



City of Longview

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

Agenda

Planning Commission

Wednesday, August 5, 2026

7:00 PM

City Hall

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1. **ROLL CALL**
2. **APPROVAL OF MINUTES**
26-00659 Minutes from July 1, 2026
3. **AUDIENCE PARTICIPATION OR CORRESPONDENCE**
4. **DECLARATION OF EX-PARTE COMMUNICATIONS AND APPEARANCE OF FAIRNESS**
5. **PUBLIC HEARINGS**
6. **NON-PUBLIC HEARING ITEMS**
26-00660 Comprehensive Plan Updates - Chapter 2 Land Use
26-00588 Comprehensive Plan Updates - Chapter 3 Housing
7. **OTHER BUSINESS**
8. **PLANNER'S REPORT**
9. **DIRECTOR'S REPORT**
10. **ADJOURNMENT**



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Minutes

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1. **ROLL CALL**

Chairman Collins called the meeting to order at 7:17 p.m.

Present: Member Craig Collins, Member Jeff Rauth, Member Ramona Leber, Member Alison Moss

Excused: Member Jerry Stinger

Absent: Member Spencer Boudreau

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

2. **APPROVAL OF MINUTES**

26-00528 PC Minutes of June 3, 2026

A motion was made by Member Jeff Rauth, seconded by Member Ramona Leber, to approve the regular meeting minutes of June 3, 2026. The motion passed unanimously.

3. **AUDIENCE PARTICIPATION OR CORRESPONDENCE**

Comments were received on the CEC District updates, and Comprehensive Plan Chapter 6 update. Mr. Little provided copies.

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

Waived as scheduled public hearings are legislative in nature.

5. **PUBLIC HEARINGS**

26-00529 ADU Ordinance Updates

Mr. Little gave the staff report and presentation.

Updating the ADU ordinance will broaden the use of ADUs, reduce permitting timelines and complexity, stay current with changing housing needs and State goals for affordable housing.

Goals include:

- Streamlining - transfer reviews to Administrative review, eliminating the need for an Appeal Board of Adjustment hearing
- Remove occupancy requirements
- Remove language surrounding complaint investigation and a second Certificate of Occupancy
- Remove illegal ADUs section
- Remove landscaping/screening language
- Remove language regarding 2-story ADUs/privacy
- Default to standard setbacks
- Change age of mobile homes to 5 years

Chairman Collins suggested striking "may" from 19.22.02(f), and the first "center" from 19.22.025(c). Member Alison Moss would like everything after "may be allowed" in 19.22.025(c) to be struck.

Chairman Collins opened the public hearing.

Hearing no speakers, Chairman Collins closed the public hearing.

A motion was made by Member Alison Moss, seconded by Member Ramona Leber, to recommend approval to City Council for the proposed updates to LMC 19.22.025 and repeal LMC 19.12.055. The motion passed unanimously.

26-00530 CEC District Updates

Mr. Little presented the staff report.

The proposal is to amend current provisions of the CEC district to include/address:

- Making an animal shelter an allowed use but limited to operation by a government entity, or an operator contracted to a government entity.

Meet LMC 6.07 - specific standards for indoor/outdoor kennels
Adequate soundproofing

- Peardale Lane Access

Proposal would include access for the Fair, Event Center shows/activities and other fair/event center facility activities

Key impacts: traffic increase tied to the Event Center; traffic impacts on future development

Chairman Collins opened the public hearing.

The following citizens spoke:

Myrna Rock - not in favor - traffic impacts, trash, transients, etc.

Mark Snyder - not in favor - agreed with previous speaker.

(Resident) - not in favor - too many vehicles, worried about emergency vehicle access.

Jennifer Leach - Master Gardner - asking about the hoop house and greenhouse on the property

Hearing no other speakers, Chairman Collins closed the public hearing.

A motion was made by Member Ramona Leber, seconded by Member Jeff Rauth, to recommend approval to City Council for the proposed update to LMC Chapter 19.40.010 and 19.40.100 relating to animal sheltering and Peardale Lane access.

Member Ramona Leber asked if expanded use is allowed, and there is no RV park, but the CEC finds other uses, do we open it up for any and all regardless of the property use?

Mr. Little said if it is associated with the Fair, or the Event Center it can be used. If the CEC Master Plan

changes, current language allows access.

Member Alison Moss asked about the Master Gardner use and Mr. Little said if it is tied to the Event Center, access is allowed.

Master Gardner Jennifer Leach questioned if they need to continue working on a property owner agreement with the County if the uses are not allowed. Mr. Little will do more research to provide an answer.

Member Ramona Leber is not comfortable with the broadness of the access.

Chairman Collins feels there are enough protections in place for animal shelter use, but the Peardale access is not as clear. He doesn't see a demonstrated need for that.

A motion was made by Member Ramona Leber, seconded by Member Jeff Rauth, to bifurcate the original motion. The motion passed unanimously.

The animal shelter portion of the original motion was voted on and passed unanimously.

The Peardale Lane access portion of the original motion was voted on and all opposed.

6. NON-PUBLIC HEARING ITEMS

26-00533 Comprehensive Plan Updates - Chapter 3 Housing

Deferred to August meeting.

26-00534 Comprehensive Plan Updates - Chapter 6 Energy and Telecommunications

Mr. Irene Rutikanga gave a presentation on updates to Chapter 6 of the Comprehensive Plan. He handed out input received from the CEDC and is waiting for Cowlitz PUD input.

Member Ramona Leber asked about broadband coverage and affordability.

26-00535 Comprehensive Plan Updates - Chapter 7 Public Facilities - Fire Dept.

Mr. Rutikanga provided the update to the Fire Department section of Chapter 7.

7. OTHER BUSINESS

None at this time.

8. PLANNER'S REPORT

**New project in review, following the PUD process. Multi-family and townhomes in the Pine St. area.*

9. DIRECTOR'S REPORT

None at this time.

10. ADJOURNMENT

The next regular Planning Commission meeting is scheduled for August 5, 2026.

With no further business to discuss, Chairman Collins adjourned the meeting at 8:28 p.m.

Lisa Vertrees, Recorder



City of Longview

Agenda Summary

Comprehensive Plan Updates - Chapter 2 Land Use

Attachments:

1. Chapter 2.docx (Redlines)
2. Chapter 2 (Original)

Chapter 2. Land Use

Introduction

The Land Use Element of the Comprehensive Plan guides growth in the City. It establishes Future Land Use Designations and Goals and Policies that encourage and allow uses that meet the intent and objectives of the City of Longview Vision

This chapter, in concert with other comprehensive plan elements, proposes land-use patterns intended to promote cohesive neighborhoods; provide employment opportunities; set aside land for parks, open space, and civic uses; provide for pedestrian and vehicular connections; and protect critical areas.

~~Land use provisions seek to balance land uses in a way that reflects Longview's vision.~~

The original planned layout of Longview, together with zoning developed in the 1930s, made for a separation of land uses in most parts of the city – residential neighborhoods separated from business areas – except for downtown, which is characterized by traditional mixed uses (retail on the ground floor and residential or office uses in upper stories). The early development pattern is still visible today, particularly in the city's core, where wide, spoke-like boulevards emanate from the Civic Center out to the stable historic neighborhoods with interconnected streets in a grid pattern.

Existing Conditions and Trends

~~Contemporary development in Longview exhibits a more auto-oriented, less pedestrian-friendly pattern along the city's major commercial and industrial corridors such as Ocean Beach Highway, Washington Way, and Tennant Way. Newer residential development has tended to include more cul-de-sacs and curvilinear streets rather than following a traditional grid approach. In the newer parts of the city, critical areas such as steep hillsides and wetlands dictate patterns of land use.~~

Longview is largely developed, with a mix of residential, commercial, industrial, public, and parks and open space uses. As shown in Table 2-1, residential and industrial uses account for a substantial portion of the city's developed land, while commercial development is concentrated primarily along major transportation corridors and within established commercial centers. Parks, open spaces, public facilities, and other community uses are distributed throughout the city and contribute to Longview's overall land use pattern.

Because much of the city is already developed, future growth will increasingly occur through infill development within the westside neighborhood, redevelopment, and efficient use of underutilized properties rather than through large-scale development of vacant land. Changes in housing demand, employment, commercial activity, and infrastructure needs may also influence how existing properties are used or redeveloped during the planning period.

Contemporary development in Longview exhibits a more auto-oriented, less pedestrian-friendly pattern along the city's major commercial and industrial corridors such as Ocean Beach Highway, Washington Way, and Tennant Way. Newer residential development has tended to include more cul-de-sacs and curvilinear streets rather than following a traditional grid approach. In the newer parts of the city, critical areas such as steep hillsides and wetlands dictate patterns of land use.

The planning area boundary (PAB) includes the already incorporated city limits but also defines the unincorporated area around Longview where urban densities of development are encouraged, because development in this area can be efficiently serviced by public sewer and water systems. The area is based primarily on the location and amount of potentially developable land to which sewer and water services are already provided or can be provided. The unincorporated PAB also forms the logical future annexation area. Within the incorporated PAB, residential infilling of vacant lands is encouraged. For unincorporated lands within the

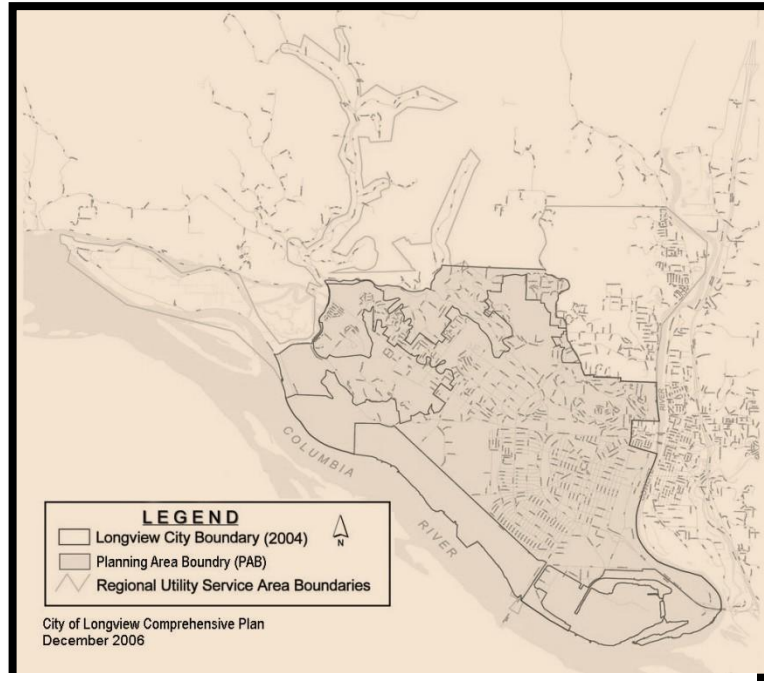


Figure2-1 . Longview Boundaries

PAB, the City should coordinate with Cowlitz County and special districts about land uses and service facilities. Sewer service to the furthest-reaching areas should be expected only over the long term.

The PAB is intended to define the area where urban densities of development are encouraged, because development in this area can be efficiently serviced by public sewer and water systems, and to guide development to that area in order to make more efficient use of public investments. In many cases, expenditures for public facilities have already been made. Outside the planning area, where urban services are not available and will not be needed for some time, a rural development scale is most appropriate.

Land Consumption by Type

The portion of land in the PAB *that lies outside city limits* primarily consists of land in industrial uses (48 percent). This land includes industrially used, waterfront property owned by the Port of Longview. Single-family residential uses make up approximately 23 percent of the land within the planning area, and approximately 15 percent of the land is vacant. Other uses include multi-family, commercial, and public.

Table 2-1. Land Use Comparison Longview and Unincorporated Planning Area Boundary

Existing Land Use Category	Total Acres City + PAB	Total Acres PAB Only	% of Total PAB Only	Total Acres City Limits	% of total City Limits	% of Total City +PAB
<i>Single Family</i>	3,921	1,185	23%	2,736	34%	30%
<i>Multi-Family</i>	344	40	1%	304	4%	3%
<i>Commercial</i>	551	41	1%	510	6%	4%
<i>Industrial</i>	2,989	2,471	48%	518	7%	23%
<i>Public</i>	1,861	277	6%	1,584	20%	14%
<i>Farm/Forest Land</i>	420	324	6%	96	1%	3%
<i>Vacant</i>	2,988	774	15%	2,214	28%	23%
TOTAL	13,074	5,112	100%	7,962	100%	100%

Source: Cowlitz-Wahkiakum Council of Governments, 2016

Industrial land uses take up seven percent of the acreage within the city limits and 23 percent of the acreage within the entire PAB. Single-family residential use consists of approximately 34 percent of the land within the city and 30 percent of the entire PAB. Commercial uses are more common within the city limits, as would be expected, as is multi-family residential development. The already incorporated area houses the bulk of public land within the PAB, which represents 20 percent of land within the city and 14 percent of land within the entire PAB. The share of vacant land within the city (28 percent) is proportionately much greater than the lands surrounding the city (15 percent).

Some parts of unincorporated Cowlitz County are not currently zoned, including area within the PAB. Of the 5,112 acres outside of the current city limits but inside the PAB, only 1,666 acres have a zoning designation. The following table summarizes the lands within the PAB that are zoned.

Table 2-2. Acreage by Zoning District

Zoning District	Total Acres	% of Zoned Area
Central Business District	147	1.5%

Civic Center District	69	0.7%
Country Club District	274	2.8%
County Fairgrounds District	50	0.5%
Downtown Commerce	68	0.7%
General Commercial District	232	2.4%
Heavy Industrial District	1,946	20.2%
Light Industrial District	294	3.1%
Mixed Use - Commercial/Industrial District	494	5.1%
Neighborhood Commercial	10	0.1%
Office/ Commercial Dist.	101	1.0%
Regional Commercial District	80	0.8%
Residential District	5,217	54.2%
River Front District	54	0.7%
Traditional Neighborhood	593	6.2%
Total	9,629	100%

Source: Cowlitz-Wahkiakum Council of Governments, 2016

The table on the following page shows the combination of the specific zoning designations into general use categories, demonstrating a fairly level split in land uses from 2006 to today.

Table 2-3. Comparison of Zoning Distribution, Pre- and Post-2006 Plan

Zoning Category	Acres	% of Zoned Area (Post-2006 Plan)	Prior to 2006 Comprehensive Plan
Residential	5,810	60%	60%
Commercial	1,131	7%	6%
Industrial	2,240	28%	30%

Other ¹	447	5%	4%
Total	9,628	100%	100%

Source: Cowlitz-Wahkiakum Council of Governments, 2016

Vacant and Underutilized Land

There are 1,148 vacant parcels of land within the city limits totaling 2,214 acres. When factors that limit development are applied against this total acreage, this equates more closely to 841 acres within the city limits that would be developable. These factors, identified in the 2006 comprehensive plan, include the presence of critical or environmentally sensitive areas; land needed to support infrastructure such as streets, utilities, and other public services; and a market availability factor that essentially estimates the rate at which land is withheld from development during the 20-year planning horizon. When considering the entire PAB, there are 1,490 vacant parcels containing 2,988 acres; resulting in an estimated 1,135 acres of developable land when limiting factors are applied.

Among the vacant lands are 42 parcels (114 acres) owned by the City, an estimated 43 acres of which are developable.

¹ Includes Civic Center; Country Club District; County Fairgrounds District; and Riverfront District.

Figure 2. Existing Land Use Inventory

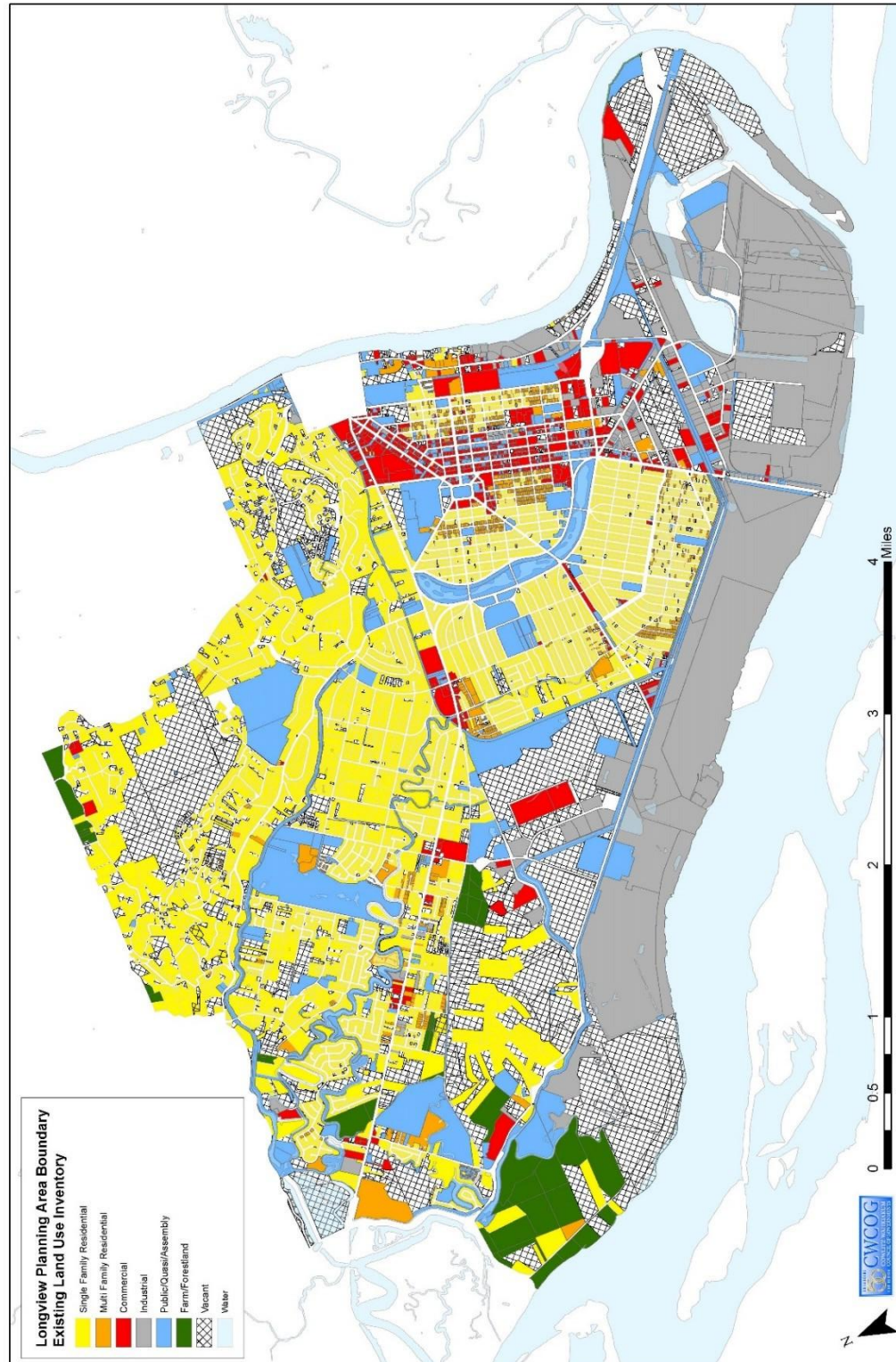


Table 2-4. Developable Vacant Lands, Longview Planning Area

Vacant Land	City	Planning Area Boundary
Total Parcels	1,148	1,490
Total Acres	2,214	2,987
Critical Areas Factor (12 %)	266	358
Infrastructure/ Public Lands Discount Factor (25%)	553	746
Market Factor (25%)	553	746
Total Developable Acres minus 2006 Factors (38%)	841	1,135

Source: Cowlitz-Wahkiakum Council of Governments, 2016

The analysis below shows that just under half (48 percent) of developable vacant land in the city lies within residential zoning districts, while 40 percent lies within industrially zoned areas. The difference of 11 percent is found within commercial zones.

Table 2-5. Vacant and Developable Land Area within Longview

Zoning Categories	# Parcels	# Acres	# Developable Acres	% of Total Vacant Land
Residential	832	1,055	401	48%
Commercial	97	48	18	2%
Industrial	187	1077	409	49%
Total	1,116	2,180	828	100%

Source: Cowlitz-Wahkiakum Council of Governments, 2016

An analysis of underutilized lands was conducted. These are properties that are developed, but may not have been developed to their fullest potential under the current zoning. Parcels within the PAB were

included where the improved value was 50 percent or less than the land value.² A total of 1,018 parcels containing over 2,557 acres was identified as underutilized.

This analysis looks at underutilized parcels by land-use category, as there is already some degree of use taking place. Properties that have extensive paved parking areas could be considered to be underutilized; however, such area may be needed for logistical purposes, particularly if located within an industrial area. There is approximately twice the number of acres of underutilized land as there is vacant land throughout the PAB which could be available to meet development needs.

Table 2-6. Underutilized Lands, Longview Planning Area

Land Use Category	# of parcels	Total Acreage
Commercial	94	94
Farm/Forestland	45	379
Industrial	112	1,952
Multi-Family Residential	8	11
Single Family Residential	759	123
Total	1,018	2,557

Source: Cowlitz-Wahkiakum Council of Governments, 2016

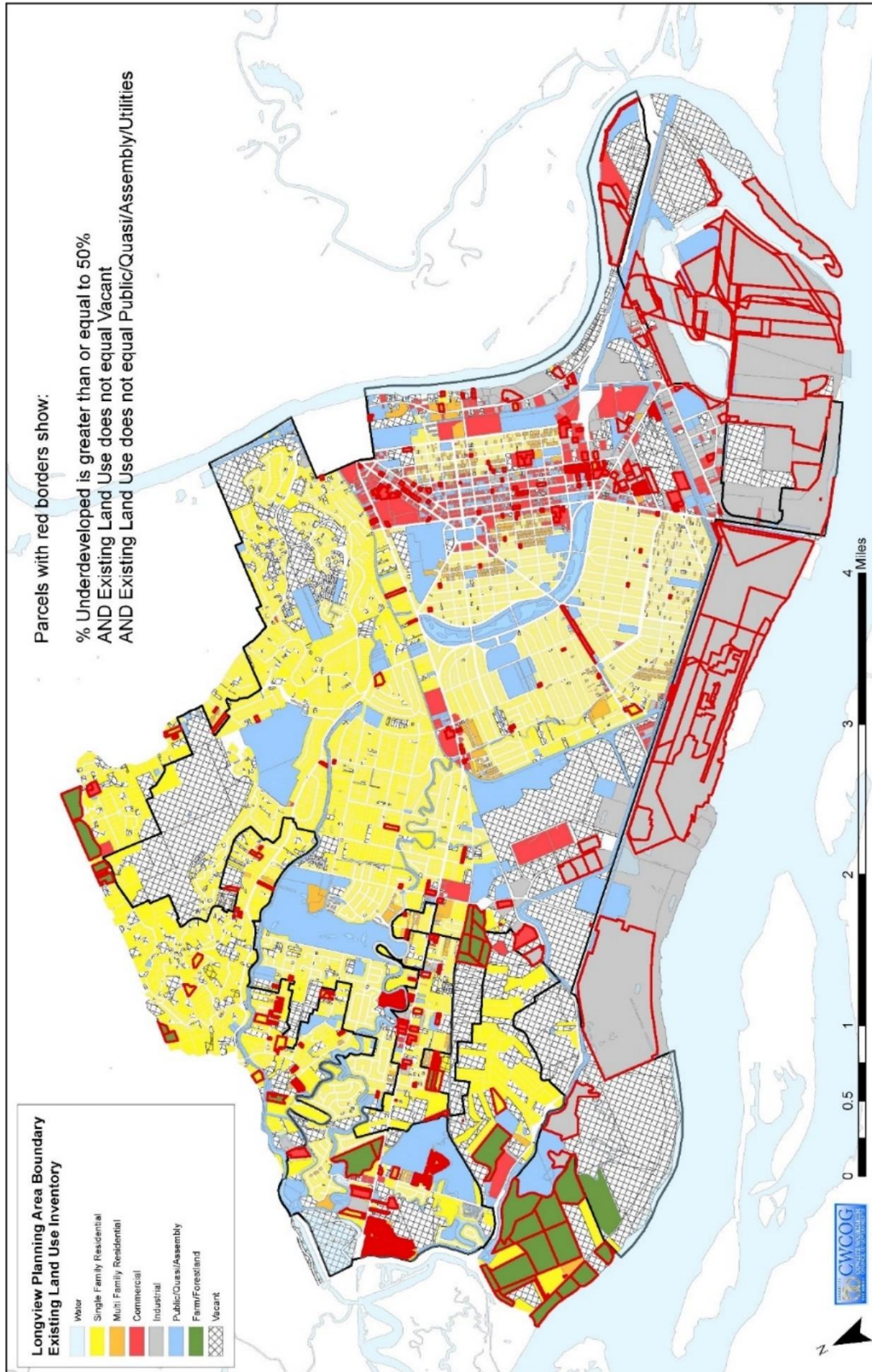
Of the 1,490 vacant parcels, 907 (61 percent) are equal to or greater than a quarter acre in size, with a mean parcel size of 3.2 acres. In combination, these parcels represent 2,906 acres. When looking at vacant acreage (not parcels), 97 percent of all vacant acreage is comprised of parcels equal to or greater than a quarter acre.

Of the 583 vacant parcels that are less than a quarter acre in size, the mean acreage is equal to 0.14 acre (about an eighth of an acre). Slightly more than 81 acres fall into this category. This means that about three percent of vacant land has very limited development potential simply due to parcel size.

The map on the following page shows patterns of underutilized lands throughout the PAB.

² Same threshold used in the 2015 West Kelso Subarea Plan.

Figure 2. Existing Underdeveloped Parcels



Another trend evident from the preceding tables and the adjoining map is that there is almost twice as much land designated for residential use as is actually used for residential purposes. While on first blush it may seem that the city has too much land designated as residential, many of these vacant residential parcels are very small. Some large vacant residential areas are surrounded by existing residential use and are not located on a major thoroughfare, making them unsuitable for other types of uses.

Longview Land-Use Issues

The land-use focus is drawn from public outreach conducted for [previous plan updates](#) and in preparation for the ~~2006~~ [2026](#) plan update. Among the issues related to land use participants identified were:

- Providing for a diverse economic base including industrial, commercial, and office uses
- Ensuring availability and location of land for commercial uses to provide goods and services to the community and to attract and accommodate new commercial development
- Increasing the amount and variety of housing options, including development of high quality multi-family housing as well as a variety of low- and moderate-density housing types
- Promoting downtown redevelopment and mixed-use development to allow flexibility in the use of land and to allow complementary uses to be located close together or in the same building
- Allowing infill where homes or businesses are added in an established district on vacant or less developed lots, taking advantage of areas where infrastructure is already in place and where there are fewer environmental constraints
- Ensuring safe and convenient pedestrian, non-motorized, and motorized circulation
- Improving gateways and streetscapes
- Connecting to the waterfront

Below is a summary of additional planning issues identified, as well as issues pinpointed from recent discussions and literature review.

Quality of Life

Longview has a number of assets that make it a livable community. The city's history and heritage, location along the Columbia and Cowlitz rivers, public parks and open space areas, existing amenities such as the Columbia Theater, excellent schools, and its presence as a regional hub are all aspects that community members extol.

However, the notion of enhancing the community's livability was also identified as vital to the city's economic health and well-being. Improving community safety; diversifying the economy; enhancing Longview's image; protecting natural resources; [providing more opportunities for youth](#) and maintaining attractive locations to live, work, and play were all identified as key to Longview's prosperity.

Neighborhood Connectivity and Circulation

National surveys on consumer preferences show that people of all ages, from aging “boomers” to Gen Xers and even millennials, GenZ prefer to live in neighborhoods within easy walking or cycling distance of shopping, dining, and other activities. Responsiveness to consumer preferences is essential to revitalizing Longview’s neighborhoods and commercial districts. This typically requires an adjustment in both land use and transportation policy and practice. Longview’s transportation system is built upon the traditional grid system, offering lots of options to avoid congestion and providing unencumbered access to a variety of land uses and districts. The concept of “complete streets” is a way to maximize the grid system while providing an array of amenities that will accommodate transportation options and active living.

The newer residential subdivisions in Longview have tended to include more cul-de-sacs and curvilinear streets as opposed to the grid pattern seen in the older development in the city’s central core. This new development pattern has resulted in reduced neighborhood connectivity and longer traffic delays during peak periods. Efforts to enhance mobility are needed to improve neighborhood connectivity and include increased options for pedestrians, bicyclists, and motorists. This strategy includes developing land-use standards for new subdivisions and when opportunities arise in redevelopment that promote land-use patterns with a circulation system laid out in a fine-grained grid to maximize circulation opportunities, improve accessibility, minimize walking distances, and support pedestrian circulation. Grids have a large number of intersecting streets, thereby reducing the distance between trip origin and destination. Grid patterns also provide for a large number of alternative trip routes, allowing pedestrians and bicyclists to vary their routes for variety, safety, and convenience. When appropriate, new neighborhoods should be developed and older development retrofitted with an integrated system of trails and pedestrian ways that link schools, shopping centers, and other public facilities with residences.

~~Transportation Choices and Alternatives~~

- ~~—There is a need to provide opportunities for increased pedestrian activity, accommodate bicyclists, and improve transit services and access for transit users. Transportation choices will also improve neighborhood attractiveness, as demonstrated in national surveys that examine consumer preferences. Transit-oriented development can be developed around traditional transit with a rich menu of amenities and connections at densities generally accepted in smaller cities. This would need to focus on intersections or nodes of key regional corridors.~~

~~Corridor Improvements~~

- ~~—Improvements are needed throughout the city to manage traffic while ensuring pedestrian/cycling ease and safety along major corridors that experience higher volumes of traffic and accompanying reductions in speed. There is a need to manage access points along key arterials in order to improve mobility, reduce accidents, and provide safer access to businesses and residences.~~

~~Freight and Goods Mobility~~

- ~~—Longview’s industrial heritage has resulted in a fairly significant number of at-grade rail crossings within a localized area, leading to congestion that will deteriorate further as freight rail movement increases to serve new or growing industry. This is particularly important for continued vitality and~~

~~growth along the SR 432 (Industrial Way) corridor, SR 433 (Oregon Way) and the Lewis and Clark Bridge, and the development of Barlow Point by the Port of Longview as well as future vitality of the Mint Farm Industrial Park, both located within the SR 432 corridor.~~

Future Development in Longview

Residential

People face different housing needs at different times of their life. Providing a continuum of housing choices helps meet those changing needs, including housing for families, retired folks, young singles starting out in the job world, and students. Over the ~~past 20~~ years, the city's population has grown, yet the type of housing options available to residents has not experienced the same level of growth ~~remained relatively constant~~. Increasing housing options is important to meet the needs of existing and future residents.

- **Protecting and Enhancing Neighborhoods.** The City values and considers the protection and enhancement of its existing residential neighborhoods a high priority. Affordable housing stock has been lost due to redevelopment, and some of the established housing stock has been poorly maintained over time and needs renovation and maintenance.
- **Existing Housing Affordability Needs.** As identified in the housing element, personal income growth has trailed housing price growth. ~~Since 2007, rents throughout the county have increased 20 percent, while incomes have increased only five percent~~ Over the years rents throughout the county have increased at a much faster rate than household income. There are also needs for rental housing that accommodates larger families and for housing for very small households.
- **Future Needs.** Attracting and retaining younger families, single professionals, and retirees is an important concern for the City in its efforts to diversify its economy. This includes promoting and expanding downtown and non-downtown housing options.

The relative stagnation in housing options means that Longview should explore measures to increase the range of housing types to meet existing and future demand.

Commercial, Mixed Use, and Industrial Areas

Industrial, commercial, and mixed-use classifications represent a range of intensities, scales, and combinations of uses, depending on where they are located in the community and the purpose they serve. Longview's roots are based on its industrial foundation. About 40 percent of the city's vacant land lies within industrial zones, but only seven percent of land is used as industrial land. Most of the land with an industrial land-use classification is located along the waterfront and outside of the city limits but within the PAB. In the PAB, 48 percent of the land is designated industrial, and 40 percent of the overall land is vacant.

In 2006, approximately 1,200 acres of land previously designated as industrial in the comprehensive plan's future land-use map (FLUM) were reclassified to mixed-use or commercial use districts, which will allow for greater diversity of uses and flexibility. However, industrial uses remained a predominant use, at over 30 percent of the combined city limits and PAB area.

The land-use analysis indicates that approximately 11 percent of the city's commercially zoned properties are vacant, an increase from six percent ten years ago. Many of these are small parcels.

The FLUM identifies the location of additional commercial land, including locations for regional, community-oriented, and mixed-use/neighborhood commercial uses. This expansion of commercial lands has occurred along major transportation routes through the city and/or adjacent to existing shopping centers.

The City intends to maintain a supply of commercial land that is focused in key areas or nodes rather than continuous commercial along arterials to help avoid sprawl, plan for services, and recognize the hierarchy of commercial centers. To help support downtown's central role, the comprehensive plan supports the downtown plan. The plan also supports incentives for redevelopment of existing commercial properties (e.g., Ocean Beach Highway) as important to the economic vitality and aesthetic appeal of this area.

Gateways

Longview has designated gateways at major intersections into the City to provide opportunities for land uses and design appropriate to greet persons coming into the city. Special consideration should be given to the overall appearance and impression created for the city at these gateway locations as well as methods to take advantage of economically beneficial uses and features that may be appropriate at these locations. Since 2006, gateway improvements have been made along SR 432/Tennant Way. Ocean Beach Highway and SR 433/Oregon Way were also designated as city gateways in the 2006 plan.

Development of these gateways, along with improved streetscape standards, is important because they provide some of the most enduring visual impressions of Longview. Sameness and lack of visual distinctiveness to much of the city's gateways and corridors present an opportunity to strengthen Longview's image and identity. A positive visual image using design elements will contribute much to the overall positive impression that Longview can make as a city and an attractive place to live and work.

Longview should also develop and implement streetscape standards for public improvements and private development that further improve the impression people have of Longview. As a starting point, the streetscapes of major transportation corridors through the city should be attractively landscaped and should have appropriate unified signage to direct visitors and promote the city's attractions. Since 2006, the city has invested additional public dollars at a significant scale for streetscape beautification in downtown Longview, promoting pedestrian activity and treating the street as a place for people.

Waterfront Development

The Columbia and Cowlitz rivers have historically been associated with waterfront industrial uses. However, the City needs to identify means to leverage its proximity to the waterfront to encourage and develop opportunities for the public to access and enjoy the water, balanced with the need to enhance and protect the environmental qualities of the rivers and associated critical areas. Redevelopment efforts along the waterfront include identifying areas where a mix of housing, trails, open space, restaurants, and other designations can occur to create a stimulating and vibrant gathering place.

Interjurisdictional Cooperation

As the largest city in Cowlitz County, Longview serves as the regional hub. Regional coordination is and will continue to be essential to the vitality of the Kelso/Longview region. Cooperative planning at the

regional level addresses shared issues and solutions. Regional coordination has been identified as a key aspect of economic development efforts, environmental planning and restoration, and transportation system funding and improvement in the metropolitan planning area. Careful planning is also beneficial for providing future services in the PAB.

Emphasis Areas

The City identified several areas or neighborhoods in and around the city for additional examination as part of the current comprehensive plan update. A series of public workshops was held in 2016-17 to evaluate stakeholders' visions for future land uses and policy options for these emphasis areas. Additional public workshops were held as part of the 2026 Comprehensive Plan Update. One workshop gathered community input on the Comprehensive Plan as a whole, while the other workshops focused specifically on the needs, opportunities, and future vision for the downtown area. Feedback received during these workshops helped inform the goals and policies included in the updated plan.

It should be noted that a portion of the discussion among stakeholders focused on allowed land uses under the zoning in the immediate future, not necessarily the long-term outcome of a policy decision in context of the future land-use designation. Staff emphasized that a zoning code update is not part of the current comprehensive plan update; however, the distinction between the two was not well understood so discussion tended to overlap both. Stakeholder meetings were held on the former Westside Sewer Lagoons, Barlow Point, Highlands Neighborhood/Oregon Way, regional commercial district (36th Avenue/Ocean Beach Highway, and the SR 411/First and Third Avenue Corridor.

At each of the public discussions, citizens raised a variety of opinions and proposed direction. Public sentiment supported the long-term open space use of the Lagoons. As a major property owner of the property at Barlow Point, the Port of Longview focus on long-term job creation land use was predominant. No significant changes were identified for implementation along Oregon Way. A zoning district designed specifically for the Highlands neighborhood was suggested. The long-term protection of the 36th Avenue/Ocean Beach Highway area for major commercial development rather than a piece-meal approach was seen as the leading alternative. The discussion regarding the SR 411/First and Third Avenue Corridor also led to an approach without changes to the existing vision.

In its comprehensive plan update adopted in mid-2017, Cowlitz County added provisions related to cooperative planning and services within both the public services, facilities, and utilities and the plan implementation sections of its plan:³

³ *Cowlitz County Comprehensive Plan 2017 Update*. Cowlitz County, Washington.
<<http://www.co.cowlitz.wa.us/DocumentCenter/View/12997>>. Accessed November 2, 2017.

Goal PSFU 2: Establish and/or assess inter-local agreements with municipalities and other entities to coordinate efficient provision of public facilities.

Policy PSFU 2.1 Coordinate infrastructure and service planning with local jurisdictions to be consistent with city and county Service Areas and proposed Urban Growth Areas identified by cities within Cowlitz County.

Policy PSFU 2.2 The Department of Public Works and the Department of Building and Planning should coordinate infrastructure planning to meet County development goals.

Policy PSFU 2.3 Encourage joint planning for construction of linear infrastructure such as transportation, water, sewer, power, and telecommunications.

Goal I 4: Work with local jurisdictions to create as much consistency as possible across jurisdictional lines with regard to capital improvements, comprehensive plans, ordinances, and other policy documents.

Policy I 4.1 Strive for consistency with the adopted plans of local jurisdictions when reviewing new ordinances, updating existing ordinances, developing policy, or amending the Comprehensive Plan.

Policy I 4.2 Promote the establishment of inter-local agreements with other local jurisdictions, to help ensure proposed development near these jurisdictions is consistent with their planning for these areas.

Policy I 4.3 Encourage the development and execution of regional planning efforts, particularly in regards to transportation planning, capital improvement planning, and connectivity of services.

Working through the County construct governed by these goals and policies, the City should collaborate with the County to gain formal recognition of an urban growth area for the unincorporated portion of the PAB and to engage in joint planning for land within it. Such efforts could include the following:

- Reaching agreement upon a desired future for the area. County adoption of land-use classifications that mirror the City's land-use plan and standards for the PAB to achieve the long-term community vision and avoid potential land use conflicts and compatibility issues, consistent critical area protection, and efficient provision of urban services.
- Coordinated planning and development review between the City and County within the PAB to provide greater predictability for property owners on how their properties may be used in the future.

Annexation

The West Longview area near Ocean Beach Highway is considered one of the most likely areas where future annexation inquires and requests will occur. Given past development trends and the potential for increased requests for annexation, joint planning with the County should proactively address issues that occur when annexation inquiries are made:

- Establishing a process for future annexation requests that includes consultation and coordination on the provision of urban services (e.g., water and sewer) to ensure consistency with the City's sewer and water plan.
- Analyzing the revenue impacts to other service providers once annexation occurs and Longview provides public services, such as fire protection and other public safety services.

Future Land Use Map

The FLUM (Figure 2-4) classifies all land in the PAB into broad categories. The land uses delineated by the FLUM are generally distributed consistent with existing land use and zoning. However, some changes to the FLUM were made to better address the balance of commercial vs. industrially designated land, the availability of a variety of housing types, the relationship of land use and transportation and environmental constraints.

The following land-use designations indicate the existing predominant use and the mix of other uses deemed to be compatible, possible, and desirable as the city and urban area grow and change. The map must be used in conjunction with the goals, objectives, and policies contained in each element of the comprehensive plan. The FLUM is a representation of some of the goals, policies, and findings; and it defines the areas to which the land use goals, objectives, and policies apply. The Planning and Building Department displays the official land-use map on which amendments and updates will be shown.

In addition to the general explanation of the FLUM, specific descriptions of each classification are given below to show the intent of the FLUM.

Districts

The following section provides a description of each land use category included on the FLUM. These land-use categories provide a broad description of land use and development type. These descriptions, along with the following goals, objectives, and policies, provide direction for the use and development of the land within Longview, which are implemented through development regulations adopted by the City. The land-use planning choices made in the FLUM will serve as the basis for any property rezoning and for amendments to the City's zoning ordinance (LMC Title 19).

Low Density Residential

The low-density residential classification designates areas intended primarily for single-family dwellings. Manufactured housing parks designed according to firm standards for screening, buffering, parking, recreational area, distance between units, and other matters may be appropriate when deemed compatible with adjacent property by the City or County planning commissions and local legislative bodies. As Longview continues to grow and the demand for diverse housing options increases, the City should identify areas suitable for applying the multi-unit zoning overlay (MUZO). Expanding the overlay in appropriate locations can increase housing capacity, support a wider range of housing types, and help accommodate future population growth. Home occupations may be acceptable. The recommended density is up to six dwelling units per gross acre.

Traditional Neighborhood Residential

The Traditional Neighborhood Residential classification is characterized by predominantly residential uses, by a grid pattern of streets with sidewalks and may include alleys. This classification allows residential dwellings that are designed to contribute to the harmony and pedestrian orientation of a street or neighborhood. This classification accommodates individual dwelling units located on a single lot in a fashion that may allow reduced lot size, reduced or eliminated setback and street frontage requirements, and zero lot-line or common wall construction in order to provide design flexibility and produce a more desirable living environment in areas where it is desirable to preserve open space, sensitive areas, and difficult terrain.

Housing types include single-family houses on small lots, second units, cottage clusters, and courtyard housing. Townhouse development may be allowed with approval of a planned unit development. Design standards will be prepared for each housing type to ensure that development successfully contributes to the street and neighborhood and minimizes potential negative impacts. Residential densities within the Columbia Valley Garden neighborhood should range between six and eight units per gross acre; other areas with this classification will have densities that range up to 12 units per gross acre.

Medium Density Residential

This classification provides for a mixture of housing unit types, including single-, two-, three-, and four-family dwellings; townhouses; or clusters thereof. The classification is also intended to apply to planned unit developments having a mixture of housing unit types and limited commercial land uses. Development should incorporate safe, attractive, and continuous connections and walkways for travel and access by foot at a human scale as an integral part of its overall layout and design.

Development adjacent to lower density uses should incorporate elements in the site design and building design to soften its impact and to result in a compatible transition. Multi-family development should incorporate provisions for transit service and pedestrian and bicycle access. ~~Manufactured housing parks designed according to firm standards for screening, buffering, parking, recreational areas, distance between units, and other matters may be appropriate when deemed compatible with adjacent property by the City or County planning commissions and local legislative bodies.~~ Home occupations may be acceptable. The recommended density is up to ~~18~~ 30 dwelling units per gross acre.

High Density Residential

This classification provides primarily for multi-family dwellings of more than four units. Multifamily development adjacent to lower density residential uses should incorporate elements in the site design and building design to soften its impact and to result in a compatible transition. Multi-family development should incorporate provisions for transit service and pedestrian and bicycle access. ~~Manufactured housing parks designed according to firm standards for screening, buffering, parking, recreational areas, distance between units, and other matters may be appropriate when deemed compatible with adjacent property by the City or County planning commissions and local legislative bodies.~~ Some home occupations may be acceptable including some professional offices. There is no

maximum density requirements in the High-Density Residential district. ~~The recommended density is up to 25 dwelling units per gross acre.~~

Mixed Use

This classification is intended for areas that will promote an urban-style development with a mix of uses that commonly include commercial, office, and residential, with a strong emphasis on pedestrian connections. Strip commercial and residential development should not be allowed; instead, development should be focused into nodes or clusters. Mixed-use development may include permitted activities mixed within the same building or within separate buildings on the same site or on nearby sites. This classification should provide flexible development standards, which will ensure design compatibility between the site and the development, as well as between the development and the surrounding area. Three mixed-use designations (Residential/Commercial, Commercial/Industrial, and Office/Commercial) are described below.

Residential/Commercial

This designation is intended to encourage an integration of residential, village style commercial, waterfront commercial, and office uses under a planned development process, which encourages creativity in site planning by allowing flexibility in lot and building arrangements and a mix of uses. “Village-style commercial” is intended to mean locally oriented retail, restaurants, and services that are placed in a node rather than in a strip, and that are designed in a pedestrian friendly, human scale character. Large-scale developments containing only single uses are discouraged within this classification.

Commercial/Industrial

This designation is intended to allow low intensity industrial uses, including light manufacturing, warehousing and distribution, research and development, and regional commercial services. Commercial uses should be compatible to and complement low-intensity industrial uses and provide a convenient business environment for employees and visitors. High quality employment facilities are encouraged, such as corporate office headquarters and technology centers.

Office/Commercial

This designation accommodates commercial and personal service establishments of a citywide or regional nature. In the area designated Office/Commercial immediately south of the Central Business District (CBD), public and private health care facilities, including continuation of care residential uses, offices, and similar professional services are appropriate types of uses. At the confluence of the Cowlitz and Columbia rivers, development along portions of the city’s shoreline areas should focus on commercial and office uses compatible with the shoreline, such as water-oriented uses.

Central Business District

The CBD is the commercial area which is, shall be maintained, promoted as, and redeveloped as a major retail, service, financial, professional, and cultural center if not also the regional retail trade center for the Longview-Kelso urban area and vicinity. This area shall be developed and redeveloped with a dense, highly intensive land use pattern focusing on high quality, urban style of development and architecture. This land-use designation recognizes the downtown and Triangle Shopping Center as areas of special concern to the City because of their importance and potential in maintaining the community's long-term economic viability and cultural attractiveness. Encouraged uses, activities, and structures include but are not limited to the following:

- large department stores;
- smaller retail stores;
- service, financial, insurance, real estate, and professional outlets and offices;
- municipal and private shared parking garages and lots;
- pedestrian malls and plazas;
- performing arts and other entertainment and cultural facilities and activities;
- hotel, motel, and conference or convention centers;
- transportation terminal;
- mixed use projects;
- upper story residential uses; and
- pedestrian walkways linking key facilities.

Pedestrian, bicycle, and transit access is emphasized to ensure that this area is walkable. Discouraged uses are those that are land consumptive, such as warehouses, automobile sales lots, and individual business parking lots and thus diminish the area's compactness and convenience as an integrated shopping goods and services area. Uses that are strictly automobile access-oriented, such as drive-in restaurants and gas stations, as opposed to pedestrian oriented, are discouraged in the downtown portion of the CBD.

Regional Commercial

The Regional Commercial classification is characterized by development that typically contains a mixture of high intensity uses including regional shopping (e.g., general merchandizing, big box, full-line department stores, apparel, variety, food service), offices, professional services, entertainment facilities, and hotels.

Development in an area classified as Regional Commercial may include a variety of stores under one roof or may consist of freestanding structures. The amount of floor space in regional centers usually exceeds 300,000 square feet, reflecting a market area designed to serve a population of at least 40,000.

Redevelopment and infill development are encouraged. The design of all development should provide a transition when adjacent to lower intensity uses. Regional Commercial areas are typically oriented primarily to automobile traffic; however, their design should include adequate facilities for pedestrians, bicyclists, and public transit.

Community Commercial

The Community Commercial classification recognizes activity centers that serve the day-to-day needs of the community as well as the surrounding neighborhoods and residential areas but that are less intense than regional commercial areas. When near or adjacent to residential areas, development in the Community Commercial areas are typically anchored by a grocery store, with supporting establishments including, but not limited to variety, drug, and apparel stores; and personal service establishments such as beauty shops and restaurants. In nonresidential areas, Community Commercial tends to be small businesses that serve the surrounding businesses, their employees, and visitors. Community Commercial development should be at scales and intensities that make them generally compatible with surrounding neighborhoods. Facilities should be designed to permit pedestrian, bicycle, and transit access, as well as automobile traffic.

Neighborhood/Convenience Commercial

Neighborhood/Convenience Commercial should be relatively small, compact areas located throughout the city that provide goods and services for the immediate neighborhood. These areas provide goods and services sought routinely and regularly, generally more on the basis of convenient location than price. Encouraged uses are small groceries and “mini-marts”; gas stations; beauty and barbershops; small restaurants; and small drug, gift, and variety stores. Discouraged uses include large discount or variety department stores and fast food restaurants. Development in Neighborhood/Convenience Commercial areas should be oriented primarily to pedestrian access. Uses in the Neighborhood/Convenience Commercial are intended primarily to serve local residential neighborhoods; the uses permitted are the least intense of the commercial spectrum and are limited to those that do not generate substantial volumes of traffic. This category should also allow for residential uses, when included as an integral component of the commercial development.

Light Industrial

The overall intent of the light industrial designation is to provide for low-intensity manufacturing, assembly, industrial services, distribution, storage, and similar uses that are conducted with minimal adverse impact on the environment and the general community. Light industrial uses tend to involve assembling and manufacturing of products from previously prepared material. RCW 36.70A.142 requires local development regulations to allow organic materials management facilities in areas identified through local solid waste planning. Consistent with this requirement, the City should evaluate appropriate locations within its light- and heavy-industrial areas, considering compatibility with surrounding uses, transportation access, infrastructure capacity, environmental impacts, and proximity to residential and overburdened communities. Uses allowed in this district are generally contained within buildings. Compatible uses that directly serve the needs of other uses in the district or nearby districts are also allowed. The light industrial classification recognizes areas for such uses as those listed below:

- light manufacturing and fabrication;
- warehousing and storage;
- wholesale distribution;
- product processing and packaging;
- construction and contracting operations;

- heavy equipment and truck sales, service, and repair;
- feed and seed stores;
- building material wholesale and retail sales;
- laboratory and research operations;
- veterinary offices and clinics requiring outside animal runs; and
- offices and institutions serving industrial workers.

Heavy Industrial

This classification recognizes areas currently used or suitable for heavy industry because of good truck and passenger vehicle access, rail access, waterfront access, or proximity to existing heavy industry. Heavy industrial uses tend to involve processing of natural and manmade materials into finished goods for sale, and may take place in interior and/or exterior settings. Uses in this district may require some handling of hazardous or flammable materials, may require outdoor storage, and may create some external emissions of noise, odor, glare, vibration, etc., but these are largely contained on-site, and, where possible, such uses are buffered from sensitive land uses. The heavy industrial classification recognizes areas for such uses as those listed below:

- manufacturing and fabrication,
- warehousing and storage,
- wholesale distribution,
- product processing and packaging, • energy production, and
- shipping.

Compatible uses that directly serve the needs of other uses permitted within the district are also allowed.

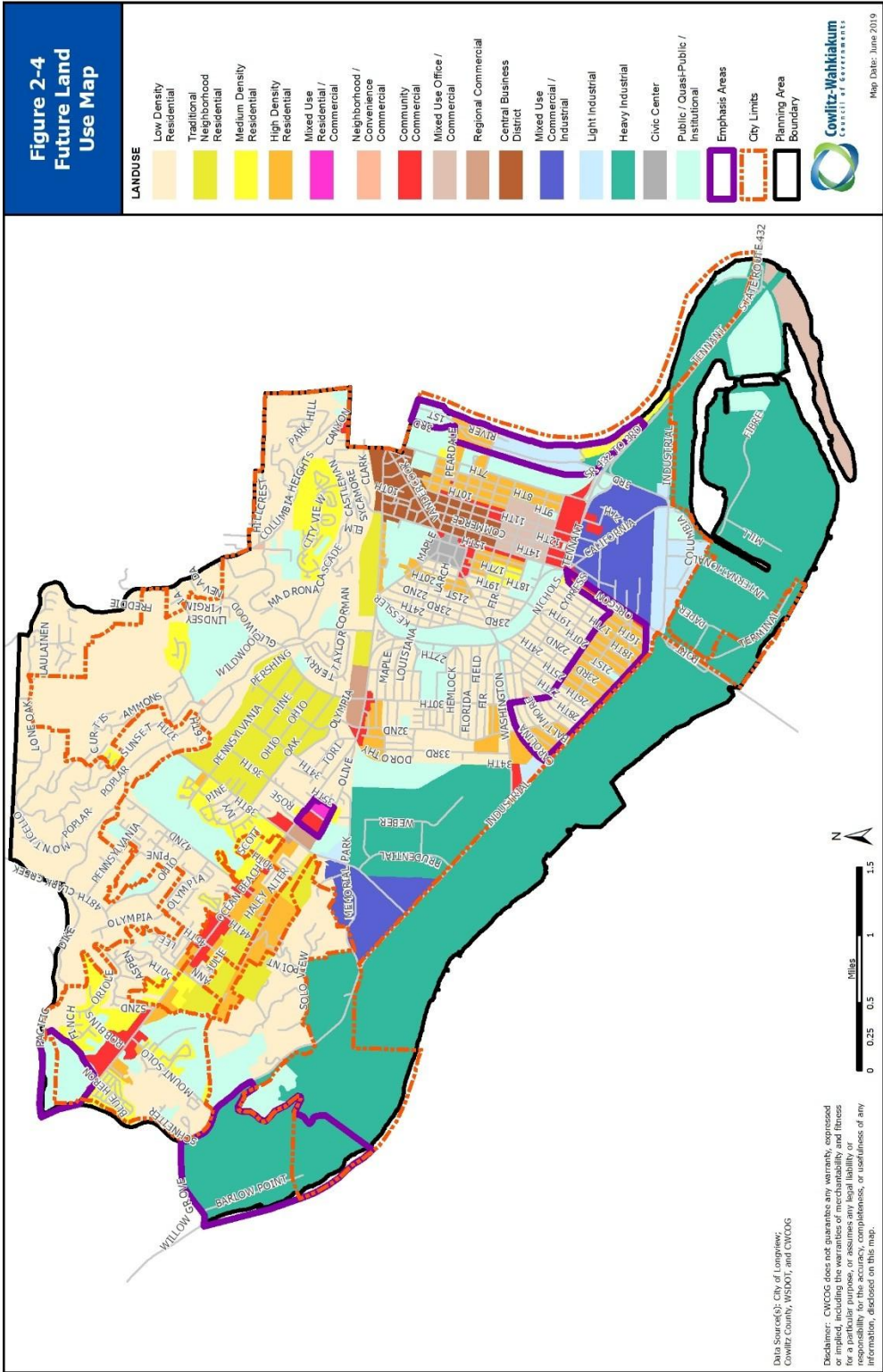
Civic Center

This designation recognizes the historical function of the R.A. Long Park hub as the “town square” and site of some of the city’s original buildings. Encouraged uses include public and quasi-public offices and facilities, professional offices, hotels, and multi-family dwellings.

Public/Quasi Public/Institutional

This classification is merely intended to note most major facilities and tracts that are in public or quasipublic ownership or are operated for a purpose benefiting the public. It includes public parks, public schools, the community college, the library, governmental buildings, major utility stations, cemeteries, hospitals, and golf courses. Church properties are not differentiated, although they are usually considered a public/quasi-public use.

Figure 2. Future Land Use Map



Land-Use Goals, Objectives, and Policies

Development Balance

Goal LU-A Establish an enduring vision of land development that encourages an orderly, efficient, and beneficial balance between business, residential, and other land uses.

Objective LU-A.1 Provide a cohesive framework for land development in Longview.

Policy LU-A.1.1 Provide a variety of residential zoning districts at different densities to meet the needs of all economic segments of Longview's population.

Policy LU-A.1.2 Maintain a supply of land available for commercial or industrial uses important for Longview's economic vitality consistent with the economic development chapter.

Policy LU-A.1.3 Integrate non-residential uses such as governmental, utility, religious, social, and other institutional uses into the residential environment where appropriate to create a quality community which has a full range of facilities and services.

Policy LU-A.1.4 Assure compatibility of new development's siting, design, and scale with the surrounding natural and built environment.

Policy LU-A.1.5 Facilitate redevelopment of existing developed land when appropriate, and encourage infill development on vacant or underdeveloped land.

Objective LU-A.2 Thoroughly review and, as necessary, update the comprehensive plan at least every seven years.

Policy LU-A.2.1 As part of plan updates, reevaluate and adjust land-use policies based on such information as household and employment forecasts, Census data, economic analyses, case law, and statutory or regulatory changes at the state and federal level, as appropriate.

Policy LU-A.2.2 Identify complementary zoning when considering amendments to the future land-use map, and process changes to both maps simultaneously so that zoning remains consistent with the identified future land use. Assure that any site- or area-specific requests for rezones conform to the future land-use map.

Policy LU-A.2.3 Enable discrete amendments initiated outside of the periodic review and update, whether by the City or a private individual, to proceed on a standalone basis using the established amendment process.

Objective LU-A.3 Follow routine comprehensive plan updates with a thorough review and update of development regulations to assure they are driven by and in harmony with policy decisions embodied in the plan.

Policy LU-A.3.1 During the formative stages of plan updates, identify and docket corresponding code amendments necessary to achieve conformance with the plan.

Policy LU-A.3.2 Fund a regular and predictable work program to review and update regulations in concert with plan updates.

Policy LU-A.3.3 Consider and facilitate the following when updating regulations:

- preservation of historic and natural features;
- connectivity, including pedestrians and motorized/non-motorized transportation;
- creation/retention of usable open space and community space and facilities; and
- high-quality design and development.

Objective LU-A.4 Promote awareness of the comprehensive plan's role in driving zoning and regulatory choices and public policy and investment decisions.

Policy LU-A.4.1 Maintain an up-to-date copy of the comprehensive plan on the City's website.

Policy LU-A.4.2 Incorporate a robust public outreach and participation effort into the periodic plan review and update process.

Objective LU-A.5 Support and allow 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.

Policy LU-A.5.1 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

Policy LU-A.5.2 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.

Compatibility

Goal LU-B

Ensure that the location and design of new development is appropriate in type, density, and location considering existing land-use patterns, capacity of public facilities, natural characteristics of the land, and community preferences.

Objective LU-B.1 Develop an integrated site plan review process to ensure that new development and substantial redevelopment are consistent with zoning regulations and the comprehensive plan.

Policy LU-B.1.1 Inasmuch as possible, streamline the review process so as to avoid unnecessary delays or add substantially to the cost of applying.

Objective LU-B.2 ~~Maintain accurate and current mapping to~~ Provide for Light Detection and Ranging (LiDAR) mapping to improve upon the quantity and quality of critical areas data available to developers and property owners in planning for private development and for public sector uses.

Policy LU-B.2.1 ~~Seek partnerships and funding to facilitate completion and maintenance of LiDAR mapping within Longview.~~ Regularly update city GIS critical areas layers in coordination with state, county and other relevant agencies.

~~**Objective LU-B.3** In conjunction with the Highland Neighborhood Plan, consider developing a zoning district specifically for the Highlands neighborhood. Consider developing overlay zoning for the highland and applicable areas~~

Urban Design

Goal LU-C Ensure that development is of high-quality design; is serviced by a safe and convenient pedestrian, bicycle, and vehicular circulation system; has adequate parking, landscaping, and screening; and that signs are in scale and complement a district's character.

Objective LU-C.1 Develop and adopt a system of preferred future street connections to improve citywide circulation.

Policy LU-C.1.1 Ensure that streets, sidewalks, and pedestrian or bike paths are arranged as an interconnecting network. Limit the use of cul-de-sacs. A grid or "flexible grid" pattern of streets and pathways, with a hierarchy of widths and corresponding traffic volumes, should be used. Modify the grid pattern where necessary to accommodate topographical/environmental constraints.

Objective LU-C.2 Develop a public signage and wayfinding system throughout the City that reinforces the identity of Longview and its distinct neighborhoods.

Objective LU-C.3 ~~By 2021,~~ develop conceptual streetscape plans for:

- Washington Way between Ocean Beach Highway and the Civic Center
- 15th Avenue between Washington Way and Tennant Way
- California Way between Tennant Way and Industrial Way
- Beech Street extension between Oregon Way and California Way

- Objective LU-C.4** ~~By 2021~~, establish a streetscape policy that specifies allowable surface material treatments within the planter strip area of public rights of way.
- Objective LU-C.5** ~~By 2021~~, adopt a streetscape code that requires streetscape improvements within the public right of way when adjacent properties develop or redevelop.
- Objective LU-C.6** Develop comprehensive citywide landscaping requirements in conjunction with streetscape and stormwater standards.
- Policy LU-C.6.1** Consider the balance of aesthetics and affordability in applying landscaping requirements.
- Objective LU-C.7** Develop comprehensive citywide sign regulations that provide for business visibility and impact while enhancing the city’s visual character.
- Policy LU-C.7.1** Substantially involve the business community in developing thoughtful, workable regulations.
- Objective LU-C.8** Examine adoption of building standards for “green” buildings or certified homes/remodels, and incentive programs in partnership with the PUD.
- Objective LU-C.9** Work with transit providers to develop code standards and requirements for mass transit infrastructure.
- Objective LU-C.10** Develop a strategy to address emerging alternative transportation issues such as self-driving and alternative fuel vehicles.
- Policy LU-C.10.1** Encourage the development of attractive gateways at all principal entry points to the City consistent with the Economic Development Element.
- Policy LU-C.10.2** Ensure that private development, public facilities, and corridor improvement projects provide sidewalks (on both sides where possible) along streets. Install curbs and gutters along arterials, collector streets, and local streets to enhance pedestrian safety and control surface water runoff. Allow for use of low-impact development techniques in keeping with established regulations.
- Policy LU-C.10.3** Include clear and ample walkways from street sidewalks and parking areas to building entrances as well as within and between developments as a part of site design review.
- Policy LU-C.10.4** Whenever new streets are constructed or new utilities are added to existing streets, place overhead utilities underground whenever possible given the type and nature of the service line and geographic considerations.
- Policy LU-C.10.5** Use a combination of architectural design and landscape elements to create a scale of development that is inviting to pedestrians and passersby.

- Policy LU-C.10.6 Use site design, landscaping, and appropriate lighting to reduce the visual impact of parking lots upon adjacent areas.
- Policy LU-C.10.7 Require public and/or private open space to be incorporated into new development to provide for active and passive recreation; separation between potentially conflicting uses; preservation of critical areas; and adequate light, air, and privacy.
- Policy LU-C.10.8 Allow for flexibility in building and site design to accommodate urban density of development consistent with the underlying zoning district when well-designed and functional open space is incorporated into the project's design.
- Objective LU-C.11 Develop Crime Prevention Through Environmental Design (CPTED) standards for commercial and industrial zoning districts.
- Policy LU-C.11.1 Require new development to address CPTED standards while giving the property owner discretion in what methods are implemented.

Healthy Communities

Goal LU-D Promote social equity and health goals in land-use planning.

Objective LU-D.1 Seek a rising standard of living for all Longview residents.

Policy LU-D.1.1 Lower barriers to equal access to civic, educational, economic, and social opportunities for low-income and special needs populations.

Policy LU-D.1.2 Support programs that provide workforce development and educational opportunities for residents.

Policy LU-D.1.3 Support programs and development that provide and expand safe, and accessible activities for youth of the city of Longview

Neighborhood Preservation and Renewal

Goal LU-E Maintain stability and improve the vitality of neighborhoods by adhering to and enforcing established land-use regulations.

Objective LU-E.1 Develop regulations to govern infill in residential areas with large lots.

Policy LU-E.1.1 Conduct substantial public outreach to assist in developing thoughtful, workable infill regulations designed to minimize adverse impacts.

Policy LU-E.1.2 Identify areas characterized by lots with greater depth than width, where rear portions of property could host infill.

Policy LU-E.1.3 Consider private road standards to facilitate infill development at the rear of already-developed properties.

- Policy LU-E.1.4** Encourage a variety of residential site and building designs that are compatible and consistent with surrounding development.
- Policy LU-E.1.5** Identify potential infill and redevelopment layouts that would be suitable for long, narrow properties in the vicinity of Ocean Beach Highway.
- Objective LU-E.2** Develop a neighborhood plan for the Highlands Neighborhood that guides the creation of a zoning district specific to the neighborhood.
- Policy LU-E.2.1** Consider a zoning district that allows for higher development densities than currently exist and seeks a balance with maintaining housing affordability.
- Objective LU-E.3** Continue inventorying all potential historic sites in residential areas for future historic registration.
- Policy LU-D.3.1** Encourage the maintenance and updating of the City’s older housing stock, so that neighborhoods are well maintained and existing housing is preserved, updated, or modified to meet the evolving needs of residents.
- Policy LU-D.3.2** Support and coordinate programs to prevent the deterioration of existing structures and public facilities. These may include matching grants or neighborhood improvement projects sponsored by the City.
- Policy LU-D.3.3** Recognize the role of mobile and manufactured housing as an important component of Longview’s single-family housing stock by allowing for their continuation in zoning regulations and by providing flexible and effective development regulations that will allow the upgrading and modernizing of existing mobile home parks.
- Policy LU-D.3.4** Provide regular and appropriate levels of investment in streets, surface water, parks maintenance, and water and sewer facilities within residential neighborhoods, consistent with the City’s capital improvement priorities. Maintain infrastructure within residential neighborhoods consistent with adopted service and capital improvement plans.
- Objective LU-E.4** Amend the Longview Municipal Code Title 19 – Zoning to provide regulations and standards that allow for a wide range of housing choices to meet the changing needs of the community. Consider allowing for project phasing or “shadow plats” where the first use of the land is at very low densities but arranged in a manner to allow future development when the demand is there.
- Policy LU-E.4.1** Identify single-family dwellings as the principal use in the City’s established low-density residential districts. Allow for secondary uses that are compatible with a single-family character.
- Policy LU-E.4.2** As appropriate to the district, support the development of incentives for mixing of housing types, clustering around open space, and infilling of vacant land.

- Policy LU-E.4.3 Consider allowing Residential-density bonuses ~~should be allowed in instances such as~~ for planned unit developments that combine excellence in design with housing affordability, preserve critical areas and provide usable open space, or meet other important community objectives.
- Policy LU-E.4.4 Promote housing in the upper stories of downtown buildings and in other areas that are appropriate for mixed uses.
- Policy LU-E.4.5 Allow home occupations that are compatible with residential uses.
- Policy LU-E.4.6 New multi-family land use classifications should be applied as follows: a. located in or abutting areas already containing multi-family uses; or
b. in or next to Central Business, Regional or Community Commercial Districts or more intensive institutions;
c. located in areas offering unique amenities such as in Downtown or along the Cowlitz and Columbia River waterfronts; or
d. along arterials where access consolidation and transit are available.
e. In all cases, existing or planned transportation capacity should be adequate to accommodate projected travel demand according to City standards.
- Policy LU-E.4.7 Encourage and promote flexible design techniques for residential developments such as lot clustering, flexible setback requirements, and mixing attached and detached housing to achieve design variety and housing choices.
- Policy LU-E.4.8 Ensure that multi-family residential developments are designed to provide both common open space and private open space for each dwelling unit.

Industrial, Commercial, and Mixed-Use Areas

- Goal LU-F Support existing businesses and provide an energetic business environment for new industrial and commercial activity providing a range of service, office, commercial, and mixed uses.
- Objective LU-F.1 Review the Civic Center, Country Club, and Riverfront District zoning for appropriateness and adequacy.
- Policy LU-F.1.1 Maintain the area classified as civic center on the future land-use map as a principal site for government and professional offices.
- Objective LU-F.2 Continue inventorying all potential historic sites in commercial and industrial areas for future historic registration.
- Objective LU-F.3 Update the sign code to conform with case law while enabling signage that serves the needs of commercial and industrial businesses.

Annexation and Joint Planning

- Goal LU-G** Coordinate planning and decision making between the City, Cowlitz County, and other urban service providers in matters relating to urban services and development, ensure that annexations to the City of Longview meet development and growth needs, create reasonable service areas for city services, and form logical extensions of city boundaries.
- Objective LU-G.1** Collaborate with Cowlitz County to develop an urban growth agreement.
- Policy LU-G.1.1** Establish a mutually agreed-upon Planning Area Boundary that establishes future annexation areas.
- Policy LU-G.1.2** Identify an avenue of coordination between the City and County as lands within the Planning Area Boundary are developed prior to annexation.
- Policy LU-G.1.3** Require unincorporated areas or new developments contiguous to city limits and within the Longview PAB who request City sewer or water service to annex to the City before extensions will be granted.
- Policy LU-G.1.4** Require that unincorporated areas or new development requesting connection to City sewer and/or water systems that are not contiguous to City limits but are within the City's sewer and/or water service area and the Longview PAB enter into an agreement with the City requiring future annexation when adjacent or nearby properties come into the City. Such agreements should be recorded against the effected properties.
- Policy LU-G.1.5** Condition annexations, as appropriate, on capital improvements or building improvements being made by the property owners or other requirements deemed appropriate by the City.
- Policy LU-G.1.6** Owners within an annexing area should expect to contribute to capital improvements serving the area and to assume a portion of City indebtedness upon annexation.
- Policy LU-G.1.7** Encourage and promote the consolidation and regularization of city limits in the general area of West Longview along Ocean Beach Highway.
- Policy LU-G.1.8** Identify a future land-use designation and zoning for areas that the City might reasonably expect to annex in the future, to become effective simultaneously with annexation.
- Objective LU-G.2** Collaborate with City of Kelso and Cowlitz County to identify appropriate land-use regulations for the airport influence area associated with Southwest Washington Regional Airport that overlays the three jurisdictions.

Chapter 2. Land Use

Introduction

This chapter, in concert with other comprehensive plan elements, proposes land-use patterns intended to promote cohesive neighborhoods; provide employment opportunities; set aside land for parks, open space, and civic uses; provide for pedestrian and vehicular connections; and protect critical areas. Land-use provisions seek to balance land uses in a way that reflects Longview's vision.

The original planned layout of Longview, together with zoning developed in the 1930s, made for a separation of land uses in most parts of the city – residential neighborhoods separated from business areas – except for downtown, which is characterized by traditional mixed uses (retail on the ground floor and residential or office uses in upper stories). The early development pattern is still visible today, particularly in the city's core, where wide, spoke-like boulevards emanate from the Civic Center out to the stable historic neighborhoods with interconnected streets in a grid pattern.

Existing Conditions and Trends

Contemporary development in Longview exhibits a more auto-oriented, less pedestrian-friendly pattern along the city's major commercial and industrial corridors such as Ocean Beach Highway, Washington Way, and Tennant Way. Newer residential development has tended to include more cul-de-sacs and curvilinear streets rather than following a traditional grid approach. In the newer parts of the city, critical areas such as steep hillsides and wetlands dictate patterns of land use.

The planning area boundary (PAB) includes the already incorporated city limits but also defines the unincorporated area around Longview where urban densities of development are encouraged, because development in this area can be efficiently serviced by public sewer and water systems. The area is based primarily on the location and amount of potentially developable land to which sewer and water services are already provided or can be provided. The unincorporated PAB also forms the logical future annexation area. Within the incorporated PAB, residential infilling of vacant lands is encouraged. For unincorporated lands within the PAB, the City should coordinate with Cowlitz County and special districts about land uses and service

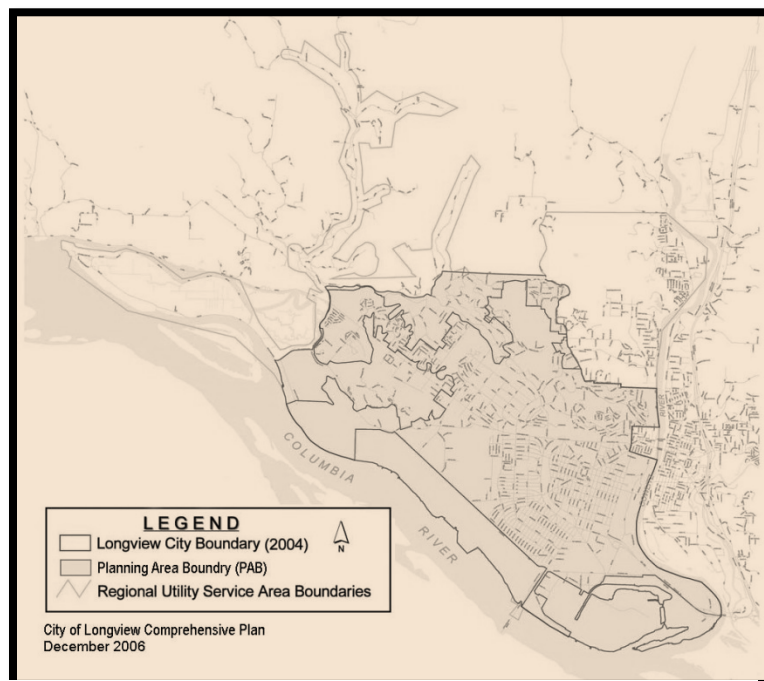


Figure 2-1. Longview Boundaries

facilities. Sewer service to the furthest-reaching areas should be expected only over the long term.

The PAB is intended to define the area where urban densities of development are encouraged, because development in this area can be efficiently serviced by public sewer and water systems, and to guide development to that area in order to make more efficient use of public investments. In many cases, expenditures for public facilities have already been made. Outside the planning area, where urban services are not available and will not be needed for some time, a rural development scale is most appropriate.

Land Consumption by Type

The portion of land in the PAB that *lies outside city limits* primarily consists of land in industrial uses (48 percent). This land includes industrially used, waterfront property owned by the Port of Longview. Single-family residential uses make up approximately 23 percent of the land within the planning area, and approximately 15 percent of the land is vacant. Other uses include multi-family, commercial, and public.

Table 2-1. Land Use Comparison Longview and Unincorporated Planning Area Boundary

Existing Land Use Category	Total Acres City + PAB	Total Acres PAB Only	% of Total PAB Only	Total Acres City Limits	% of total City Limits	% of Total City +PAB
<i>Single Family</i>	3,921	1,185	23%	2,736	34%	30%
<i>Multi-Family</i>	344	40	1%	304	4%	3%
<i>Commercial</i>	551	41	1%	510	6%	4%
<i>Industrial</i>	2,989	2,471	48%	518	7%	23%
<i>Public</i>	1,861	277	6%	1,584	20%	14%
<i>Farm/Forest Land</i>	420	324	6%	96	1%	3%
<i>Vacant</i>	2,988	774	15%	2,214	28%	23%
TOTAL	13,074	5,112	100%	7,962	100%	100%

Source: Cowlitz-Wahkiakum Council of Governments, 2016

Industrial land uses take up seven percent of the acreage within the city limits and 23 percent of the acreage within the entire PAB. Single-family residential use consists of approximately 34 percent of the land within the city and 30 percent of the entire PAB. Commercial uses are more common within the city limits, as would be expected, as is multi-family residential development. The already incorporated area houses the bulk of public land within the PAB, which represents 20 percent of land within the city and 14 percent of land within the entire PAB. The share of vacant land within the city (28 percent) is proportionately much greater than the lands surrounding the city (15 percent).

Some parts of unincorporated Cowlitz County are not currently zoned, including area within the PAB. Of the 5,112 acres outside of the current city limits but inside the PAB, only 1,666 acres have a zoning designation. The following table summarizes the lands within the PAB that are zoned.

Table 2-2. Acreage by Zoning District

Zoning District	Total Acres	% of Zoned Area
Central Business District	147	1.5%
Civic Center District	69	0.7%
Country Club District	274	2.8%
County Fairgrounds District	50	0.5%
Downtown Commerce	68	0.7%
General Commercial District	232	2.4%
Heavy Industrial District	1,946	20.2%
Light Industrial District	294	3.1%
Mixed Use - Commercial/Industrial District	494	5.1%
Neighborhood Commercial	10	0.1%
Office/ Commercial Dist.	101	1.0%
Regional Commercial District	80	0.8%
Residential District	5,217	54.2%
River Front District	54	0.7%
Traditional Neighborhood	593	6.2%
Total	9,629	100%

Source: Cowlitz-Wahkiakum Council of Governments, 2016

The table on the following page shows the combination of the specific zoning designations into general use categories, demonstrating a fairly level split in land uses from 2006 to today.

Table 2-3. Comparison of Zoning Distribution, Pre- and Post-2006 Plan

Zoning Category	Acres	% of Zoned Area (Post-2006 Plan)	Prior to 2006 Comprehensive Plan
Residential	5,810	60%	60%
Commercial	1,131	7%	6%
Industrial	2,240	28%	30%
Other ²	447	5%	4%
Total	9,628	100%	100%

Source: Cowlitz-Wahkiakum Council of Governments, 2016

Vacant and Underutilized Land

There are 1,148 vacant parcels of land within the city limits totaling 2,214 acres. When factors that limit development are applied against this total acreage, this equates more closely to 841 acres within the city limits that would be developable. These factors, identified in the 2006 comprehensive plan, include the presence of critical or environmentally sensitive areas; land needed to support infrastructure such as streets, utilities, and other public services; and a market availability factor that essentially estimates the rate at which land is withheld from development during the 20-year planning horizon. When considering the entire PAB, there are 1,490 vacant parcels containing 2,988 acres; resulting in an estimated 1,135 acres of developable land when limiting factors are applied.

Among the vacant lands are 42 parcels (114 acres) owned by the City, an estimated 43 acres of which are developable.

² Includes Civic Center; Country Club District; County Fairgrounds District; and Riverfront District.

Figure 2-2. Existing Land Use Inventory

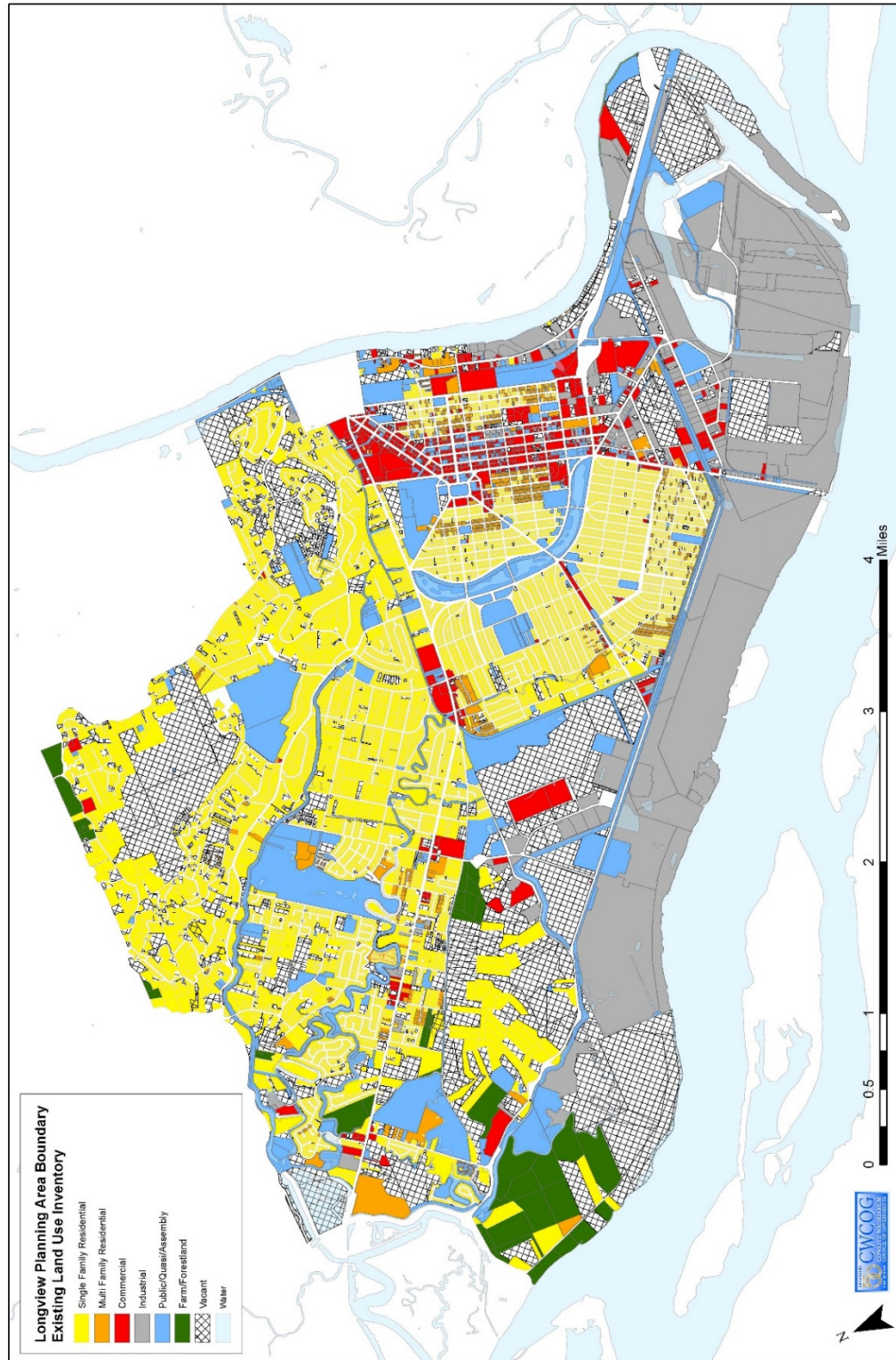


Table 2-4. Developable Vacant Lands, Longview Planning Area

Vacant Land	City	Planning Area Boundary
Total Parcels	1,148	1,490
Total Acres	2,214	2,987
Critical Areas Factor (12 %)	266	358
Infrastructure/ Public Lands Discount Factor (25%)	553	746
Market Factor (25%)	553	746
Total Developable Acres minus 2006 Factors (38%)	841	1,135

Source: Cowlitz-Wahkiakum Council of Governments, 2016

The analysis below shows that just under half (48 percent) of developable vacant land in the city lies within residential zoning districts, while 40 percent lies within industrially zoned areas. The difference of 11 percent is found within commercial zones.

Table 2-5. Vacant and Developable Land Area within Longview

Zoning Categories	# Parcels	# Acres	# Developable Acres	% of Total Vacant Land
Residential	832	1,055	401	48%
Commercial	97	48	18	2%
Industrial	187	1077	409	49%
Total	1,116	2,180	828	100%

Source: Cowlitz-Wahkiakum Council of Governments, 2016

An analysis of underutilized lands was conducted. These are properties that are developed, but may not have been developed to their fullest potential under the current zoning. Parcels within the PAB were included where the improved value was 50 percent or less than the land value.³ A total of 1,018 parcels containing over 2,557 acres was identified as underutilized.

This analysis looks at underutilized parcels by land-use category, as there is already some degree of

³ Same threshold used in the 2015 West Kelso Subarea Plan.

use taking place. Properties that have extensive paved parking areas could be considered to be underutilized; however, such area may be needed for logistical purposes, particularly if located within an industrial area. There is approximately twice the number of acres of underutilized land as there is vacant land throughout the PAB which could be available to meet development needs.

Table 2-6. Underutilized Lands, Longview Planning Area

Land Use Category	# of parcels	Total Acreage
Commercial	94	94
Farm/Forestland	45	379
Industrial	112	1,952
Multi-Family Residential	8	11
Single Family Residential	759	123
Total	1,018	2,557

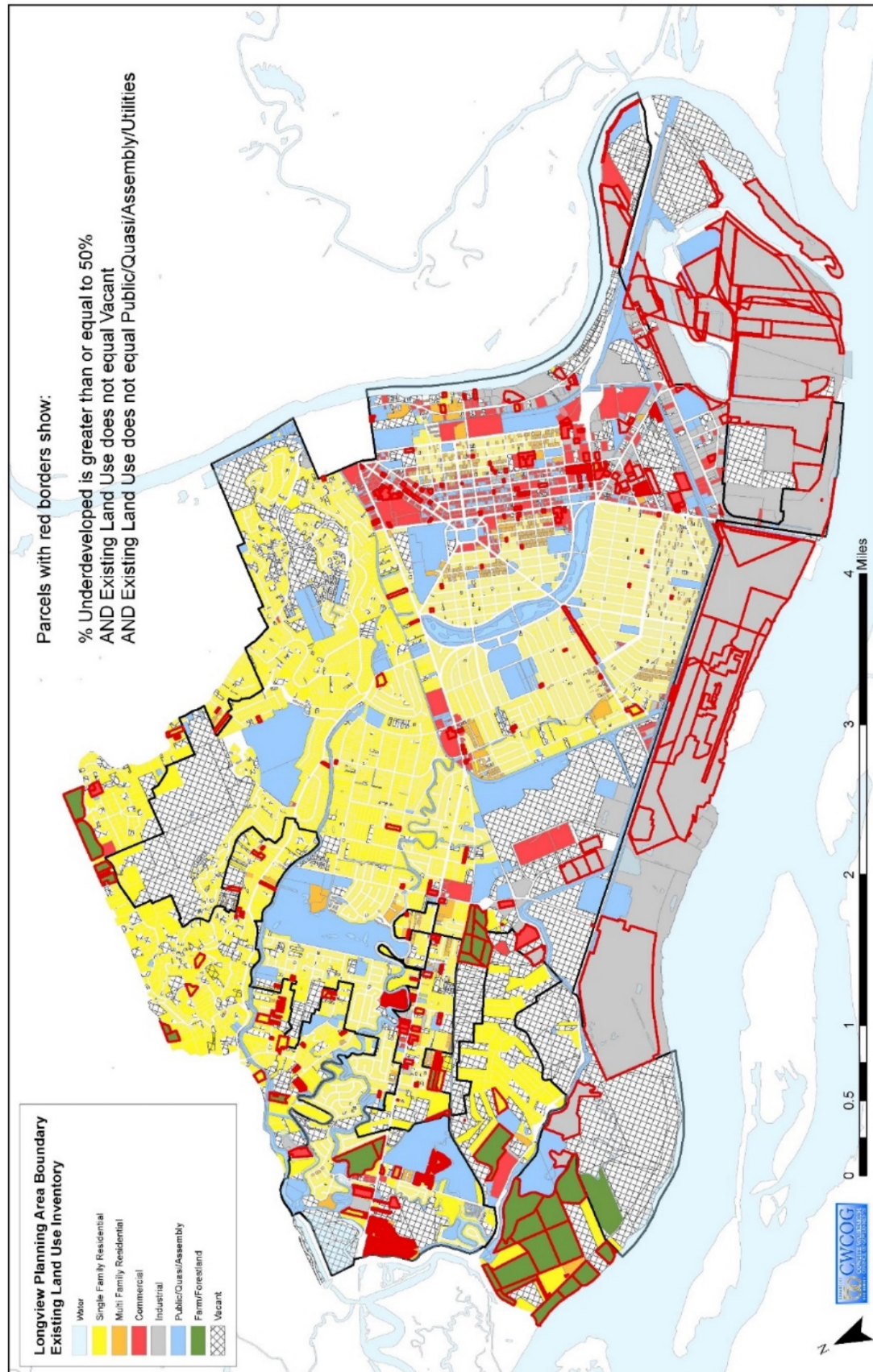
Source: Cowlitz-Wahkiakum Council of Governments, 2016

Of the 1,490 vacant parcels, 907 (61 percent) are equal to or greater than a quarter acre in size, with a mean parcel size of 3.2 acres. In combination, these parcels represent 2,906 acres. When looking at vacant acreage (not parcels), 97 percent of all vacant acreage is comprised of parcels equal to or greater than a quarter acre.

Of the 583 vacant parcels that are less than a quarter acre in size, the mean acreage is equal to 0.14 acre (about an eighth of an acre). Slightly more than 81 acres fall into this category. This means that about three percent of vacant land has very limited development potential simply due to parcel size.

The map on the following page shows patterns of underutilized lands throughout the PAB.

Figure 2-3. Existing Underdeveloped Parcels



Another trend evident from the preceding tables and the adjoining map is that there is almost twice as much land designated for residential use as is actually used for residential purposes. While on first blush it may seem that the city has too much land designated as residential, many of these vacant residential parcels are very small. Some large vacant residential areas are surrounded by existing residential use and are not located on a major thoroughfare, making them unsuitable for other types of uses.

Longview Land-Use Issues

The land-use focus is drawn from public outreach conducted in preparation for the 2006 plan update. Among the issues related to land use participants identified were:

- Providing for a diverse economic base including industrial, commercial, and office uses
- Ensuring availability and location of land for commercial uses to provide goods and services to the community and to attract and accommodate new commercial development
- Increasing the amount and variety of housing options, including development of high quality multi-family housing as well as a variety of low- and moderate-density housing types
- Promoting downtown redevelopment and mixed-use development to allow flexibility in the use of land and to allow complementary uses to be located close together or in the same building
- Allowing infill where homes or businesses are added in an established district on vacant or less developed lots, taking advantage of areas where infrastructure is already in place and where there are fewer environmental constraints
- Ensuring safe and convenient pedestrian, non-motorized, and motorized circulation
- Improving gateways and streetscapes
- Connecting to the waterfront

Below is a summary of additional planning issues identified, as well as issues pinpointed from recent discussions and literature review.

Quality of Life

Longview has a number of assets that make it a livable community. The city's history and heritage, location along the Columbia and Cowlitz rivers, public parks and open space areas, existing amenities such as the Columbia Theater, excellent schools, and its presence as a regional hub are all aspects that community members extol.

However, the notion of enhancing the community's livability was also identified as vital to the city's economic health and well-being. Improving community safety; diversifying the economy; enhancing Longview's image; protecting natural resources; and maintaining attractive locations to live, work, and play were all identified as key to Longview's prosperity.

Neighborhood Connectivity and Circulation

National surveys on consumer preferences show that people of all ages, from aging "boomers" to younger Gen Xers and even younger millennials, prefer to live in neighborhoods within easy walking or cycling distance of shopping, dining, and other activities. Responsiveness to consumer preferences is essential to revitalizing Longview's neighborhoods and commercial districts. This typically requires

an adjustment in both land use and transportation policy and practice. Longview's transportation system is built upon the traditional grid system, offering lots of options to avoid congestion and providing unencumbered access to a variety of land uses and districts. The concept of "complete streets" is a way to maximize the grid system while providing an array of amenities that will accommodate transportation options and active living.

The newer residential subdivisions in Longview have tended to include more cul-de-sacs and curvilinear streets as opposed to the grid pattern seen in the older development in the city's central core. This new development pattern has resulted in reduced neighborhood connectivity and longer traffic delays during peak periods. Efforts to enhance mobility are needed to improve neighborhood connectivity and include increased options for pedestrians, bicyclists, and motorists. This strategy includes developing land-use standards for new subdivisions and when opportunities arise in redevelopment that promote land-use patterns with a circulation system laid out in a fine-grained grid to maximize circulation opportunities, improve accessibility, minimize walking distances, and support pedestrian circulation. Grids have a large number of intersecting streets, thereby reducing the distance between trip origin and destination. Grid patterns also provide for a large number of alternative trip routes, allowing pedestrians and bicyclists to vary their routes for variety, safety, and convenience. When appropriate, new neighborhoods should be developed and older development retrofitted with an integrated system of trails and pedestrian ways that link schools, shopping centers, and other public facilities with residences.

Transportation Choices and Alternatives

There is a need to provide opportunities for increased pedestrian activity, accommodate bicyclists, and improve transit services and access for transit users. Transportation choices will also improve neighborhood attractiveness, as demonstrated in national surveys that examine consumer preferences. Transit-oriented development can be developed around traditional transit with a rich menu of amenities and connections at densities generally accepted in smaller cities. This would need to focus on intersections or nodes of key regional corridors.

Corridor Improvements

Improvements are needed throughout the city to manage traffic while ensuring pedestrian/cycling ease and safety along major corridors that experience higher volumes of traffic and accompanying reductions in speed. There is a need to manage access points along key arterials in order to improve mobility, reduce accidents, and provide safer access to businesses and residences.

Freight and Goods Mobility

Longview's industrial heritage has resulted in a fairly significant number of at-grade rail crossings within a localized area, leading to congestion that will deteriorate further as freight rail movement increases to serve new or growing industry. This is particularly important for continued vitality and growth along the SR 432 (Industrial Way) corridor, SR 433 (Oregon Way) and the Lewis and Clark Bridge, and the development of Barlow Point by the Port of Longview as well as future vitality of the Mint Farm Industrial Park, both located within the SR 432 corridor.

Future Development in Longview

Residential

People face different housing needs at different times of their life. Providing a continuum of housing choices helps meet those changing needs, including housing for families, retired folks, young singles starting out in the job world, and students. Over the past 20 years, the city's population has grown, yet the type of housing options available to residents has remained relatively constant. Increasing housing options is important to meet the needs of existing and future residents.

- **Protecting and Enhancing Neighborhoods.** The City values and considers the protection and enhancement of its existing residential neighborhoods a high priority. Affordable housing stock has been lost due to redevelopment, and some of the established housing stock has been poorly maintained over time and needs renovation and maintenance.
- **Existing Housing Affordability Needs.** As identified in the housing element, personal income growth has trailed housing price growth. Since 2007, rents throughout the county have increased 20 percent, while incomes have increased only five percent. There are also needs for rental housing that accommodates larger families and for housing for very small households.
- **Future Needs.** Attracting and retaining younger families, single professionals, and retirees is an important concern for the City in its efforts to diversify its economy. This includes promoting and expanding downtown and non-downtown housing options.

The relative stagnation in housing options means that Longview should explore measures to increase the range of housing types to meet existing and future demand.

Commercial, Mixed Use, and Industrial Areas

Industrial, commercial, and mixed-use classifications represent a range of intensities, scales, and combinations of uses, depending on where they are located in the community and the purpose they serve. Longview's roots are based on its industrial foundation. About 40 percent of the city's vacant land lies within industrial zones, but only seven percent of land is used as industrial land. Most of the land with an industrial land-use classification is located along the waterfront and outside of the city limits but within the PAB. In the PAB, 48 percent of the land is designated industrial, and 40 percent of the overall land is vacant.

In 2006, approximately 1,200 acres of land previously designated as industrial in the comprehensive plan's future land-use map (FLUM) were reclassified to mixed-use or commercial use districts, which will allow for greater diversity of uses and flexibility. However, industrial uses remained a predominant use, at over 30 percent of the combined city limits and PAB area.

The land-use analysis indicates that approximately 11 percent of the city's commercially zoned properties are vacant, an increase from six percent ten years ago. Many of these are small parcels. The FLUM identifies the location of additional commercial land, including locations for regional, community-oriented, and mixed-use/neighborhood commercial uses. This expansion of commercial lands has occurred along major transportation routes through the city and/or adjacent to existing shopping centers.

The City intends to maintain a supply of commercial land that is focused in key areas or nodes rather than continuous commercial along arterials to help avoid sprawl, plan for services, and recognize the

hierarchy of commercial centers. To help support downtown's central role, the comprehensive plan supports the downtown plan. The plan also supports incentives for redevelopment of existing commercial properties (e.g., Ocean Beach Highway) as important to the economic vitality and aesthetic appeal of this area.

Gateways

Longview has designated gateways at major intersections into the City to provide opportunities for land uses and design appropriate to greet persons coming into the city. Special consideration should be given to the overall appearance and impression created for the city at these gateway locations as well as methods to take advantage of economically beneficial uses and features that may be appropriate at these locations. Since 2006, gateway improvements have been made along SR 432/Tennant Way. Ocean Beach Highway and SR 433/Oregon Way were also designated as city gateways in the 2006 plan.

Development of these gateways, along with improved streetscape standards, is important because they provide some of the most enduring visual impressions of Longview. Sameness and lack of visual distinctiveness to much of the city's gateways and corridors present an opportunity to strengthen Longview's image and identity. A positive visual image using design elements will contribute much to the overall positive impression that Longview can make as a city and an attractive place to live and work.

Longview should also develop and implement streetscape standards for public improvements and private development that further improve the impression people have of Longview. As a starting point, the streetscapes of major transportation corridors through the city should be attractively landscaped and should have appropriate unified signage to direct visitors and promote the city's attractions. Since 2006, the city has invested additional public dollars at a significant scale for streetscape beautification in downtown Longview, promoting pedestrian activity and treating the street as a place for people.

Waterfront Development

The Columbia and Cowlitz rivers have historically been associated with waterfront industrial uses. However, the City needs to identify means to leverage its proximity to the waterfront to encourage and develop opportunities for the public to access and enjoy the water, balanced with the need to enhance and protect the environmental qualities of the rivers and associated critical areas. Redevelopment efforts along the waterfront include identifying areas where a mix of housing, trails, open space, restaurants, and other designations can occur to create a stimulating and vibrant gathering place.

Interjurisdictional Cooperation

As the largest city in Cowlitz County, Longview serves as the regional hub. Regional coordination is and will continue to be essential to the vitality of the Kelso/Longview region. Cooperative planning at the regional level addresses shared issues and solutions. Regional coordination has been identified as a key aspect of economic development efforts, environmental planning and restoration, and transportation system funding and improvement in the metropolitan planning area. Careful planning is also beneficial for providing future services in the PAB.

Emphasis Areas

The City identified several areas or neighborhoods in and around the city for additional examination as part

of the current comprehensive plan update. A series of public workshops was held in 2016-17 to evaluate stakeholders' visions for future land uses and policy options for these emphasis areas.

It should be noted that a portion of the discussion among stakeholders focused on allowed land uses under the zoning in the immediate future, not necessarily the long-term outcome of a policy decision in context of the future land-use designation. Staff emphasized that a zoning code update is not part of the current comprehensive plan update; however, the distinction between the two was not well understood so discussion tended to overlap both. Stakeholder meetings were held on the former Westside Sewer Lagoons, Barlow Point, Highlands Neighborhood/Oregon Way, regional commercial district (36th Avenue/Ocean Beach Highway, and the SR 411/First and Third Avenue Corridor.

At each of the public discussions, citizens raised a variety of opinions and proposed direction. Public sentiment supported the long-term open space use of the Lagoons. As a major property owner of the property at Barlow Point, the Port of Longview focus on long-term job creation land use was predominant. No significant changes were identified for implementation along Oregon Way. A zoning district designed specifically for the Highlands neighborhood was suggested. The long-term protection of the 36th Avenue/Ocean Beach Highway area for major commercial development rather than a piece-meal approach was seen as the leading alternative. The discussion regarding the SR 411/First and Third Avenue Corridor also led to an approach without changes to the existing vision.

In its comprehensive plan update adopted in mid-2017, Cowlitz County added provisions related to cooperative planning and services within both the public services, facilities, and utilities and the plan implementation sections of its plan:⁴

Goal PSFU 2: Establish and/or assess inter-local agreements with municipalities and other entities to coordinate efficient provision of public facilities.

Policy PSFU 2.1 Coordinate infrastructure and service planning with local jurisdictions to be consistent with city and county Service Areas and proposed Urban Growth Areas identified by cities within Cowlitz County.

Policy PSFU 2.2 The Department of Public Works and the Department of Building and Planning should coordinate infrastructure planning to meet County development goals.

Policy PSFU 2.3 Encourage joint planning for construction of linear infrastructure such as transportation, water, sewer, power, and telecommunications.

⁴ Cowlitz County Comprehensive Plan 2017 Update. Cowlitz County, Washington. <<http://www.co.cowlitz.wa.us/DocumentCenter/View/12997>>. Accessed November 2, 2017.

Goal I 4: Work with local jurisdictions to create as much consistency as possible across jurisdictional lines with regard to capital improvements, comprehensive plans, ordinances, and other policy documents.

Policy I 4.1 Strive for consistency with the adopted plans of local jurisdictions when reviewing new ordinances, updating existing ordinances, developing policy, or amending the Comprehensive Plan.

Policy I 4.2 Promote the establishment of inter-local agreements with other local jurisdictions, to help ensure proposed development near these jurisdictions is consistent with their planning for these areas.

Policy I 4.3 Encourage the development and execution of regional planning efforts, particularly in regards to transportation planning, capital improvement planning, and connectivity of services.

Working through the County construct governed by these goals and policies, the City should collaborate with the County to gain formal recognition of an urban growth area for the unincorporated portion of the PAB and to engage in joint planning for land within it. Such efforts could include the following:

- Reaching agreement upon a desired future for the area. County adoption of land-use classifications that mirror the City's land-use plan and standards for the PAB to achieve the long-term community vision and avoid potential land use conflicts and compatibility issues, consistent critical area protection, and efficient provision of urban services.
- Coordinated planning and development review between the City and County within the PAB to provide greater predictability for property owners on how their properties may be used in the future.

Annexation

The West Longview area near Ocean Beach Highway is considered one of the most likely areas where future annexation inquires and requests will occur. Given past development trends and the potential for increased requests for annexation, joint planning with the County should proactively address issues that occur when annexation inquiries are made:

- Establishing a process for future annexation requests that includes consultation and coordination on the provision of urban services (e.g., water and sewer) to ensure consistency with the City's sewer and water plan.
- Analyzing the revenue impacts to other service providers once annexation occurs and Longview provides public services, such as fire protection and other public safety services.

Future Land Use Map

The FLUM (Figure 2-4) classifies all land in the PAB into broad categories. The land uses delineated by the FLUM are generally distributed consistent with existing land use and zoning. However, some changes to the FLUM were made to better address the balance of commercial vs. industrially designated land, the availability of a variety of housing types, the relationship of land use and transportation and environmental constraints.

The following land-use designations indicate the existing predominant use and the mix of other uses deemed to be compatible, possible, and desirable as the city and urban area grow and change. The map must be used in conjunction with the goals, objectives, and policies contained in each element of the comprehensive plan. The FLUM is a representation of some of the goals, policies, and findings; and it defines the areas to which the land use goals, objectives, and policies apply. The Planning and Building Department displays the official land-use map on which amendments and updates will be shown.

In addition to the general explanation of the FLUM, specific descriptions of each classification are given below to show the intent of the FLUM.

Districts

The following section provides a description of each land use category included on the FLUM. These land-use categories provide a broad description of land use and development type. These descriptions, along with the following goals, objectives, and policies, provide direction for the use and development of the land within Longview, which are implemented through development regulations adopted by the City. The land-use planning choices made in the FLUM will serve as the basis for any property rezoning and for amendments to the City's zoning ordinance (LMC Title 19).

Low Density Residential

The low-density residential classification designates areas intended primarily for single-family dwellings. Manufactured housing parks designed according to firm standards for screening, buffering, parking, recreational area, distance between units, and other matters may be appropriate when deemed compatible with adjacent property by the City or County planning commissions and local legislative bodies. Home occupations may be acceptable. The recommended density is up to six dwelling units per gross acre.

Traditional Neighborhood Residential

The Traditional Neighborhood Residential classification is characterized by predominantly residential uses, by a grid pattern of streets with sidewalks and may include alleys. This classification allows residential dwellings that are designed to contribute to the harmony and pedestrian orientation of a street or neighborhood. This classification accommodates individual dwelling units located on a single lot in a fashion that may allow reduced lot size, reduced or eliminated setback and street frontage requirements, and zero lot-line or common wall construction in order to provide design flexibility and produce a more desirable living environment in areas where it is desirable to preserve open space, sensitive areas, and difficult terrain.

Housing types include single-family houses on small lots, second units, cottage clusters, and courtyard housing. Townhouse development may be allowed with approval of a planned unit development. Design standards will be prepared for each housing type to ensure that development successfully contributes to the street and neighborhood and minimizes potential negative impacts. Residential densities within the Columbia Valley Garden neighborhood should range between six and eight units per gross acre; other areas with this classification will have densities that range up to 12 units per gross acre.

Medium Density Residential

This classification provides for a mixture of housing unit types, including single-, two-, three-, and four-family dwellings; townhouses; or clusters thereof. The classification is also intended to apply to planned unit developments having a mixture of housing unit types and limited commercial land uses. Development should incorporate safe, attractive, and continuous connections and walkways for travel and access by foot at a human scale as an integral part of its overall layout and design.

Development adjacent to lower density uses should incorporate elements in the site design and building design to soften its impact and to result in a compatible transition. Multi-family development should incorporate provisions for transit service and pedestrian and bicycle access. Manufactured housing parks designed according to firm standards for screening, buffering, parking, recreational areas, distance between units, and other matters may be appropriate when deemed compatible with adjacent property by the City or County planning commissions and local legislative bodies. Home occupations may be acceptable. The recommended density is up to 18 dwelling units per gross acre.

High Density Residential

This classification provides primarily for multi-family dwellings of more than four units. Multi-family development adjacent to lower density residential uses should incorporate elements in the site design and building design to soften its impact and to result in a compatible transition. Multi-family development should incorporate provisions for transit service and pedestrian and bicycle access. Manufactured housing parks designed according to firm standards for screening, buffering, parking, recreational areas, distance between units, and other matters may be appropriate when deemed compatible with adjacent property by the City or County planning commissions and local legislative bodies. Some home occupations may be acceptable including some professional offices. The recommended density is up to 25 dwelling units per gross acre.

Mixed Use

This classification is intended for areas that will promote an urban-style development with a mix of uses that commonly include commercial, office, and residential, with a strong emphasis on pedestrian connections. Strip commercial and residential development should not be allowed; instead, development should be focused into nodes or clusters. Mixed-use development may include permitted activities mixed within the same building or within separate buildings on the same site or on nearby sites. This classification should provide flexible development standards, which will ensure design compatibility between the site and the development, as well as between the development and the surrounding area. Three mixed-use designations (Residential/Commercial, Commercial/Industrial, and Office/Commercial) are described below.

Residential/Commercial

This designation is intended to encourage an integration of residential, village style commercial, waterfront commercial, and office uses under a planned development process, which encourages creativity in site planning by allowing flexibility in lot and building arrangements and a mix of uses. “Village-style commercial” is intended to mean locally oriented retail, restaurants, and services that are placed in a node rather than in a strip, and that are designed in a pedestrian friendly, human scale

character. Large-scale developments containing only single uses are discouraged within this classification.

Commercial/Industrial

This designation is intended to allow low intensity industrial uses, including light manufacturing, warehousing and distribution, research and development, and regional commercial services. Commercial uses should be compatible to and complement low-intensity industrial uses and provide a convenient business environment for employees and visitors. High quality employment facilities are encouraged, such as corporate office headquarters and technology centers.

Office/Commercial

This designation accommodates commercial and personal service establishments of a citywide or regional nature. In the area designated Office/Commercial immediately south of the Central Business District (CBD), public and private health care facilities, including continuation of care residential uses, offices, and similar professional services are appropriate types of uses. At the confluence of the Cowlitz and Columbia rivers, development along portions of the city's shoreline areas should focus on commercial and office uses compatible with the shoreline, such as water-oriented uses.

Central Business District

The CBD is the commercial area which is, shall be maintained, promoted as, and redeveloped as a major retail, service, financial, professional, and cultural center if not also the regional retail trade center for the Longview-Kelso urban area and vicinity. This area shall be developed and redeveloped with a dense, highly intensive land use pattern focusing on high quality, urban style of development and architecture. This land-use designation recognizes the downtown and Triangle Shopping Center as areas of special concern to the City because of their importance and potential in maintaining the community's long-term economic viability and cultural attractiveness. Encouraged uses, activities, and structures include but are not limited to the following:

- large department stores;
- smaller retail stores;
- service, financial, insurance, real estate, and professional outlets and offices;
- municipal and private shared parking garages and lots;
- pedestrian malls and plazas;
- performing arts and other entertainment and cultural facilities and activities;
- hotel, motel, and conference or convention centers;
- transportation terminal;
- mixed use projects;
- upper story residential uses; and
- pedestrian walkways linking key facilities.

Pedestrian, bicycle, and transit access is emphasized to ensure that this area is walkable. Discouraged uses are those that are land consumptive, such as warehouses, automobile sales lots, and individual business parking lots and thus diminish the area's compactness and convenience as an integrated shopping goods and services area. Uses that are strictly automobile access-oriented, such as drive-in

restaurants and gas stations, as opposed to pedestrian oriented, are discouraged in the downtown portion of the CBD.

Regional Commercial

The Regional Commercial classification is characterized by development that typically contains a mixture of high intensity uses including regional shopping (e.g., general merchandizing, big box, full-line department stores, apparel, variety, food service), offices, professional services, entertainment facilities, and hotels.

Development in an area classified as Regional Commercial may include a variety of stores under one roof or may consist of freestanding structures. The amount of floor space in regional centers usually exceeds 300,000 square feet, reflecting a market area designed to serve a population of at least 40,000.

Redevelopment and infill development are encouraged. The design of all development should provide a transition when adjacent to lower intensity uses. Regional Commercial areas are typically oriented primarily to automobile traffic; however, their design should include adequate facilities for pedestrians, bicyclists, and public transit.

Community Commercial

The Community Commercial classification recognizes activity centers that serve the day-to-day needs of the community as well as the surrounding neighborhoods and residential areas but that are less intense than regional commercial areas. When near or adjacent to residential areas, development in the Community Commercial areas are typically anchored by a grocery store, with supporting establishments including, but not limited to variety, drug, and apparel stores; and personal service establishments such as beauty shops and restaurants. In nonresidential areas, Community Commercial tends to be small businesses that serve the surrounding businesses, their employees, and visitors. Community Commercial development should be at scales and intensities that make them generally compatible with surrounding neighborhoods. Facilities should be designed to permit pedestrian, bicycle, and transit access, as well as automobile traffic.

Neighborhood/Convenience Commercial

Neighborhood/Convenience Commercial should be relatively small, compact areas located throughout the city that provide goods and services for the immediate neighborhood. These areas provide goods and services sought routinely and regularly, generally more on the basis of convenient location than price. Encouraged uses are small groceries and “mini-marts”; gas stations; beauty and barbershops; small restaurants; and small drug, gift, and variety stores. Discouraged uses include large discount or variety department stores and fast food restaurants. Development in Neighborhood/Convenience Commercial areas should be oriented primarily to pedestrian access. Uses in the Neighborhood/Convenience Commercial are intended primarily to serve local residential neighborhoods; the uses permitted are the least intense of the commercial spectrum and are limited to those that do not generate substantial volumes of traffic. This category should also allow for residential uses, when included as an integral component of the commercial development.

Light Industrial

The overall intent of the light industrial designation is to provide for low-intensity manufacturing, assembly, industrial services, distribution, storage, and similar uses that are conducted with minimal

adverse impact on the environment and the general community. Light industrial uses tend to involve assembling and manufacturing of products from previously prepared material. Uses allowed in this district are generally contained within buildings. Compatible uses that directly serve the needs of other uses in the district or nearby districts are also allowed. The light industrial classification recognizes areas for such uses as those listed below:

- light manufacturing and fabrication;
- warehousing and storage;
- wholesale distribution;
- product processing and packaging;
- construction and contracting operations;
- heavy equipment and truck sales, service, and repair;
- feed and seed stores;
- building material wholesale and retail sales;
- laboratory and research operations;
- veterinary offices and clinics requiring outside animal runs; and
- offices and institutions serving industrial workers.

Heavy Industrial

This classification recognizes areas currently used or suitable for heavy industry because of good truck and passenger vehicle access, rail access, waterfront access, or proximity to existing heavy industry. Heavy industrial uses tend to involve processing of natural and manmade materials into finished goods for sale, and may take place in interior and/or exterior settings. Uses in this district may require some handling of hazardous or flammable materials, may require outdoor storage, and may create some external emissions of noise, odor, glare, vibration, etc., but these are largely contained on-site, and, where possible, such uses are buffered from sensitive land uses. The heavy industrial classification recognizes areas for such uses as those listed below:

- manufacturing and fabrication,
- warehousing and storage,
- wholesale distribution,
- product processing and packaging,
- energy production, and
- shipping.

Compatible uses that directly serve the needs of other uses permitted within the district are also allowed.

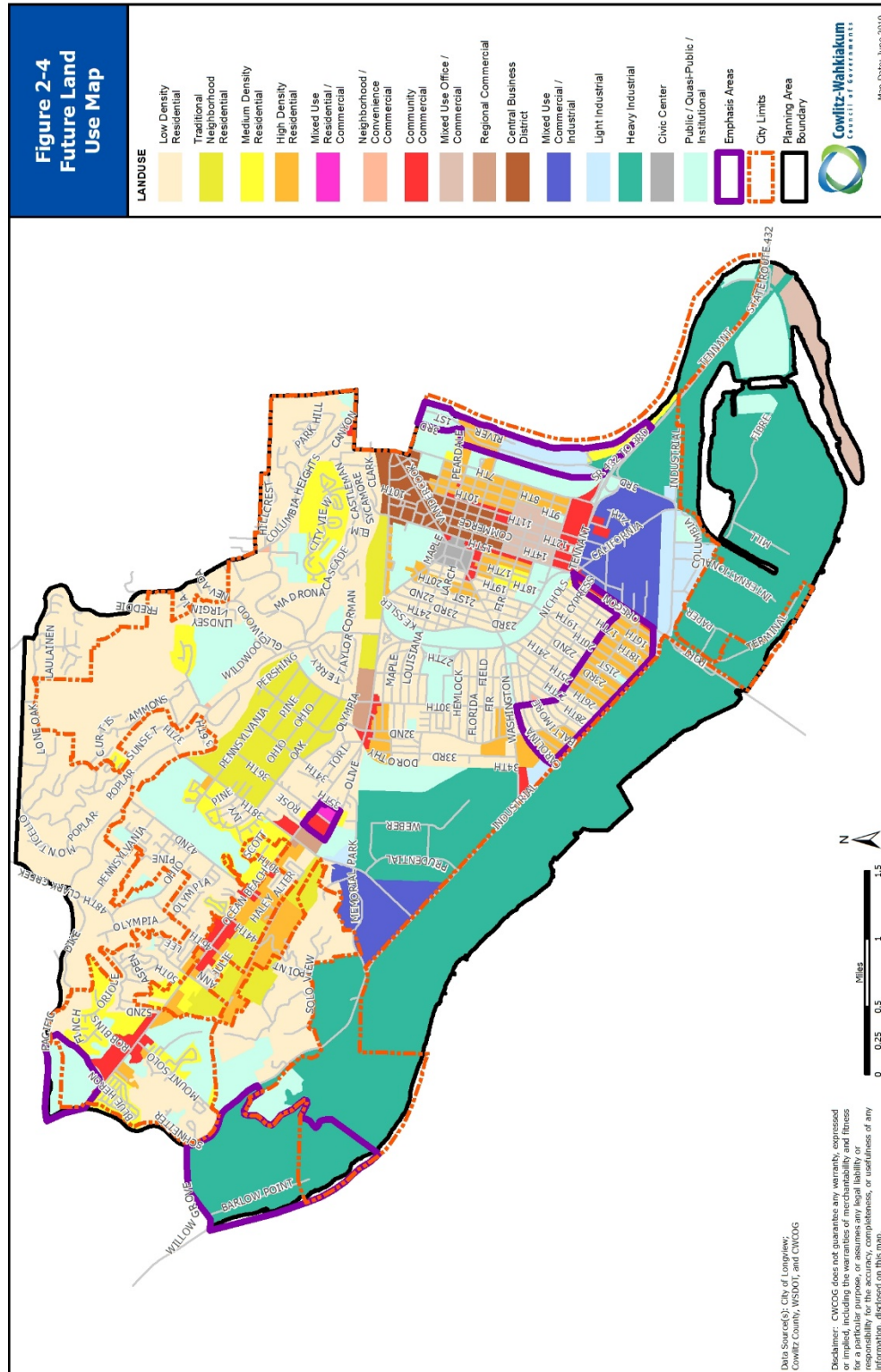
Civic Center

This designation recognizes the historical function of the R.A. Long Park hub as the “town square” and site of some of the city’s original buildings. Encouraged uses include public and quasi-public offices and facilities, professional offices, hotels, and multi-family dwellings.

Public/Quasi Public/Institutional

This classification is merely intended to note most major facilities and tracts that are in public or quasi-public ownership or are operated for a purpose benefiting the public. It includes public parks, public schools, the community college, the library, governmental buildings, major utility stations, cemeteries, hospitals, and golf courses. Church properties are not differentiated, although they are usually considered a public/quasi-public use.

Figure 2-4. Future Land Use Map



Land-Use Goals, Objectives, and Policies

Development Balance

- | | |
|------------------|--|
| Goal LU-A | Establish an enduring vision of land development that encourages an orderly, efficient, and beneficial balance between business, residential, and other land uses. |
| Objective LU-A.1 | Provide a cohesive framework for land development in Longview. |
| Policy LU-A.1.1 | Provide a variety of residential zoning districts at different densities to meet the needs of all economic segments of Longview's population. |
| Policy LU-A.1.2 | Maintain a supply of land available for commercial or industrial uses important for Longview's economic vitality consistent with the economic development chapter. |
| Policy LU-A.1.3 | Integrate non-residential uses such as governmental, utility, religious, social, and other institutional uses into the residential environment where appropriate to create a quality community which has a full range of facilities and services. |
| Policy LU-A.1.4 | Assure compatibility of new development's siting, design, and scale with the surrounding natural and built environment. |
| Policy LU-A.1.5 | Facilitate redevelopment of existing developed land when appropriate, and encourage infill development on vacant or underdeveloped land. |
| Objective LU-A.2 | Thoroughly review and, as necessary, update the comprehensive plan at least every seven years. |
| Policy LU-A.2.1 | As part of plan updates, reevaluate and adjust land-use policies based on such information as household and employment forecasts, Census data, economic analyses, case law, and statutory or regulatory changes at the state and federal level, as appropriate. |
| Policy LU-A.2.2 | Identify complementary zoning when considering amendments to the future land-use map, and process changes to both maps simultaneously so that zoning remains consistent with the identified future land use. Assure that any site- or area-specific requests for rezones conform to the future land-use map. |
| Policy LU-A.2.3 | Enable discrete amendments initiated outside of the periodic review and update, whether by the City or a private individual, to proceed on a standalone basis using the established amendment process. |

- Objective LU-A.3** Follow routine comprehensive plan updates with a thorough review and update of development regulations to assure they are driven by and in harmony with policy decisions embodied in the plan.
- Policy LU-A.3.1** During the formative stages of plan updates, identify and docket corresponding code amendments necessary to achieve conformance with the plan.
- Policy LU-A.3.2** Fund a regular and predictable work program to review and update regulations in concert with plan updates.
- Policy LU-A.3.3** Consider and facilitate the following when updating regulations:
- preservation of historic and natural features;
 - connectivity, including pedestrians and motorized/non-motorized transportation;
 - creation/retention of usable open space and community space and facilities; and
 - high-quality design and development.
- Objective LU-A.4** Promote awareness of the comprehensive plan's role in driving zoning and regulatory choices and public policy and investment decisions.
- Policy LU-A.4.1** Maintain an up-to-date copy of the comprehensive plan on the City's website.
- Policy LU-A.4.2** Incorporate a robust public outreach and participation effort into the periodic plan review and update process.

Compatibility

- Goal LU-B** Ensure that the location and design of new development is appropriate in type, density, and location considering existing land-use patterns, capacity of public facilities, natural characteristics of the land, and community preferences.
- Objective LU-B.1** Develop an integrated site plan review process to ensure that new development and substantial redevelopment are consistent with zoning regulations and the comprehensive plan.
- Policy LU-B.1.1** Inasmuch as possible, streamline the review process so as to avoid unnecessary delays or add substantially to the cost of applying.
- Objective LU-B.2** Provide for Light Detection and Ranging (LiDAR) mapping to improve upon the quantity and quality of critical areas data available to developers and property owners in planning for private development and for public sector uses.

Policy LU-B.2.1 Seek partnerships and funding to facilitate completion and maintenance of LiDAR mapping within Longview.

Objective LU-B.3 In conjunction with the Highland Neighborhood Plan, consider developing a zoning district specifically for the Highlands neighborhood.

Urban Design

Goal LU-C Ensure that development is of high-quality design; is serviced by a safe and convenient pedestrian, bicycle, and vehicular circulation system; has adequate parking, landscaping, and screening; and that signs are in scale and complement a district's character.

Objective LU-C.1 Develop and adopt a system of preferred future street connections to improve citywide circulation.

Policy LU-C.1.1 Ensure that streets, sidewalks, and pedestrian or bike paths are arranged as an interconnecting network. Limit the use of cul-de-sacs. A grid or "flexible grid" pattern of streets and pathways, with a hierarchy of widths and corresponding traffic volumes, should be used. Modify the grid pattern where necessary to accommodate topographical/environmental constraints.

Objective LU-C.2 Develop a public signage and wayfinding system throughout the City that reinforces the identity of Longview and its distinct neighborhoods.

Objective LU-C.3 By 2021, develop conceptual streetscape plans for:

- Washington Way between Ocean Beach Highway and the Civic Center
- 15th Avenue between Washington Way and Tennant Way
- California Way between Tennant Way and Industrial Way
- Beech Street extension between Oregon Way and California Way

Objective LU-C.4 By 2021, establish a streetscape policy that specifies allowable surface material treatments within the planter strip area of public rights of way.

Objective LU-C.5 By 2021, adopt a streetscape code that requires streetscape improvements within the public right of way when adjacent properties develop or redevelop.

Objective LU-C.6 Develop comprehensive citywide landscaping requirements in conjunction with streetscape and stormwater standards.

Policy LU-C.6.1 Consider the balance of aesthetics and affordability in applying landscaping requirements.

Objective LU-C.7 Develop comprehensive citywide sign regulations that provide for business visibility and impact while enhancing the city's visual character.

Policy LU-C.7.1	Substantially involve the business community in developing thoughtful, workable regulations.
Objective LU-C.8	Examine adoption of building standards for “green” buildings or certified homes/remodels, and incentive programs in partnership with the PUD.
Objective LU-C.9	Work with transit providers to develop code standards and requirements for mass transit infrastructure.
Objective LU-C.10	Develop a strategy to address emerging alternative transportation issues such as self-driving and alternative fuel vehicles.
Policy LU-C.10.1	Encourage the development of attractive gateways at all principal entry points to the City consistent with the Economic Development Element.
Policy LU-C.10.2	Ensure that private development, public facilities, and corridor improvement projects provide sidewalks (on both sides where possible) along streets. Install curbs and gutters along arterials, collector streets, and local streets to enhance pedestrian safety and control surface water runoff. Allow for use of low-impact development techniques in keeping with established regulations.
Policy LU-C.10.3	Include clear and ample walkways from street sidewalks and parking areas to building entrances as well as within and between developments as a part of site design review.
Policy LU-C.10.4	Whenever new streets are constructed or new utilities are added to existing streets, place overhead utilities underground whenever possible given the type and nature of the service line and geographic considerations.
Policy LU-C.10.5	Use a combination of architectural design and landscape elements to create a scale of development that is inviting to pedestrians and passersby.
Policy LU-C.10.6	Use site design, landscaping, and appropriate lighting to reduce the visual impact of parking lots upon adjacent areas.
Policy LU-C.10.7	Require public and/or private open space to be incorporated into new development to provide for active and passive recreation; separation between potentially conflicting uses; preservation of critical areas; and adequate light, air, and privacy.
Policy LU-C.10.8	Allow for flexibility in building and site design to accommodate urban density of development consistent with the underlying zoning district when well-designed and functional open space is incorporated into the project’s design.
Objective LU-C.11	Develop Crime Prevention Through Environmental Design (CPTED) standards for commercial and industrial zoning districts.

- Policy LU-C.11.1 Require new development to address CPTED standards while giving the property owner discretion in what methods are implemented.

Healthy Communities

Goal LU-D Promote social equity and health goals in land-use planning.

Objective LU-D.1 Seek a rising standard of living for all Longview residents.

Policy LU-D.1.1 Lower barriers to equal access to civic, educational, economic, and social opportunities for low-income and special needs populations.

Policy LU-D.1.2 Support programs that provide workforce development and educational opportunities for residents.

Neighborhood Preservation and Renewal

Goal LU-E Maintain stability and improve the vitality of neighborhoods by adhering to and enforcing established land-use regulations.

Objective LU-E.1 Develop regulations to govern infill in residential areas with large lots.

Policy LU-E.1.1 Conduct substantial public outreach to assist in developing thoughtful, workable infill regulations designed to minimize adverse impacts.

Policy LU-E.1.2 Identify areas characterized by lots with greater depth than width, where rear portions of property could host infill.

Policy LU-E.1.3 Consider private road standards to facilitate infill development at the rear of already-developed properties.

Policy LU-E.1.4 Encourage a variety of residential site and building designs that are compatible and consistent with surrounding development.

Policy LU-E.1.5 Identify potential infill and redevelopment layouts that would be suitable for long, narrow properties in the vicinity of Ocean Beach Highway.

Objective LU-E.2 Develop a neighborhood plan for the Highlands Neighborhood that guides the creation of a zoning district specific to the neighborhood.

Policy LU-E.2.1 Consider a zoning district that allows for higher development densities than currently exist but seeks a balance with maintaining housing affordability.

Objective LU-E.3 Continue inventorying all potential historic sites in residential areas for future historic registration.

- Policy LU-D.3.1 Encourage the maintenance and updating of the City’s older housing stock, so that neighborhoods are well maintained and existing housing is preserved, updated, or modified to meet the evolving needs of residents.
- Policy LU-D.3.2 Support and coordinate programs to prevent the deterioration of existing structures and public facilities. These may include matching grants or neighborhood improvement projects sponsored by the City.
- Policy LU-D.3.3 Recognize the role of mobile and manufactured housing as an important component of Longview’s single-family housing stock by allowing for their continuation in zoning regulations and by providing flexible and effective development regulations that will allow the upgrading and modernizing of existing mobile home parks.
- Policy LU-D.3.4 Provide regular and appropriate levels of investment in streets, surface water, parks maintenance, and water and sewer facilities within residential neighborhoods, consistent with the City’s capital improvement priorities. Maintain infrastructure within residential neighborhoods consistent with adopted service and capital improvement plans.

Objective LU-E.4 Amend the Longview Municipal Code Title 19 – Zoning to provide regulations and standards that allow for a wide range of housing choices to meet the changing needs of the community. Consider allowing for project phasing or “shadow plats” where the first use of the land is at very low densities but arranged in a manner to allow future development when the demand is there.

- Policy LU-E.4.1 Identify single-family dwellings as the principal use in the City’s established low-density residential districts. Allow for secondary uses that are compatible with a single-family character.
- Policy LU-E.4.2 As appropriate to the district, support the development of incentives for mixing of housing types, clustering around open space, and infilling of vacant land.
- Policy LU-E.4.3 Residential density bonuses should be allowed in instances such as planned unit developments that combine excellence in design with housing affordability, preserve critical areas and provide usable open space, or meet other important community objectives.
- Policy LU-E.4.4 Promote housing in the upper stories of downtown buildings and in other areas that are appropriate for mixed uses.
- Policy LU-E.4.5 Allow home occupations that are compatible with residential uses.
- Policy LU-E.4.6 New multi-family land use classifications should be applied as follows:
 - a. located in or abutting areas already containing multi-family uses; or
 - b. in or next to Central Business, Regional or Community Commercial Districts or more intensive institutions;
 - c. located in areas offering unique amenities such as in Downtown or along the Cowlitz and Columbia River waterfronts; or

- d. along arterials where access consolidation and transit are available.
- e. In all cases, existing or planned transportation capacity should be adequate to accommodate projected travel demand according to City standards.

Policy LU-E.4.7 Encourage and promote flexible design techniques for residential developments such as lot clustering, flexible setback requirements, and mixing attached and detached housing to achieve design variety and housing choices.

Policy LU-E.4.8 Ensure that multi-family residential developments are designed to provide both common open space and private open space for each dwelling unit.

Industrial, Commercial, and Mixed-Use Areas

Goal LU-F Support existing businesses and provide an energetic business environment for new industrial and commercial activity providing a range of service, office, commercial, and mixed uses.

Objective LU-F.1 Review the Civic Center, Country Club, and Riverfront District zoning for appropriateness and adequacy.

Policy LU-F.1.1 Maintain the area classified as civic center on the future land-use map as a principal site for government and professional offices.

Objective LU-F.2 Continue inventorying all potential historic sites in commercial and industrial areas for future historic registration.

Objective LU-F.3 Update the sign code to conform with case law while enabling signage that serves the needs of commercial and industrial businesses.

Annexation and Joint Planning

Goal LU-G Coordinate planning and decision making between the City, Cowlitz County, and other urban service providers in matters relating to urban services and development, ensure that annexations to the City of Longview meet development and growth needs, create reasonable service areas for city services, and form logical extensions of city boundaries.

Objective LU-G.1 Collaborate with Cowlitz County to develop an urban growth agreement.

Policy LU-G.1.1 Establish a mutually agreed-upon Planning Area Boundary that establishes future annexation areas.

Policy LU-G.1.2 Identify an avenue of coordination between the City and County as lands within the Planning Area Boundary are developed prior to annexation.

- Policy LU-G.1.3 Require unincorporated areas or new developments contiguous to city limits and within the Longview PAB who request City sewer or water service to annex to the City before extensions will be granted.
- Policy LU-G.1.4 Require that unincorporated areas or new development requesting connection to City sewer and/or water systems that are not contiguous to City limits but are within the City's sewer and/or water service area and the Longview PAB enter into an agreement with the City requiring future annexation when adjacent or nearby properties come into the City. Such agreements should be recorded against the effected properties.
- Policy LU-G.1.5 Condition annexations, as appropriate, on capital improvements or building improvements being made by the property owners or other requirements deemed appropriate by the City.
- Policy LU-G.1.6 Owners within an annexing area should expect to contribute to capital improvements serving the area and to assume a portion of City indebtedness upon annexation.
- Policy LU-G.1.7 Encourage and promote the consolidation and regularization of city limits in the general area of West Longview along Ocean Beach Highway.
- Policy LU-G.1.8 Identify a future land-use designation and zoning for areas that the City might reasonably expect to annex in the future, to become effective simultaneously with annexation.

Objective LU-G.2 Collaborate with City of Kelso and Cowlitz County to identify appropriate land-use regulations for the airport influence area associated with Southwest Washington Regional Airport that overlays the three jurisdictions.



City of Longview

Agenda Summary

Comprehensive Plan Updates - Chapter 3 Housing

Attachments:

1. Chapter 3 Housing Redlines
2. Chapter 3 Housing Clean Version

Chapter 3. Housing

Introduction

Housing is a cornerstone of any community – particularly a planned community such as Longview, which was founded on the idea of creating a quality community that offered abundant housing for the workers employed in its primary industry. Today’s housing demand is largely driven by economic conditions and demographics. Demographic characteristics influence market demand with regard to the number of households; their size, composition, and economic ability; and preference for styles and amenities.

Existing Conditions and Trends

Historical Housing Trends

About two thirds (645 percent) of Longview’s housing stock consists of single-family homes, with multi-family units making up less than the remaining third (319 percent). The federal Census Bureau⁵ estimates that 7,465,025 (4754 percent) of the occupied housing units are owner-occupied, and 8,7286,860 (5346 percent) are rented. Manufactured homes make up about 11.34.7 percent of the housing stock, while a small percentage of residents live in recreational vehicles, aboard boats, or in other lodging.

Table 3-1 shows how the type of housing available in Longview has changed over time. Since 201600, the largest growth in housing category has been in 10+ unit small multi-family – nearly over 2045 percent growth in two- to four unit residences. Meanwhile, multi family residences of between five and 19 units have decreased by a little more than five percent. There has only been modest growth in new single-family residences.

Table 3-1. Change in Types of Housing Since 2016 ACS Census

Structure Type	2016 ACS	2020 Census	2024 ACS	% change (1600-2416)
1 unit (detached or attached ⁶)	9,764	10,316	10,396	6.54-5%
2-4 units	1,280	1,154	6051,170	(8.6)45.8%
5-9 units	834	1,017	4,360794	(4.8)(5.2%)
10+ units	2,247	2,663	2,690	15.719.7%
Manufactured housing	759	762	759	11.30%
Total	14,884	15,912	15,810	7.0622%

Source: US Census Bureau, 2016/2020/2024 American Community Survey 5-Year Estimates

As might be expected over the span of 35 years, the number of housing units of all types has increased overall between 1990 and 2025. Just over 1,800 single family housing units have been added since 1990. Multi-family and manufacture homes have seen an increase in total percentage of housing units in Longview since 1990 as show in Table 3-2. Over 2,000 single family, 1,000 multi family, and 350 manufactured units have been added to the housing inventory. At the same time, the inventory has shifted from fully 75 percent single family in 1970 (not shown in Table 3-2 below, but which was included in the 2006 comprehensive plan update), to single family units making up only about two thirds of the housing stock today, versus multi family and manufactured homes. While multi family housing now comprises about 30 percent of the inventory, it was closer to 20 percent in 1970.

Table 3-2. Change in Housing Unit Types 1990-2025

Unit Type	19904980	%%	20004990	%%	20102000	%%	20402020	%	20472025 (est)	%
Single Family	9,2268.985	69.068.5	10,1039.226	66.469.0	10,8564.0403	66.366.4	10,85610.875	66.366	10,98611.034	66.265.6
Multi-family	3,7623.825	28.229.2	4,3823.762	28.728.2	4,8634.382	29.728.7	4,8634.910	29.87	4,9125.043	29.630
Manufactured	453308	2.82.3	740453	4.92.8	661740	4.04.9	664693	4.04.2	694725	4.24.4
Total Units	13,44143.118	100.040.0	15,22543.441	100.040.0	16,38045.225	100.040.0	16,38016.478	100.0	16,58916.802	100.0

Source: Postcensal Estimates of April 1 Housing Units, Washington State Office of Financial Management

Population has gone up by 228 percent since 1990, but housing units have grown at a slower rate of 256.5 percent. This is significantly different from the data reported in the 201906 comprehensive plan update, where housing units grew at a pace slower more than twice the population rate. The overall slowdown of home building in Longview since the 1970s accounts for this decline.

⁶ According to Census Bureau definitions, "detached" is a standard, standalone home; while "attached" is a single-unit structure that has one or more walls extending from ground to roof that separate it from adjoining structures (as distinguished from what might typically be known as a duplex). Row houses are a common example of attached 1-unit dwellings.

Consumer Housing Choices

Some communities where growth pressures have limited both availability and affordability of housing use a “jobs/housing” ratio as a planning goal. While there is no absolute standard for setting such a ratio, an accepted rule of thumb is typically 1:1—generally known as “jobs/housing balance.” The jobs/housing ratio is a measure of housing availability against employment availability in a given area. The target ratio is based on a goal of having one job for each resident in the workforce living in the community. The ratio describes whether a community is a net importer of workers who commute in to work, or a net exporter of workers who spend their days elsewhere. Jobs/housing balance was a popular planning theory in the 1990s, also featured in the 2006 comprehensive plan update.

However, this approach doesn’t accommodate the finer points of consumer decision making about where to live. People make such decisions for a myriad of reasons, many of them reflecting personal circumstances and not simply housing availability and proximity to work. For instance, if one member of a couple living in “Community A” works in “Community B,” the couple could then decide to live in A or B, somewhere in between, or potentially somewhere else entirely. Some people make housing decisions based on proximity to family, church, or other such situational factors. Renters and buyers alike tend to shop first for the right neighborhood, then for the housing unit. It’s difficult to capture such variables when calculating jobs/housing balance.

Today, the availability of “workforce housing” seems to have eclipsed jobs/housing balance as a fundamental planning consideration. Generally, this relates to the availability of housing that is affordable to working families. Even if the housing inventory is adequate to meet demand, is it diversified among housing types (single family, multi family, etc.) to meet demand; and is it similarly diversified between owned and rental housing? And, is the housing stock desirable?

Cowlitz County is often cited as a desirable housing market to handle “overflow” demand from the more robust Vancouver/Portland job market. At the same time, the northern limit of the Vancouver/Portland commute shed appears to extend as far as the Woodland area. Woodland has seen a spate of new housing development to serve this demand that has not been replicated in Longview. While there is undoubtedly commuter exchange occurring, there does not appear to be the same housing demand that the Woodland area enjoys.

Housing Quality

Housing Age

As shown in Table 3-3, the bulk (77 percent) of Longview’s housing stock was built before 1979, with over a quarter built prior to 1949. By comparison, the bulk of housing in Cowlitz County (slightly more than 65 percent) was built between 1950 and 1999; ~~Clark County, included as a comparable because of the market proximity, had over 83 percent built between 1960 and 2009.~~ This means that more than three-quarters of Longview’s housing is over or approaching 40 years old, while Cowlitz, as a whole, and Clark counties have a larger supply of newer homes. ~~Over 20 percent of Clark’s housing stock has been built since 2000.~~

TABLE 3-3. Comparative Age of Housing

YEAR STRUCTURE BUILT	Longview	%	Cowlitz ⁷	%	Clark	%
Total housing units	16,277		43,519		172,874	
Built 2014 or later	0	—	143	3.3%	1,542	0.9%
Built 2010 to 2013	55	3.0%	362	8.3%	4,485	2.6%
Built 2000 to 2009	944	5.8%	5,373	12.4%	34,597	20.0%
Built 1990 to 1999	1,580	9.7%	7,005	16.1%	45,249	26.2%
Built 1980 to 1989	1,166	7.2%	3,636	8.4%	21,328	12.3%
Built 1970 to 1979	3,307	20.3%	7,743	17.8%	31,174	18.0%
Built 1960 to 1969	2,353	14.5%	5,043	11.6%	12,626	7.3%
Built 1950 to 1959	2,407	14.8%	4,860	11.2%	8,436	4.9%
Built 1940 to 1949	1,940	11.9%	3,604	8.3%	5,583	3.2%
Built 1939 or earlier	2,525	15.5%	5,750	13.2%	7,854	4.5%
Highest construction era (cumulative)		77.0%		65.1%		83.8%

With an extraordinarily large percentage of Longview's housing inventory going back to the 1970s and earlier, the availability of newer housing with contemporary amenities in southern Cowlitz and Clark counties may also influence the Longview market. Someone with ready transportation who works in Longview may find the housing in Woodland more desirable and decide to commute again regardless of the balance of jobs and housing within Longview.

Beyond just housing availability and affordability, the availability of *desirable* housing in a community can also be a consideration for major employers in deciding where to site their facilities. If a particular market lacks housing that is viewed as adequate to both the labor⁸ and executive levels that a large worksite would employ, that employer may choose to go elsewhere. This could hamper economic development in a community with predominately older housing stock.

Although the highest percentage of homes in the three comparison groups has two to three bedrooms, the data in Table 3-4 suggest that Longview's housing supply trends toward smaller homes, which often corresponds with age of the residence. More than twice the percentage of homes in Longview are studios (shown as "no bedroom") compared to Clark. Longview has close to twice the percentage of two-bedroom units that Clark does, while Clark has a higher percentage of three- and four-bedroom homes, and more than twice the percentage of 5+-bedroom homes. This suggests a more contemporary housing stock suitable to families.

⁷ Cowlitz data encompasses both unincorporated and incorporated areas, including Longview. All tables are compiled from U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates. Numbers may not add to 100 percent due to variations in the census data and rounding.

⁸ Another consideration is the availability of adequate housing to serve a temporary workforce that may not live permanently in the area, but may be

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present for a protracted period of time while major facilities are being constructed.

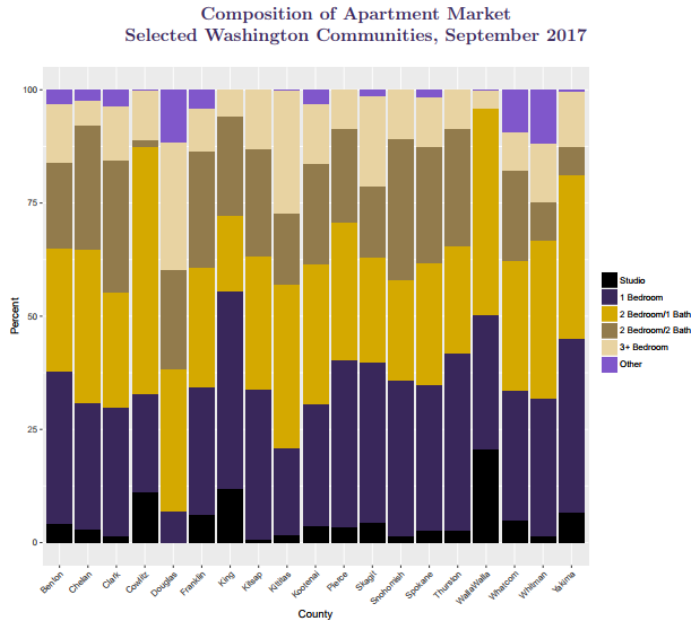
TABLE 3-4. Comparative Size of Housing (by Bedrooms)

BEDROOMS	Longview	%	Cowlitz	%
Total housing units	46,277 <u>161,826</u>		46,422 <u>43,519</u>	
No bedroom	<u>721</u> 509	<u>4.33</u> 4.1 %	<u>1,095</u> 757	<u>2.44</u> 1.7 %
1 bedroom	<u>2,132</u> 2,042	<u>12.71</u> 4 %	<u>4,206</u> 3,555	<u>9.18</u> 2 %
2 bedrooms	<u>5,426</u> 5,204	<u>32.24</u> 0 %	<u>11,256</u> 11,693	<u>24.26</u> 9 %
3 bedrooms	<u>6,458</u> 6,436	<u>38.43</u> 5 %	<u>21,283</u> 19,532	<u>45.84</u> 9 %
4 bedrooms	<u>1,728</u> 1,789	<u>10.34</u> 0 %	<u>6,884</u> 6,295	<u>14.84</u> 5 %
5 or more bedrooms	<u>361</u> 327	<u>2.12</u> 0 %	<u>1,698</u> 1,687	<u>3.73</u> 9 %

Specific to multi-family units and aggregated at the countywide level, the local disparity in unit types is displayed in Figure 3-1⁹. Clearly, Cowlitz County overall has the lowest percentage of two-bedroom, two-bath units from among surveyed counties; meanwhile, it has the largest share of two-bedroom units that have only a single bath. It also has a fairly large percentage of studio units.

⁹ Washington Apartment Market, Fall 2017. Washington Center for Real Estate Research, Runstad Center for Real Estate Studies, College of Built Environments, University of Washington. <<http://realestate.washington.edu/wp-content/uploads/2017/05/fall-2017.pdf>> Accessed December 27, 2017.

Figure 3-1.



Home Values

Housing values trend lower in Longview than in either Cowlitz as a whole or in Clark than in other parts of Cowlitz County. Over-Nearly 70 percent of homes are valued between \$200,000 and \$429,999. Longview contains a larger percentage of older homes than Cowlitz County, which could be a reason housing prices are lower in Longview. However having lower prices with current interest rates and other affordability issues, this could make Longview a preferred market for first time homebuyers in Cowlitz County. (see highlighted value clusters in Table 3-5). The same value cluster is seen in Cowlitz as a whole, but at a lesser cumulative percentage, just over 65 percent. Over three-quarters of the homes in Clark are valued between \$150,000 and \$499,999, with the highest percentage of any of the jurisdictions (34.2 percent) valued between \$200,000 and \$299,999—over 14 percent more than the same valuation in Longview. At the same time, more than double the percentage of Longview units are valued at under \$50,000, with more than four times the percentage of units valued at \$50,000 to \$99,999. This suggests older, outmoded, and/or poor quality housing stock and is reflected in the median housing value.

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TABLE 3-5. Concentrations of Housing Valuation

VALUE	Longview	%	Cowlitz	%
Owner-occupied units	8,728,025		29,876,107	
Less than \$50,000	398,868	4.6%	1,223,464	4.1%
\$50,000 to \$99,999	110,766	1.3%	476,302	1.6%
\$100,000 to \$149,999	151,843	1.7%	812,697	2.7%
\$150,000 to \$199,999	295,298	3.4%	1,137,240	3.8%
\$200,000 to \$299,999	1,563,645	17.9%	3,996,098	13.4%
\$300,000 to \$499,999	515,265	5.9%	14,048,856	47.0%
\$500,000 to \$999,999	1,023,89	11.7%	6,908,689	23.1%
\$1,000,000 or more	3644	0.4%	1,27394	4.3%
Median value	361,600\$ 4,800		397,500\$ 480,000	

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In turn, diminishing valuations can affect the property tax rate for which individual property owners are responsible. Washington has a budget-based property tax system. No matter what the assessed valuation, the bottom line (collected revenues to fulfill a budget) remains the same. The assessor adds together all of the local taxing districts' yearly budgets and divides that amount by the value of all property in within the taxing boundaries, then assigns a set tax per thousand dollars of value so that enough money is generated to cover the annual budgets of each taxing district. Declining assessed values fall do not reduce the taxing districts' budgets, which stay the same. Instead, declining valuations translate into a higher levy rate upon all properties. Figures 3-2 and 3-3⁴⁰ illustrate this process. The first figure depicts assessed valuation based on higher value homes, while the second depicts the same homes with a lesser valuation; the tax budget remains the same, resulting in a higher tax rate upon each unit.

¹⁰ Source: Klickitat County Assessor

Figure 3-2. Assessed Valuation on \$250K Homes

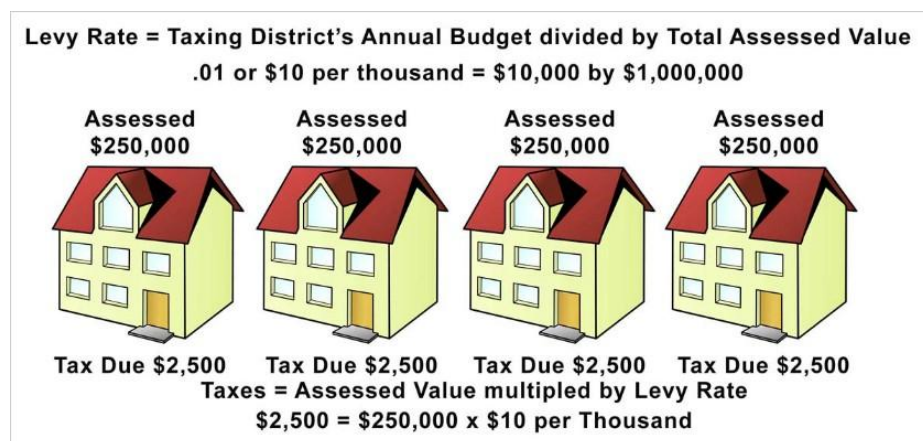
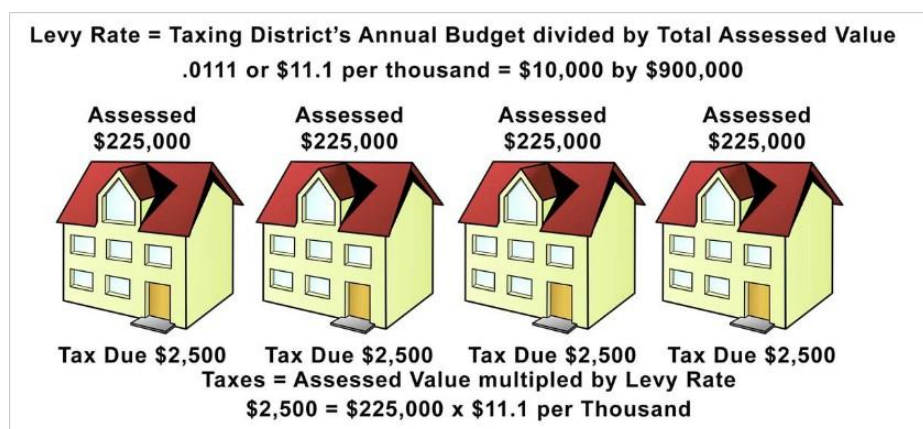


Figure 3-3. Assessed Valuation on Same Homes at \$225K



Add to this housing costs that are not dramatically different from neighboring jurisdictions like Clark, that have more housing that is newer and larger. The federal standard for housing affordability is that a household pays less than 30 percent of its monthly income toward the cost of housing, including utilities; those who pay 30 percent or more in housing costs are considered to be low income.

In terms of homes with mortgages (Table 3-6), Longview has a lower percentage of housing burdened households than Cowlitz County. The percentage of housing burdened families that have mortgages has increased since this plan was updated in 2019. Since 2019 rental units have seen a decline in housing cost burden. The amount of cost burdened households dropped seven percent since 2019. Longview has seven percent more low income households than Clark, but that skyrockets to fully two-thirds of renters, compared to under 50 percent in Clark. More than half of Longview's rental households (Table 3-7) pay more than 35 percent of their income toward housing alone. When compounded with the cost of utilities to service the rental unit, that percentage creeps even higher.

Table 3-6.

SELECTED MONTHLY OWNER COSTS AS % OF HOUSEHOLD INCOME ¹¹	Longview	%	Cowlitz	%
Housing units with a mortgage ¹²	5,663,762		19,263,684	
Less than 20.0 percent	1,955,664	34.59%	7,643,552	39.70%
20.0 to 24.9 percent	839,820	14.84%	2,534,345	13.24%
25.0 to 29.9 percent	663,482	11.70%	2,555,129	13.33%
30.0 to 34.9 percent	496,478	8.77%	2,035,198	10.6%
35.0 percent or more	1,710,438	30.2%	4,496,387	23.37%
Cumulative low income		37.73%		34.43%

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Table 3-7.

GROSS RENT AS % OF HOUSEHOLD INCOME	Longview	%	Cowlitz	%
Occupied units paying rent ¹³	6,846,560		13,276,777	
Less than 15.0 percent	637,458	9.30%	1,247,340	9.40%
15.0 to 19.9 percent	704,760	10.30%	1,547,409	11.70%
20.0 to 24.9 percent	904,669	13.20%	1,888,122	14.20%
25.0 to 29.9 percent	886,664	12.90%	2,048,144	15.40%
30.0 to 34.9 percent	417,592	6.10%	1,091,332	8.20%
35.0 percent or more	3,298,347	48.2%	5,455,577	41.1%

	52.4%	90	5.3%
Cumulative low income	5464.3%		55,749.3%

¹¹ Includes mortgages, real estate taxes, various insurances, utilities, fuels, mobile home costs, and condominium fees

¹² Excluding units where data cannot be computed

¹³ Excluding units where data cannot be computed

Housing Conditions by Area

Neighborhood revitalization was cited as the highest priority for future development in Longview, according to a 2004 citizen survey. Housing conditions were analyzed using federal Census Bureau14 data to determine locations where housing stock is over 50 years old (built prior to 1970). Aging housing stock is not solely a desirability issue but can also indicate the need for significant rehabilitation. Such homes may never have been updated for energy efficiency or upgraded fire codes and are more likely to contain hazardous materials such as lead-based paint and asbestos.

~~Harvard University's Joint Center for Housing Studies¹⁵ says the age of owner-occupied housing stock is a key factor in remodeling. Besides replacing worn out exteriors and systems such as roofs, siding, and heating and air conditioning equipment, owners often want to update to some of the products and features available in newer homes.~~

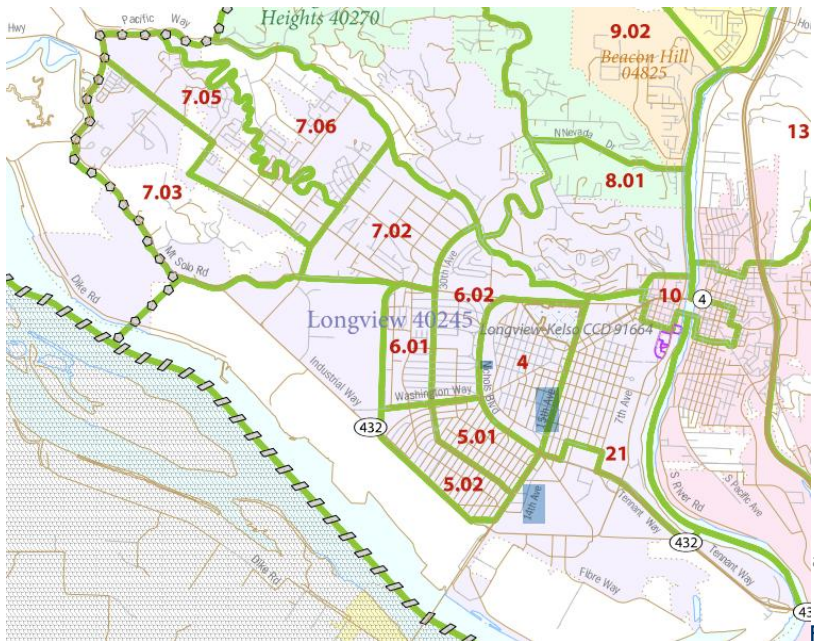
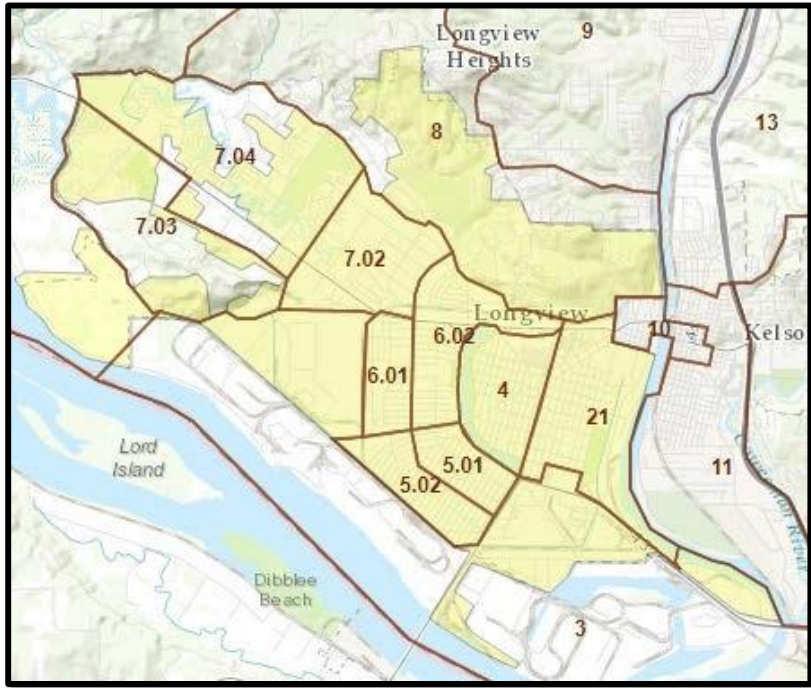


Figure 3-

4. Census Tracts

Source: City of Longview GIS

¹⁴ U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

¹⁵ The US Housing Stock: Ready for Renewal. Joint Center for Housing Studies of Harvard University, Harvard School of Design/Harvard Kennedy School, 2013.

Housing conditions were examined using census data broken down by the individual census tracts shown in Figure 3-4. Census Tracts 7.03, 7.04, and 8 include some unincorporated area. As may be seen in the figure, some census tracts are predominately unincorporated and/or contain industrial area; these were intentionally omitted from the table below.

Census tracts and identified neighborhoods don't neatly align. Their correspondence may be seen by comparing Figure 3-4 with Figure 3-5 below:

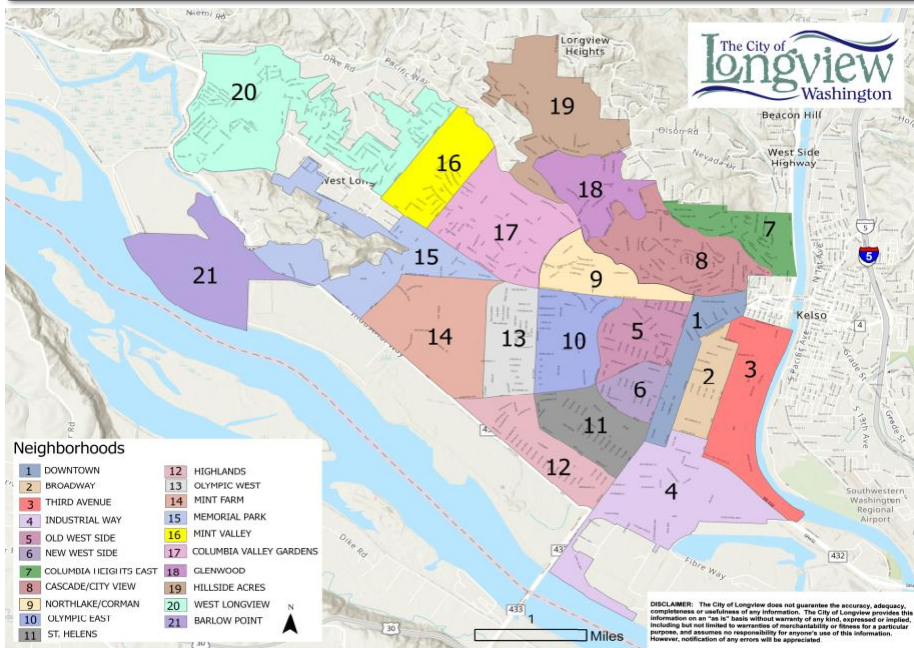
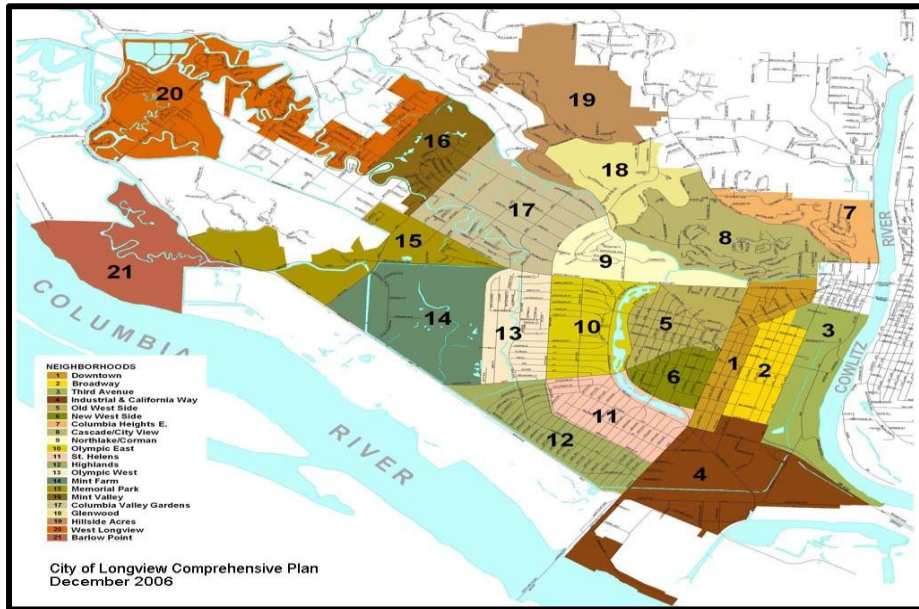


Figure 3-5. Neighborhoods

With all but three Longview census tracts having more than 50 percent of their housing stock built before 1969 (Table 3-8), this points at the probable need for renovation and potentially redevelopment of housing that has reached the end of its life cycle, particularly if it has not been maintained properly over time.

Table 3-8. Housing Conditions by Census Tract

	4	5.01	5.02	Census Tract		7.02	7.03	7.04	8	21
				6.01	6.02					
Total units/%	2,034 11.4%	1,183 6.6%	1,754 9.8%	1,792 10%	1,348 7.6%	1,175 6.6%	711 4.0%	3,091 17.3%	2,772 15.5%	1,997 11.2%
Units built 1969 or before/%	1,505 74.0%	1,116 94.3%	1,304 72.8%	870 48.6%	1,145 84.9%	692 58.9%	40 5.6%	485 15.7%	1,450 52.3%	1,203 60.2%
Total occupied units/%	1,897 93.2%	1,081 61.6%	1,560 88.9%	1,630 90.9%	1,175 87.2%	1,132 96.3%	687 96.6%	2,893 93.6%	2,669 96.3%	1,765 88.4%
Owner occupied/%	650 34.3%	602 55.7%	546 35.0%	579 35.5%	963 82.0%	969 85.6%	572 83.3%	1,711 59.1%	2,266 84.9%	240 13.6%
Owner vacancy rate	1.2	7.8	3.0	0.0	0.0	0.0	0.0	2.1	0.7	10.1
Renter occupied/%	1,247 65.7%	479 44.3%	1,014 65.0%	1,051 64.5%	212 18.0%	163 14.4%	115 16.7%	1,182 40.9%	403 15.1%	1,525 86.4%
Rental vacancy rate	4.6	4.6	4.7	5.9	10.2	0.0	0.0	3.8	0.0	7.9
Incomplete plumbing ¹⁶	0	0	0	0	0	9	0	0	17	9
Incomplete kitchen ¹⁷	44	0	0	35	0	9	0	0	0	212
No phone ¹⁸	31	54	66	5	6	21	8	28	17	43
Overcrowded ¹⁹	13	0	101	20	11	0	7	20	7	82

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

Other factors reviewed included ownership versus rental rates (including vacancies for each), which can indicate higher degrees of residential turnover and civic disengagement within specific areas; and the potential for substandard units, as measured by overcrowded housing and incomplete plumbing/kitchens. It should be noted that incomplete facilities can also be indicative of congregate living facilities such as senior housing. These do not constitute the census definition of “group quarters” and are included as residential units, but are unlikely to indicate substandard units are incomplete by design, and much is newer construction.

¹⁶ A unit has complete plumbing facilities when it has hot and cold running water and a bathtub or shower.

¹⁷ A unit has complete kitchen facilities when it has a sink with a faucet, a stove or range, and a refrigerator.

¹⁸ Includes landline, cell phone, or some other type of phone service

¹⁹ More than one person per room

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Harvard's Joint Center for Housing Studies calls these measures of the physical condition of housing units "housing inadequacy."²¹ It anticipates that a significant share of inadequate units is likely to deteriorate further and be lost from the housing stock, first becoming vacant or converted to rental or nonresidential uses, eventually being sold in their inadequate condition. At the same time, preserving and rehabilitating older housing, especially rental housing that is generally more affordable to begin with, is critical to help provide adequate workforce housing²⁰.

Revitalization Strategies

The Washington State Department of Health²¹ expresses concern that substandard or inadequate housing poses health risks specific to the potential for the presence of lead-based paint, lead risks in drinking water from old plumbing, air quality issues associated with mold or radon, non-functional or absent smoke or carbon monoxide detectors, and deferred repairs to the home. People living in inadequate housing often don't have the control and/or the financial means to improve their living conditions by addressing the quality of their home. The federal Centers for Disease Control²² has identified home improvement loans and grants for low-income families to repair their homes, make improvements, and remove health and safety hazards as one of its top health intervention strategies. This is but one example of available revitalization funding.

Many jurisdictions approach neighborhood revitalization by spreading limited federal and local resources among as many low-income areas as possible, as a response to neighborhood concerns and political pressures. This broad-brush approach often results in an inadequate level of public investment to generate reciprocal private investment. The bottom line is that deteriorating neighborhoods cannot be turned around using only public funds. When public dollars are strategically targeted, it is possible to narrow the gap between development costs and market values, thus attracting private capital. This creates a ripple effect that can increase property values both within targeted neighborhoods as well as adjacent communities.

The most successful housing stock enhancement programs target specific neighborhoods because:

- Each neighborhood faces different challenges;
- Smaller areas allow for more detailed and customized responses to challenges;
- Building consensus for action is often easier within a smaller area; and
- The combination of detailed planning and neighborhood support can facilitate efforts to secure political and financial support.

²⁰ "Why Every City Needs Workforce Housing" by John Powell, National Real Estate Advisor, April 10, 2016

²¹ 2017 Washington State Health Assessment (public comment draft), Washington State Department of Health, January 2018.

²² Health Impact (HI-5) Interventions, Office of the Associate Director for Policy, Centers for Disease Control and Prevention, <<https://www.cdc.gov/policy/his/his/interventions/index.html>> Accessed January 4, 2018.

Neighborhood revitalization planning begins with the definition of the neighborhood or even portion of the neighborhood that will be the focus of the initiative. The two basic approaches to neighborhood selection are:

- **Most Blighted Areas First.** This approach focuses resources on neighborhoods and individuals with the most needs as evidenced by incomes, vacancies, blight, crime and other factors. Because these types of neighborhoods have the greatest obstacles to overcome, they tend to rely on larger grants and more extensive funding being awarded unless local governments are willing and able to commit significant resources for the many years required to achieve significant change.
- **Targeting Low Hanging Fruit.** By focusing on neighborhoods with the greatest potential to benefit from available resources—this approach can yield quick positive results and is useful to improve the fortunes of neighborhoods that are stagnating or just beginning to decline. This approach is intended to increase confidence for private sector investors who can see visible improvements based on more limited and targeted investments than the prior approach.

Harvard's Joint Center says that renovating foreclosed or abandoned homes benefits the entire neighborhood; its studies indicate that home prices in neighborhoods with higher levels of improvement spending appreciate more rapidly. The process of choosing neighborhoods for revitalization involves more than reviewing quantitative factors (Figure 3-7). Because neighborhood support is essential for the success of any project, the selection process must engage affected residents, business owners, and other stakeholders. Creative funding and incentives are critical to stimulate investment by existing householders, attract households with staying power, and encourage investment by developers and landlords.

Figure 3-6. Neighborhood Revitalization Evaluation Factors²³



Housing Supply and Affordability

Housing Supply

In its recent report to the Governor²⁴, the Housing Affordability Response Team (HART) emphasizes that not just housing, but housing that is *affordable*, is an essential part of community infrastructure, serving as a platform for individuals and families to stabilize and build their economic futures. It also creates jobs and attracts investment, making it a prerequisite to economic growth.

Housing supply and affordability are issues that affect every community in Washington, says HART. Some parts of the state enjoy a robust housing market, but it has produced a tight housing market in which existing inventory is priced at a premium. In some areas, the demand for housing has

²³ Content and figure are drawn from Jefferson Parish, Louisiana's strategic approach for targeting neighborhood interventions, which includes a regulatory and financing toolbox: <<http://www.jedco.org/wp-content/uploads/2012/03/Housing-Stock-Enhancement-Study.pdf>> Accessed December 29, 2017.

²⁴ 2017 Housing Affordability Response Team (HART) Recommendations (Report to the Governor), Affordable Housing Advisory Board, June 2017

significantly outpaced housing supply, placing additional upward pressure on rents and home prices. In combination with other market factors, such circumstances have created a deficit of affordable and available housing, particularly for those in the low to middle income range. In weaker and rural markets such as Longview, market rents do not serve lower income households and yet are not high enough typically to make new production financially feasible.

Owned Housing Supply

Housing supply is typically measured in the number of months it would take to sell all the homes currently available for sale, if no new listings were added. A four- to six-month supply is considered normal or desirable. Statewide, there was a two-month supply of homes on the market at the end of the ~~third-first~~ quarter ~~of 2025. (September 2017)~~. This describes a relatively tight housing market. Within Cowlitz County, the situation was not much better, with only 2.34 months' supply of housing. Housing supply was most constrained at the most affordable end of the spectrum, with less than a month's supply available. See Table 3-9.

Table 3-9. Months of Housing Supply Available, by Housing Price

Period/Area	Under \$80,000	\$80,000 to \$159,000	\$160,000 to \$249,000	\$250,000 to \$499,999	\$500,000 and above	Total Market
3rd quarter 2015 1st Quarter 2024						
Cowlitz County	3.2NA	3.3NA	3.02.1	6.41.1	4.4NA	4.21.8
Washington State	3.12.9	3.52.2	2.52.1	2.61.7	3.72.1	2.92
3rd quarter 2016 1st Quarter 2025						
Cowlitz County	1.6NA	2.3NA	1.8NA	4.22.2	24.63.0	2.82.3
Washington State	2.66.6	2.93.4	2.02.3	2.02.1	2.52.6	2.22.6
3rd quarter 2017						
Cowlitz County	0.7	1.6	1.1	3.7	17.2	2.4
Washington State	2.3	2.6	1.9	1.8	2.2	2.0

Source: Runstad Center for Real Estate Studies, UW

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Rental Housing Supply

The availability of rental units is measured by the rental vacancy rate. The Washington Center for Real Estate Research found that 1.4 percent of the rental units (14 units) in Cowlitz County²⁵ were vacant in the fall of 2017 (Table 3-10). This survey is conducted from a sample of rental properties with 20 or more units so would excludes a significant portion of Longview's single-family or small multi-family rental stock. The countywide vacancy rate for one-bedroom units is slightly higher, at 1.9 percent; two-bedroom units were at 1.6 percent.

²⁵ From Washington Apartment Market, Fall 2017. Based on survey of 1,000 rental apartments in Longview/Kelso with a 19.4 percent response rate. The report notes that response rates to surveys are generally declining, which affects the quality of the data. It may not be statistically valid but is the best available snapshot.

Table 3-10. Vacancy Rate by Rental Type

	Avg. Size	Avg. Rent	Units Surveyed	Units Vacant	% Vacant
Overall (All Units)					
Cowlitz	762-sf819-sf	\$820\$1,205	1,0002,654	1491	1.43.4
State	829-sf821	\$1,412\$1,868	316,864549,734	11,64431,796	3.75.8
1-Bedroom Units Only					
Cowlitz	642-sf624	\$659\$1,041	215682	415	1.92.2
State	676sf674-sf	\$1,320\$1,759	120,654213,930	4,17612,209	3.55.7
2-Bedroom/1 Bath Units Only					
Cowlitz	821-sf895sf	\$821\$1,289	5471,353	953	1.63.9
State	862-sf965sf	\$1,261\$2,000	68,305215,412	4,17612,321	3.55.7

Source: Washington Center for Real Estate Research, Runstad Center for Real Estate Studies, UW fall 2017

Average rent in Longview/Kelso has increased over a year's time, while vacancies have decreased (Table 3-11). The rental vacancy rate stands at less than half the statewide average. Meanwhile, average rents are considerably below the statewide average. This is to be expected given the influence of more affluent and populous counties and the differences in survey response rates among counties.

Table 3-11. Year-to-Year Rents and Vacancy Rates

Previous-Year Comparison				
	Avg. Rent (Q3/2016)	Avg. Rent (Q3/2017)	% Vacant (Q3/2016)	% Vacant (Q3/2017)
Cowlitz	\$783	\$820	1.8	1.4
State	\$1,353	\$1,412	3.3	3.7

Source: Washington Center for Real Estate Research, Runstad Center for Real Estate Studies, UW fall 2017

Land Consumption and Growth Patterns

Longview has experienced relatively modest growth in recent decades. The city's boom growth occurred between 1940 and 1970 (Table 3-12), during which time the population grew by 129 percent. Growth has dropped off considerably since that time, particularly in the 1980-1990 timeframe, although the city's population does continue to increase. In its *2016 Population Trends*, the state Office of Financial Management (OFM) listed Longview as the 30th largest city in the state.

Table 3-12. Historic Population Growth

Census	1930	1940	1950	1960	1970	1980	1990	2000	2010	2020
Population	10,652	12,385	20,339	23,349	28,373	31,052	31,499	34,660	36,648	37,818
% change	---	16.3	64.2	14.8	21.5	9.5	1.4	10.0	5.7	3.2

The city's most robust growth occurred between 1940 and 1950 and has since been more modest, with an upward spike during the 1970s followed by a significant drop in growth rate through 1990 (Table 3-13A). The 2006 comprehensive plan was developed using an annual compounded growth

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rate of one percent applied over the plan's 20-year horizon. The 2005 population of Longview and the surrounding planning area was estimated at 39,684 people, projected to grow to 48,422 by 2025. This assumed level of growth is not supported by the decennial census in 2010 nor state growth estimates since that time. [\(Table 3-13B\).](#)

~~Longview's 2010 census population was 36,648. Since then, OFM, which sets the "official" yearly population through its April 1 estimates, has forecast growth at significantly less than one percent per annum. Longview's 2017 population is estimated at fewer than a thousand additional people since 2010, or a cumulative growth rate of just 2.4 percent over a seven year period. This does not bear out the one percent annual growth rate that was assumed in the 2006 update. Instead, it equates to an average of 0.3 percent per annum. This strongly suggests that the assumption in the last plan update is unlikely to occur.~~

Table 3-13A.

Historic Longview Growth	1930 Census	40 Census	50 Census	60 Census	70 Census	80 Census	90 Census	2000 Census
Population	10,652	12,385	20,339	23,349	28,373	31,052	31,499	34,660
Growth Rate (%)	n/a	16.3	64.2	14.8	21.5	9.4	1.4	10.0

Table 3-13B.

Historic Longview Growth	10 Census	11 OFM est	12 OFM est	13 OFM est	14 OFM est	15 OFM est	16 OFM est	17 OFM est
Population	36,648	36,730	36,910	36,940	37,040	37,130	37,230	37,510
Growth Rate (%)	5.7	2.4						

Sources: Washington State Office of Financial Management

The prior growth rate assumption is ~~therefore~~ represented as the *high*-growth scenario in this comparative table, which uses the 2017 OFM estimate as a starting point (Table 3-14). For the purposes of the current plan update, it would be more realistic to assume a conservative growth rate reflecting no more than the "medium growth" scenario of 0.5 percent per annum. This would result in an additional ~~4,516~~ 3,000 residents by 2040.

Table 3-14. Comparative Growth Scenarios

	2025	2030	2035	2040
High Growth (1.00%)	40,567	42,595	44,725	46,961
RECOMMENDED SCENARIO Medium Growth (0.5%)	39,025	40,001	41,001	42,026
Low Growth (0.25%)	38,074	38,360	38,648	38,938

(Source: Cowlitz-Wahkiakum Council of Governments)

Housing growth projections through 2040 are based on the assumption that existing population trends continue. It creates an “as-is” baseline scenario of what the future will bring. Concerted public interventions such as policies/regulations, economic and community development initiatives, and capital investments can influence the actual outcome. The entry or exit of major employers in the community can also substantially influence the actual outcome. Intervening plan updates should reassess conditions contributing to growth.

Table 3-15. Projected Housing Needs

	2020	2025	2030	2035	2040
Projected population	38,073	39,025	40,001	41,001	42,026
(-) Group quarters	959				
(=) Household population	37,114	38,066	39,042	40,042	41,067
(/) Average household size	2.4				
(=) Projected households	15,464	15,861	16,268	16,684	17,111
(x) 1+ vacancy rate	1.09				
(=) Projected number of housing units needed	16,856	17,288 (2020 # + 432)	17,732 (2025 # + 444)	18,186 (2030 # + 454)	18,651 (2035 # + 465)
(-) Housing supply	16,277				
(=) Projected unmet need	579	1,011 (2020 # + 432)	1,455 (2025 # + 444)	1,909 (2030 # + 454)	2,374 (2035 # + 465)

Source: US Census Bureau, Cowlitz-Wahkiakum Council of Governments

The following four measures are standardized in Table 3-15 for purposes of estimating future housing need, all drawn from the U.S. Census Bureau’s American Community Survey (ACS) 2012-2016 5-Year Estimates:

1. ~~Group quarters include such things as nursing homes, correctional facilities, hospice facilities, residential group homes, overnight shelters, residential treatment facilities, and other types of communal living. This number is relatively stable, having increased by fewer than 100 persons since the 2000 decennial census.~~
2. ~~Average household size in Longview is about a tenth of a percent less than the statewide or countywide average. It may be expected to fluctuate as the older population begins to turn over to younger people who may have families; however, there is no basis for forecasting change in this demographic.~~

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3. The vacancy rate is a modifier based on the current vacancy rate of 8.6 percent. This is highly likely to fluctuate over time and is typically higher in rental than in owned housing.
4. Housing supply shows the current census estimate. With little new home building in recent years, it has remained relatively flat. It, too, can be expected to fluctuate over time.

It should also be noted that the projected number of housing units needed and projected unmet need are cumulative from year to year. For example, the projected unmet housing need of 2,374 units in 2040 includes all of the projected units needed from prior years. In reality, some of the need can be expected to be met by housing production resulting in increased supply during each five-year time period; however, there is no good basis for projecting production.

Raw land development on quarter-acre lots would require 593 acres to accommodate the projected 2040 growth. This number would likely be reduced by the aforementioned factors, as well as the potential for redevelopment of existing substandard units, replacement of low-density with higher-density development, and infill—in other words, not strictly raw land development. At the same time, it is increased when considering the additional land needed for associated infrastructure, environmental constraints or other difficult-to-develop sites, and additional housing units to maintain a healthy vacancy rate “cushion,” typically about five percent of supply. Table 3-16 illustrates the amount of housing needed, by type, to meet future housing needs within the city, assuming that new housing units are developed using the same proportion of single-family, multi-family, and manufactured housing units as presently exists.

Table 3-16. Number of New Housing Units Needed, By Type, 2017–2040

Unit Type	Census 2010	%	Estimate 2017	%	Projected 2040	# New Units
Single Family	10,856	66.3	10,986	66.2	12,520	1,574
Multi-family	4,863	29.7	4,912	29.6	5,598	703
Manufactured Home	661	4.0	641	4.2	794	100
Total Units	16,380	100.0	16,539	100.0	18,912	2,374

Source: Census 2010, Washington Office of Financial Management, CWCOCG

The need for new housing units can be met by using three basic strategies:

- Compiling and redeveloping existing low-density residential with a higher density (smaller single-family lots, increased height to allow extra stories in multi-family housing, etc.)
- Development of “leftover” properties in existing residential neighborhoods (infill)
- Annexation of additional area for residential development

In 2017, the City Council directed that zoned densities be increased and height limits removed to spur additional multi-family development, which could include redevelopment of existing housing to higher densities. Intervening plan updates should reassess housing needs and production.

Housing Affordability

Home Prices

The Washington Center for Real Estate Research(WCER) provide several tools to track housing costs, apartment rents, and buyer information. WCER provide interactive dashboards for jurisdictions throughout the state if the population is over 10,000 people. According to the WCER the median home price in Longview in 2026 is \$352,500. The last time the Consolidated Plan was updated the median home price was 222,000 according to the WCER. That is nearly 59% increase in just seven years.

The Housing Price Index (HPI) is a broad measure of the movement of single family house prices. It serves as a timely, accurate indicator of house price trends at various geographic levels and also serves as an analytical tool to help estimate, among other things, housing affordability in specific geographic areas. The HPI captures changes in real house price growth acceleration nationally as well as in various regions, among them Metropolitan Statistical Areas including Longview.

The HPI is published by the Federal Housing Finance Agency (FHFA) using data provided by Fannie Mae and Freddie Mac. The Office of Federal Housing Enterprise Oversight (OFHEO), one of FHFA's predecessor agencies, began publishing the HPI in the fourth quarter of 1995.

Following a considerable slump in price growth between 2006 and the early part of this decade, Longview's housing price acceleration picked up slightly in 2013 and has held at over seven percent per year 2014-16. Housing age, condition, and variety is also reflected in price. The median price of homes currently listed in Longview is \$234,900; in Cowlitz County, \$239,900; and in Clark County, \$385,900.²⁶

Longview median home values have gone up 15.6 percent, Cowlitz County home values have gone up 15.1 percent, and Clark County home values have gone up 8.8 percent over the past year. Zillow estimates that Longview and Cowlitz County values will rise 6.1 percent within the next year, while Clark County values will rise only 4.5 percent during that time.

Zillow predicts that foreclosures will be a factor impacting Longview and Cowlitz County home values in the next several years, because their foreclosure rate of 5 and 4.5 homes, respectively, per 10,000 outstrips the national value of 1.6. In Clark County, the figure is only 2.1. In Figure 3-8, Zillow's Market Health Index illustrates the current health of the three housing markets relative to other markets across the country. It is based on numerous metrics including those capturing past and projected evolution of home values, prevalence of foreclosures, foreclosure resales, negative equity and delinquency, and whether homes are currently selling faster or slower than in the past.

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²⁶ Zillow Home Value Index, accessed December 28, 2017.

Figure 3-7. Comparative Market Health²⁷

Longview Market Health

Data through Nov 30, 2017

 **3.3/10** Less healthy ⓘ

16.3% Homes with negative equity (10.4% US Avg)
(Mar 31, 2017)

1.5% Delinquent on mortgage (1.6% US Avg) (Mar 31, 2017)

Clark County Market Health

Data through Nov 30, 2017

 **9.5/10** Very healthy ⓘ

64 Average days on Zillow (Oct 31, 2017)

4.4% Homes with negative equity (10.4% US Avg)
(Mar 31, 2017)

0.8% Delinquent on mortgage (1.6% US Avg) (Mar 31, 2017)

Cowlitz County Market Health

Data through Nov 30, 2017

 **2.3/10** Less healthy ⓘ

16.0% Homes with negative equity (10.4% US Avg)
(Mar 31, 2017)

1.4% Delinquent on mortgage (1.6% US Avg) (Mar 31, 2017)

²⁷ Zillow Market Health Index, accessed December 28, 2017

Consolidated Plan

The City of Longview ~~2014-2018~~²⁰²⁴⁻²⁰²⁹ Consolidated Housing and Community Development Plan (“consolidated plan”) is required by the federal Department of Housing and Urban Development (HUD) in order for the City to receive federal monetary assistance through HUD. The plan is a comprehensive strategy developed that addresses affordable housing and community development needs present within the Kelso/Longview consortium area. Program goals, established by law, include provision of decent, affordable housing; achieving a suitable living environment; and expanding economic opportunity.

As part of the planning process, the consolidated plan assesses the housing needs, including affordable housing needs, public housing needs, homeless needs, lead-based paint concerns, fair housing concerns, identification of barriers to affordable housing, and community and economic development needs. It also contains a housing market analysis that examines significant characteristics of the local housing market, including supply, demand, condition and cost of housing, as well as the housing stock available to serve persons with disabilities and HIV/AIDS, and their families. ~~Areas demonstrating concentrations of racial/ethnic minorities and/or low income families are identified. The consolidated plan contains the best available affordability analysis for the area, which should be relied upon in lieu of the separate analysis contained within the 2006 comprehensive plan update.~~ Land-use issues related to housing within the consolidated plan include:

- ~~There is sufficient housing for households at all income levels, but T~~there is not a sufficient number of units that are affordable to people who are at 0-30 percent of the median household income. ~~The consolidated plan posits that despite rebound growth since the Great Recession, a significant number of households in the 0-30 percent range are likely to continue struggling with housing costs and will continue to have unmet needs.~~
- Relating to earlier discussion in this chapter, the consolidated plan finds that there are extensive housing rehabilitation needs for both owner-occupied and rental units. Neighborhood input during the planning process emphasized the need for housing repairs, especially for low-income homeowners who have deferred maintenance and need weatherization help to hold down energy costs.

The consolidated plan notes that for apartment owners in particular, the expectation of higher rents may make it attractive for owners to participate in a rental rehabilitation program and will also help to preserve existing housing stock.

- Housing inadequacies are geographically concentrated and besides housing age, correlate to high poverty, low household income, and low ownership rates. A high percentage of single-family households with the lowest percentage of median income are burdened the hardest by overcrowding; cost burdens are disproportionately upon seniors. ~~Based on demographics such as income and poverty, minority and ethnic backgrounds, age and condition of housing, overcrowding and elderly population concentrations, housing problems are expected to be geographically concentrated into the Broadway Addition, Highlands, and Olympic West~~

neighborhoods. Non-residential areas where households with multiple housing problems may be concentrated include downtown and Industrial Way/California Way.

The consolidated plan spotlights the following “strategic opportunities”:

- Development of downtown housing is commonly viewed as an opportunity to enhance downtown vitality. ~~An earlier project to accomplish this was put on hold due to financial constraints.~~ Conversion of upper-story commercial units to apartments offers potential, while serving to renovate some older structures. ~~The lack of Fire Department Connections throughout downtown make second story development difficult and costly for property owners.~~
- The Highlands neighborhood has been a targeted area since 2009, with many accomplishments having been made. Building upon those successes would be a good foundation for a more strategic approach to neighborhood revitalization. Targeted housing rehabilitation would be particularly beneficial in making a visible difference that may motivate other property owners to follow suit. Much of the housing is rental stock but needs visible improvement. Families live in crowded units that have deferred maintenance issues. Older homeowners are unable to care for their units and may be financially unable to afford improvements.
- ~~Broadway Addition is coming to a “tipping point” in terms of its community vitality. It would be strategic to target community development efforts at an early stage before letting conditions deteriorate to the point where deep investments in revitalization are needed. Many of the elderly households with housing needs may be concentrated in this area. Olympic West is a large area, but like Broadway has not yet suffered severe deterioration. Multi-family housing improvements may be a strategic opportunity to make a difference to the greatest number of residents.~~

Other Factors Affecting Affordability

The consolidated plan also calls out the following “negative effects of public policies on affordable housing and residential investment”:

- ~~Increased complexity of environmental regulation at all levels—Federal, state, and local ordinances create new development complexity and often conflict or duplicate requirements between levels of government. This is particularly an issue for affordable housing for issues surrounding infrastructure requirements relating to environmental quality, such as storm water management.~~
- ~~Availability of land for construction—Development of affordable housing requires minimizing fixed costs, such as property acquisition. The most affordable sites are not typically located in the most densely populated areas, where the need is greatest and other supportive services, infrastructure and transit are available. The most affordable sites in populated areas are often in areas where poverty is already concentrated.~~
- ~~Funding—One of the consequences of the real estate market meltdown is much tighter~~

lending criteria. Projects must meet a much tougher standard, which is particularly difficult

for affordability projects. It is difficult to identify loan programs and other programs with adequate resources for housing development.

- ~~“Not in my back yard” (NIMBY) sentiments—Many communities promote development restrictions that result in exclusionary zoning practices, imposing “gold-plated” subdivision standards, or adding more delays in the permitting process. Codes that support mixed uses and higher densities are often unpopular with those who would like to raise the bar “to protect their property value.” There is a bias against multi-family housing, which is more cost-efficient to produce, and that runs counter to the preference for single-family detached housing in typical suburban style. The NIMBY syndrome also affects activities directed to the homeless that serve as a gateway to housing.~~
- ~~Urban barriers—Building codes, rehabilitation codes, and infill development can present lengthy and burdensome processes that create serious impediments to affordable housing preservation and development. Obsolete codes and excessive renovation requirements can significantly increase cost. Difficulties in assembling infill parcels in a timely manner can make some projects financially infeasible. The cities of Longview and Kelso have adopted the International Building Code and Maintenance Code, which are helpful in providing predictability and reasonableness in preservation and development activities.~~
- ~~Infrastructure Requirements—Requirements, for sidewalks, curb and gutter, and on-site, parking can impact the ability to deliver affordable housing. While these amenities are desirable, there is a need for some flexibility in reducing fixed costs for affordable housing developers. Flexible parking requirements or waivers of standard parking set asides may help development to “pencil out” and fit a more urban, “walkable” life style and active living, if there is a good mix of land uses conveniently located to support residential areas.~~

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Housing Goals and Policies

Housing Supply and Availability

Goal HO-A	Promote balanced growth that will accommodate Longview’s projected population and meet a variety of housing needs.
Policy HO-A.1.1	Encourage appropriate housing options in the downtown core and neighborhood commercial districts that will complement and expand existing markets.
Policy HO-A.1.2	Promote innovative land use techniques such as zero lot-line development, cluster housing, cottage housing, and accessory dwelling units, where appropriate and that are compatible with community character.
Policy HO-A.1.3	Increase the supply of quality housing stock and encourage a range of housing options that meet the demand for various types of housing (low-to-high density, rented/owned, etc.).

Policy HO-A.1.4 Promote efficient use of land and infrastructure by encouraging infill development in neighborhoods and redevelopment activities.

~~Policy HO-A.1.5 As a Planning Area Boundary is being negotiated with Cowlitz County, seek complementary, area specific changes to the county code to enable the use of “shadow plats” within the Planning Area Boundary that will allow for future increased densities accompanied by urban services.~~

Policy HO-A.1.6 Extend utilities to adjoining areas where urban-scale development is imminent.

Goal HO-B Promote safe, healthy, environmentally sound, and accessible housing for all economic segments of the population.

~~Policy HO-B.1.1 Require examination and evaluation of project alternatives for development projects that eliminate ten or more units of existing housing.~~

~~Policy HO-B.1.2 Ensure fair and equal access to housing regardless of race, color, national or ethnic origin, religion, creed, age, sex, sexual orientation, marital status, or disability.~~

Policy HO-B.1.3 Support Continuum of Care homeless planning efforts geared toward providing a continuum of housing choices that allows families and individuals to progress toward independence.

Policy HO-B.1.4 Recognize the need for supportive housing environments and support appropriate siting of facilities.

Neighborhood Quality

Goal HO-C Promote housing and neighborhoods that support thriving communities.

Policy HO-C.1.1 Foster high-quality development and redevelopment that respects natural features, the built environment, and existing neighborhoods.

Policy HO-C.1.2 Encourage affordable housing locations near employment centers, transit, and public facilities.

Policy HO-C.1.3 Provide pedestrian and automotive connectivity between neighborhoods and elsewhere within Longview. Connect neighborhoods with schools, community facilities, shopping, and the downtown core.

Policy HO-C.1.4 Foster ongoing dialogue between City government and neighborhoods, encourage formation of neighborhood organizations, and support projects and programs for neighborhood improvement.

Goal HO-D Promote social equity in housing by encouraging mixed income and mixed generational neighborhoods.

Policy HO-D.1.1 Promote socio-economic diversity through distribution of affordable housing opportunities throughout the city.

Goal HO-E Facilitate lifecycle neighborhoods and community stability by providing for alternative living arrangements such as accessory dwelling units (ADUs), shared housing, cohousing, and smaller housing types; and by encouraging infill.

Policy HO-E.1.1 Promote [and expand](#) the use of accessory dwelling units to meet housing needs.

Policy HO-E.1.2 Encourage alternative housing and ownership models that will address shifting demographics and unmet needs for affordable housing options, such as accessory units, cottage housing, and cohousing.

Housing Affordability

Goal HO-F Reduce barriers to access to civic, educational, economic, and social opportunities for low-income and special needs populations.

Policy HO-F.1.1 Promote preservation of the existing housing stock, giving a high priority to affordable housing units.

Policy HO-F.1.2 Examine methods of stimulating affordable housing production through development fees and permitting processes.

Policy HO-F.1.3 Support property tax reductions for affordable housing by expanding tax exemptions or credits for owners of lower income housing and supporting other tax reductions or incentives for the development of affordable housing.

Policy HO-F.1.4 Promote local inclusionary zoning requirements for affordable housing or voluntary programs with density bonuses and other incentives for developers.

Policy HO-F.1.5 Target public funds dedicated for housing, community and neighborhood improvement using a strategic approach to maximize leverage of private investment.

Policy HO-F.1.6 Extend support for the continuation of housing programs and the development of new approaches that help meet low income housing needs.

Chapter 3. Housing

Introduction

Housing is a cornerstone of any community – particularly a planned community such as Longview, which was founded on the idea of creating a quality community that offered abundant housing for the workers employed in its primary industry. Today’s housing demand is largely driven by economic conditions and demographics. Demographic characteristics influence market demand with regard to the number of households; their size, composition, and economic ability; and preference for styles and amenities.

Existing Conditions and Trends

Historical Housing Trends

About two thirds (64 percent) of Longview’s housing stock consists of single-family homes, with multi-family units making up less than the remaining third (31 percent). The federal Census Bureau⁵ estimates that 7,465 (47 percent) of the occupied housing units are owner-occupied, and 8,728 (53 percent) are rented. Manufactured homes make up about 11.3 percent of the housing stock, while a small percentage of residents live in recreational vehicles, aboard boats, or in other lodging.

Table 3-1 shows how the type of housing available in Longview has changed over time. Since 2016, the largest growth in housing category has been in 10+ unit multi-family – nearly 20 percent growth. There has only been modest growth in new single-family residences.

Table 3-1. Change in Types of Housing Since 2016 ACS Census

Structure Type	2016 ACS	2020 Census	2024 ACS	% change (16-24)
1 unit (detached or attached ⁶)	9,764	10,316	10,396	6.5%
2-4 units	1,280	1,154	1,170	(8.6)%
5-9 units	834	1,017	794	(4.8)
10+ units	2,247	2,663	2,690	19.7%
Manufactured housing	759	762	759	0%
Total	14,884	15,912	15,810	6.22%

Source: US Census Bureau, 2016/2020/2024 American Community Survey 5-Year Estimates

As might be expected over the span of 35 years, the number of housing units of all types has increased overall between 1990 and 2025. Just over 1,800 single family housing units have been added since 1990. Multi-

family and manufacture homes have seen an increase in total percentage of housing units in Longview since 1990 as show in Table 3-2.

Table 3-2. Change in Housing Unit Types 1990–2025

Unit Type	1990	%	2000	%	2010	%	2020	%	2025 (est)	%
Single Family	9,226	69.0	10,103	66.4	10,856	66.3	10,875	66	11,034	65.6
Multi-family	3,762	28.2	4,382	28.7	4,863	29.7	4,910	29.8	5,043	30
Manufactured	453	2.8	740	4.9	661	4.0	693	4.2	725	4.4
Total Units	13,441	100.0	15,225	100.0	16,380	100.0	16,478	100.0	16,802	100.0

Source: Postcensal Estimates of April 1 Housing Units, Washington State Office of Financial Management

Population has gone up by 22 percent since 1990, housing units have grown at a rate of 25 percent. This is significantly different from the data reported in the 2019 comprehensive plan update, where housing units grew at a pace slower than the population rate.

Housing Quality

Housing Age

As shown in Table 3-3, the bulk (73 percent) of Longview’s housing stock was built before 1979, with over a quarter built prior to 1949. By comparison, the bulk of housing in Cowlitz County (slightly more than 57 percent) was built between 1950 and 1999; This means that more than three-quarters of Longview’s housing is over or approaching 40 years old.

TABLE 3-3 Comparative Structure Age

Year Structure Built	Longview	%	Cowlitz County	%
Total housing units	16,966		46,422	
Built 2020 or later	151	0.89%	640	1.38%
Built 2010 to 2019	321	1.89%	3,547	7.64%
Built 2000 to 2009	1,026	6.05%	5,631	12.13%
Built 1990 to 1999	1,679	9.90%	6,138	13.22%
Built 1980 to 1989	1,353	7.97%	4,095	8.82%
Built 1970 to 1979	3,410	20.10%	7,700	16.59%
Built 1960 to 1969	1,998	11.78%	4,554	9.81%
Built 1950 to 1959	2,365	13.94%	4,242	9.14%
Built 1940 to 1949	1,815	10.70%	3,527	7.60%
Built 1939 or earlier	2,848	16.79%	6,348	13.67%

Although the highest percentage of homes in the three comparison groups has two to three bedrooms, the data in Table 3-4 suggest that Longview’s housing supply trends toward smaller homes, which often corresponds with age of the residence.

TABLE 3-4. Comparative Size of Housing (by Bedrooms)

BEDROOMS	Longview	%	Cowlitz	%
Total housing units	16,826		46,422	
No bedroom	721	4.3	1,095	2.4
1 bedroom	2,132	12.7	4,206	9.1
2 bedrooms	5,426	32.2	11,256	24.2
3 bedrooms	6,458	38.4	21,283	45.8
4 bedrooms	1,728	10.3	6,884	14.8
5 or more bedrooms	361	2.1	1,698	3.7

Home Values

Housing values trend lower in Longview than in other parts of Cowlitz County. Nearly 70 percent of homes are valued between \$200,000 and \$499,999. Longview contains a larger percentage of older homes than Cowlitz County, which could be a reason housing prices are lower in Longview. However, having lower prices with current interest rates and other affordability issues could make Longview a preferred market for first time homebuyers in Cowlitz County.

TABLE 3-5. Concentrations of Housing Valuation

VALUE	Longview	%	Cowlitz	%
Owner-occupied units	8,728		29,876	
Less than \$50,000	398	4.6%	1,223	4.1%
\$50,000 to \$99,999	110	1.3%	476	1.6%
\$100,000 to \$149,999	151	1.7%	812	2.7%
\$150,000 to \$199,999	295	3.4%	1,137	3.8%
\$200,000 to \$299,999	1,563	17.9%	3,999	13.4%
\$300,000 to \$499,999	5152	59.0%	14,048	47.0%
\$500,000 to \$999,999	1,023	11.7%	6,908	23.1%
\$1,000,000 or more	36	0.4%	1,273	4.3%
Median value	361,600		397,500	

The federal standard for housing affordability is that a household pays less than 30 percent of its monthly income toward the cost of housing, including utilities; those who pay 30 percent or more in housing costs are considered cost burdened.

In terms of homes with mortgages (Table 3-6), Longview has a higher percentage of housing burdened households than Cowlitz County. The percentage of housing burdened families that have mortgages has increased since this plan was updated in 2019. Since 2019 rental units have seen a decline in housing cost burden. The number of cost burdened households dropped seven percent since 2019.

Table 3-6.

SELECTED MONTHLY OWNER COSTS AS % OF HOUSEHOLD INCOME¹¹	Longview	%	Cowlitz	%
Housing units with a mortgage ¹²	5,663		19,263	
Less than 20.0 percent	1,955	34.5%	7,643	39.7%
20.0 to 24.9 percent	839	14.8%	2,534	13.2%
25.0 to 29.9 percent	663	11.7%	2,555	13.3%
30.0 to 34.9 percent	496	8.8%	2,035	10.6%
35.0 percent or more	1,710	30.2%	4,496	23.3%
Cumulative cost burden		39%		33.9%

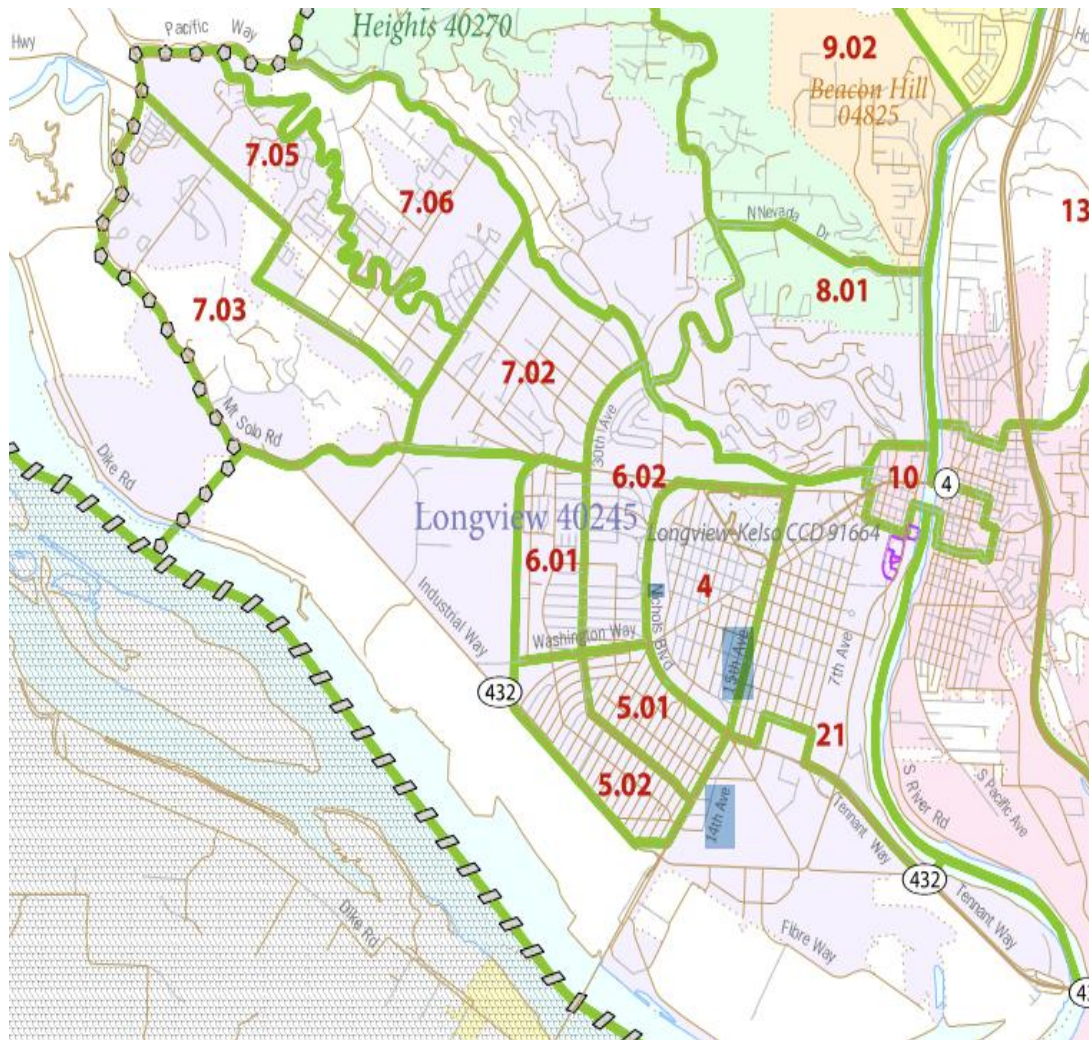
Table 3-7.

GROSS RENT AS % OF HOUSEHOLD INCOME	Longview	%	Cowlitz	%
Occupied units paying rent ¹³	6,846		13,276	
Less than 15.0 percent	637	9.3%	1,247	9.4%
15.0 to 19.9 percent	704	10.3%	1,547	11.7%
20.0 to 24.9 percent	904	13.2%	1,888	14.2%
25.0 to 29.9 percent	886	12.9%	2,048	15.4%
30.0 to 34.9 percent	417	6.1%	1,091	8.2%
35.0 percent or more	3,298	48.2%	5,455	41.1%
Cumulative cost burden		54.3%		49.3%

Housing Conditions by Area

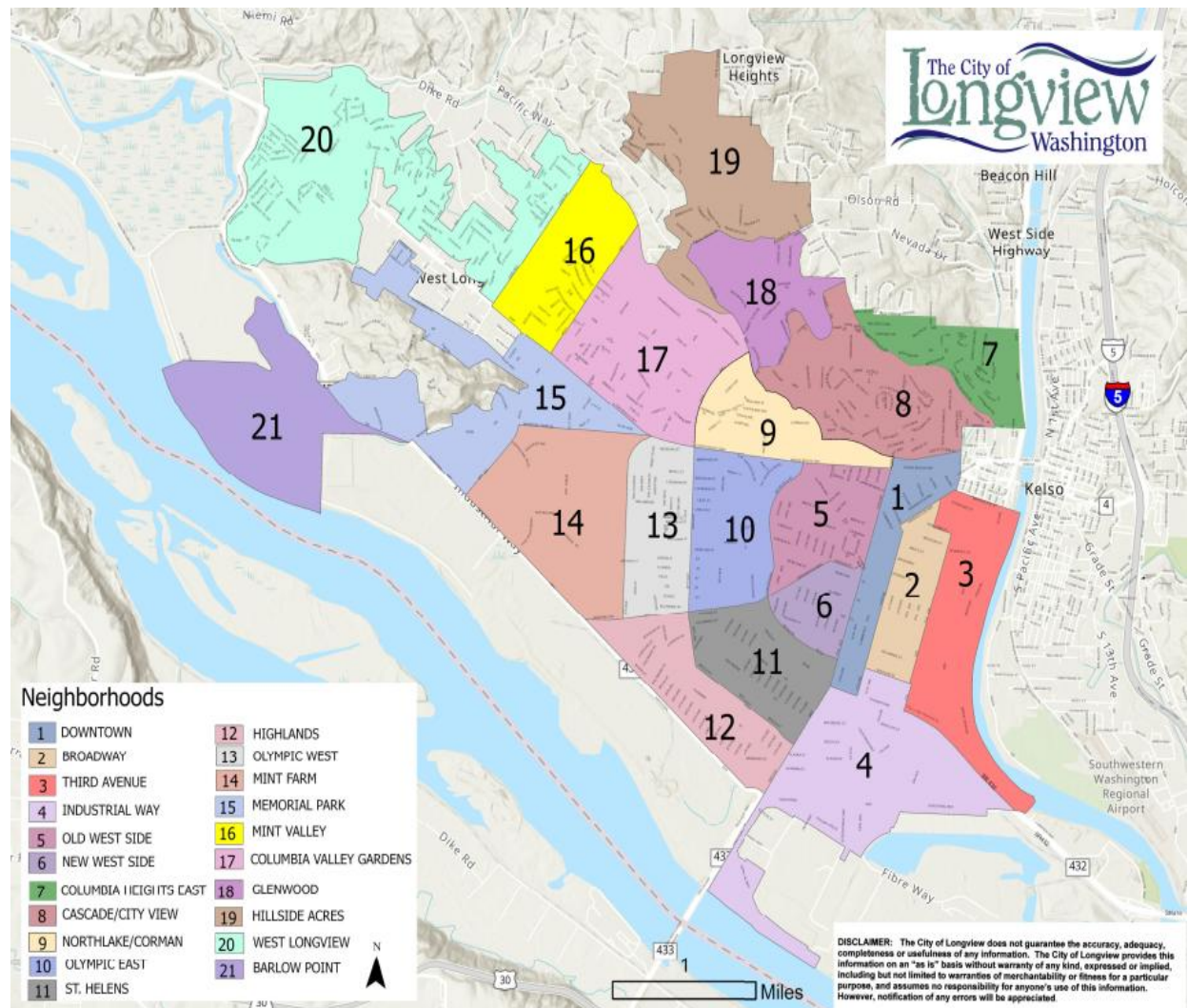
Neighborhood revitalization was cited as the highest priority for future development in Longview, according to a 2004 citizen survey. Housing conditions were analyzed using federal Census Bureau¹⁴ data to determine locations where housing stock is over 50 years old (built prior to 1970). Aging housing stock is not solely a desirability issue but can also indicate the need for significant rehabilitation. Such homes may never have been updated for energy efficiency or upgraded fire codes and are more likely to contain hazardous materials such as lead-based paint and asbestos.

Figure 3-4. Census Tracts



Census tracts and identified neighborhoods don't neatly align. Their correspondence may be seen by comparing Figure 3-4 with Figure 3-5.

Figure 3-5. Neighborhoods



Housing Supply and Affordability

Owned Housing Supply

Housing supply is typically measured in the number of months it would take to sell all the homes currently available for sale, if no new listings were added. A four- to six-month supply is considered normal or desirable. Statewide, there was a two-month supply of homes on the market at the end of the first quarter of 2025. This describes a relatively tight housing market. Within Cowlitz County, the situation was not much better, with only 2.3 months' supply of housing. Housing supply was most constrained at the higher end of the spectrum, with a little more than a month's supply available. See Table 3-9.

Table 3-9. Months of Housing Supply Available, by Housing Price

Period/Area	Under \$80,000	\$80,000 to \$159,000	\$160,000 to \$249,000	\$250,000 to \$499,999	\$500,000 and above	Total Market
1 st Quarter 2024						
Cowlitz County	NA	NA	2.1	1.1	4.4	1.8
Washington State	2.9	2.2	2.1	1.7	2.1	2
1 st Quarter 2025						
Cowlitz County	NA	NA	NA	2.2	3.0	2.3
Washington State	6.6	3.4	2.3	2.1	2.6	2.6

Source: Runstad Center for Real Estate Studies, UW

Rental Housing Supply

The availability of rental units is measured by the rental vacancy rate. The Washington Center for Real Estate Research found that 3.4 percent of the rental units (91 units) in Cowlitz County were vacant in Quarter 1 of 2026 (Table 3-10). This survey is conducted from a sample of rental properties with 20 or more units so would excludes a significant portion of Longview’s single-family or small multi-family rental stock. The countywide vacancy rate for one-bedroom units is significantly lower, at 2.2 percent; two-bedroom units were at 3.9 percent.

Table 3-10. Vacancy Rate by Rental Type

	Avg. Size	Avg. Rent	Units Surveyed	Units Vacant	%. Vacant
Overall (All Units)					
Cowlitz	819 sf	\$1,205	2,654	91	3.4
State	821	\$1,868	549,734	31,796	5.8
1-Bedroom Units Only					
Cowlitz	624	\$1,041	682	15	2.2
State	676sf	\$1,759	213,930	12,209	5.7
2-Bedroom/1 Bath Units Only					
Cowlitz	895sf	\$1,289	1,353	53	3.9
State	965sf	\$2,000	215,412	12,321	5.7

Source: Washington Center for Real Estate Research, Runstad Center for Real Estate Studies

Land Consumption and Growth Patterns

Longview has experienced relatively modest growth in recent decades. The city’s boon growth occurred between 1940 and 1970 (Table 3-12). Growth has dropped off considerably since that time, particularly in the 1980-1990 timeframe, although the city’s population does continue to increase. According to the OFM the city dropped from 32nd to 33rd in population from 2020-2025.

Table 3-12. Historic Population Growth

Census	1930	1940	1950	1960	1970	1980	1990	2000	2010	2020
Population	10,652	12,385	20,339	23,349	28,373	31,052	31,499	34,660	36,648	37,818
% change	---	16.3	64.2	14.8	21.5	9.5	1.4	10.0	5.7	3.2

The city's most robust growth occurred between 1940 and 1950 and has since been more modest, with an upward spike during the 1970s followed by a significant drop-in growth rate through 1990. The 2006 comprehensive plan was developed using an annual compounded growth rate of one percent applied over the plan's 20-year horizon. The 2005 population of Longview and the surrounding planning area was estimated at 39,684 people, projected to grow to 48,422 by 2025. This assumed level of growth is not supported by the decennial census in 2010 nor state growth estimates since that time.

The prior growth rate assumption is represented as the *high*-growth scenario in this comparative table, which uses the 2025 OFM estimate as a starting point (Table 3-14). For the purposes of the current plan update, it would be more realistic to assume a conservative growth rate reflecting no more than the "medium growth" scenario of 0.5 percent per annum. This would result in an additional 3,000 residents by 2040.

Table 3-14. Comparative Growth Scenarios

	2025	2030	2035	2040
High Growth (1.00%)	40,567	42,595	44,725	46,961
RECOMMENDED SCENARIO Medium Growth (0.5%)	39,025	40,001	41,001	42,026
Low Growth (0.25%)	38,074	38,360	38,648	38,938

Housing growth projections through 2040 are based on the assumption that existing population trends continue. It creates an "as-is" baseline scenario of what the future will bring. Concerted public interventions such as policies/regulations, economic and community development initiatives, and capital investments can influence the actual outcome. The entry or exit of major employers in the community can also substantially influence the actual outcome. Intervening plan updates should reassess conditions contributing to growth.

Future Population and Housing Allocations

The table below shows projections of housing needs for the Longview/Kelso area in 2050. Currently Longview's population is about 34 percent of the County's population according to the Office of Financial Management's Postcensal estimates. Kelso's population is about 11 percent of the County's population. Using this information along with Projections of Total Resident Population from the Office of Financial Management, Longview and Kelso will need to add over 5,000 housing units by the year 2050. The housing estimates are estimated by the Department of Commerce's Housing for All Planning Tool.

TABLE 3-15: 2050 Estimated Population and Housing Need

	2024 (OFM)	2050	Growth/ Demand	Supportive Housing Units Needed by 2050
Population				
Longview	38,230	44,537	6,307	
Kelso	12,780	14,409	1,629	
Total Population	51,010	58,946	7,936	
Housing Units				
Longview	16,478	20,425	2,500	1,447
Kelso	5,217	6,494	809	468
Total Housing	21,695	23,780	3,309	1,915

There is a large need for supportive housing for supportive housing units in Longview. The City is reviewing the STEP housing ordinance as part of the Comprehensive Plan update as well. The STEP housing ordinance requires cities to plan for Shelter, Transitional housing, Emergency housing, and Permanent supportive housing to improve access to vulnerable populations.

The city currently has enough emergency shelter space and provides severe weather shelter during the winter months to protect the unsheltered population. There are several organizations that provide transitional housing within the Longview/Kelso area. The City has also seen a large increase in supportive housing for individuals with disabilities and adult family homes in the area.

Housing Affordability

Home Prices

The Washington Center for Real Estate Research(WCER) provide several tools to track housing costs, apartment rents, and buyer information. WCER provide interactive dashboards for jurisdictions throughout the state if the population is over 10,000 people. According to the WCER the median home price in Longview in 2026 is \$352,500. The last time the Consolidated Plan was updated the median home price was 222,000 according to the WCER. That is nearly 59% increase in just seven years. However, the number of first time homebuyers in Longview is almost in lockstep with the City of Vancouver, showing that the market is affordable to families in our area.

With the cost of home prices, the need for development of affordable housing continues. The local housing authorities have completed two developments within the last two years. The

Longview Housing Authority is planning to move forward with production of 74 units. The city will continue to support the construction of more affordable and supportive housing.

Consolidated Plan

The City of Longview 2024-2029 Consolidated Housing and Community Development Plan (“consolidated plan”) is required by the federal Department of Housing and Urban Development (HUD) in order for the City to receive federal monetary assistance through HUD. The plan is a comprehensive strategy developed that addresses affordable housing and community development needs present within the Kelso/Longview consortium area. Program goals, established by law, include provision of decent, affordable housing; achieving a suitable living environment; and expanding economic opportunity.

As part of the planning process, the consolidated plan assesses the housing needs, including affordable housing needs, public housing needs, homeless needs, lead-based paint concerns, fair housing concerns, identification of barriers to affordable housing, and community and economic development needs. It also contains a housing market analysis that examines significant characteristics of the local housing market, including supply, demand, condition and cost of housing, as well as the housing stock available to serve persons with disabilities and HIV/AIDS, and their families. Land-use issues related to housing within the consolidated plan include:

- There is not a sufficient number of units that are affordable to people who are at 0-30 percent of the median household income.
- Relating to earlier discussion in this chapter, the consolidated plan finds that there are extensive housing rehabilitation needs for both owner-occupied and rental units. Neighborhood input during the planning process emphasized the need for housing repairs, especially for low-income homeowners who have deferred maintenance and need weatherization help to hold down energy costs.

The consolidated plan notes that for apartment owners in particular, the expectation of higher rents may make it attractive for owners to participate in a rental rehabilitation program and will also help to preserve existing housing stock.

- Housing inadequacies are geographically concentrated and besides housing age, correlate to high poverty, low household income, and low ownership rates. A high percentage of single-family households with the lowest percentage of median income are burdened the hardest by overcrowding; cost burdens are disproportionately upon seniors.

The consolidated plan spotlights the following “strategic opportunities”:

- Development of downtown housing is commonly viewed as an opportunity to enhance downtown vitality. Conversion of upper-story commercial units to apartments offers potential, while serving to renovate some older structures. The lack of Fire Department

Connections throughout downtown makes second story development difficult and costly for property owners.

- The Highlands neighborhood has been a targeted area since 2009, with many accomplishments having been made. Building upon those successes would be a good foundation for a more strategic approach to neighborhood revitalization. Targeted housing rehabilitation would be particularly beneficial in making a visible difference that may motivate other property owners to follow suit. Much of the housing is rental stock but needs visible improvement. Families live in crowded units that have deferred maintenance issues. Older homeowners are unable to care for their units and may be financially unable to afford improvements.

Housing Goals and Policies

Housing Supply and Availability

Goal HO-A	Promote balanced growth that will accommodate Longview's projected population and meet a variety of housing needs.
Policy HO-A.1.1	Encourage appropriate housing options in the downtown core and neighborhood commercial districts that will complement and expand existing markets.
Policy HO-A.1.2	Promote innovative land use techniques such as zero lot-line development, cluster housing, cottage housing, and accessory dwelling units, that are compatible with community character.
Policy HO-A.1.3	Increase the supply of quality housing stock and encourage a range of housing options that meet the demand for various types of housing (low-to- high density, rented/owned, etc.).
Policy HO-A.1.4	Promote efficient use of land and infrastructure by encouraging infill development in neighborhoods and redevelopment activities.
Policy HO-A.1.5	Extend utilities to adjoining areas where urban-scale development is imminent.
Goal HO-B	Promote safe, healthy, environmentally sound, and accessible housing for all economic segments of the population.
Policy HO-B.1.1	Support Continuum of Care homeless planning efforts geared toward providing a continuum of housing choices that allows families and individuals to progress toward independence.
Policy HO-B.1.2	Recognize the need for supportive housing environments and support appropriate siting of facilities.

Neighborhood Quality

- Goal HO-C** Promote housing and neighborhoods that support thriving communities.
- Policy HO-C.1.1 Foster high-quality development and redevelopment that respects natural features, the built environment, and existing neighborhoods.
 - Policy HO-C.1.2 Encourage affordable housing locations near employment centers, transit, and public facilities.
 - Policy HO-C.1.3 Provide pedestrian and automotive connectivity between neighborhoods and elsewhere within Longview. Connect neighborhoods with schools, community facilities, shopping, and the downtown core.
 - Policy HO-C.1.4 Foster ongoing dialogue between City government and neighborhoods, encourage formation of neighborhood organizations, and support projects and programs for neighborhood improvement.
- Goal HO-D** Promote social equity in housing by encouraging mixed income and mixed generational neighborhoods.
- Policy HO-D.1.1 Promote socio-economic diversity through distribution of affordable housing opportunities throughout the city.
- Goal HO-E** Facilitate lifecycle neighborhoods and community stability by providing for alternative living arrangements such as accessory dwelling units (ADUs), shared housing, cohousing, and smaller housing types; and by encouraging infill.
- Policy HO-E.1.1 Promote and expand the use of accessory dwelling units to meet housing needs.
 - Policy HO-E.1.2 Encourage alternative housing and ownership models that will address shifting demographics and unmet needs for affordable housing options, such as accessory units, cottage housing, and cohousing.

Housing Affordability

- Goal HO-F** Reduce barriers to access to civic, educational, economic, and social opportunities for low-income and special needs populations.
- Policy HO-F.1.1 Promote preservation of the existing housing stock, giving a high priority to affordable housing units.
 - Policy HO-F.1.2 Examine methods of stimulating affordable housing production through development fees and permitting processes.

- Policy HO-F.1.3 Support property tax reductions for affordable housing by expanding tax exemptions or credits for owners of lower income housing and supporting other tax reductions or incentives for the development of affordable housing.
- Policy HO-F.1.4 Promote local inclusionary zoning requirements for affordable housing or voluntary programs with density bonuses and other incentives for developers.
- Policy HO-F.1.5 Target public funds dedicated for housing, community and neighborhood improvement using a strategic approach to maximize leverage of private investment.
- Policy HO-F.1.6 Extend support for the continuation of housing programs and the development of new approaches that help meet low-income housing needs.