

Potential Comprehensive Plan Objectives relating to Community Development Department (in no order of priority)

- Develop comprehensive citywide landscaping requirements. As far as I can tell, the City has never done a comprehensive review of its landscaping requirements. This would need to be done in conjunction with developing streetscape standards and could complement stormwater standards.
- Develop comprehensive citywide sign regulations. The City has a mish-mash of sign regulations with some zoning districts (e.g. General Commercial, Central Business District, and Civic Center District) only restricting off-site signs. The Downtown Commerce District has a complicated sign code that is difficult to understand and to enforce. For this project to be successful extensive involvement of the business community will be needed.
- Develop a neighborhood plan for the Highlands Neighborhood that would guide the development of a zoning district specifically for the Highlands Neighborhood. The plan and resulting zoning district would address development densities encouraging higher densities than what is physically present but discontinue allowing development up to 25 units per acre that is currently allowed. The area has small lots with diverse ownership (substantial out-of-town ownership) and much of the housing is rented. This situation has not been conducive to conversion to high density residential. It may be more feasible for developers to consolidate three or four lots and redevelop them into a medium density development. Instead of four units on four parcels, the code could encourage the same area to be developed into six or more units.
- Develop a specific process (site plan review) for ensuring new development or substantial redevelopment is consistent with zoning regulations and the Comprehensive Plan. There likely would be a fee associated for this type of review. Currently it is handled piecemeal through the building permit review process or other approval processes. Site plan review would help to better identify issues upfront before the applicant substantially into the design process.
- Convert from the Appeal Board of Adjustment to Hearings Examiner. Currently, most of the quasi-judicial decisions (variances, special property use permits, appeals to land use and building permit decisions) are made by the Appeal Board of Adjustment. This board is made up of 5 volunteers from the community. These volunteers may have little experience in development and likely little or no experience in the public hearing process. Hearing Examiners are professionals (usually attorneys, sometimes land use planners)

that understand the hearing process and can construct a record that is will be more defensible in court. Many jurisdictions have gone to using hearings examiners. The drawback is the increased cost for a hearing examiner. Likely fees would need to increase to cover the additional cost.

- Develop regulations that would allow for infill of residential areas with large lots. Especially in West Longview, the city has substantial areas with large lots. These lots often have relatively narrow frontages but are very deep. In congregate, these lots result in a substantial amount of underdeveloped land. Frontage width requirements keep these lots from redeveloping into allowed densities. Allowing “backyard development” would open up more land for development but has the potential to have substantial adverse impacts to a neighborhood. Thus, careful consideration and substantial public outreach would be needed to develop an infill code. To access “backyard development” private road standards may have to be developed.
- Complete reviews of miscellaneous districts. Since the last comprehensive plan update all of the major zoning districts have been updated (residential, commercial and industrial). Some of the miscellaneous zoning districts such as the Civic Center, Country Club and Riverfront District need to be evaluated and updated as needed.
- Develop and adopt a map showing preferred future street connections to improve citywide circulation.
- Develop standards and requirements in the City’s development code for mass transit infrastructure.
- Develop a strategy for addressing alternative transportation issues such self-driving vehicles and/or alternative fuel vehicles (e.g. electric or hydrogen fuel vehicles).
- Develop an urban growth agreement with Cowlitz County. An urban growth agreement is a method to coordinate on how lands within the City’s Planning Area Boundary are developed until the area is annexed. An urban growth development can help smooth the transition from rural to urban type development. Cowlitz County has emphasized these types of agreements in their draft Comprehensive Plan update.
- The City may want to examine adoption of green building standards or incentive programs in partnership with the PUD for “green” buildings or certified homes or remodels.
- Develop Crime Prevention through Environmental Design standards for commercial and industrial zoning districts. In the last update of the zoning code, CPTED standards were established for multifamily housing developments.

- LIDAR mapping. Light Detection and Ranging (LIDAR) mapping is a remote sensing method used to examine the surface of the Earth. This type of mapping sees through the vegetation and provides a detailed map of the underlying surface. The geotechnical consultant for the City's Critical Areas Ordinance update highly recommends that the City undergo LIDAR mapping. This mapping is very useful in identifying geologic hazards.
- Continue inventory of all potential historic sites in residential, commercial, and industrial areas for future historic registration.

Potential Comprehensive Plan Objectives relating to Public Works

- By 2021, develop conceptual streetscape plans for: Washington Way between Ocean Beach Highway and the Civic Center; 15th Ave. between Washington Way and Tennant Way; California Way between Tennant Way and Industrial Way; Beech Street extension between Oregon Way and California Way.
- By 2021, establish a streetscape policy that specifies allowable surface material treatments within the planter strip area of public rights-of-way.
- By 2021, adopt a streetscape code that requires streetscape improvements within the public right-of-way when adjacent properties redevelop.