

About Longview's Comprehensive Plan

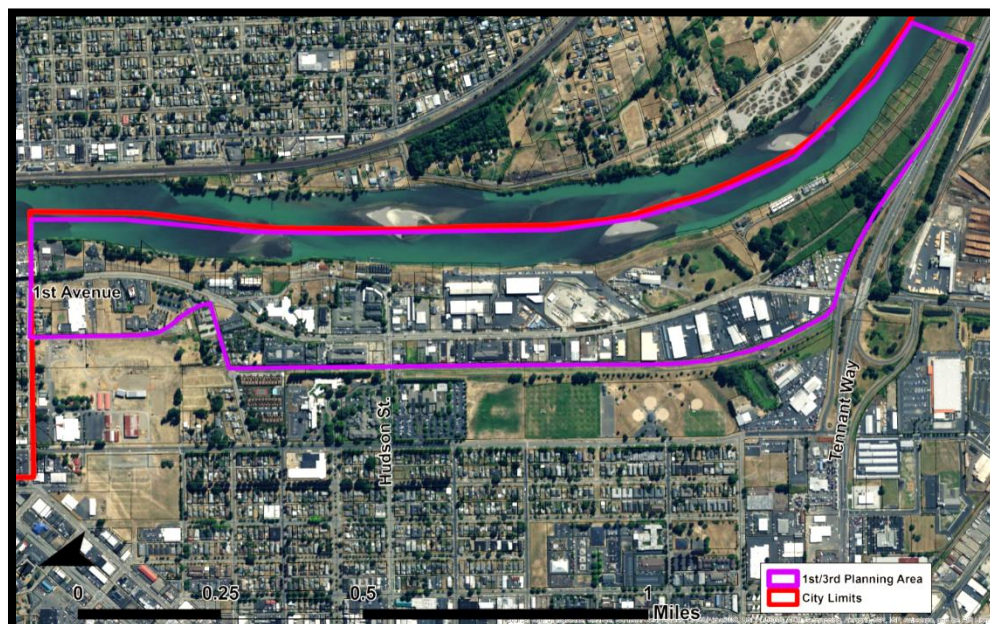
Comprehensive plans are intended to translate community values and goals into a framework for government decisions about how a city grows, how land is used, and all the other things typically found in a community such as housing, streets, utilities, parks and other public facilities, and public services – as well as how public dollars are spent. Plans look out ahead to how today's Longview residents want the city to look and function over the next 20 years. In concert with Longview's strategic plan, the comprehensive plan serves as a roadmap for achieving that vision.

Only a small part of Washington's growth management law applies to Longview and other cities within Cowlitz County, giving us more flexibility to respond to local priorities. The City's plan was last updated ten years ago, in 2006. At midway through the life of the plan, it's time to assess what's going well, and what we should change.

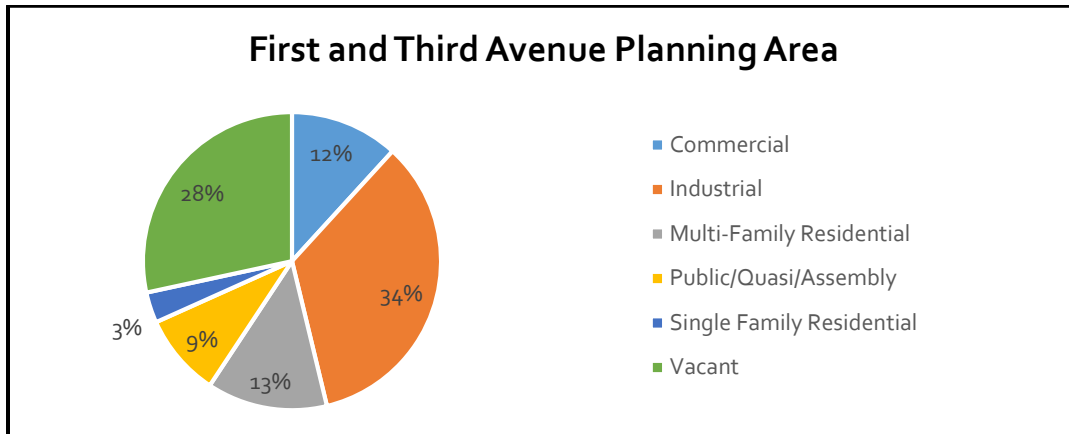
These conversations will help shape a plan that will best direct Longview's public policies, regulations, and public investments. Public hearings will follow once the new plan is drafted. Thank you for taking part!

About the SR 411/First and Third Avenue Corridor

Between Washington and Tennant Way, the First and Third Avenue corridor contains an industrial zone and the "Riverfront District" zone, which was enacted in the mid-1970s and intended to incorporate residential, multifamily, and limited commercial uses with recreational uses. Included in the vision for the Riverfront District was the potential of marinas and leisure boating on the properties adjacent to the Cowlitz River. Mother Nature had different ideas, in 1980 sending tons of sediment down the river stemming from Mount St. Helens' eruption. At this point, heavy siltation along that stretch makes it extremely shallow and impassible to all but the smallest craft.



While some new development and redevelopment has happened in the past 40 years, the various uses in both the industrial zone and the Riverfront District zone don't particularly integrate with one another. Public uses such as the courts, jail, and work-release facility have no relationship with the senior housing and assisted living to the south, which in turn have little relationship with the commercial, light industrial, and heavy industrial uses nearby. The corridor does have some areas zoned for residential use. Marine View Drive, a private road, is zoned for medium density residential development (one- to four-unit buildings). The west side of Third Avenue between Hudson Street and Peardale Lane is zoned for high-density residential and office uses.



As a state highway corridor, SR 411 is heavily traveled, but a lot of the traffic doesn't originate or isn't destined for places along the corridor. This changes the relationship of the traffic to the area itself, resulting in a limited sense of place. Transit service and sidewalks are focused north of Hudson, and there are no bike facilities. South of Hudson, industry like the CalPortland concrete plant site and the waste transfer station take advantage of easy access to SR 432 and I-5 and make use of a rail spur that runs along the SR 411 and SR 432.

What could the future bring?

Because much of the developed land has been taken up with uses that do not interact with the river, the envisioned "Riverfront District" seems unlikely to come about even if a major dredging initiative were undertaken. It's also probable that travel behavior through the area will not change in the future. People will continue to use SR 411 as a cut-through between the Allen Street bridge area and Tennant Way, and they may or may not intend to stop at any of the businesses or other places along the corridor. The current mixture of uses provides viable employment, regional-scale commercial uses, and dense housing in the form of condominiums and retirement communities. Options to consider are personal services; professional offices north and south of Hudson; and industrial uses such as small-scale manufacturing, industrial services, contractor showrooms, and storage with limited yard spaces. These can range from relatively small standalone or "outpad" buildings to about 50,000 square-foot flex space buildings that may host multiple tenants and take advantage of proximity to multiple regional transportation systems, as well as the Port and heavy industrial areas these businesses might serve.

What do you think?

- How could the zoning be changed to be more relevant to the area as it is today?
- What would best integrate with the existing land uses in the area?
- How should the waterfront property be used?