Kelso Planning Commission
Agenda

SPECIAL MEETING at 6:00p.m.
Wednesday, November 19, 2014
City Hall Council Chambers, 203 S. Pacific Ave.
(Regular scheduled meeting was canceled on November 11th due to the Veteran's Day holiday)

Agenda	Approved/ Denied	Remarks
Call to Order: 1. Roll Call.		
Approve Minutes: 1. August 12, 2014 meeting minutes. 2. September 9, 2014 meeting canceled. 3. October 14, 2014 meeting minutes (no quorum). 4. November 11, 2014 meeting canceled.		
Presentation:		
Public Hearing: 1. Proposed amendments for the update of the Comprehensive Plan. Continuation from the meeting held on October 14, 2014.		
Citizen Business:		
Commission Business:		
Action/Motion Items: 1. Recommendation to Council on proposed amendments for the update of the Comprehensive Plan.		
Adjournment: Next regularly scheduled meeting December 9, 2014		

City of Kelso Community Development Department (360) 423-9922.
The agenda can be found on the Kelso website at http://www.kelso.gov/planning-commission/agendas.

Posted: November 14, 2014

Kelso Planning Commission Meeting Minutes
Tuesday, August 12, 2014
6:01 pm – 7:34 pm

Commissioners Present: James Hill, Dan Jones, Rick VonRock, Jared Wade.

Commissioners Absent: Toby Tabor, James Webb, Clark Hislop.

Staff Present: Steve Taylor, City Manager; Michael Kardas, Community Development Director; Amy Mullerleile, Assistant to the City Manager, Recording Secretary.

Call to Order:

Chair Rick VonRock called the meeting to order at 6:01pm.

Minutes:

Commissioner Wade made the motion, seconded by Commissioner Jones to approve the minutes of July 8, 2014. Motion carried, all in favor.

Commission Business:

1. **Comprehensive Plan Update. Review and discuss the Official Zoning Map and Future Land Use Map. Discussion lead by Gregg Dohrn.**

   Gregg Dohrn began by introducing the Current Land Use, Official Zoning, and Future Land Use maps. He explained that the Existing Land Use map shows how land is being used in the City today, the Future Land Use map shows how we want land to be used in the future, Official Zoning map is a tool to guide development decisions today. Gregg also introduced land use analysis tables that provide data to support what is shown on the maps. Gregg explained that 90% of the parcels within City limits is either residential or vacant, all other uses make up the remaining 10%, and over 80% of vacant land is constrained by environmentally sensitive areas. Discussion followed regarding the availability of vacant developable land and making efficient use of the land we have.

   Gregg described the three different single-family residential zoning designations and asked if the Commission felt they were all needed or if this was an opportunity to simplify and if the distinction between the designations was significant or appropriate. There was discussion regarding the demand for vacant land designated for single-family development as well as the usability of land currently zoned for that type of development. Gregg informed the Commission that much of the vacant land has development potential but may be too expensive as a practical matter. Discussion regarding development regulations followed.

   There was discussion regarding multi-family housing options and locations, demographic trends, and the importance of addressing the needs of an aging population.

   Staff discussed the level of interest and demand that has been expressed for more housing options as well commercial opportunities, the impact of local and regional economic factors, indicating that the proposed revisions to the Future Land Use map and Comprehensive Plan reflect staffs input on future needs.

   Gregg talked about the need to have detailed discussions about the future of West Kelso with business owners, residents, and other stakeholders. Because it is important for those discussions to inform decisions made about land use in West Kelso, that areas has been designated as a special study area on the Future Land Use map.

Gregg talked about the five different commercial zones and asked if they are all needed of if this is another opportunity to simplify or provide flexibility. There was discussion about why there are currently five different zones, the consequences of consolidating them, and the need for simplification and continuity between similar and appropriate land uses.

The meeting on September 9th is cancelled due to a 3 day workshop hosted by the City, the Cowlitz-Wahkiakum Council of Governments and the Environmental Protection Agency. The workshop is a product of a Smart Growth Implementation Assistance grant that was awarded to the City. On the evening of September 9th there will be a public meeting followed by 2 days of topic specific sessions. The Planning Commission is invited and encouraged to attend.

Commissioner VonRock asked about the process and timing of completing the Comprehensive Plan update. Gregg Dohrn indicated that if the Commission is comfortable with what was discussed tonight and the draft they have then after a bit more polishing the document will be ready for public comment with a public hearing scheduled for the October meeting.

Commissioner VonRock asked Mike Kardas if there have been any new building applications. Mike Kardas replied nothing significant except a tenant improvement application for planet fitness at the mall.

Citizen Business: No citizen business.

Adjournment:

There being no further business, Commissioner Wade made the motion, seconded by Commissioner Hill to adjourn at 7:34pm.

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Rick VonRock, Planning Commission Chair

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Respectfully submitted: Amy Mullerleile, Recording Secretary

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Community Development Department
203 S. Pacific Avenue, PO Box 819 Kelso, WA 98626

PUBLIC NOTICE

Planning Commission Meeting
Tuesday, September 9, 2014
CANCELED

Please be advised:
A Smart Growth Economic Development Workshop for the City of Kelso is scheduled for September 9, 2014, from 6:00pm-8:00pm Kelso City Council Chambers.

If you should have any questions in regards to the Planning Commission, please contact:
Michael Kardas, Community Development Director at (360) 577-3376.

Posted: Friday, August 29, 2014

Kelso Planning Commission Meeting Minutes
Tuesday, October 14, 2014
6:00 pm – 6:21 pm

Commissioners Present: Rick VonRock, Clark Hislop, Charles Hendrickson.

Commissioners Absent: James Webb.

Staff Present: Michael Kardas, Community Development Director; Amy Mullerleile, Recording Secretary.

Call to Order:

Chair Rick VonRock called the meeting to order at 6:00pm.

Minutes:

In the absence of a quorum, approval of the August 12, 2014 minutes was suspended until the November 12, 2014 meeting.

Commission Business:

1. Introduction of new Commissioner Charles Hendrickson.

Public Hearing:

Commissioner VonRock called the Public Hearing open at 6:02 pm.

Public Hearing Introduction. Gregg Dohrn began by providing background on the Comprehensive Plan, its purpose, the update process, and the role it plays in the community. Mr. Dohrn also described how other documents relate to the Comprehensive Plan and the next steps that can be expected after the adoption of the updated plan.

Please state name and address for public record.

Rosemary Siipola, Southwest Washington Regional Airport, Kelso, WA. Congratulated the Commission on the brevity, policy direction, and support of the airport and surrounding land uses. They have provided an "e-comment form" and are preparing a formal letter to Planning Commission. They are very pleased with the protections and that the proposed plan adopts the 2011 Airport Master Plan by reference; they are working to follow the plan and implement the capital improvement projects including hangars, wetlands and the construction of a stopway, which is ultimately an extension of the runway. They are very interested in cooperation between the City, the County and South Kelso regarding the "pockets" of County property to make sure people understand the overlay zones and requirements for development. Ms. Siipola mentioned some issues with another jurisdiction and the need for properties in an airport overlay zone to be tagged in the system so future development is properly cleared with the FAA. Ms. Siipola also provided a status update on the Airport as well as current and future projects. She thanked the Commission for doing a great job on the Plan and said it was brief, to the point, and good. Commissioner VonRock asked about the extension of the runway and Ms. Siipola said that is the stopway and they expect it to be completed by 2017/2018 but they must first complete and environmental review of the entire property. There was discussion regarding Airport revenues and the future transfer of the Airport property to the Port of Longview.

Commissioner VonRock concluded the public hearing at 6:20 pm for continuation at the next meeting.

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Adjournment:

There being no further business, Commissioner VonRock made the motion, seconded by Commissioner Hislop to adjourn at 6:21pm.

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Rick VonRock, Planning Commission Chair

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Respectfully submitted: Amy Mullerleile, Recording Secretary

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Community Development Department
203 S. Pacific Avenue, PO Box 819 Kelso, WA 98626

PUBLIC NOTICE

Planning Commission's regularly scheduled meeting has been CANCELED for Tuesday, November 11, 2014, in observance of the Veteran's Day holiday.

A Special Meeting has been scheduled for Wednesday, November 19, 2014, at 6:00pm in the Kelso City Hall Council Chambers.

If you should have any questions in regards to the Planning Commission, please contact:
Michael Kardas, Community Development Director at (360) 577-3376.

Posted: Friday, November 7, 2014

Building & Planning Phone: 360-423-9922 **Engineering Phone**: 360-423-6590 **Fax:** 360-423-6591

CITY OF KELSO, WASHINGTON
WORKING DRAFT
COMPREHENSIVE PLAN

The City of Kelso is currently in the process of reviewing and updating its Comprehensive Plan. This document will be used to guide local decision-making and the allocation of resources over the next ten to twenty years. The following document is a work in progress and is subject to frequent revision. As this working draft is finalized it will be distributed for public review and comment before any action is taken by the Kelso City Council. If you would like information about upcoming meetings or opportunities to comment, or if you have any questions about this working draft, the update process, or other matters regarding the future of the City, please contact Amy Mullerleile, Assistant to the City Manager at 360-577-3301 or amullerleile@kelso.gov.

July 17, 2014

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Chapter 1
Introduction

The City of Kelso Washington Comprehensive Plan is a management tool to be used as a resource to guide decision-making in the City as well as the allocation of limited City resources. The Comprehensive Plan is based on a Vision Statement that is a description of the preferred future for the City. The Vision Statement that is the basis for this Comprehensive Plan was articulated through a series of community workshops in 2009 and was approved by the Kelso City Council on February 2, 2009. The primary focus of this Comprehensive Plan are a series of goals, policies, and objectives that describe in more detail what the City hopes to accomplish over the next ten to twenty years, how it hopes to accomplish it, and what action steps it is prepared to take to achieve it.

This Comprehensive Plan replaces the Plan that was prepared in 1979 and adopted in 1980 shortly after the eruption of Mt. St Helens, an event that profoundly changed the landscape of Cowlitz County. It is interesting to note that the previous plan emphasized the significant growth and development the City was experiencing. Since then the City has experienced virtually no growth in population and limited amounts of new development and there is no significant increases in population forecasted for the future. As a result, the challenges the City is facing today are much different than they were in 1980, as the City is now pursuing strategies to strengthen the local economy, promote sustainability, and find even more efficient means to maintain desired levels of public services.

It is also important to note that since Kelso has experienced relatively little growth since 1980 it is not required to fully plan under the requirements of the Washington State Growth Management Act. While the City must meet the basic requirements of the Act, it has a higher degree of flexible and fewer State planning mandates to address than other fasting growing communities. As a result, the City is relatively free to structure its Comprehensive Plan to meet local circumstances, needs, and priorities.

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Chapter 2
Vision Statement

In 2009 the Kelso City Council initiated a community visioning process in preparation for updating the City's Comprehensive Plan. A series of three community workshops were held to articulate commonly held desires for the ideal Kelso of the future. One of the products of these workshops is the following Vision Statement that describes what we would like the City to become and what we believe we can achieve. It acknowledges past and current trends and Kelso's relationship to external factors, but also assumes an ability to shape the future in a positive way. The Vision Statement, therefore, is optimistic, affirming, and enhancing the best of our attributes, past and existing, eliminating all negative influences on the City's ability to affect positive change and aspiring for those we hope to have.

A VISION FOR KELSO

KELSO in 2030 is an attractive, vibrant, and inviting place to live, work and visit. Our riverfront community, with its long shoreline, provides views and access to the Cowlitz River and is a destination place for residents and visitors. Kelso is a community with a small town feel, retaining its sense of history while adjusting gracefully to changes in the twenty-first century.

The City is a place where people are friendly and helpful, ideas are respected, and action is taken based on collaborative decisions. We have a diverse population made up of various income and age groups from various ethnic and educational backgrounds. We are committed to developing and strengthening a healthy community by creating programs that assist those in need, encourage individual expressions, provide enrichment opportunities for an increasingly diverse population, and promote healthy lifestyles. High quality local schools are important to us. Our neighborhood, business, and civic associations; our faith-based groups; and our school organizations have strong citizen involvement.

Our neighborhoods are secure, stable, and well-maintained, creating the foundation for our high quality of life. Each neighborhood has its own character that is a community asset. People from all economic, age, and ethnic groups live here in a variety of housing types. Our residential areas are well maintained with single-family and multifamily homes and include traditional subdivisions, waterfront-oriented neighborhoods, and urban villages. We have worked to increase diversity and affordability, such as smaller homes on smaller lots, compact developments, and accessory housing units. Mixed land uses in neighborhoods help to minimize driving. Many of our apartments and condominiums are close to commercial areas and transportation hubs.

Kelso's economy is strong and diverse. A healthy mix of businesses provide valuable economic returns including varied employment opportunities and high wages, a strong tax base with sustainable revenues that help fund public services, and a broad range of goods and services. Our business districts are attractive, distinctive, and integral to the fabric of the City. Many serve as community gathering places and centers of cultural activity. Businesses choose to locate in Kelso because of our innovative and entrepreneurial spirit and because they are regarded as valued members of the community.

Historic downtown Kelso is a vibrant focal point of our hometown with a rich mix of commercial, residential, civic, and cultural activities in a unique riverfront location. Our downtown maintains a human scale through carefully planned pedestrian and transit-oriented development. Many residents and visitors come to enjoy our parks, festivals, open markets, and community events. We accommodate growth and change while maintaining strong linkages with our past. Important historic landmarks are preserved, and new development occurs in a manner that is compatible with and respectful of its historic context.

Our transportation system offers a variety of ways to meet our mobility needs and provides efficient and convenient access to all areas of Kelso and regional centers. Improved transit service and facilities allow us to commute within Kelso and to other regional destinations without overburdening our neighborhood streets. The City is pedestrian-friendly. Paths for safe pedestrian, bicycle and other transportation modes interconnect all parts of the City. In addition to the transportation functions they provide, our streets and paths are people-friendly and provide public spaces where people socialize.

The City has excellent police and fire protection, dependable water and sewer service, and well-maintained public facilities. Emergency preparedness for natural or manmade disasters is a high priority. We work closely with other jurisdictions on regional issues that affect our community. For recreation, we like to bike or walk to one of our many parks. We have well-maintained playgrounds, play fields, sport courts, and trails in or near each neighborhood. Our recreational programs offer a variety of year-round activities for all ages. Public access to our riverfront is provided by an unparalleled and still-expanding system of parks, trails, and vistas.

We preserve an open space network of wetlands, stream corridors, and wooded hillsides. These natural systems provide habitat for fish and wildlife and serve important biological, hydrological, and geological functions. Streets are lined with a variety of trees, and vegetation is abundant throughout the City. The water and air are clean. We consider community stewardship of the environment to be very important.

Kelso in 2030 has become a delightful place to call home.

Chapter 3
Preliminary Draft Comprehensive Plan Goals, Policies, and Objectives

The primary focus of the Comprehensive Plan is a series of Goals, Policies, and Objectives that will be reviewed and approved by the City Council. The Goals are general statements of a desired condition or direction, policies are guidelines for decision-making, and objectives are specific actions that will lead to fulfillment of the Goals.

The following is a preliminary draft of Goals, Policies, and Objectives that is based on direction provided by the City Council in 2010 and that has been updated through a series of discussions with the City Management Team. The revisions highlighted in underline and strikeout format and the comments in the margin are based on subsequent comments provided by the City Planning Commission unless otherwise noted. As this document is further updated, it will be reviewed and refined based on comments provided by community leaders, residents, business and property owners, City staff, and public agencies.

Goals

Goal #1: Promote the public health, safety, and welfare of the citizens of Kelso.

Goal #2: Promote and sustain a diverse and well-balanced local economy.

Goal #3: Promote and sustain a range of employment opportunities for Kelso residents.

Goal #4: Improve the vibrancy and stability of residential neighborhoods and mixed-use development with housing for diverse income age groups, and lifestyles.

Goal #5: Provide a safe, family oriented environment in all residential neighborhoods.

Goal #6: Respect the cultural heritage and history of the community.

Goal #7: Establish and maintain the downtown as a vibrant activity center.

Goal #8: Protect and enhance the quality of the natural environment.

Goal #9: Maintain a strong fiscal base for the provision of city services.

Goal #10: Actively involve all citizens in the governance of their community.

Goal #11: Address regional priorities, challenges, and opportunities through partnerships with local, state, and federal agencies, local organizations, and the business community.

Policies

Governance Policies

Governance Policy #1: Continually seek opportunities to improve the access to information as well as timely and meaningful opportunities for public involvement about policy issues and the delivery of city services.

Fiscal Policies

Fiscal Policy #1: New development should pay for the costs associated with providing required services

Fiscal Policy #2: Actively seek new sources of City revenues without increasing rates.

Fiscal Policy #3: Actively seek opportunities to improve the efficiency and effectiveness of the delivery of City services and the maintenance of City properties.

Fiscal Policy #4: Utilize local funds to leverage additional revenues.

Fiscal Policy #5: Maintain and improve established levels of service for all public facilities and services.

Fiscal Policy #6: Explore opportunities for the more cost effective delivery of services.

Land Use Policies

Land Use Policy #1: Support more intensive use of land and actively seek to provide the same or higher levels of services more efficiently and cost effectively.

Land Use Policy #2: Maintain a Future Land Use Map to guide rezones, facilitate land use decision-making, and inform capital facilities planning. This map should feature the following land use designations and correlations to the Zoning Map:

a. Lower Density Residential: Residential Single Family 5 (RSF 5), Residential Single Family 10 (RSF-10), and Residential Single Family 15 (RSF-15);

b. Higher Density Residential: Residential Multi-Family (RMF);

c. Commercial: Town Center Commercial (CTC), West Kelso Commercial Zone (CWK), Neighborhood Services Center (CNH), Specialty Retail and Services (CCSR), and Major Retail Commercial CMR);

d. Industrial: Light Industrial (ILM), and General Industrial (IGM);

e. Special Study Areas: Neighborhoods or other designated areas where the future land use and zoning is under review and subject to change in accordance with the provisions of an approved sub-area plan or special study; and

f. Parks, Recreation, and Open Space: Lands not suitable for development.

Land Use Policy #3: Encourage the preservation, renovation, and use of historic structures.

Land Use Policy #4: Support the mutually beneficial annexation of isolated pockets of unincorporated Cowlitz County near South Kelso and urbanized areas in North Kelso.

Land Use Policy #5: Overhead utilities should be placed underground whenever feasible.

Land Use Policy #6: Additional opportunities for multi-family housing should be provided in and near downtown, as well as in South and West Kelso.

Land Use Policy #7: Higher density housing should provide adequate opportunities for onsite recreation and/or contribute their fair share to off-site recreational opportunities.

Land Use Policy #8: Encourage mixed-use residential development in all commercial zones. This shall include, but is not limited to the property zoned Major Retail Commercial (CMR) in the vicinity of the I-5 SR 432 Interchange.

Land Use Policy #9: Encourage mixed use developments downtown with ground floor commercial and housing on the upper floors.

Land Use Policy #10: Encourage the location of new retail, professional offices, housing, and public uses and developments to support the downtown as a local retail business center.

Land Use Policy #11: The shared use of parking facilities should be encouraged.

Land Use Policy #12: Actively work with Cowlitz County to keep the County administrative buildings in Downtown Kelso.

Land Use Policy #13: In consultation with businesses, property owners, non-profit organizations, and local agencies as appropriate, update the master plan for downtown Kelso as a vibrant activity center featuring a variety of small, local retail businesses. This may include, but is not limited to such strategies as:

a. Keeping the County administrative offices downtown and to renovate or expand the buildings as appropriate;

b. Establishing a farmer's market downtown;

c. Possibly relocating the library downtown, perhaps in conjunction with the establishment of an outdoor reading and performing arts area and/or a community center;

d. Relocating other public facilities that would be supportive of the downtown as a retail center for local small businesses;

e. Further revising City Development Regulations to encourage private investment and new businesses locating downtown that would be supportive of the downtown as a retail center for local small businesses;

f. Updating design guidelines and development standards;

g. Establishing mobile food courts; and/or

h. Improving public spaces.

Land Use Policy #14: In conjunction with the West Main Realignment Project, the non-residential areas of West Kelso should feature a mix of uses in a pedestrian friendly environment.

Land Use Policy #15: Actively work with Cowlitz County to renovate and expand as necessary the Regional Justice Center at its current location in West Kelso.

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Land Use Policy #16: Initiate in partnership with the City of Longview, affected residents, businesses, and property owners a sub-area planning process for West Kelso/East Longview. This process shall include, but is not limited to, consideration of the following:

a. The realignment of Main Street Southwest and planned Phase 2 improvements;

b. Opportunities to create a more pedestrian friendly environment and to enhance public spaces;

c. Opportunities to encourage and support new private investment;

d. Higher intensity residential developments, especially north of Main Street;

e. Opportunities to encourage and support the establishment of more local retail businesses;

f. Opportunities to encourage and support more mixed-use residential developments with ground floor retail, especially along Main Street;

g. Facilitating the development of a hotel/motel and supporting services in the vicinity of 5th Ave SW and Catlin Street;

h. Improved connections to the Regional Justice Center and the Expo Center;

i. Improved connections to regional trails and bikeways;

j. Preservation of the single family neighborhood south of Main Street;

k. The possible vacation of a portion of 6th Ave SW; and

l. The improvement of housing opportunities throughout the neighborhood.

Land Use Policy #17: Support land use and development activities that are compatible with the ongoing operations of the Southwest Washington Regional Airport.

Land Use Policy #18: New development activities should be avoided on areas with unstable soils, landslide hazard areas, and/or areas with a history of unstable slopes.

Land Use Policy #19: It is the intent of the City, in partnership with other public agencies, to promote the establishment of a regional wetland mitigation bank in the vicinity of the Coweeman River in the area known as Harts Lake.

Land Use Policy #20: Opportunities to provide safe and responsible use of shorelines should be encouraged.

Land Use Policy #21: Revise the Official Zoning Map and City Development Regulations to provide more housing choices and opportunities.

Land Use Policy #22: Mobile homes shall not be permitted and existing mobile home parks shall be phased out over time.

Land Use Policy #23: Reduce regulations and administrative restrictions that serve to restrict or constrain desired types of private investment.

Land Use Policy #24: Establish and maintain in consultation with Cowlitz County a comprehensive planning area boundary that utilizes property lines and includes properties within 300' of the City's water system boundaries.

Transportation Policies

Transportation Policy #1: Support the expansion of the bicycle paths and routes and improvements to pedestrian walkways.

Transportation Policy #2: Improve access to the South River Road area.

Transportation Policy #3: Continue to improve public transportation service in the City.

Transportation Policy #4: Support the use and further development of the Kelso Train Depot as a multi-modal transportation hub.

Transportation Policy #5: Encourage the ongoing cooperation between the Southwest Washington Regional Airport, BNSF, Amtrak, and the State of Washington so that plans to improve air and rail service to Kelso are compatible and do not adversely affect one another.

Transportation Policy #6: Support the development of a high-speed rail corridor from Seattle to Portland. This may include, but is not limited to:

a. The addition of a third mainline or tracks through Kelso;

b. Maintaining the Amtrak stop in Kelso; and

c. Establishing a high-speed rail stop in Kelso.

Transportation Policy #7: Support the management of the Southwest Washington Regional Airport as a regional, general aviation airport in partnership with the City of Longview, the Port of Longview, and Cowlitz County. This may include, but is not limited to:

a. The relocation or replacement of existing hangars and the construction of new hangars in accordance with approved plans;

b. The addition of a 609' stopway at the southern end of the runway to improve airport safety;

c. The subsequent modification of the stopway when warranted, to extend the runway to 5,000' in accordance with FAA standards;

d. The realignment of Talley Way in accordance with approved plans;

e. The reconstruction of the SR 432 bridge over the Cowlitz River to remove potential obstructions to aviation; and

f. Approval of modifications to FAA standards to address local circumstances.

Housing Policies

Housing Policy #1: Continue to support the efforts of for-profit developers and non-profit organizations to provide a range of housing opportunities in the community.

Housing Policy #2: Encourage the development of housing opportunities that enable residents to remain in the community over time.

Housing Policy #3: Cottage housing should be permitted in all residential zones in accordance with the underlying density.

Housing Policy #4: Actively support the repair, renovation, and replacement of existing housing with an emphasis on providing a wider range of housing opportunities and more intensive housing developments.

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Housing Policy #5: Create more opportunities for individuals and families to "age in place" or "downsize" without having to move out of Kelso.

Economic Development Policies

Economic Development Policy #1: Actively participate in the formulation and support the implementation of regional economic development strategies that create jobs for Kelso residents.

Economic Development Policy #2: Continue to support the potential for the development of the Wasser and Winters Company property in South Kelso for industrial uses perhaps featuring rail related uses.

Economic Development Policy #3: Promote light industrial manufacturing on the Talley Way Corridor and aircraft-related services near the SW WA Regional Airport.

Economic Development Policy #4: Encourage labor-intensive business development in industrial and commercial zones that maximizes the use of land by creating a higher-than-average number of jobs per acre.

Economic Development Policy #5: Develop the City's access points to and from I-5 into the predominant locations for regional retail and commercial services.

Economic Development Policy #6: Encourage high-density housing opportunities near employment centers with sufficient access to public transit services and walking/bike-paths to reduce commute times, traffic congestion, and emissions.

Parks and Recreation Policies

Parks and Recreation Policy #1: Continue to improve recreational opportunities for all ages.

Parks and Recreation Policy #2: Identify and prioritize future opportunities for the public acquisition of land for parks and open space.

Parks and Recreation Policy #3: Actively seek partnerships for the provision of parks and recreation opportunities.

Parks and Recreation Policy #4: Establish and maintain a financial strategy to ensure the cost effective maintenance of City park facilities.

Parks and Recreation Policy #5: It is the intent of the City, in partnership with other public agencies to acquire undeveloped, privately owned property in the unbuildable areas of the Aldercrest Subdivision.

Parks and Recreation Policy #6: Support the development of new opportunities for water dependent recreational opportunities such as kayaking and canoeing.

Capital Facilities Policies

Capital Facilities Policy #1: The Level of Service for police services shall be _____.

Capital Facilities Policy #2: The Level of Service Standard for fire services shall be _____.

Capital Facilities Policy #3: The Level of Service Standard for streets and highways shall be _____.

Capital Facility Policy #4: New water service will be extended at developer expense in the water service area and shall require the execution of a no protest annexation agreement.

Capital Facility Policy #5: New developments within established service area boundaries should be required to connect to City sewer and water service.

Capital Facility Policy #6: Actively support the public library as a community resource and a provider of recreation programs.

Capital Facility Policy #7: Establish and maintain a comprehensive storm water management system.

Objectives

Fiscal Objectives

Fiscal Objective #1: Review and update the City's Capital Facilities Plan in conjunction with the preparation and adoption of the City's biennial operating budget.

Fiscal Objective #2: Identify state and federal sources of funding utilized by communities in the region and the size of Kelso.

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Fiscal Objective #3: Analyze when the City Hall bonds will be retired and assess the potential for possibly using that revenue stream to finance future strategic investments in the downtown.

Fiscal Objective #4: Initiate a meeting(s) with nearby public agencies such as the City of Longview, Cowlitz County, the Port of Longview, Lower Columbia Community College, and local school districts to explore the feasible of the shared or coordinating the delivery of services, or other strategies to deliver desired levels of service in a more cost effective manner.

Land Use Objectives

Land Use Objective #1: Review and update the Kelso Municipal Code in accordance with the provisions of this Comprehensive Plan.

Land Use Objective #2: Review and update the Zoning Map in accordance with the provisions of this Comprehensive Plan.

Land Use Objective #3: Prepare a maintain Future Land Use Map that highlights how areas would be zoned upon annexation to the city.

Land Use Objective #4: Continue to implement the South Kelso Revitalization Strategies Plan.

Land Use Objective #5: Establish and maintain a local list of historic places and the criteria for adding additional places.

Land Use Objective #6: Prepare and maintain an inventory of publicly owned lands in the City and prepare management strategies to guide the use, development, and potential sale of surplus city-owned lands. This may include land that may be suitable for parks and recreation uses, open space, shoreline restoration, access to shorelines, and/or other City goals such as the provision of affordable housing or public parking.

Land Use Objective #7: Prepare and maintain an inventory of privately owned land not suitable for development that may be appropriate for public acquisition for such purposes as parks and recreation, open space preservation, protection of environmentally sensitive areas, shoreline restoration, access to shorelines, and/or parking.

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Land Use Policy #8: Continue to acquire private property in the Aldercrest subdivision, as well as the possible donation of the school district property to the City

Land Use Objective #9: Explore the feasibility of potentially vacating a portion of Catlin Street near 1st Ave SW in West Kelso to accommodate the expansion of the Regional Justice Center.

Land Use Objective #10: Review and revise the City's Development Regulations to facilitate 4-8 lot residential subdivisions that provide a wider range of residential densities of types.

Land Use Objective #11: Review and update the City's Development Regulations to more clearly support mixed-use developments, especially those featuring higher density housing, possibly through the issuance of a conditional use permit.

Land Use Objective #12: Monitor the implementation of the updated Shoreline Master Program, and prepare revisions as appropriate in the event that the provisions are unduly precluding the use, development, preservation, and restoration of shorelines.

Land Use Objective #13: Review and update the City's Development Regulations protecting environmentally sensitive areas in accordance with the provisions of the Washington State Growth Management Act and this Comprehensive Plan.

Land Use Objective #14: Review the current and potential future safety zone requirements for the regional airport and assess the development potential of neighboring properties.

Land Use Objective #15: In consultation with Cowlitz County and affected property owners, designate additional land in South Kelso for industrial development.

Land Use Objective #16: Assess the potential for updating and revising the Kelso Municipal Code to feature more flexible development regulations based on form and function as opposed to the current use based code provisions.

Land Use Objective #17: Consolidate and reduce the number of commercial zones

a. Merge the Major Commercial and Specialty Commercial Zones into a Regional Commercial Zone to be located near freeway interchanges and in areas with ready freeway access or visibility.

b. Merge the Town Center and the West Kelso Zones into a General Commercial Zone This may involve the development of overlay districts or special conditions.

c. Maintain the Neighborhood Commercial Zone but potentially limit it to sites that historically been used for neighborhood commercial uses.

Land Use Objective #18: Merge the RSF 15 Zone into the RSF 10 Zone and explore changes to the Development Regulations to facilitate large lot residential development in areas that may not be readily served by City water or sewer.

Land Use Objective #19: Explore the potential of basing livestock regulations on lot sizes.

Land Use Objective #20: Review and revise the Development Regulations to:

a. Simplify and stream line regulations and procedures;

b. Encourage public and private investment;

c. Strengthen the local economy; and

d. Support the development of the downtown as a vibrant activity center.

Land Use Objective #21: In consultation with the County and affected property owners, designate areas suitable for single family and multi-family residential uses in South Kelso.

Land Use Objective #22: Identify strategies for increasing housing opportunities in the RSF 5 Zone including accessory dwelling units, duplexes, row houses, and cottage housing.

Transportation Objectives

Transportation Objective #1: In partnership with the State and local jurisdictions develop a funding strategy for the completion of the West Main Realignment Project.

Transportation Objective #2: Identify and prioritize gaps and improvements to the network of sidewalks with a particular emphasis on improving access to public transportation, the downtown, and schools.

Transportation Objective #3: Actively participate in planning activities to provide high-speed rail service and/or otherwise improve rail service to and from Kelso.

Transportation Objective #4: Conduct a downtown parking study that may include strategies for:

a. Long term parking at or near the transit center;

b. Shared or joint use parking;

c. Employee parking that doesn't interfere with retail businesses;

d. Easing or eliminating the requirement that new businesses provide off-street, on-site, parking downtown;

e. Location of public parking lots around the perimeter of downtown;

f. The use of parking areas for a farmers market and/or special community events; and/or

g. Supporting the relocation of other public buildings downtown such as the library or community center.

Transportation Objective #5: Streamline provisions necessary to protect the public health and safety, such as to review and revise the Development Regulations to limit the instances when a full traffic study is required.

Transportation Objective #6: Further research and report on the feasibility of improving the access to the vacant property along the Cowlitz River west of the golf course in the vicinity of Douglas and Colorado Streets. This shall include, but is not limited to an assessment of safety considerations.

Transportation Objective #7: In consultation with Cowlitz County and affected property owners, explore the potential for improving access and circulation in South Kelso.

Transportation Objective #8: Review and monitor the plans to develop high speed rail along with FAA regulations to avoid or minimize the potential for conflicts near the airport.

Transportation Objective #9: Incorporate the findings and recommendations of the Talley Way Corridor study and the City of Kelso Railroad Crossing Study into the updated Comprehensive Plan.

DRAFT

Economic Development Objectives

Economic Development Objective #1: Actively participate in regional economic development organizations and forums.

Economic Development Objective #2: Explore the feasibility of transferring administrative responsibility for the SW Washington Regional Airport to the Port District.

Economic Development Objective #3: Further analyze the airport safety zone requirements, especially use restrictions, and update the Future Land Use Map accordingly.

Economic Development Objective #4: Identify and prioritize economic development sites to conduct environmental reviews based on conceptual master plans, in order to make them "shovel ready".

Housing Objectives

Housing Objective #1: Review the Kelso Municipal Code to identify potential revisions that would support the development of new housing opportunities in the City. This may include, but is not limited to:

a. Increases in residential densities;

b. Density bonuses;

c. Floating densities;

d. Mixed-use housing;

e. Cottage housing;

f. Micro units; and/or

g. Accessory Dwelling Units.

Housing Objective #2: Further research and report on how best to accommodate cottage housing as a single family or multi-family housing opportunity.

DRAFT

Parks and Recreation Objectives

Parks and Recreation Objective #1: Implement the updated City Parks Plan.

Parks and Recreation Objective #2: The City should establish and maintain a resource guide for individuals and organizations seeking to contribute to enhance City parks.

Parks and Recreation Objective #3: Identify, assess, and maintain an inventory of potential public access points to the Cowlitz and Coweeman Rivers, including potential sites for public acquisition or donation.

Governance Objectives

Governance Objective #1: Prepare and maintain a public participation plan for use by all city departments.

Governance Objective #2: Once a year, City staff, in consultation with City advisory committees should present an assessment of public participation efforts to the City Council and recommendations for improvement.

Governance Objective #3: Explore the pros and cons of encouraging the establishment of neighborhood councils.

Governance Objective #4: The City should identify opportunities for volunteers and actively recruit and train volunteers.

Governance Objective #5: Schedule a City Council meeting once a year with the Board of County Commissioners to review the status of Comprehensive Plan implementation, review priorities, discuss policy issues of mutual concern, and identify emergent issues and opportunities for collaboration.

Governance Objective #6: Periodically host regional planning forums and staff discussions with neighboring jurisdictions to discuss planning issues and opportunities of mutual concern.

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Capital Facilities Objectives

Capital Facilities Objective #1: Establish a level of service standard for police services based on the number and types of crimes reported consistent with the criteria used in the National Incidence Based Reporting System (NIBRS).

Capital Facilities Objective #2: Establish a level of service standard for fire services based on appropriate state and national criteria.

Capital Facilities Objective #3: Monitor revisions to State laws and regulations governing storm water management including new state mandated low impact storm water design standards and update the City's Storm Water Management Plan and Capital Facilities Plan accordingly.

Capital Facilities Objective #4: Research and establish a schedule to obtain the required NPDES Phase 2 permit.

Capital Facilities #5: Explore the use of Community Development Block Grant funds and other public funds to provide sewer service and/or to remove barriers to the annexation of the unincorporated pockets of land in South Kelso.

Capital Facilities Objective #6: Further research the City's utility extension policies to identify potential disincentives for development.

DRAFT

Chapter 4
Supporting Data

DRAFT

DRAFT

CITY OF KELSO COMPREHENSIVE PLAN
Demographic Report - August 2013

Produced by Matthew Parsons and G.R. Dohrn and Associates.

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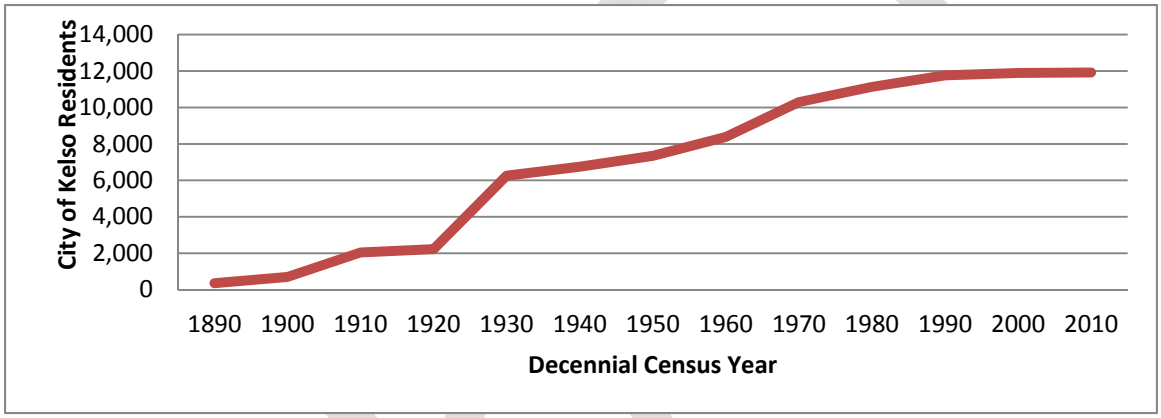
Introduction

The City of Kelso is located in Southwest Washington State along Interstate 5 and at the confluence of the Columbia, Cowlitz, and Coweeman rivers. To the west, across the Cowlitz River, lies the City of Longview, WA. The two cities have distinct characters and identities but effectively function as a single urban area. With a population under 12,000 residents, there is a limited amount of data on the community but there is a lot more data available for Cowlitz County, which encompasses Longview, Kelso, and some surrounding rural areas. Data for the City of Kelso is used when it is available but in its absence, data for Cowlitz County is used as a proxy.

Population

Historical Population Growth

Figure 2.1 Decennial Census counts of the City of Kelso since incorporation.



Source: Washington State Office of Financial Management. Note: The 1990 count was federally corrected after the original count.

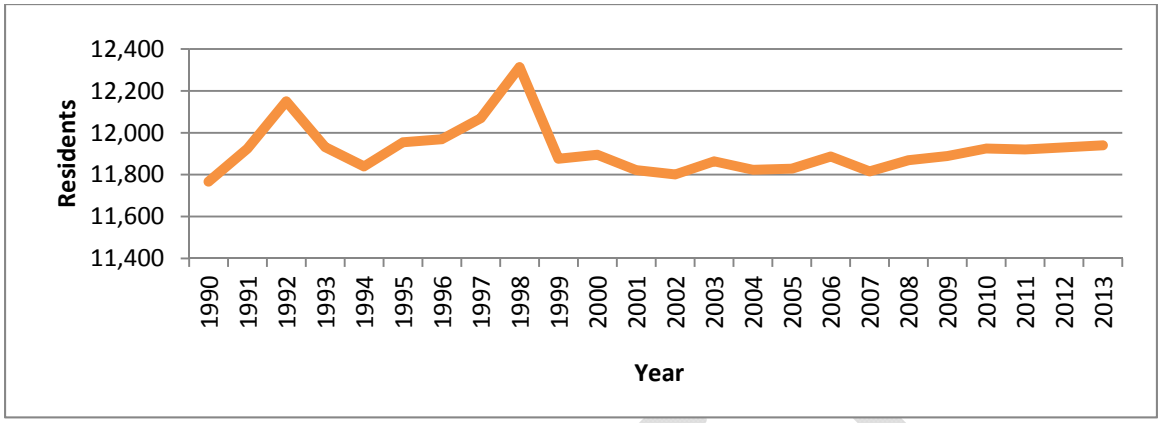
Table 2.1 Decennial Census counts of the City of Kelso from 1890 to 2010.

Year	1890	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010
Population	354	694	2,039	2,228	6,260	6,749	7,345	8,379	10,296	11,129	11,767	11,895	11,925

Source: Washington State Office of Financial Management. Note: The 1990 count was federally corrected after the original count.

Recent Population Growth

Figure 2.2 Annual April 1 Population Estimates from 1990 to 2013 for the City of Kelso.



Source: Washington State Office of Financial Management.

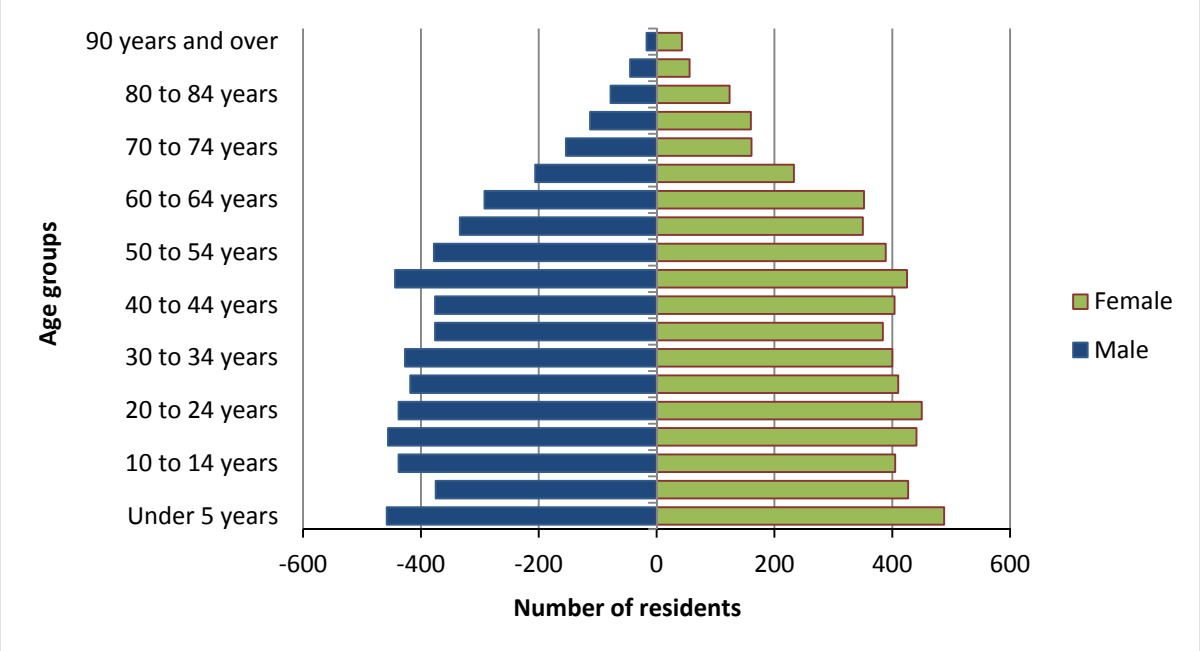
Table 2.2 Annual April 1 Population Estimates from 2004 to 2013 for the City of Kelso.

Year	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Population	11,823	11,829	11,887	11,816	11,869	11,889	11,925	11,920	11,930	11,940

Source: Washington State Office of Financial Management.

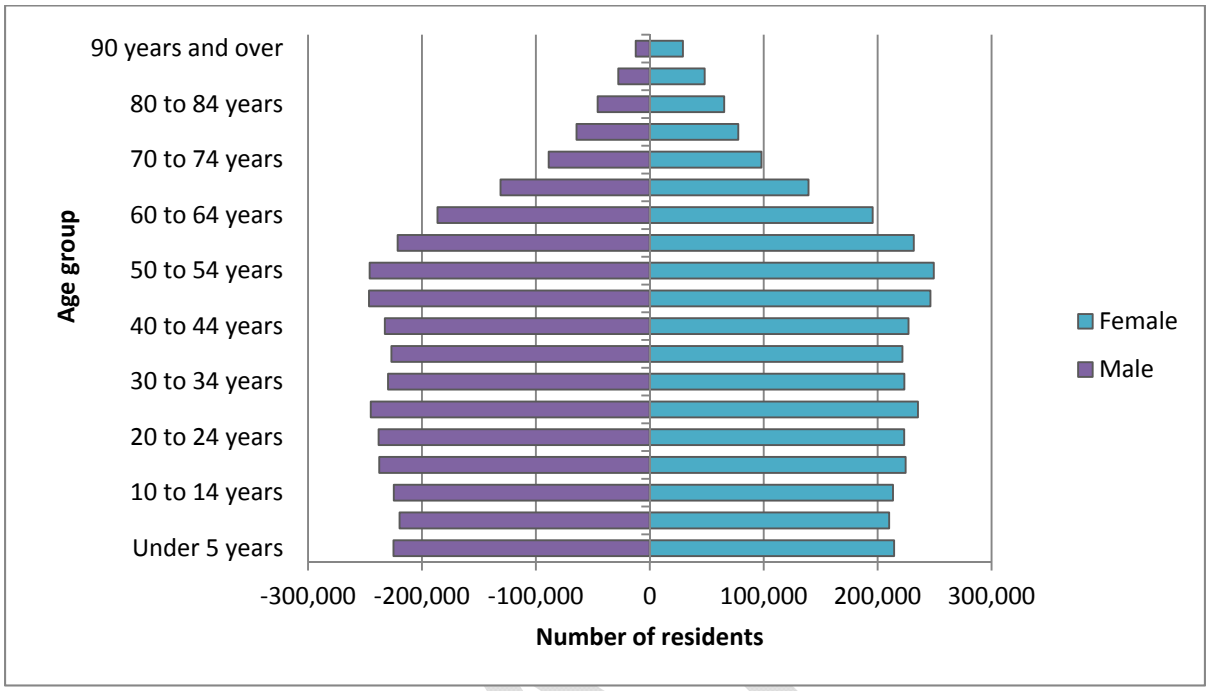
Age and Gender

Figure 2.3 Number of male and female residents by age group in 2010 in the City of Kelso.



Source: U.S. Census Bureau's 2010 Decennial Census; Table QT-P1 2010 Census Summary File 1 Age Groups and Sex.

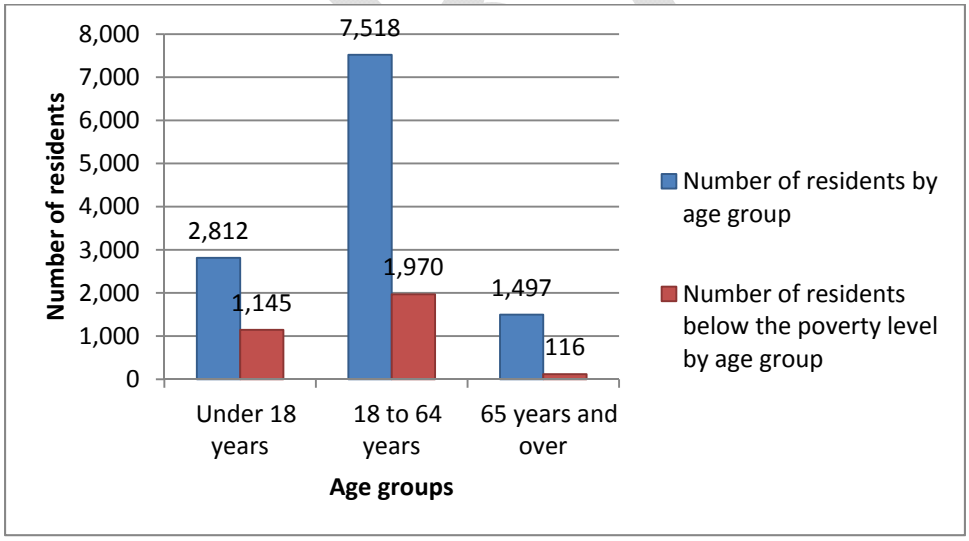
Figure 2.4 Number of male and female residents by age group in 2010 in the State of Washington.



Source: U.S. Census Bureau's 2010 Decennial Census; Table QT-P1 2010 Census Summary File 1 Age Groups and Sex.

Poverty Status by Age Group

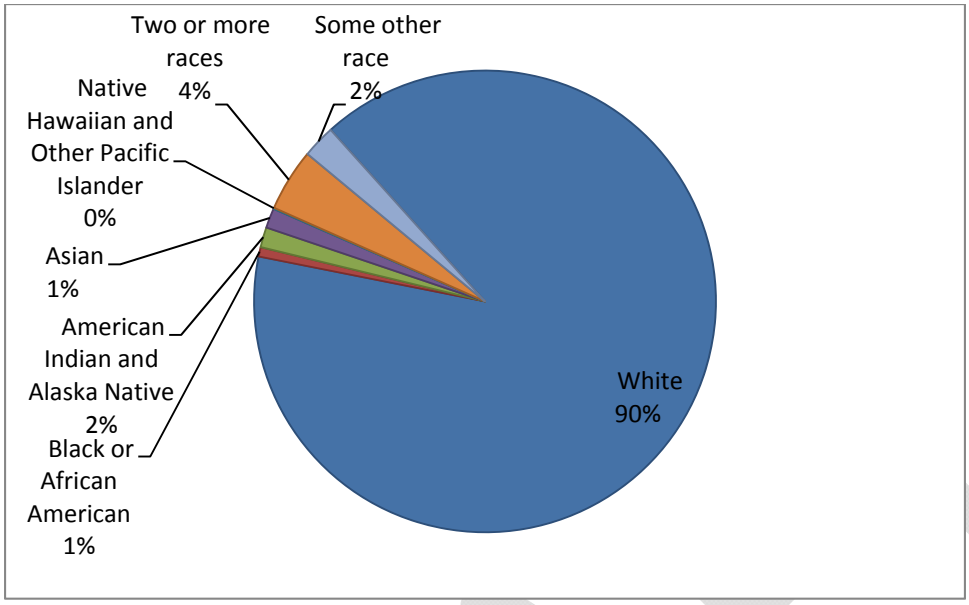
Figure 2.5 Number of Kelso residents by age group and number of residents below the poverty line by age group.



Source: U.S. Census Bureau's 2007-2011 American Community Survey 5-year estimate; Table S1701: Poverty Status in the Past 12 Months.

Kelso Residents by Race

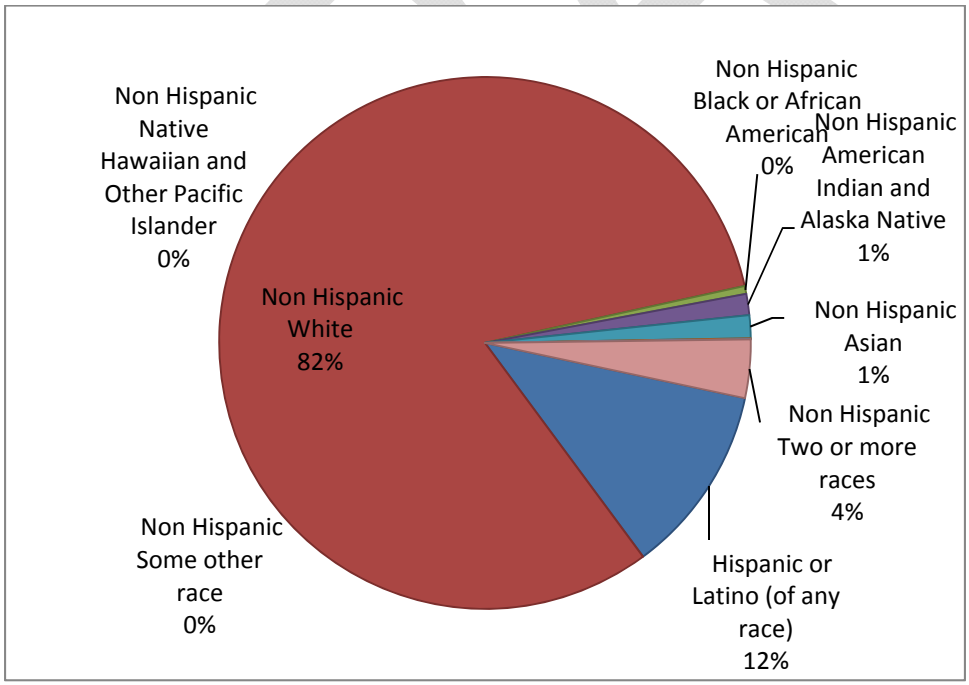
Figure 2.6 Shares of Kelso residents by race.



Source: U.S. Census Bureau's 2007-2011 American Community Survey 5-year estimates; Table DP05: Demographic and Housing Estimates.

Hispanic and Non Hispanic Population by Race

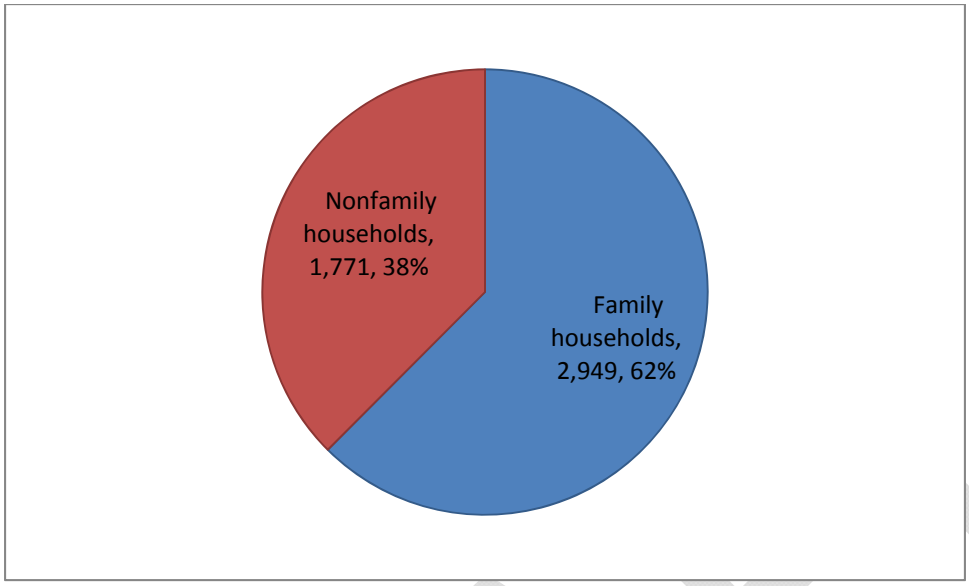
Figure 2.7 Share of Kelso Residents who identify as ethnically Hispanic and those who do not by race.



Source: U.S. Census Bureau's 2007-2011 American Community Survey 5-year estimates; Table DP05: Demographic and Housing Estimates.

Family and Non-Family Households

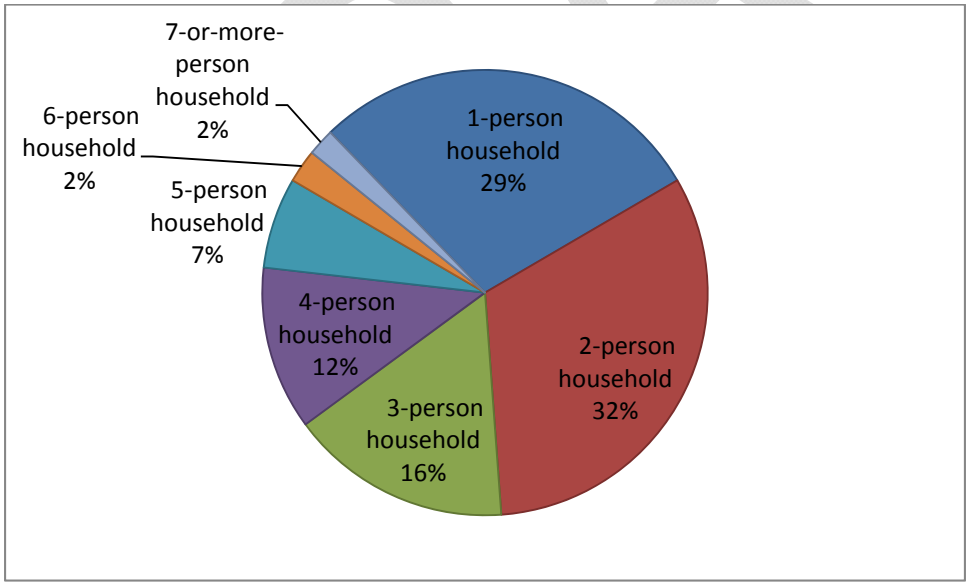
Figure 2.8 Shares of family and non-family households in the City of Kelso.



Source: U.S. Census Bureau 2010 Decennial Census, Summary File 1; Table QT-P11: Households and Families.

Households by Size

Figure 2.9 Shares of households by size in the City of Kelso.

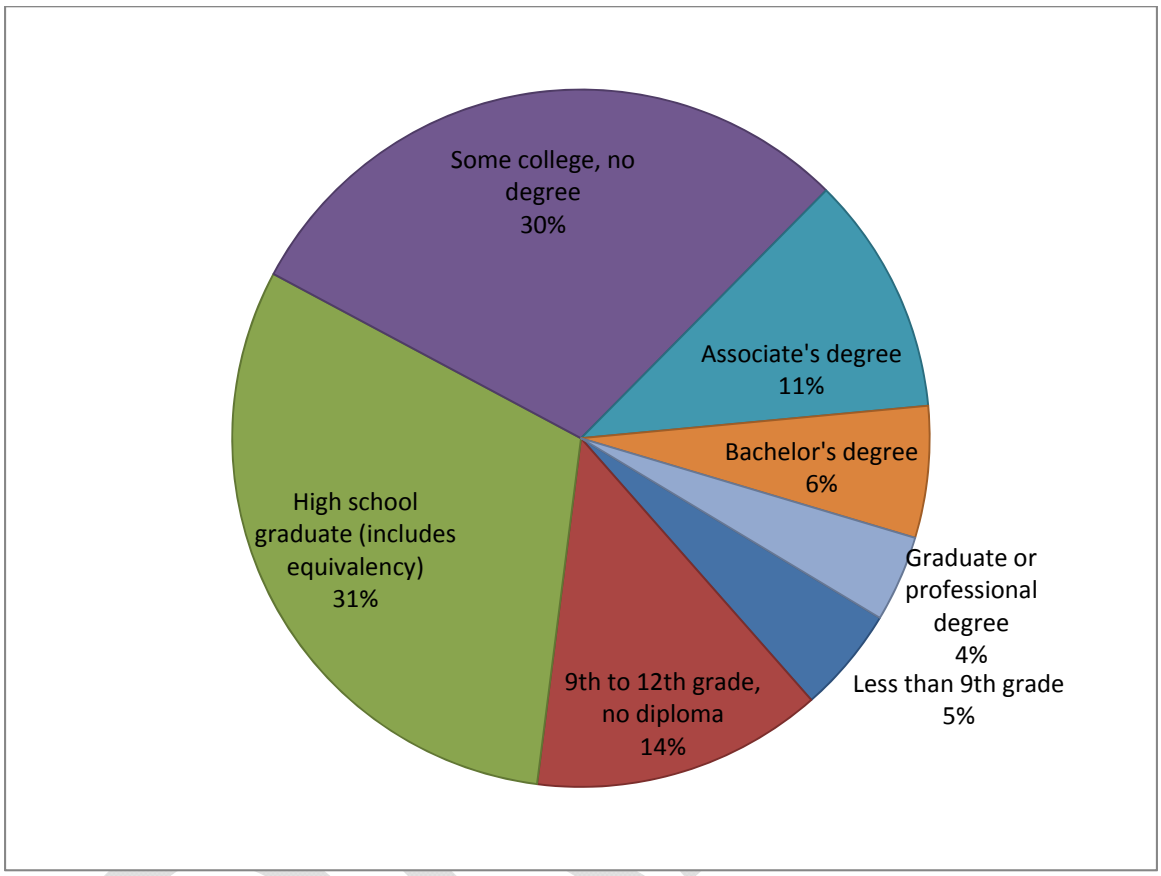


Source: U.S. Census Bureau 2010 Decennial Census, Summary File 1; Table QT-P11: Households and Families.

Education

Educational Attainment

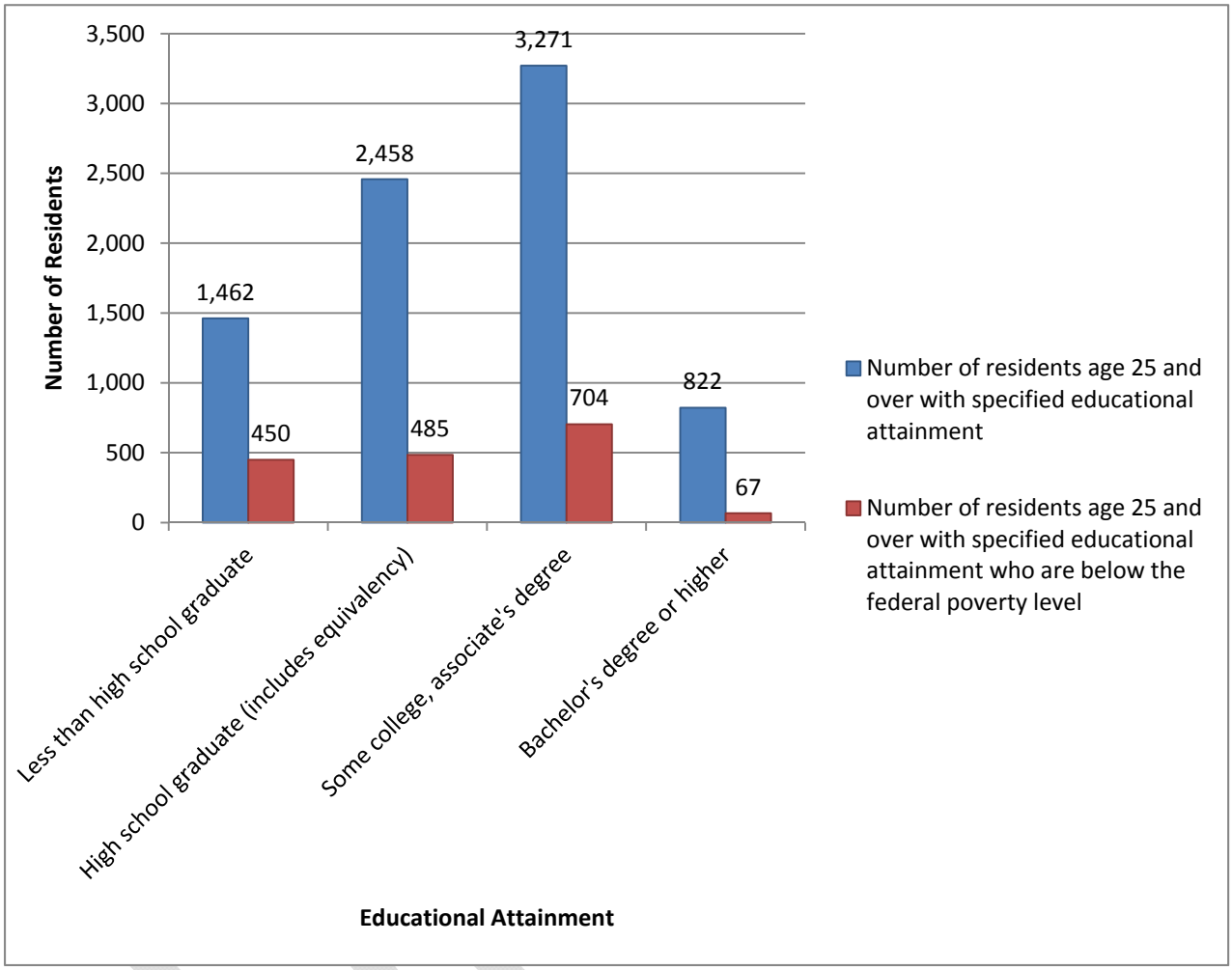
Figure 3.1 Shares of Kelso residents age 25 years and over by highest level of educational attainment.



Source: US Census Bureau's American Community Survey 2007-2011 5-year estimates; Table S1501: Educational Attainment.

Poverty Status by Educational Attainment

Figure 3.2 Number of Kelso residents age 25 and over who are below the poverty line by educational attainment compared to all residents 25 and over by educational attainment.

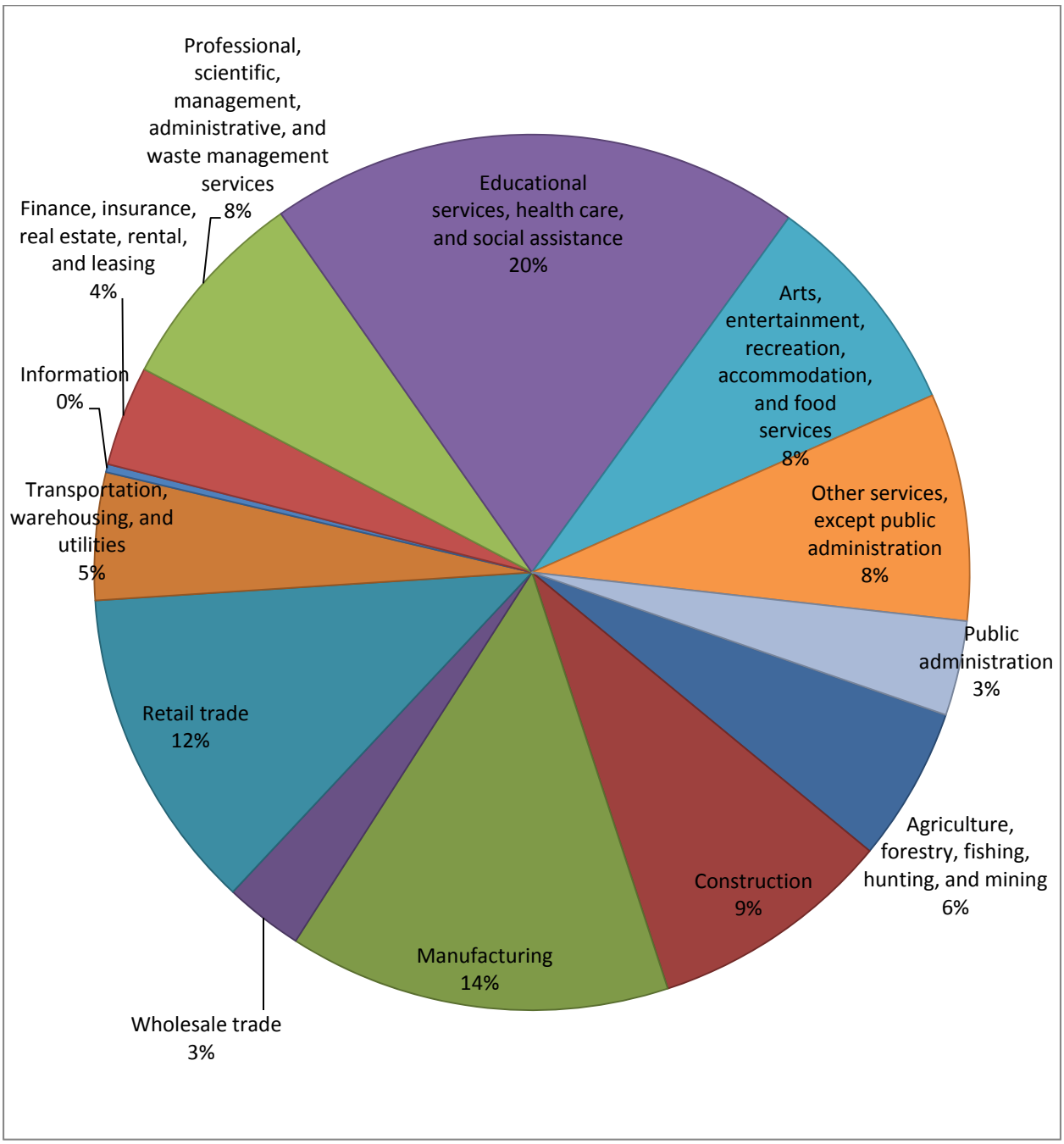


Source: U.S. Census Bureau's 2007-2011 American Community Survey 5-year estimates; Table S1701: Poverty Status in the Past 12 Months.

Economy

Employment Shares by Industry

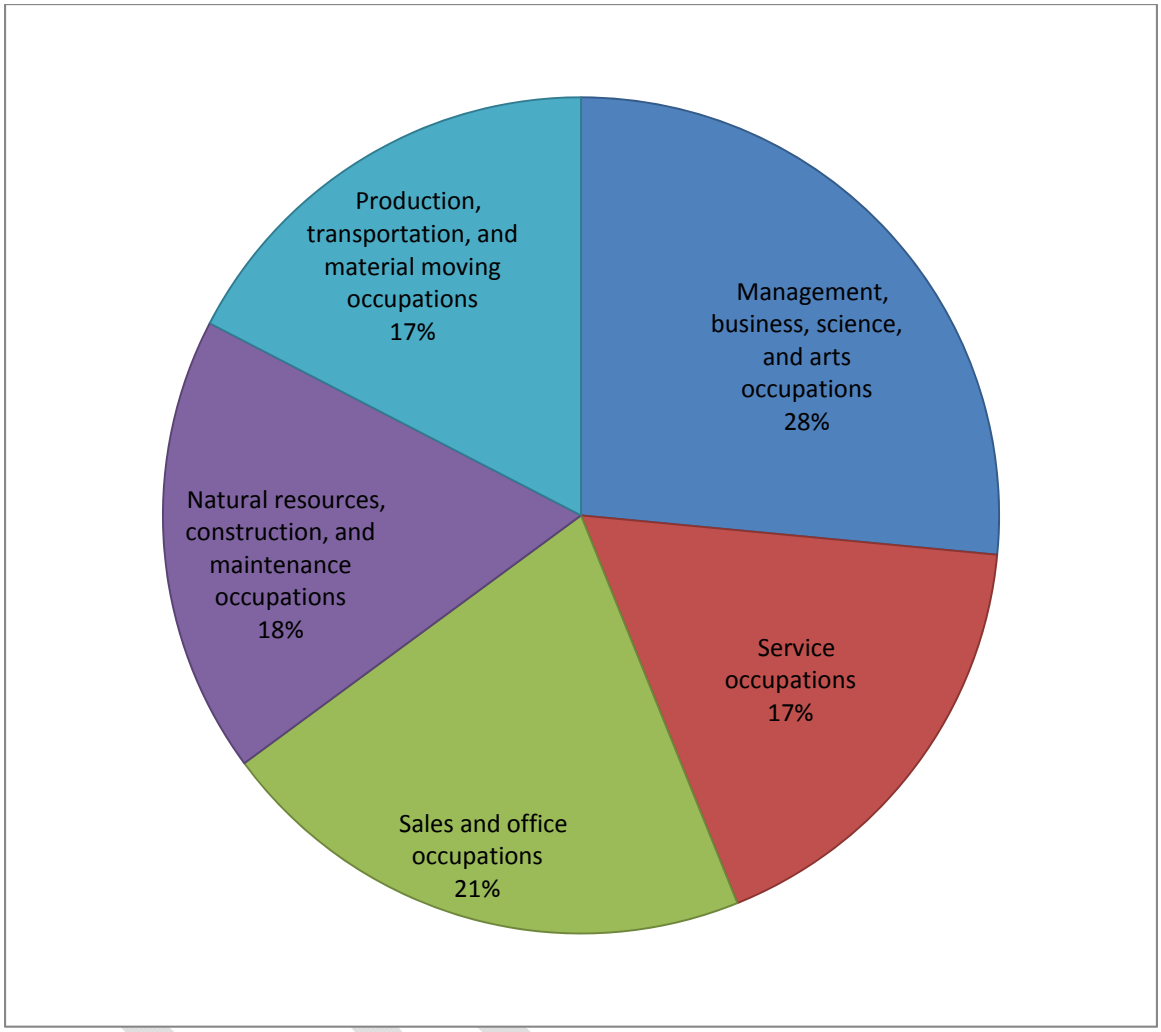
Figure 4.1 Shares of civilian workers age 16 years and over by industry in the City of Kelso.



Source: U.S. Census Bureau's American Community Survey 2007-2011 5-year estimates; Table DP03-Selected Economic Characteristics.

Employment Shares by Occupation

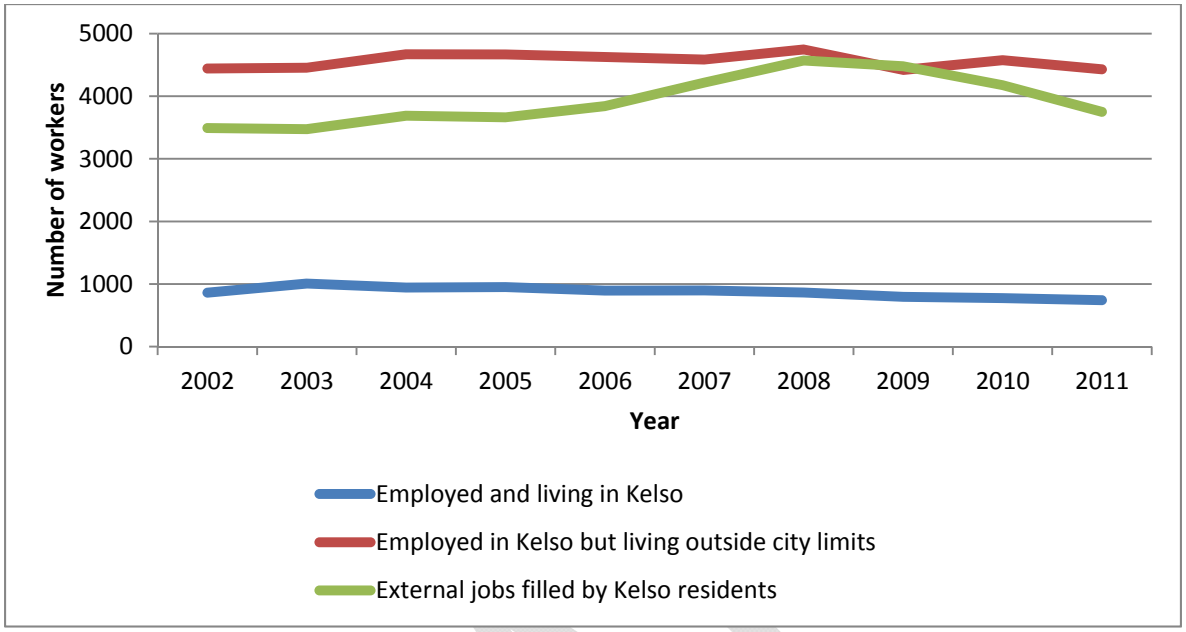
Figure 4.2 Shares of civilian workers age 16 years and over by occupation in the City of Kelso.



Source: U.S. Census Bureau's American Community Survey 2007-2011 5-year estimates; Table DP03-Selected Economic Characteristics.

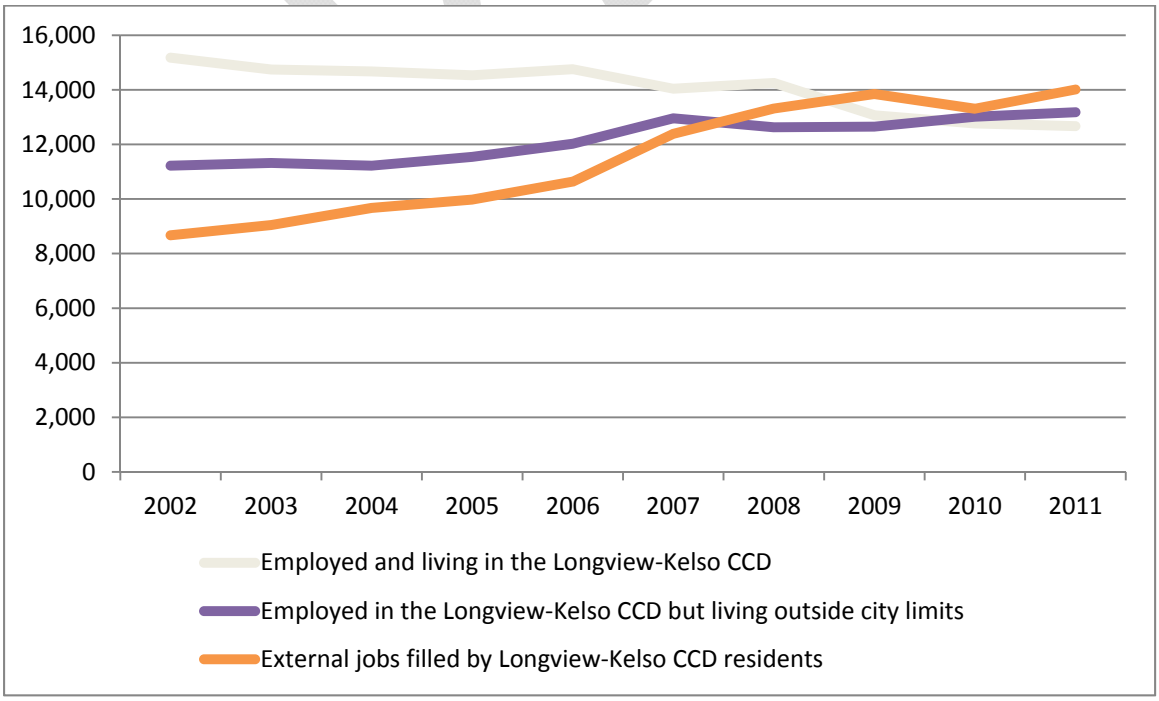
Inflow/Outflow for Employment

Figure 4.3 Inflow/Outflow of workers for employment for the City of Kelso.



Source: U.S. Census Bureau, Center of Economic Studies.

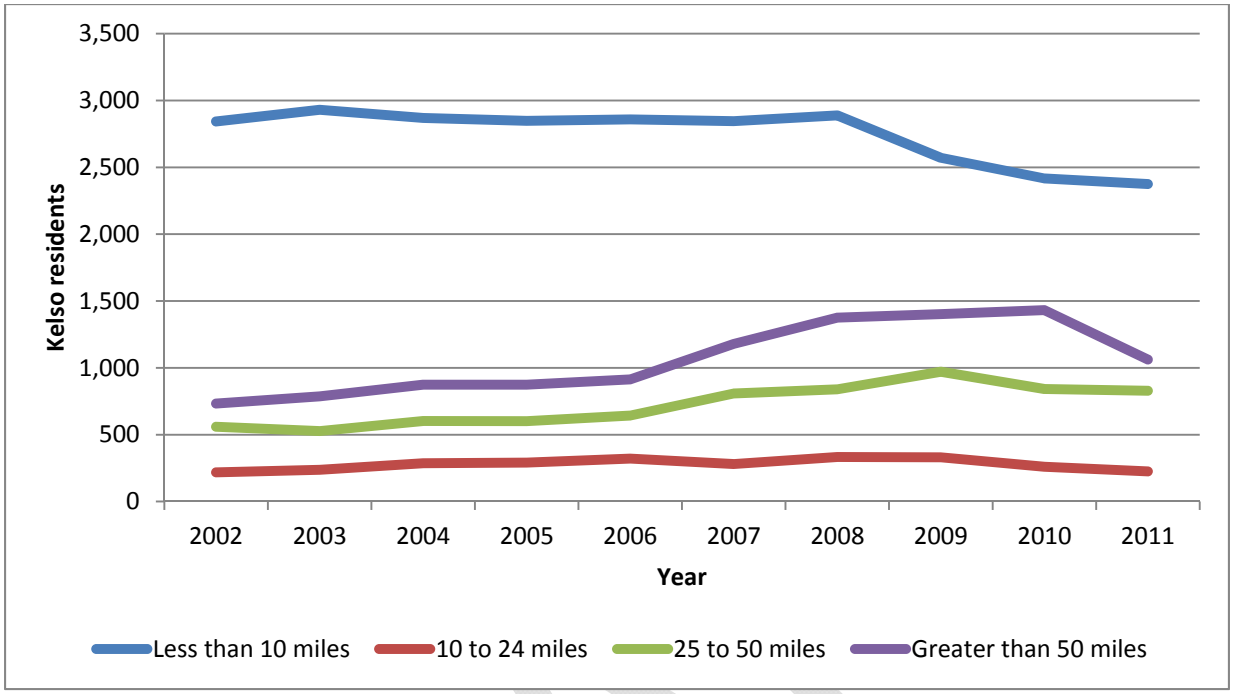
Figure 4.4 Employment Inflow/Outflow for the Longview-Kelso Census County Division
Note: The Longview-Kelso Census County Division roughly envelops the cities of Longview and Kelso. It is being used as a proxy for the Kelso-Longview urban area.



Source: U.S. Census Bureau, Center of Economic Studies.

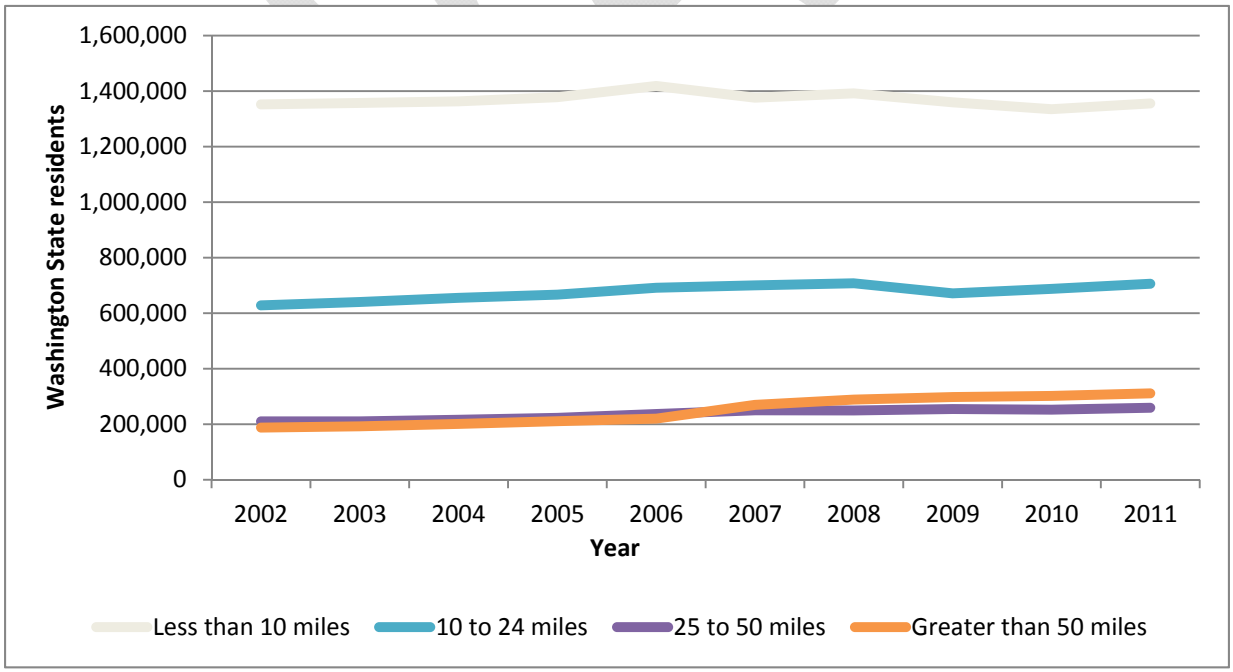
Distance Traveled to Work

Figure 4.5 Number of Kelso residents by the distance they travel to work one way.



Source: U.S. Census Bureau, Center of Economic Studies.

Figure 4.6 Number of Washington State residents by the distance they travel to work one way.

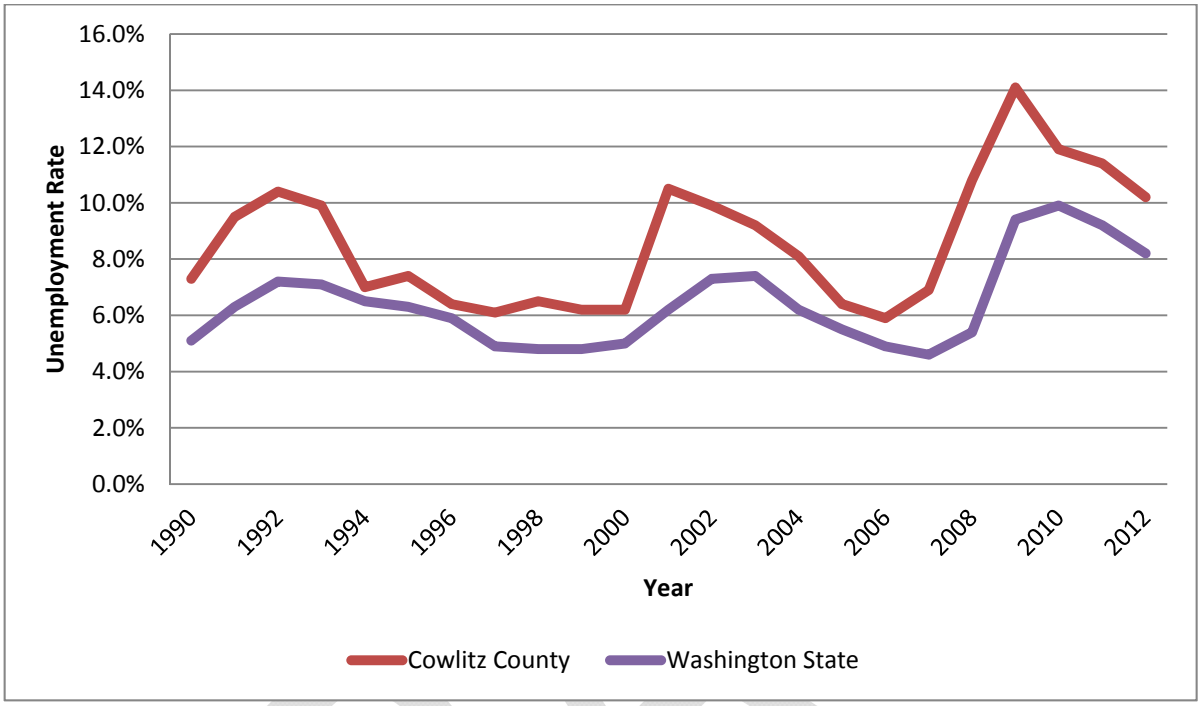


Source: U.S. Census Bureau, Center of Economic Studies.

Unemployment Rate

Figure 4.6 Unemployment Rate in Cowlitz County and Washington State from 1990 to 2012.

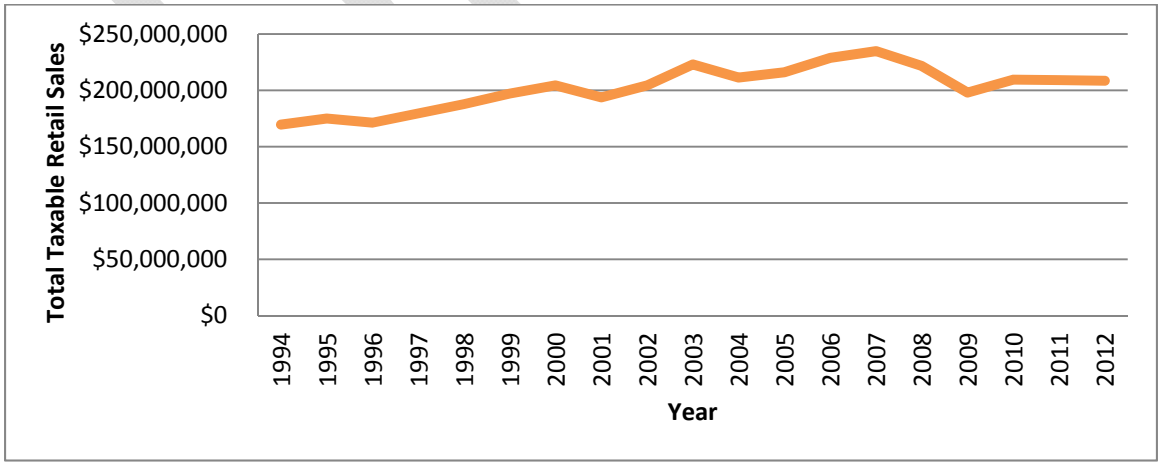
Note: Unemployment estimates are generally not released for cities with fewer than 25,000 residents. The closest figures available are for Cowlitz County.



Source: Bureau of Labor Statistics, Local Area Unemployment Statistics, Series ID LAUPA53045003 (County) and LAUST53000003 (State). Note: 2008-2012 figures reflect adjustment to new state control totals and 2011-2012 figures reflect revised inputs and re-estimation.

Total Taxable Retail Sales

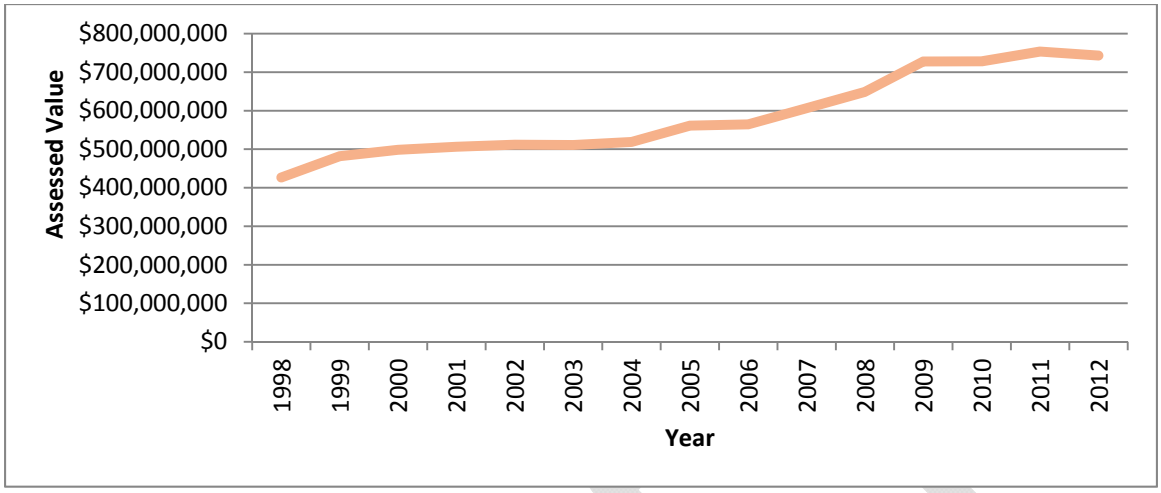
Figure 4.7 Total taxable retail sales in the City of Kelso.



Source: Washington State Department of Revenue.

Assessed Value of Taxable Total Property

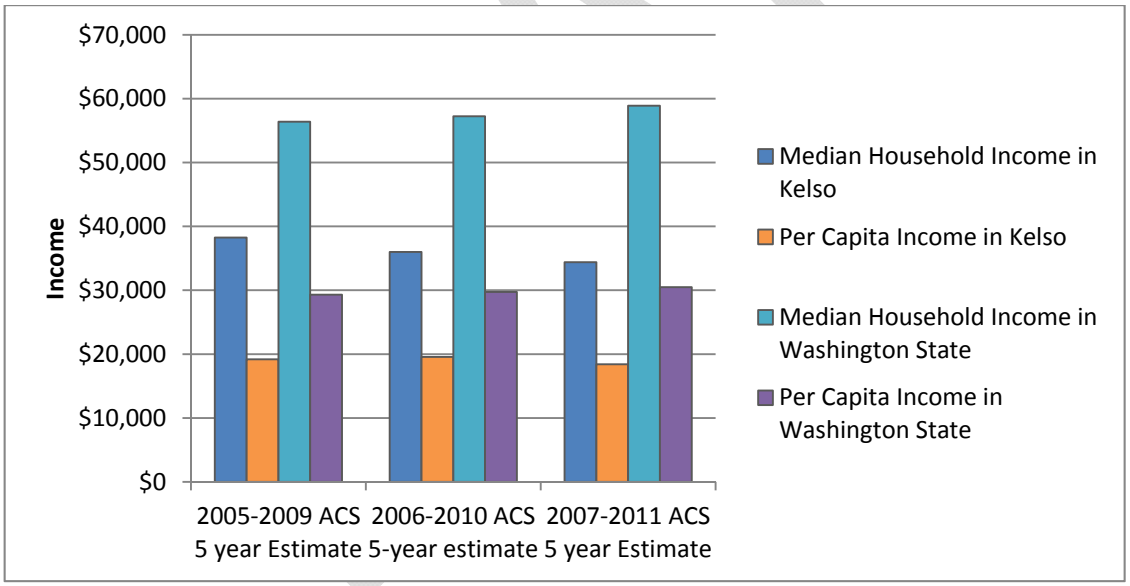
Figure 4.8 Assessed Value of Taxable Total Property in the Kelso Senior Taxing District.



Source: Washington State Department of Revenue.

Income

Figure 4.9 Median Household Income and Per Capita Income in the City of Kelso and Washington State.

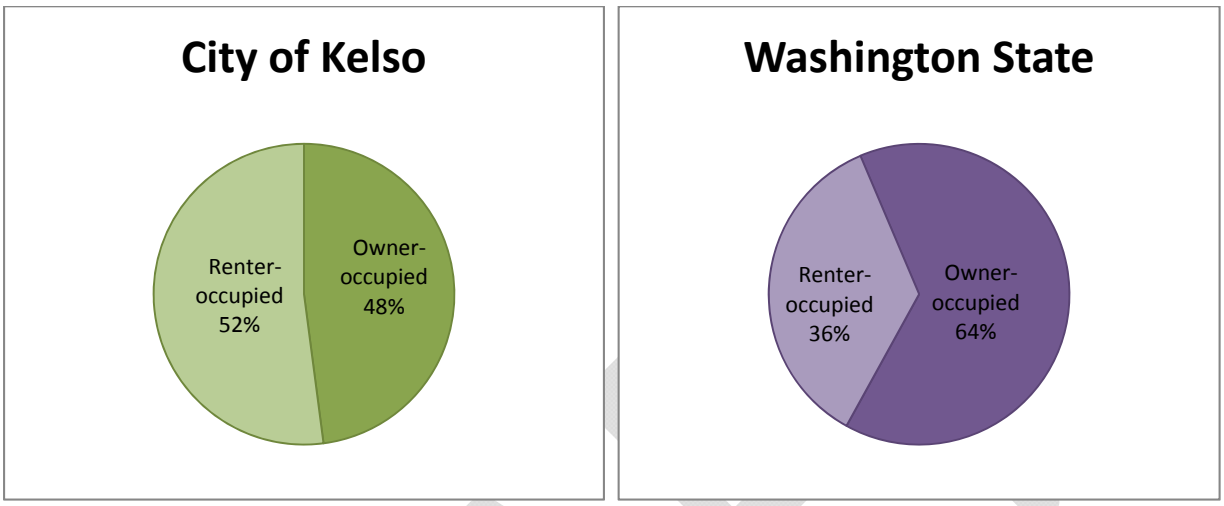


Source: U.S. Census Bureau, American Community Survey 5-year estimates; Table DP03-Selected Economic Characteristics.

Housing

Shares of Housing Units by Tenure

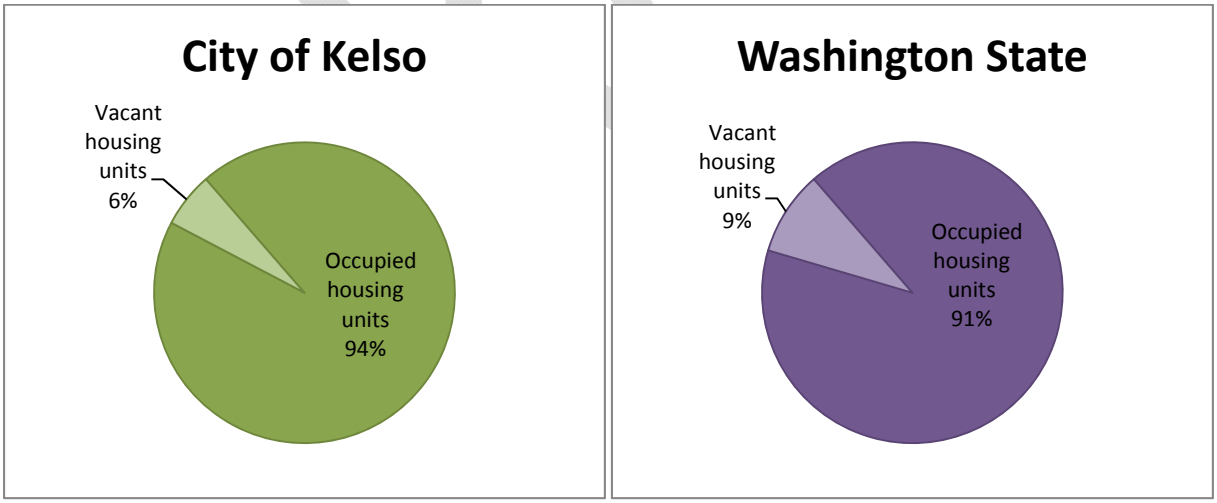
Figure 5.1 Owner-occupied vs. renter-occupied housing units in the City of Kelso and Washington State.



Source: U.S. Census Bureau's 2007-2011 American Community Survey 5-year estimates; Table DP04 - Selected Housing Characteristics.

Housing Occupancy (Occupied vs. Vacant)

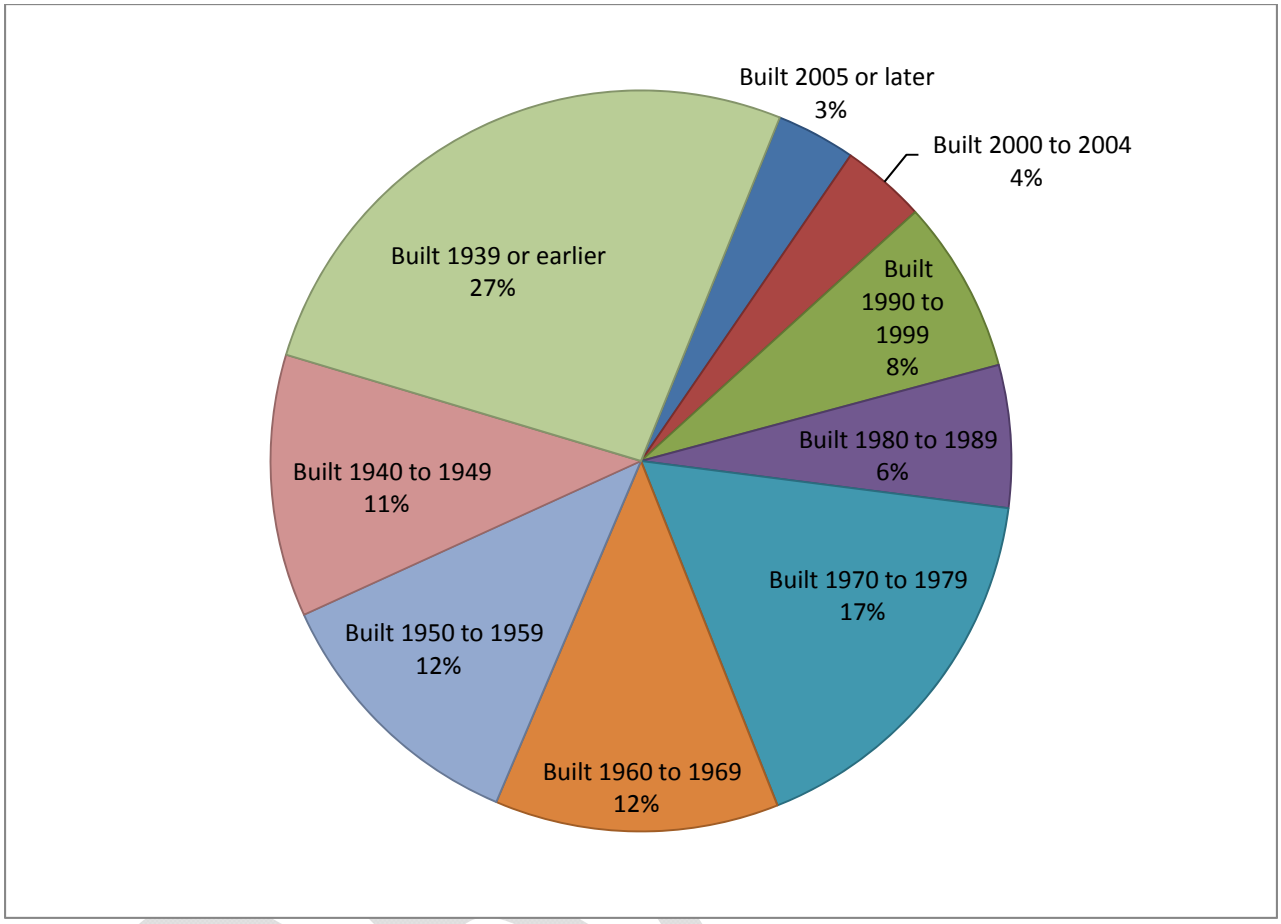
Figure 5.2 Occupied vs. Vacant housing units in the City of Kelso and Washington State.



Source: U.S. Census Bureau's 2007-2011 American Community Survey 5-year estimates; Table DP04 - Selected Housing Characteristics.

Shares of Housing Units by Year Unit Built

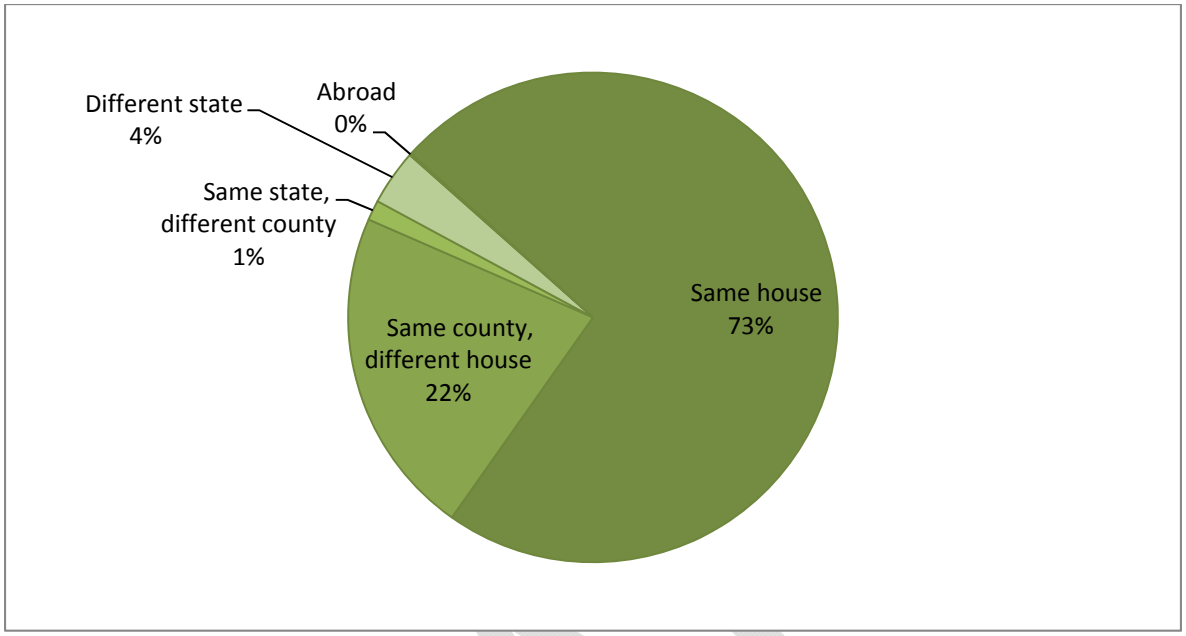
Figure: 5.3 Shares of housing units by the year the structure was built in the City of Kelso.



Source: U.S. Census Bureau's 2007-2011 American Community Survey 5-year estimates; Table DP04 - Selected Housing Characteristics.

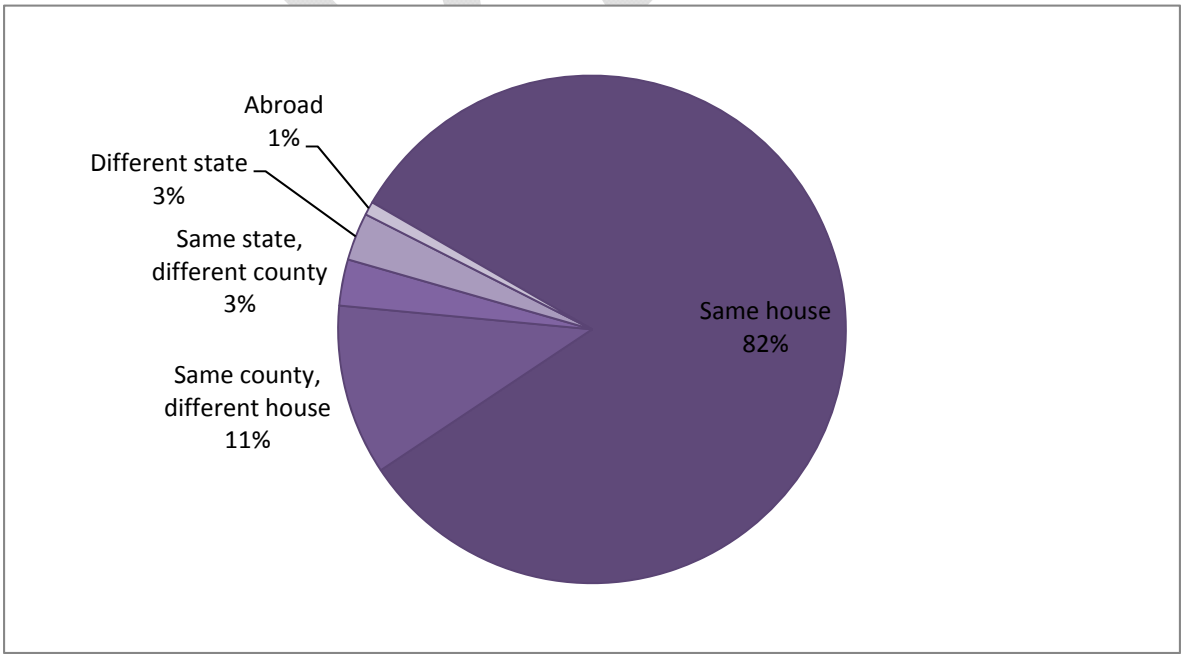
Housing Mobility

Figure 5.4 Mobility of Kelso residents measured by where they lived one year prior to survey.



Source: U.S. Census Bureau, 2007-2011 American Community Survey 5-year estimates; Table DP02 Selected Social Characteristics.

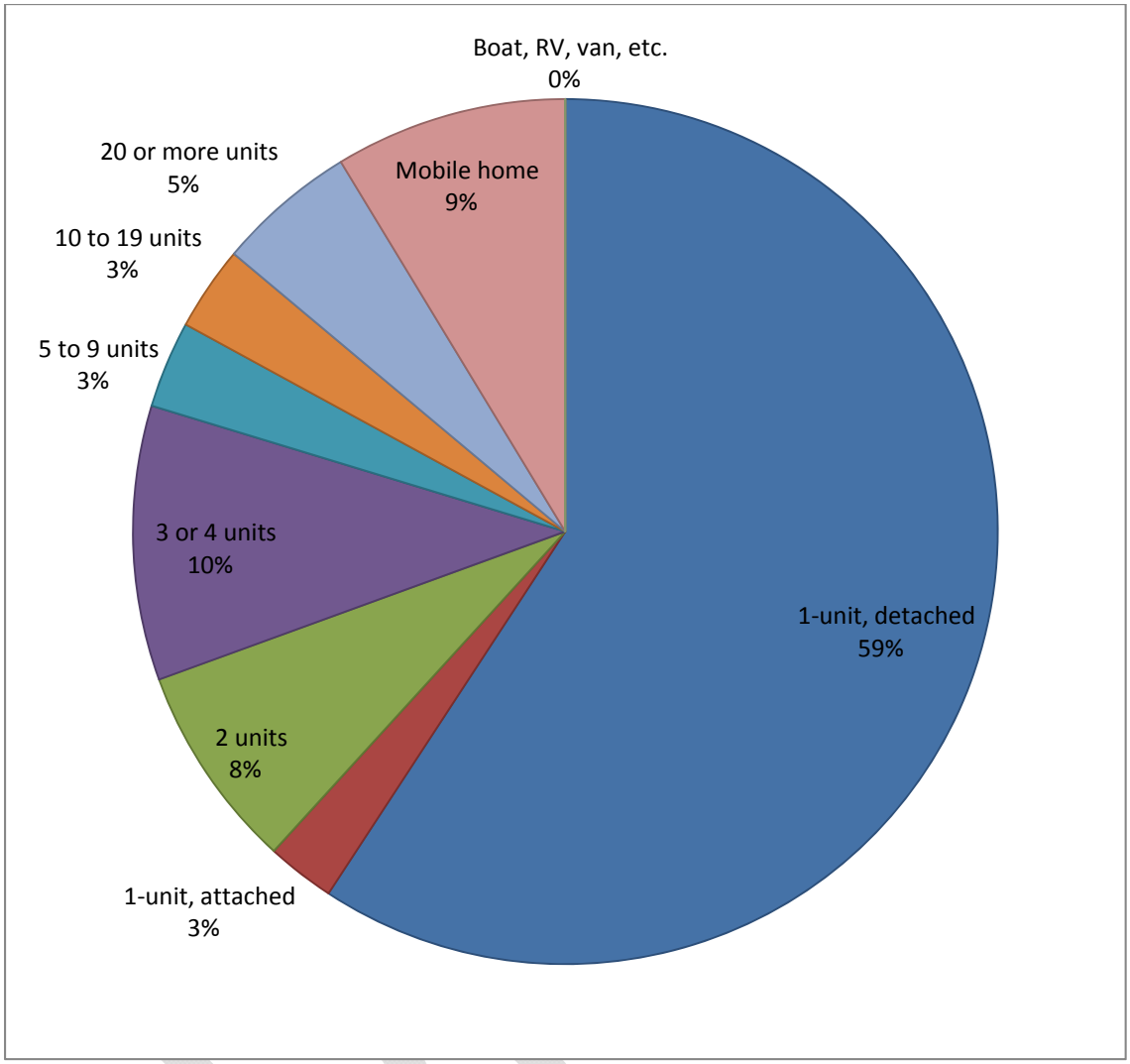
Figure 5.5 Mobility of Washington State residents measured by where they lived one year prior to survey.



Source: U.S. Census Bureau, 2007-2011 American Community Survey 5-year estimates; Table DP02 Selected Social Characteristics.

Housing Units by Number of Units in Structure

Figure 5.5 Share of housing units by number of units in structure or type in the City of Kelso.

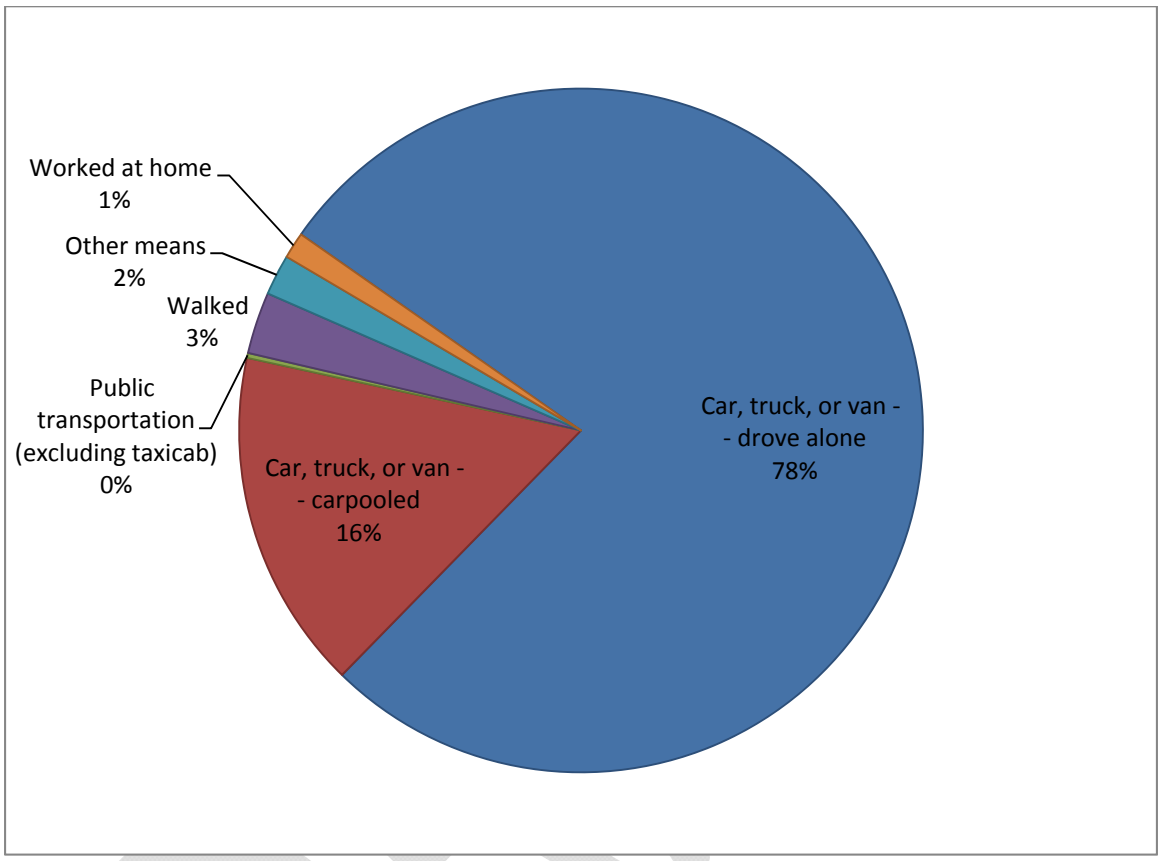


Source: U.S. Census Bureau's 2007-2011 American Community Survey 5-year estimates; Table DP04 - Selected Housing Characteristics.

Transportation

Mode of Transportation to Work

Figure 6.1 Means of transportation taken to work by City of Kelso residents.



Source: U.S. Census Bureau's American Community Survey 2007-2011 5-year estimates; Table DP03-Selected Economic Characteristics.

Conclusion

The City of Kelso experienced relatively steady growth from its incorporation in 1890 to 1910, remained stagnant for a decade, then experienced explosive growth between 1920 and 1930 when it tripled its population from 2,228 to 6,260 (Figure 2.1). Between 1930 and 1990 the city experienced steady growth but has only grown by about 200 residents over the last two decades. When the 1980 Comprehensive Plan was made, officials had every reason to believe that the population would keep growing but after experiencing a stable population for two decades, a new trend has clearly been established. The most recent population figure is the April 1st Estimate from the Washington State Office of Financial Management, which put the population at 11,940 for 2013.

The age makeup displayed in Figure 2.3 and 2.4 show that the population of Kelso has similar attributes to the state as a whole. The population is relatively stable indicated by the fact that the age groups 54

and under in both the state and city have very similar populations respectively, and the taper in population for the older age groups are also similar.

Of the three age groups displayed in Figure 2.5, under 18, 18-64, and 65 years and over, the greatest share in poverty was the under 18 category with 41% of children in the City of Kelso living below the federal poverty level according to the definition used by the Census Bureau. Only 26% of adults age 18-64 were counted as living in poverty and 8% of seniors 65 years and older.

The residents of Kelso are predominately white with an estimate of 90% from the American Community Survey's 2007 to 2011 5-year estimate. When ethnicity is factored in, 12% identified as Hispanic or Latino of any race while 82% identified as non-Hispanic white.

At the 2010 Census, 62% of households in Kelso were family households and 38% were nonfamily households. There were many different sizes of households in the city with 1-person households making up 29%, 2-person households making up 32%, 3-person households making up 16%, and the rest declining from there.

A relatively low share of Kelso's residents hold higher education degrees with only 10% of the population age 25 and over holding a bachelor's degree or higher and only 21% holding an associate's degree or higher. Residents age 25 and over with less than a high school diploma had a poverty rate of 31% while 8% of residents with a Bachelor's degree were living in poverty according to the Census Bureau's definition.

The economy is very diverse with the largest share being Educational services, healthcare, and social assistance employing 20% of the workforce. Manufacturing employs 14% of the workforce while retail trade employs 12%. In view of employment by occupation, the workforce is also very diverse with five different occupation categories ranging from 17-27%.

Very few Kelso residents also work within city limits. Most commute out of the city for work and even more people commute into the city for work. When the Longview-Kelso area is viewed as a whole (the Longview-Kelso CCD acting as a proxy) a healthier situation is seen with similar numbers of workers living and working in the same area, commuting out of the area, or outsiders commuting in. Fortunately, 53% of Kelso residents commute less than 10 miles to work however the next biggest category is for commutes greater than 50 miles so most people are either less than 10 miles or more than 50 miles. Between 2007 and 2011, 78% of workers who live in Kelso commuted to work in a personal vehicle, 16% carpooled, and remaining 6% either worked at home, walked, took public transit, or used some other means such as a bicycle.

In 2012, Cowlitz County had an unemployment rate of 10.2%, which is a welcome decrease from the 14.1% unemployment experienced in 2009. The unemployment rate in the county has remained above

the state unemployment rate between 1990 and 2012. Another measure of the health of the economy is the taxable retail sales and the value of taxable property. Taxable retail sales have experienced a 23% increase since 1994 and ended at $209 million in 2012. The assessed values of taxable total property increased 74% since 1998 and ended at $743 million. Median Household Income decreased 10% from the 2005-2009 estimate to the 2007-2011 estimate when it ended at $34,391. Per capita income in the city decreased 4% over the same period ending at $18,411. Both median household income and per capita income in the City of Kelso remained below the state average for all three survey periods shown in Figure 4.9.

Kelso has a relatively old housing stock with a high share devoted to rental use. Renters occupy 52% of the housing units in the City of Kelso and owners occupy 48% of units. In the State of Washington, renters occupy 36% of the housing units and owners occupy 64% of the units. When looking at vacancy, Kelso has a lower share of housing units that are vacant than the average for the state; 6% compared to 9% respectively. The same survey estimated that 15% of the housing units were part of a structure built after 1990 and 50% of the units were part of a structure built before 1960.

As for the mobility of the population, 73% of Kelso residents lived in the same house the year prior according to a survey taken between 2007 and 2011. An additional 22% of the residents lived in a different house but still within Cowlitz County. In comparison, Washington State had 82% of its population living in the same house the year before but just 11% lived in a different house but the same county. So over all, 95% of Kelso residents lived in the same county the year prior while 93% of the state lived in the same county the year prior. In the 2007-2011 time period, 59% of housing units were categorized as single unit detached, 9% were mobile homes, and 11% had five or more units in the structure.

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A. Land Use Analysis

As a part of the process of updating this Comprehensive Plan the City contracted with the Cowlitz – Wahkiakum Council of Governments to perform a limited land use analysis. The purpose of this analysis was to assess how land is currently being used, how land was allocated on the Future Land Use and Official Zoning Maps, and how the current use compares to the future land use and zoning designations. The analysis was based on parcel information provided by the Cowlitz County Assessor's Office and geographic-based information maintained by the Kelso Public Works Department.

Table 1 highlights how land is currently being used in the City of Kelso. It includes the number of parcels and acreage for twelve categories of land use including vacant parcels. When reading this table it is interesting to note that single-family residences account for nearly two-thirds of the parcels (64%) in the city but only 20% of the acreage. When medium and high density are added in, housing accounts for 70% of the parcels but only 23% of the land area. It is also noteworthy that one out of every five parcels (20%) are vacant and that the vacant land parcels account for over half of the land area (54%) in the City. Collectively, nine out of ten parcels are either being used for housing or are vacant and they account for over three-fourths (78%) of the acreage in the City. This means that all other land uses including commercial, industrial, churches, parks, public services, and right-of-way only involve 10% of the total parcels and less than a quarter (22%) of the total acreage in the city.

Table 1

Existing Land Use	Totals			
	Parcels	% of Total Parcels	Acres	% of Total Acreage
Single Family Residential	3411	64%	860	20%
Medium Density Residential	263	5%	57	1%
High Density Residential	57	1%	99	2%
Commercial	191	4%	190	4%
Industrial	93	2%	128	3%
Airport	8	0%	59	1%
Churches or Private Organizations	29	1%	22	1%
Parks, Recreation, and Open Space	9	0%	187	4%
Public Services and Education	110	2%	111	3%
Rights-of-Way	93	2%	244	6%
Tideland	1	0%	9	0%
Vacant	1036	20%	2350	54%
Totals	**5301**	**100%**	**4316**	**100%**

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Table 2 analyzes the Future Land Use Map that was adopted with the Comprehensive Plan in 1980. This map has five categories of land use: Low Density Residential, High Density Residential, Commercial, Industrial, and Parks, Recreation, and Open Space. The table highlights the number of parcels and acreage in each f these categories, as well as the amount of vacant land in each category, and very importantly, the amount of vacant land in each category that is constrained by environmentally sensitive areas also known as critical areas. In reading this table it is interesting to note how little land is targeted for industrial development, only 4% of the total parcels, and the relatively high vacant rate of industrial parcels (43%). More interesting though, and a factor of potentially great significance, is that 84% of all vacant land is constrained by one or more critical areas, including 99% of all vacant high density residential parcels, 93% of the vacant commercial parcels, and 90% of all vacant industrial parcels. This means that the City has virtually no unconstrained, vacant land, highly suitable for development. This does not mean that the vacant land cannot be developed, but rather that it faces additional regulatory requirements and costs that may preclude some development options and may create a perception that there are no development opportunities in the city.

Table 2

Future Land Use Designation	Parcels by Future Land Use				Vacant Properties by Future Land Use Category						Vacant Properties with Critical Areas					
	# of Parcels (B)	% of Total Parcels	# of Acres (D)	% of Total Acres	# of Vacant Parcels (F)	% of Vacant Parcels	% of Parcels in Future Land Use Category (F/B)	# of Acres (I)	% of Vacant Acreage	% of Acreage in Future Land Use Category (I/D)	# of Parcels (L)	% of Vacant Parcels with Critical Areas	% of Vacant Parcels in Future Land Use Category (L/F)	# of Acres (O)	% of Vacant Acreage with Critical Areas	% of Vacant Acreage in Future Land Use Category (O/I)
Low Density Residential	2899	55%	1976	46%	594	57%	20%	1213	52%	61%	461	53%	78%	765	42%	63%
High Density Residential	1015	19%	288	7%	88	8%	9%	72	3%	25%	87	10%	99%	55	3%	76%
Commercial	1142	22%	580	13%	249	24%	22%	285	12%	49%	232	27%	93%	252	14%	88%
Industrial	222	4%	1205	28%	96	9%	43%	743	32%	62%	86	10%	90%	743	40%	100%
Parks, Recreation, and Open Space	23	0%	267	6%	10	1%	43%	41	2%	15%	9	1%	90%	27	1%	65%
	5301	**100%**	**4316**	**100%**	**1037**	**100%**	**20%**	**2354**	**100%**	**55%**	**875**	**100%**	**84%**	**1841**	**100%**	**78%**

Table 3 is very similar to Table 2 but is based on an analysis of the Official Zoning Map. This table highlights the distribution of parcels among the twelve zoning districts and once again we can see that 20% of the parcels are vacant and that 84% of the vacant parcels are constrained by environmentally sensitive areas including 100% of nearly all of the vacant commercial and industrially zoned land

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Table 3

Zoning District		Parcels by Zoning District				Vacant Parcels by Zoning District						Vacant Parcels with Critical Areas					
		# of Parcels (C)	% of Total Parcels	# of Acres (E)	% of Acres	# of Vacant Parcels (G)	% of Vacant Parcels	% of Parcels in Zoning District (G/C)	# of Acres (J)	% of Vacant Acreage	% Acreage in Zoning District (J/E)	# of Parcels (M)	% of Vacant Parcels with Critical Areas	% of Vacant Parcels in Zoning District (M/G)	# of Acres (P)	% of Vacant Acreage with Critical Areas	% of Vacant Acreage in Zoning District (P/J)
RSF 5	Residential Single-Family 5	2709	51%	520	12%	252	24%	9%	57	2%	11%	185	21%	73%	40	2%	71%
RSF 10	Residential Single-Family 10	442	8%	388	9%	111	11%	25%	204	9%	53%	79	9%	71%	112	6%	55%
RSF 15	Residential Single-Family 15	384	7%	993	23%	156	15%	41%	728	31%	73%	120	14%	77%	374	20%	51%
RMF	Residential Multi-Family	818	15%	324	8%	102	10%	12%	101	4%	31%	86	10%	84%	93	5%	92%
CNH	Neighborhood Service Center	19	0%	5	0%	4	0%	21%	2	0%	43%	4	0%	100%	2	0%	100%
CWK	West Kelso Commercial	158	3%	31	1%	46	4%	29%	7	0%	22%	46	5%	100%	7	0%	100%
CTC	Town Center Commercial	119	2%	21	0%	18	2%	15%	2	0%	10%	18	2%	100%	2	0%	100%
CMR	Major Retail Commercial	51	1%	292	7%	29	3%	57%	210	9%	72%	20	2%	69%	168	9%	80%
CSR	Specialty Retail and Services	203	4%	120	3%	72	7%	35%	59	3%	49%	70	8%	97%	59	3%	100%
ILM	Light Industrial	147	3%	373	9%	48	5%	33%	101	4%	27%	48	5%	100%	101	5%	100%
ILG	General Industrial	16	0%	750	17%	11	1%	69%	585	25%	78%	11	1%	100%	585	32%	100%
OPN	Open Space	235	4%	499	12%	188	18%	80%	303	13%	61%	188	21%	100%	303	16%	100%
	Totals	**5301**	**100%**	**4316**	**100%**	**1037**	**100%**	**20%**	**2359**	**100%**	**55%**	**875**	**100%**	**84%**	**1847**	**100%**	**78%**

Table 4 completes the land use analysis with a comparison of the current land use to the Official Zoning Map and the Future Land Use Map. While only 16% of the parcels have a current use that does not comply with the zoning category it is in, the area this represents is less than 1%. What is interesting to note however is that over two-thirds (68%) of the land zoned multi-family is being used for something other than multi-family, particularly near the downtown. With respect to the future land use designations, the current use of nearly one out of three parcels (30%) is non-compliant but it represents only 8% of the land area. Most of these non-conforming parcels are in West Kelso where the Future Land Use Map that was adopted in 1980 designated the entire neighborhood as commercial, but where residential uses still predominate.

Table 4

Zoning District	Totals				Existing Land Uses That Do Not Comply with Zoning District					
	# of Parcels (B)	% of Total Parcels	# of Acres (D)	% of Total Acres	# of Parcels	% of Non-Compliant Parcels	% of Parcels in Zoning District (F/B)	# of Acres	% of Non Compliant Acreage	% of Non Compliant Acreage in Zoning District (I/D)
Residential Single-Family 5	2709	51%	520	12%	157	18%	6%	28	13%	5%
Residential Single-Family 10	442	8%	388	9%	8	1%	2%	1	1%	0%
Residential Single-Family 15	384	7%	993	23%	3	0%	1%	2	1%	0%
Residential Multi-Family	818	15%	324	8%	553	64%	68%	85	40%	26%
Neighborhood Service Center	19	0%	5	0%	5	1%	26%	1	0%	16%
West Kelso Commercial	158	3%	31	1%	28	3%	18%	4	2%	14%
Town Center Commercial	119	2%	21	0%	13	1%	11%	2	1%	9%
Major Retail Commercial	51	1%	292	7%	7	1%	14%	5	2%	2%
Specialty Retail and Services	203	4%	120	3%	62	7%	31%	12	6%	10%
Light Industrial	147	3%	373	9%	19	2%	13%	57	27%	15%
General Industrial	16	0%	750	17%	1	0%	6%	9	4%	1%
Open Space	235	4%	499	12%	12	1%	5%	4	2%	1%
Totals	**5301**	**100%**	**4316**	**100%**	**868**	**100%**	**16%**	**211**	**100%**	**0**

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	Totals				Existing Land Uses That Do Not Comply With Future Land Use Category					
Future Land Use Designation	**# of Parcels (B)**	**% of Total Parcels**	**# of Acres (D)**	**% of Total Acres**	**# of Parcels (F)**	**% of Non-Compliant Parcels**	**% of Parcels in Future Land Use Category (F/B)**	**# of Acres**	**% of Non-Compliant Acreage**	**% of Non Compliant Acreage in Future Land Use Category (I/D)**
Low Density Residential	2899	55%	1976	46%	144	9%	5%	54	15%	3%
High Density Residential	1015	19%	288	7%	773	50%	76%	97	27%	34%
Commercial	1142	22%	580	13%	584	37%	51%	110	31%	19%
Industrial	222	4%	1205	28%	53	3%	24%	90	25%	7%
Parks, Recreation, and Open Space	23	0%	267	6%	4	0%	17%	6	2%	2%
Totals	**5301**	**100%**	**4316**	**100%**	**1558**	**100%**	**29%**	**357**	**100%**	8%

Notes:

1. Non-compliant properties does not include vacant land, right-of-way, parcels used by churches/private organizations, or parcels used for public service and educational purposes.

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Chapter 5
Supporting Plans, Documents, and Maps

The following is a listing and brief summary description of the plans, documents, and maps that have been adopted by reference and are to be used in support of the implementation of this Plan. Please note that as these plans, documents, and maps are updated the most recent version shall apply. Copies of these plans and documents may be found online at the City website www.kelso.gov and copies of the maps may be viewed or purchased at the City Planning Department.

A. Supporting Plans

1. City of Kelso Parks and Recreation Comprehensive Plan, February 18, 2014
2. Cowlitz County Regional Trails Plan, December 2006
3. City of Kelso, Comprehensive Water System Master Plan, March 2013
4. City of Kelso Comprehensive Sewer Master Plan, January 2011
5. City of Kelso Six-Year Capital Improvement Plan, April 2014
6. City of Kelso Comprehensive Storm Water Management Plan, May 2013
7. Cowlitz County Hazard Mitigation Plan, July 2013
8. City of Kelso Downtown Design Plan and Manual, Phase I – 2005 Phase II - 2006
9. South Kelso Revitalization Plan, June 2013
10. Southwest Washington Regional Airport Master Plan, February 2011

B. Supporting Documents

1. City of Kelso Shoreline Master Program, (update in progress)
2. City of Kelso Municipal Code

C. Supporting Maps

1. City of Kelso Future Land Use Map
2. City of Kelso Official Zoning Map
3. City of Kelso Current Land Use Map
4. City of Kelso Shoreline Designations Map
5. City of Kelso Map of Levees
6. City of Kelso Critical Areas Maps
7. City of Kelso Public Lands Map
8. Cowlitz County Future Land Use Map
9. Cowlitz County Official Zoning Map

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