 Peardale Lane access. (amended language)

“Except for Cowlitz County Fair, Event Center, or other related Fair or Event Center facility activities, access to and from Peardale Lane shall be limited to emergency services only.”

The proposed language can be viewed in the context of the entire ordinance in the attached strikeout/underline version of Chapter 19.40, attached as Exhibit B.

The “animal sheltering” language is narrowly drafted to include only those animal shelter that are operated by a governmental entity or a contractor contracted to a governmental entity. Also included was language establishing a clear connection to the standards of LMC 6.07, which contains the city’s development standards for the accommodation of a large number of animals, including kennels and animal shelter facilities. The entire text of LMC 6.07 can be found here: [LMC 6.07](#).

Peardale Lane access is significantly expanded but still contains some limitations for use. The additional opportunities for use were expanded to include not just “Fair activity” as described in the existing language, but activities related to the event center or related activities. This would include primary and/or secondary access for other developments related to the event center, such as an associated recreational vehicle park or other future facility developments.

Summary

The addition of animal sheltering as an allowed use is specific and defined: it allows for animal sheltering only when operated by a governmental entity (ostensibly the County) or by an operator contracted by the County to operate said facility.

The Peardale Lane provision was updated to indicate that access is allowed for event center and associated activities, not only fair activities. The underlying theme of the original restriction remains intact, but the amendment creates language that is more in line with the overall intent of the zone and use of the properties. This amendment would not allow access for general governmental or private purposes, or any other use not directly associated with the fair, event center, or related fair or event center facilities.

Exhibit A: CEC District Area



CHAPTER 19.40
COUNTY EVENT CENTER DISTRICT, CEC

§ 19.40.010. Uses permitted.

In the county event center district, CEC, no building or premises shall be used nor shall any building, structure or property be hereafter erected, altered or utilized except for one or more of the following uses:

- (1) Cowlitz County Fair;
- (2) Special event sales such as, but not limited to, merchandise fairs and warehouse sales, Rotary and other clubs and organization fundraiser sales; provided, each merchandiser or organization is limited to a total of 60 days in any calendar year;
- (3) Special service events such as, but not limited to, veterinary clinics, building and other industry weekends and bicycle safety; provided, that each promoter and/or organization is limited to a total of 60 days in any calendar year;
- (4) Farmers' markets, flea markets and auctions; provided, that each activity does not exceed three days per week;
- (5) Concerts, dances, tournaments, athletic and recreation events, exhibitions, plays, theater, conventions and religious assemblies, motor sports weekend events limited to no more than six events per year;
- (6) Community meetings, seminars, and banquets;
- (7) 4-H, FFA, or similar organizational events, including, but not limited to, meetings, shows and training clinics. For educational purposes only, the activities of these organizations may include the year-round raising of poultry and/or rabbits. No roosters, peacocks or guinea fowl are allowed;
- (8) Rodeo events, animal shows and competitions, and horse racing;
- (9) Circus and carnival events;
- (10) Caretaker's residence per LMC § 19.40.060;
- (11) Governmental service offices; provided said offices are an agency of county government;
- ~~(11)~~ (12) Animal sheltering, when operated by a governmental entity or an operator contracted to a governmental entity, provided the facility is constructed and operated in compliance with LMC 6.07;
- ~~(12)~~ (13) For temporary relocation of persons and property in case of any emergency or disaster;
- ~~(13)~~ (14) Public athletic and recreation facilities;
- ~~(14)~~ (15) Horse boarding;
- ~~(15)~~ (16) Storage of county-owned boats, trailers, materials or equipment; provided said storage is within the confines of a building or fenced security area;

- ~~(16)~~(17) Hotels, motels and recreational vehicle parks;
- ~~(17)~~(18) Transitional housing;
- ~~(18)~~(19) Permanent supportive housing, subject to standards set forth in Chapter 19.22 LMC;
- ~~(19)~~(20) Emergency shelters, subject to standards set forth in LMC § 19.44.110;
- ~~(20)~~(21) Emergency housing, subject to standards set forth in LMC § 19.44.110;
- ~~(21)~~(22) Other uses similar to any of the uses listed in this section as determined by the appeal board of adjustment; and
- ~~(22)~~(23) Wireless communication facilities as permitted in Chapter 16.75 LMC.
(Ord. 2149 § 1, 1983; Ord. 2632 § 2, 1996; Ord. 3240 § 1, 2013; Ord. 3333 § 7, 2016; Ord. 3450 § 6, 2021)

§ 19.40.020. Building site requirements.

In the county event center district, CEC, no building shall be erected or altered in a manner to cause the building to be closer than 25 feet to a fronting or flanking street right-of-way except for construction of an entrance and/or ticket facility. No building shall be erected closer than 60 feet to any property zoned R-2 residential district.
(Ord. 2149 § 1, 1983; Ord. 3240 § 1, 2013)

§ 19.40.030. Yard requirements.

Repealed by Ord. 3240.
(Ord. 2149 § 1, 1983)

§ 19.40.040. Screening requirements.

Every building erected or facility (including parking lots, overflow parking areas and storage areas) constructed which has a common boundary with a lot or plot which is the site for a residential unit shall provide, at the expense of the event center, a screen in the form of a fence, masonry wall or hedge, at least five feet in height, but not exceeding eight feet in height, designed to protect the peace, quiet and repose of the occupants of the adjoining residential units.
(Ord. 2149 § 1, 1983; Ord. 3240 § 1, 2013)

§ 19.40.050. Off-street parking.

Every permitted structure erected or enlarged used for the purposes of assemblage of persons after the effective date of the ordinance codified in this chapter shall provide off-street parking facilities as required by Chapter 19.78 LMC, except such requirements shall not apply to overflow parking needed for high attendance events such as the Cowlitz County Fair.
(Ord. 2149 § 1, 1983; Ord. 3240 § 1, 2013)

§ 19.40.060. Caretaker residence permitted.

A caretaker residence shall be allowed for the purposes of security. The residence shall not be rented or occupied by any party not employed for the purpose of providing security for the fairgrounds.

(Ord. 2149 § 1, 1983; Ord. 3240 § 1, 2013)

§ 19.40.070. Signs.

Signs which serve to identify and advertise the activities of the fairgrounds shall be permitted subject to the following requirements:

- (1) Freestanding signs shall be limited to directional and informational type. One illuminated changeable copy type sign shall be permitted per street frontage except for Peardale Lane; provided said sign does not exceed 15 feet in height;
- (2) No sign shall protrude beyond the highest point of the building to which it is affixed and shall not extend more than five feet from the wall of the building;
- (3) All signs, with the exception of temporary signs for directional and informational purposes, shall be stationary and the support structure shall be of permanent construction and attractive in appearance;
- (4) Except for changeable copy signs addressed in subsection (1) of this section, illuminated signs shall be of constant intensity and color; and
- (5) Signs which restrict the view of adjoining properties or create confusion relative to interpretation of traffic signals shall not be permitted.

(Ord. 2149 § 1, 1983; Ord. 2774, 2000; Ord. 3240 § 1, 2013)

§ 19.40.080. Occupancy requirements.

Prior to commencement of any use or activity identified in LMC § 19.40.010(1), (2), (3), (4), (5), (6), (8), (9), (10) and (12), the fairgrounds manager or his designee shall advise each merchandiser, organization, and/or promoter to check with the city fire marshal for applicable permits and/or inspections. The fairgrounds manager or his designee shall advise the lessee by including the above statement in the lease form(s). It shall be the responsibility of the lessee to comply with applicable fire codes.

(Ord. 2149 § 1, 1983; Ord. 3240 § 1, 2013)

§ 19.40.090. Recreational vehicle parks.

The use of a recreational vehicle park in the CEC district shall be limited so as to provide accommodations for events at the Cowlitz County Event Center or other community events. No recreational vehicle may occupy the park for more than 14 days in any one 30-day period. Except for the limitations given above, recreational vehicle parks are subject to the standards in Chapter 19.65 LMC and approval process given in Chapter 19.90 LMC.

(Ord. 3240 § 1, 2013; Ord. 3395 § 2, 2019)

§ 19.40.100. Peardale Lane access.

Except for Cowlitz County Fair, Event Center, or other related Fair or Event Center facility activities, access to and from Peardale Lane shall be limited to emergency services only. (Ord. 3240 § 1, 2013)