

Kelso City Council Agenda

Regular Meeting, 6:00 pm
February 17, 2015
City Hall, Council Chambers
203 South Pacific
Kelso, WA 98626



**Special accommodations for the handicapped and hearing impaired are available
by special arrangement through the City Clerk's Office at 360-423-0900**

Invocation:

Pastor Jerry Dahlke, Faith Center Church

Roll Call to Council Members:

1. Approve Minutes:

1.1. February 3, 2015 – Regular Meeting

2. Consent Items:

- 2.1. Contract Closeout - 2014 CHAP Street Overlay
- 2.2. Auditing of Accounts

3. Citizen Business:

4. Council Business:

- 4.1. Agreements – Citywide LED Streetlight Conversion Project, Department of Enterprise Services and Ameresco, Inc.
- 4.2. Workshop – Goal Setting

5. Action/Motion Items:

- 5.1. Ordinance, 1st Reading
 - 5.1.1. Amend KMC Chapters 5.03 and 17.08, Clarifying Marijuana Land Use
- 5.2. Ordinance, 2nd Reading
 - 5.2.1. Adopt Comprehensive Plan Update
- 5.3. Resolution
 - 5.3.1. CERB Grant Application

Kelso City Council Agenda

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City Hall, Council Chambers
203 South Pacific
Kelso, WA 98626



Other Items:

- City Manager Report
- Staff/Dept Head Reports
- Council Reports
- Other Business
- Executive Session

Pastor Chris Davis, Abundant Life Nazarene Church, gave the invocation. Mayor David Futcher led the flag salute. The Regular Meeting of the Kelso City Council was called to order by Mayor David Futcher. Councilmembers in attendance were Rick Roberson, Dan Myers, David Futcher, Gary Archer, and Jared Franklin. Councilmembers Todd McDaniel and Gary Schimmel were absent.

Minutes: Upon motion by Councilmember Archer, seconded by Councilmember Roberson, 'Approve the Minutes of the 1/20/15 Regular Meeting,' motion carried, all voting yes.

PRESENTATIONS:

Kelso Police Department Annual Report: Chief of Police Andrew Hamilton provided an informative presentation for the 2014 annual report.

Allen Street Bridge Landscape Project: Rick Roberson provided a presentation that showed the graphics of the beautification project sponsored by the Kelso Downtown Revitalization Association, the South Kelso Neighborhood Association (SKNA), and the Kelso Rotary.

CONSENT AGENDA: None

CITIZEN BUSINESS:

Chris Hart, 115 Williams Ave., spoke about objective #7 of the proposed Comprehensive Plan Update.

COUNCIL BUSINESS:

Facility Use Agreement, 109 Allen St. – SKNA: Upon motion by Councilmember Archer, seconded by Councilmember Franklin, 'Approve the Facility Use Agreement,' motion passed, all voting yes.

Interlocal Agreement, Reciprocal Borrowing – Longview Public Library: Upon motion by Councilmember Archer, seconded by Councilmember Myers, 'Approve the Interlocal Agreement with the Longview Public Library,' motion passed, all voting yes.

Reimbursable Work, Street Maintenance Agreement – Cowlitz County: Upon motion by Councilmember Myers, seconded by Councilmember Roberson, 'Approve the Agreement with Cowlitz County,' motion passed, all voting yes.

MOTION ITEMS:

Ordinance No. (1st Reading) Adoption of the Comprehensive Plan Update: The Deputy Clerk read the proposed ordinance by title only. Upon motion by Councilmember Myers, seconded by Councilmember Archer, ‘Pass on 1st reading, ‘AN ORDINANCE OF THE CITY OF KELSO, WASHINGTON ADOPTING AN UPDATED COMPREHENSIVE PLAN AND UPDATED FUTURE LAND USE MAP. City Manager Taylor commented that there would be some revisions made on the proposed ordinance for the second reading. Lengthy discussion followed. Councilmembers Roberson, Myers, Futcher, and Archer voted yes. Councilmember Franklin voted no. Motion passed, 4 to 1.

MANAGER’S REPORT:

Steve Taylor: 1) Commented that a training course on local planning sponsored by the Department of Commerce, the Planning Association of Washington, and the City of Kelso will be held on Feb. 10, 2015. 2) Announced that the Association of Washington Cities Legislative Conference will be held on Feb. 18th & 19th. 3) Provided a report on the meeting that he, the mayor, and Mike Kardas attended today with the legislators in Olympia.

COUNCIL REPORTS:

Jared Franklin: No report.

Gary Archer: Encouraged everyone to sign up for the Citizens Police Academy.

Dan Myers: Commented about the stained exterior walls of the old city hall building.

Rick Roberson: Commented on the agenda for the next SKNA meeting. The meeting will be at the train station on Thursday at 6:00 p.m.

David Futcher: No report.

There being no further business, Mayor Futcher adjourned the meeting at 7:08 p.m.

MAYOR

CITY CLERK

AGENDA SUMMARY SHEET

Business of the City Council City of Kelso, Washington

SUBJECT TITLE:

Closeout for:
2014 CHAP St. Overlay
Project #581401
N. Kelso Ave. Waterline Replacement
Project #591402

Agenda Item: _____

Dept. of Origin: Community Development/Eng

For Agenda of: February 17, 2015

Cost of Item: \$368,602.32

PRESENTED BY:

Michael Kardas, P.E.
Community Development Director / City Engineer

City Manager: Steve Taylor

AGENDA ITEM ATTACHMENTS:

Revised Final Pay Summary
Revised Reconciliation Change Order (CO #3)

SUMMARY STATEMENT:

Council awarded the contract for the 2014 CHAP St. Overlay and N. Kelso Ave. Waterline Replacement project to Lakeside Industries, Inc. of Longview, WA during the July 15, 2014 council meeting in the amount of \$393,782.91. Work started on August 18, 2014 and the project was completed on September 10, 2014.

The 2014 CHAP St. Overlay provided for the roadway improvement and repair of North Kelso Avenue from North Pacific Avenue to a point approximately 500 feet north of the Redpath Street intersection. The major work elements being 8,500 yd² of Pavement Planning and 1,700 Tons of hot mix asphalt (HMA).

The N. Kelso Ave. Waterline Replacement provided for the construction of approximately 725 linear feet of 6" Ductile Iron water distribution piping and associated valves, service meters, and appurtenances. The project included the removal and construction of approximately 490' of concrete sidewalk.

This project budget was a combination of funds from the Cities Water Capital Reserve Fund as well as a grant awarded to the City by the Transportation Improvement Board (TIB) under the City Hardship Assistance Program (CHAP).

This project was originally accepted and closed out by Council on December 4, 2014. Due to a formula error, the actual amount paid to Lakeside Industries was incorrectly noted on that summary. Attached is the corrected summary.

FINANCIAL SUMMARY:

Original Contract Amount:	\$	393,782.91
Approved Change Orders:	\$	13,644.45
Over/Under Runs:	\$	(38,825.05)
Retainage Amount:	\$	
Final Contract Amount:	\$	368,602.32
Change in Contract Amount:	\$	(25,179.78)

RECOMMENDED ACTION:

Staff recommends approving the revised reconciliation change order and pay summary.

FINAL QUANTITIES

Item No.	Description	Contract		This Estimate		Previous Estimates		Total to Date	
		Qty	Unit Price	Amount	Quantity	Pay	Quantity	Pay	Quantity
SCHEDULE A									
1	Mobilization	1	LS \$ 30,000.00	\$ 30,000.00	1	LS \$ 30,000.00	1	LS \$ 30,000.00	\$ -
2	Construction Surveying	1	LS \$ 600.00	\$ 600.00	1	LS \$ 600.00	1	LS \$ 600.00	\$ -
3	Project Temporary Traffic Control	1	LS \$ 3,300.00	\$ 3,300.00	1	LS \$ 3,300.00	1	LS \$ 3,300.00	\$ -
4	Flaggers and Spotters	350	HR \$ 52.00	\$ 18,200.00	243	HR \$ 12,636.00	243	HR \$ 12,636.00	\$ (5,564.00)
5	RP & Reset Existing Surface Monument	9	EA \$ 150.00	\$ 1,350.00	4	EA \$ 600.00	4	EA \$ 600.00	\$ (750.00)
6	Adjust Valve Box & Cover	3	EA \$ 300.00	\$ 900.00	3	EA \$ 900.00	3	EA \$ 900.00	\$ -
7	Adjust Manhole Ring & Cover	3	EA \$ 300.00	\$ 900.00	3	EA \$ 900.00	3	EA \$ 900.00	\$ -
8	Planning Bituminous Pavement	8,500	SY \$ 2.85	\$ 24,225.00	8400	SY \$ 23,940.00	8400	SY \$ 23,940.00	\$ (285.00)
9	Removal of Structures & Obstructions	1	LS \$ 12,000.00	\$ 12,000.00	1	LS \$ 12,000.00	1	LS \$ 12,000.00	\$ -
10	HMA	1,150	TON \$ 75.00	\$ 86,250.00	933.7	TON \$ 70,027.50	933.7	TON \$ 70,027.50	\$ (16,222.50)
11	HMA Pre-level (0.1')	575	TON \$ 85.00	\$ 48,875.00	483.77	TON \$ 41,120.45	483.77	TON \$ 41,120.45	\$ (7,754.55)
12	Install ADA Ramp	8	LS \$ 1,500.00	\$ 12,000.00	8	LS \$ 12,000.00	8	LS \$ 12,000.00	\$ -
13	Temporary Pavement Marking	3000	LF \$ 0.11	\$ 330.00	4180	LF \$ 459.80	4180	LF \$ 459.80	\$ 129.80
14	Permanent Signing	1	LS \$ 800.00	\$ 800.00	1	LS \$ 800.00	1	LS \$ 800.00	\$ -
15	Painted Line - Centerline	3,000	LF \$ 0.23	\$ 690.00	2200	LF \$ 506.00	2200	LF \$ 506.00	\$ (184.00)
16	Painted Line - Fog Line	6,000	LF \$ 0.25	\$ 1,500.00	4400	LF \$ 1,100.00	4400	LF \$ 1,100.00	\$ (400.00)
17	Painted Crosswalk Line	1,500	SF \$ 2.80	\$ 4,200.00	700	SF \$ 1,960.00	700	SF \$ 1,960.00	\$ (2,240.00)
18	Painted Stop Line	40	LF \$ 3.45	\$ 138.00	40	LF \$ 138.00	40	LF \$ 138.00	\$ -
19	Trim and Cleanup	1	LS \$ 700.00	\$ 700.00	1	LS \$ 700.00	1	LS \$ 700.00	\$ -
	Sub Total			\$246,958.00		\$213,687.75		\$213,687.75	\$ (33,270.25)
SCHEDULE B									
1	Mobilization	1	LS \$ 11,200.00	\$ 11,200.00	1	LS \$ 11,200.00	1	LS \$ 11,200.00	\$ -
2	Project Temporary Traffic Control	1	LS \$ 2,600.00	\$ 2,600.00	1	LS \$ 2,600.00	1	LS \$ 2,600.00	\$ -
3	Flaggers and Spotters	40	HR \$ 52.00	\$ 2,080.00	40	HR \$ 2,080.00	40	HR \$ 2,080.00	\$ -
4	Crushed Surfacing Top Course	500	TON \$ 22.00	\$ 11,000.00	561.11	TON \$ 12,344.42	561.11	TON \$ 12,344.42	\$ 1,344.42
5	HMA for Pavement Repair CI. 1/2" PG 64-22	40	TON \$ 135.00	\$ 5,400.00	16.15	TON \$ 2,180.25	16.15	TON \$ 2,180.25	\$ (3,219.75)
6	Cement Conc. Sidewalk	285	SY \$ 40.00	\$ 11,400.00	290	SY \$ 11,600.00	290	SY \$ 11,600.00	\$ 200.00
7	Removal of Structures and Obstructions	1	LS \$ 7,885.00	\$ 7,885.00	1	LS \$ 7,885.00	1	LS \$ 7,885.00	\$ -
8	Curb and Gutter Type A	20	LF \$ 28.00	\$ 560.00	40	LF \$ 1,120.00	40	LF \$ 1,120.00	\$ 560.00
9	Concrete Driveway Approach	30	SY \$ 78.00	\$ 2,340.00	30	SY \$ 2,340.00	30	SY \$ 2,340.00	\$ -
10	Ductile Iron Pipe for Water Main 6 in. Diam.	725	LF \$ 70.00	\$ 50,750.00	725	LF \$ 50,750.00	725	LF \$ 50,750.00	\$ -
11	Trench Safety System	1	LS \$ 500.00	\$ 500.00	1	LS \$ 500.00	1	LS \$ 500.00	\$ -
12	Construction Surveying	1	LS \$ 500.00	\$ 500.00	1	LS \$ 500.00	1	LS \$ 500.00	\$ -
13	Connection to Existing Water Main	3	EA \$ 5,228.00	\$ 15,684.00	2	EA \$ 10,456.00	2	EA \$ 10,456.00	\$ (5,228.00)
14	Gate Valve 6 in.	3	EA \$ 360.00	\$ 1,080.00	3	EA \$ 1,080.00	3	EA \$ 1,080.00	\$ -
15	Service Connection 1"	9	EA \$ 1,200.00	\$ 10,800.00	10	EA \$ 12,000.00	10	EA \$ 12,000.00	\$ 1,200.00
16	Bollard Type 2	2	EA \$ 200.00	\$ 400.00	2	EA \$ 400.00	2	EA \$ 400.00	\$ -
17	Trim and Clean-up	1	LS \$ 1,800.00	\$ 1,800.00	1	LS \$ 1,800.00	1	LS \$ 1,800.00	\$ -
	Sub Total			\$ 135,949.00		\$ 130,805.67		\$ 130,805.67	\$ (5,143.33)
	8% Sales Tax			\$ 10,875.92		\$ 10,464.45		\$ 10,464.45	\$ (411.47)
	Schedule B Total			\$ 146,824.92		\$ 141,270.12		\$ 141,270.12	\$ (38,825.05)
	5% Retainage			\$ 382,907.00					
	Sub Total			\$ 19,145.35					
	Sales Tax			\$ 10,875.92					
	Contract Amount			\$ 393,782.92					
CHANGE ORDERS									
	Change Order #1 - Additional Curb, Gutter & Sidewalk	1	Ea \$ 11,160.65	\$ 11,160.65	1	\$ 11,160.65		\$ 11,160.65	\$ 11,160.65
	Change Order #2 - Adjusted unit prices for striping	1	Ea \$ 2,483.80	\$ 2,483.80	1	\$ 2,483.80		\$ 2,483.80	\$ 2,483.80
	Change Order #3 - Final Quantity Adjustments	1	Ea \$ (38,413.58)	\$ (38,413.58)					\$ (38,413.58)
	Change Order Subtotal			\$ (24,769.13)		\$ 13,644.45		\$ 13,644.45	\$ (11,124.68)
	Sales Tax			\$ (411.47)					\$ (411.47)
	Sub Total			\$ 358,137.87					\$ 358,137.87
	Sales Tax			\$ 10,464.45					\$ 10,464.45
	Contract Amount			\$ 368,602.32					\$ 368,602.32
	Sub Total			\$ 0.00		\$ 358,137.87		\$ 358,137.87	\$ 358,137.87
	Retainage			\$ -		\$ 17,906.89		\$ 17,906.89	\$ 17,906.89
	Sales Tax			\$ -		\$ 10,464.45		\$ 10,464.45	\$ 10,464.45
	Due to Contractor this Estimate			\$ -		\$ 350,695.43		\$ 350,695.43	\$ 350,695.43

PROJECT MANAGER

DATE

CONTRACTOR

DATE

CONTRACT CHANGE ORDER

Change Order No. 3 Reconciliation Change Order **revised** City of Kelso, WA
Project Name: 2014 CHAP Overlay **Project Number:** 581401
Owner: City of Kelso **Date:** February 6, 2015

To: Lakeside Industries, Inc.
 (Contractor)

You are hereby requested to comply with the following changes from the contract plans and Specifications:

Description of Changes	Change in Contract Price	
Schedule A		
Item 4 Quantity Underrun	\$	(5,564.00)
Item 5 Quantity Underrun	\$	(750.00)
Item 8 Quantity Underrun	\$	(285.00)
Item 10 Quantity Underrun	\$	(16,222.50)
Item 11 Quantity Underrun	\$	(7,754.55)
Item 13 Quantity Ovrerrun	\$	129.80
Item 15 Quantity Underrun	\$	(184.00)
Item 16 Quantity Underrun	\$	(400.00)
Item 17 Quantity Underrun	\$	(2,240.00)
Schedule B		
Item 4 Quantity Ovrerrun	\$	1,344.42
Item 5 Quantity Underrun	\$	(3,219.75)
Item 6 Quantity Ovrerrun	\$	200.00
Item 8 Quantity Ovrerrun	\$	560.00
Item 13 Quantity Underrun	\$	(5,228.00)
Item 15 Quantity Ovrerrun	\$	1,200.00
TOTAL	\$	(38,413.58)
8% Sales Tax	Schedule B Only	\$ (411.47)
Net Change in Contract Price:	\$	(38,825.05)

Justification for Change:

Quantity under/over runs due to previous changes in the project caught in CO #1 and #2

Original Contract Amount:	\$	393,782.92
This Change Order:	\$	(38,825.05)
Previous Change Order(s):	\$	13,644.45
Total Contract Price:	\$	368,602.32

Number of additional working days allowed: 0

This document will become a supplement to the contract and all provisions of the contract will apply hereto.

Accepted: _____ Date: _____
 Contractor

Reviewed: _____ Date: _____
 Inspector/Project Manager

Recommended: _____ Date: _____
 City Engineer

Approved: _____ Date: _____
 City Manager

AGENDA SUMMARY SHEET

Business of the City Council City of Kelso, Washington

SUBJECT TITLE:

Citywide LED Streetlight Conversion Project

Agenda Item: _____

Dept. of Origin: Engineering

For Agenda of: February 17, 2015

PRESENTED BY:

Van McKay, P.E.

Cost of Item: \$323,725

City Manager: Steve Taylor

AGENDA ITEM ATTACHMENTS:

DES Master Energy Services Agreement No. 2013-133 B (2), between the City, DES and Ameresco
DES Energy Service Company (ESCO) Construction Contract No. 2015-146 G (1-1), between the City, DES and Ameresco

SUMMARY STATEMENT:

During the September 2, 2014 council meeting, council approved the Department of Enterprise Services (DES) Interagency Agreement. This agreement is an umbrella contract that allows the City to select an Energy Services Company (ESCO) and have the DES provide project management services on energy/utility conservation projects.

The City selected Ameresco as their ESCO to design and construct the Citywide LED Streetlight Conversion Project. Ameresco provided the City with an Energy Services Proposal that included an investment grade audit. This audit showed the City could replace high pressure sodium lights with LED lights resulting in approximately \$30,000 in energy savings per year and with a simple payback of 7.9 years. They also assisted the City to secure a Department of Commerce grant of \$123,000 and to obtain a PUD utility incentive of \$61,580. The total amount of the project is estimated at \$508,305. The City will be responsible for funding the balance of \$323,725. For this balance, Engineering proposes the City obtain a loan from a local lending institution, from the State Treasurer or from inter-departmental funds. Ameresco can assist in finding a loan with the lowest rates if procured through a lending institution.

The next step of the project is to authorize the DES to execute two contracts on behalf of the City. The first contract is a Master Energy Services Agreement that allows Ameresco to design the project and perform construction management. The second contract is an Energy Service Company Construction Contract that allows Ameresco to provide labor and material to construct the project.

FINANCIAL SUMMARY:

The total amount of the project is \$508,305. The project will be paid by a \$123,000 grant from the Department of Commerce, an estimated \$61,580 utility incentive from the PUD and a loan of \$323,725. Repayment of the loan is made from cost savings due to lower energy use by the LED streetlights. The project is budget neutral.

RECOMMENDED ACTION:

Engineering staff recommends that council moves to:

- 1) Authorize the City Manager to allow DES to execute two DES contracts on behalf of the City, and
- 2) Direct the City Manager to secure a low-cost loan for the project.



STATE OF WASHINGTON
DEPARTMENT OF ENTERPRISE SERVICES

1500 Jefferson St. SE, Olympia, WA 98501
PO Box 41476, Olympia, WA 98504-1476

January 14, 2015

TO: Stephen Taylor, City Manager, City of Kelso
FROM: Cathy Roberts, Contracts Specialist, (360) 407-8270
RE: Agreement No. 2015-146 A (1)
LED Street Lighting Retrofit
Ameresco, Inc.
SUBJECT: Funding Approval

The Department of Enterprise Services, E&AS, requires funding approval for the above referenced contract document(s). The amount required is as follows:

Audit & Energy Services Proposal to Authorization 2015-146 A (1)	\$102,722.00
First Year Measurement & Verification	\$ 1,880.00
Total	\$104,602.00

In accordance with the provisions of RCW 43.88, the signature affixed below certifies to the Facilities Division, Engineering & Architectural Services that the above identified funds are appropriated, allotted or that funding will be obtained from other sources available to the using client/agency. The using/client agency bears the liability for any issues related to the funding for this project.

By _____ Date _____
Name / Title

Please sign and return this form to E&AS. If you have any questions, please call me.

2015146Aagrfdcrrevised

ENERGY SERVICES AUTHORIZATION NO. 2015-146 A (1) REVISED
LED Street Lighting Retrofit
City of Kelso

January 14, 2015

MASTER ENERGY SERVICES AGREEMENT NO. 2013-133 B (2)

The Owner and the Energy Services Company (ESCO) named below do hereby enter into this Authorization under terms described in the following sections:

Authorization to Proceed
 Compensation for Energy Services

Project Conditions

I. AUTHORIZATION TO PROCEED:

Energy Services Company:

Ameresco, Inc.
 222 Williams Avenue South
 Renton, WA 98057
 Telephone No. (206) 522-4270
 Fax No. (425) 687-3173
 E-Mail mphenicle@ameresco.com

Owner:

City of Kelso
 acting through the
 Dept. of Enterprise Services, Facilities Division
 Engineering and Architectural Services
 PO Box 41476
 Olympia, WA 98504
 Telephone No. (360) 902-7272

By _____
 Name _____
 Title _____
 Date _____

By _____
 Name Roger Wigfield, P.E.
 Title Energy Program Manager
 Date _____

State of Washington Contractor's License No. AMERI*004PZ
 State of Washington Revenue Registration No. 602 062 980
 Federal Tax Identification No. 04-3512838
 MWBE Certification No. _____

II. COMPENSATION FOR ENERGY SERVICES:

Basic Services	COMPENSATION
Energy Audit and Energy Services Proposal	\$ 2,500.00
Design	\$ 13,363.00
Construction Management	\$ 26,726.00
Overhead and Profit	\$ 60,133.00
Measurement and Verification – Year 1	\$ 1,880.00
Grand Total	\$ 104,602.00

III. PROJECT CONDITIONS:

The Project Conditions contained in the Master Energy Services Agreement will be used unless specifically changed herein.

IV. SCOPE OF WORK:

Energy efficiency measures under Contract No. 2015-146 G (1-1), will include upgrades of LED Street Lighting Retrofit, including any and all necessary ancillary equipment. The ESCO will perform a detailed engineering design as needed to obtain Owner review and approval of the proposed systems and to obtain bids as required. The ESCO will provide construction management, as-built drawings, and O&M manuals. All work is per the Ameresco, Inc. Energy Services Proposal dated September 16, 2014.

V. SCHEDULE FOR COMPLETION

Final completion of the Energy Audit and Energy Services Proposal within 790 calendar days after Authorization to Proceed.

2015146Aagr cr



STATE OF WASHINGTON
DEPARTMENT OF ENTERPRISE SERVICES

1500 Jefferson St. SE, Olympia, WA 98501
PO Box 41476, Olympia, WA 98504-1476

January 20, 2015

TO: Stephen Taylor, City Manager, City of Kelso

FROM: Cathy Roberts, Contracts Specialist, (360) 407-8270

RE: Contract No. 2015-146 G (1-1)
LED Street Lighting Retrofit

Ameresco, Inc.

SUBJECT: **Funding Approval - REVISED**

The Department of Enterprise Services, E&AS, requires funding approval for the above referenced contract document. The amount required is as follows:

ESCO Contract Amount	\$	357,999.00
Contingency Amount (with Tax)	\$	16,704.00
Total	\$	374,703.00

In accordance with the provisions of RCW 43.88, the signature affixed below certifies to the Facilities Division, Engineering & Architectural Services that the above identified funds are appropriated, allotted or that funding will be obtained from other sources available to the using client/agency. The using/client agency bears the liability for any issues related to the funding for this project.

By _____ Date _____
Name / Title

Please sign and return this form to E&AS. If you have any questions, please call me.



STATE OF WASHINGTON
DEPARTMENT OF ENTERPRISE SERVICES

1500 Jefferson St. SE, Olympia, WA 98501
PO Box 41476, Olympia, WA 98504-1476

January 15, 2015

RETAINAGE INVESTMENT

ESCO Contractor Ameresco, Inc.
ESCO Contract No. 2015-146 G (1-1)
Description LED Street Lights Retrofit
Client Agency City of Kelso

Pursuant to R.C.W. 60.28, you are required to exercise your option, IN WRITING, on whether or not monies reserved from the amounts due you on the above contract shall be placed in escrow. You are therefore directed to complete and return this form with the signed copy of the above contract to the Division of Engineering & Architectural Services.

Should you desire to have the retained monies invested, it will then be necessary that you enter into an escrow agreement with a bank, trust or savings and loan company, and the above Client Agency.

This form will be transmitted to the Client Agency for further action in preparing the escrow agreement.

ENERGY SERVICES CONTRACTOR'S OPTION

- _____ I do not request retainage on the above contract to be invested.
_____ I hereby request retainage on the above contract be invested.
_____ I hereby request retainage on the above contract be invested and converted into bonds and sureties.

Signature

Date

Title

ESCO Contract No. 2015-146 G (1-1)
Project LED Street Lighting Retrofit - **REVISED**
Agency City of Kelso
Date January 20, 2015

STATE OF WASHINGTON

ENERGY SERVICE COMPANY (ESCO) CONSTRUCTION CONTRACT

For the FACILITIES DIVISION, ENGINEERING & ARCHITECTURAL SERVICES

This Energy Service Company (ESCO) Construction Contract, made and entered into this 14th day of January, 2015, shall be the agreed basis of performing the following work by and between the State of Washington, City of Kelso acting through the Department of Enterprise Services, Facilities Division, Engineering & Architectural Services, hereinafter referred to as the Owner, and

Ameresco, Inc.
222 Williams Avenue South, Suite 100
Renton, WA 98057
Telephone (206) 522-4270
E-mail (425) 687-3173

hereinafter referred to as the ESCO or Contractor.

WITNESSETH: Whereas the parties hereto have mutually covenanted and by these presents do covenant and agree with each other as follows:

FIRST: The said ESCO agrees to furnish all permits, material, labor, tools, equipment, apparatus, facilities, etc., necessary to perform and complete in a workmanship like manner the work called for in the attached Scope of Work, Energy Services Proposal dated September 16, 2014, for:

Energy Services Authorization No. 2015-146 A (1)
Master Energy Services Agreement No. 2013-133 B (2)

Audits and Proposals for this project were prepared by the ESCO according to the terms of the Contract Documents which include, but are not limited to, the Master Energy Services Agreement, Energy Services Authorization(s), the accepted Proposal, *Conditions of the Master Energy Services Agreement, Instructions to Bidders/General Conditions/Supplemental Conditions For State Facility Construction, EPC Modifications to Instructions to Bidders/General Conditions/Supplemental Conditions For State Facility Construction*, Addenda, Specifications, Drawings, Bond, and this Construction Contract.

SECOND: Time of Completion: The work to be performed under this contract shall commence as soon as the ESCO has been officially notified to proceed and shall be substantially complete within 365 consecutive calendar days after the date of Notice to Proceed.

THIRD: In consideration of the Performance of the Work, herein contained on the part of the ESCO, the Owner hereby agrees to pay the ESCO for said work completed according to the Contract Documents, for not more than the sum of \$357,999.00, which includes the appropriate state sales tax consisting of the following:

ESCO Contract Cost \$ 357,999.00

The ESCO shall bond this contract at 100% of the construction contract cost, plus Washington State sales tax, per Section 2.04 of the General Conditions for Washington State Energy Savings Performance Contracting. The construction value plus contingency is a guaranteed maximum not-to-exceed cost and final payment to the ESCO shall be reconciled to reflect the actual installed cost provided it does not exceed the guaranteed maximum cost.

FOURTH: ESCO payments to subcontractors and materialmen shall not be contingent upon the ESCO receiving payment from the Owner. Unless otherwise agreed upon, payment to the ESCO shall be made only after completion of the energy efficiency measure(s) and the ESCO has issued a Notice of Commencement of Energy Savings and the Owner has accepted such Notice.

IN WITNESS WHEREOF: The said Department of Enterprise Services, Engineering & Architectural Services, has caused this ESCO Construction Contract to be subscribed in its behalf, and the said ESCO has signed this ESCO Construction Contract the day and year first above written.

ESCO:
Ameresco, Inc.

Owner:
City of Kelso
acting through the
Dept. of Enterprise Services, Facilities Division
Engineering & Architectural Services

By _____
Name _____
Title _____
Date _____

By _____
Name Roger Wigfield, P.E.
Title Energy Program Manager
Date _____

WA State Contractor's License No. AMEREI*004PZ

Federal Tax ID No. 04-3512838

UBI Number 602 062 980

MWBE Certification No. _____

2015146Gcontractorcr

January 14, 2015

SCOPE OF WORK

ESCO No. 2013-133 B (2)

LED Street Lighting Retrofit
City of Kelso

Furnish and install the energy efficiency measures, including any and all necessary ancillary equipment, as described in the City of Kelso Energy Services Proposal dated September 16, 2014.

AGENDA SUMMARY SHEET
Business of the City Council
City of Kelso, Washington

**SUBJECT TITLE: 2015 BUDGET GOALS &
ACTIONS DISCUSSION**

Agenda Item: _____

Dept. of Origin: _____ City Manager _____

For Agenda of: _____ February 17, 2015 _____

Originator: _____ Steve Taylor _____

PRESENTED BY:

Steve Taylor

City Attorney: **Janean Parker**

City Manager: **Steve Taylor**

Agenda Item Attachments:

Progress Report – 2014 Budget Goals and Actions Plan
Draft 2015 Budget Goals and Actions Plan

SUMMARY STATEMENT:

The City Council annually discusses goals and priorities to shape and adjust the City's workplan and provide staff with appropriate direction on where to focus resources authorized within the adopted budget. The four strategic community goals from the 2014 work plan are listed below, with various action items placed under each, and a separate list of "Auxiliary Items" in which the Council had expressed interest also included:

GOALS

- ***Well-maintained, reliable public infrastructure systems that encourage economic growth and enhance community quality.***
- ***Community renewal and economic growth that provides sustainable resources for public services and facilities.***
- ***Consistent, effective delivery of Kelso city services that meets or exceeds standards of professionalism and accountability.***
- ***Provide proactive and visionary regional leadership.***

The City Manager will deliver a progress report on the efforts made on the 2014 work plan, and present the Draft 2015 work plan for Council deliberation and consideration. Actions colored in green are those which attained completion (or substantial completion) to date; those in red are actions the City did not apply resources or make measurable progress toward; blue-colored actions are those that are still in progress and need additional attention in 2015 or beyond.

The workshop discussion will be an opportunity for Council to amend, refine, or add to the existing strategic goals and offer alternatives to the prioritization of the work plan. It's important to understand that personnel and financial resources are both finite and limited, and the draft list of actions represents items that are required by the City to perform and/or are a continuation of initiatives commenced in prior years (i.e. the Shoreline Master Plan update, and the update of the City's Development Code). Substantive additions to the work plan will require either additional resources to perform or removing other actions from the plan.

Staff will also take this opportunity to discuss the General Fund's "end of year" status for 2014, and the options available for the investment and use of additional funds to achieve City priorities this year. Staff will offer recommendations for an appropriate and fiscally prudent operating reserve level that covers the General, Street, Parks, and Library Funds, and the department heads will present their top funding priorities to Council for consideration that were not included in the 2015 budget. Depending upon the direction Council chooses to pursue in using the additional funds, the 2015 Goals and Actions Plan will be adjusted accordingly.

RECOMMENDED ACTIONS:

- Review and discuss the 2015 Goals and Actions Plan and provide direction to staff on revisions to goals and work plan items.
- Provide direction to staff on the appropriate reserve level for the City's governmental funds.
- Consider requests from staff on the use of carry-over funds from 2014 (one-time expenditures, equipment/software purchases, service enhancements, new programs)

2014 Budget Goals & Actions Plan

Goal: Well-maintained, reliable public infrastructure systems that encourage economic growth and enhance community quality.

- Action: Complete current phase of West Main Realignment Project.
- Action: Complete Water-Sewer-Drainage utility rate study.
- Action: Administer first full Transportation Benefit District funding cycle and deploy new resources in the most optimum fashion.
- Action: Enhance maintenance staffing levels in Public Works Department.
- Action: Research and evaluate adequate and sustainable funding sources for street maintenance. *(Need Council policy discussion on amending TBD revenue sources or implementing other councilmanic and/or voter-approved revenue options)*
- Action: Prepare options for restricting on-street parking in residential zones without adequate road width. *(Did not apply resources to this action in 2014)*

Goal: Community renewal and economic growth that provides sustainable resources for public services and facilities.

- Action: Draft, review, and adopt updated Comprehensive Plan and commence update to the City's Development Code. *(Development Code update starts in Q1 2015)*
- Action: Adopt Shoreline Master Plan Update. *(Under Ecology review – anticipate adoption/approval by Q4 2015)*
- Action: Manage implementation of the South Kelso Revitalization Strategies through resources provided by the Americorps Vista program. *(Supporting Americorps support of SKNA, provided facilities and staff to SKNA)*
- Action: Explore and implement improvements to the City's nuisance and graffiti abatement effort. *(nuisance abatement code amendments and application of CDBG program income resources in progress)*
- Action: Identify planning opportunities and inventory of funding resources for community revitalization in priority areas of Kelso (West Main, Town Center, South Kelso). *(S. Kelso SGIA report & workshop conducted; West Kelso Sub-Area Plan will commence in Q3 2015)*
- Action: Prepare strategy to encourage economic growth, remove barriers, and foster an inviting environment for entrepreneurs to open businesses in Kelso. *(SGIA and SKRS address this; resources were not applied to this action in 2014)*

Goal: Consistent, effective delivery of Kelso city services that meets or exceeds standards of

professionalism and accountability.

- Action: Present 5-6 year Financial Forecast and draft corresponding department business plans. ***(in progress)***
- Action: Completion of City Master Fee Schedule with updated fees established to recover the cost of the services provided.
- Action: Negotiate franchise agreements with Public Utility District and Comcast Cable. ***(in progress)***

Goal: Provide proactive and visionary regional leadership.

- Action: Continue regional outreach and participation to enhance partnership opportunities with public and private sector organizations.
- Action: Review city charter and evaluate potential amendments to be brought forward for voter consideration. ***(Legal framework reviewed; Council policy discussion needed to determine next steps)***
- Action: Facilitate expanded partnership with the SW Regional Airport in the provision of operational and administrative support. ***(working with Port of Longview to facilitate transfer of airport once legislative decision is reached)***

Auxiliary task list

- Evaluate legislative advocacy service options to assist in securing state and federal resources for critical infrastructure and community improvements.
- Evaluate criteria for establishing local improvement districts and grant funding to address curb, sidewalk, and drainage infrastructure. ***(Legal is ready to provide information and analysis of LID's at future Council workshop)***
- Evaluate zoning regulations to allow food trucks in designated commercial areas. ***(will be reviewed during development code update)***
- Addressing blight and encouraging revitalization in West Kelso north of Cowlitz Way. ***(West Kelso Sub Area Plan and review of community revitalization tools under way)***
- Implement city way-finding project to direct residents and tourists to city attractions and assets. ***(Discussed as possible Big Idea funding project)***
- Focus planning efforts on facilitating renewal of the Three Rivers Mall property. ***(Building/Planning attention has been integral in the timely delivery of recent mall store openings)***
- Enhance customer service delivery through technology investments in utility billing, business licensing, permitting, and public information. ***(in progress)***
- Evaluate feasibility of public safety service enhancements (Traffic unit; community policing; targeted enforcement). ***(continuing program review; financial resources necessary for implementation)***



DRAFT - 2015 Budget Goals & Actions Plan

Goal: Well-maintained, reliable public infrastructure systems that encourage economic growth and enhance community quality.

- **Action:** Advocate for funding assistance from the state legislature for the replacement of the Minor Road Reservoirs.
- **Action:** Deliver 2015 Capital Improvement Program that emphasizes investments in pavement preservation, water distribution and sewer collection infrastructure, and streetscape improvements.
- **Action:** Conduct parks and recreation needs assessment and master plan to identify and delineate future priority investments.
- **Action:** Research and evaluate adequate and sustainable funding sources for street maintenance.

Goal: Community renewal and economic growth that provides sustainable resources for public services and facilities.

- **Action:** Conduct West Kelso Sub-Area Plan and commence the update and review of applicable development regulations.
- **Action:** Draft, review, adopt the complete update of the City's Development Code.
- **Action:** Adopt Shoreline Master Plan Update.
- **Action:** Commence implementation of the Kelso NICER (Neighborhood Improvement & Community/Economic Revitalization) Program focusing on West Kelso planning efforts and streetscape improvements in addition to citywide nuisance abatement enhancements.
- **Action:** Commission and complete industrial master planning study and market analysis for the proposed Anchor Point Industrial Park.

Goal: Consistent, effective delivery of Kelso city services that meets or exceeds standards of professionalism and accountability.

- **Action:** Present 5-6 year Financial Forecast and draft corresponding department business plans.
- **Action:** Negotiate franchise agreements with Public Utility District and Comcast Cable.
- **Action:** Ensure adequate law enforcement staffing in the wake of pending retirements.
- **Action:** Invest in administrative support information systems and public records retention/disposition services.

- **Action:** Commence overhaul of City’s general policy manual.
- **Action:** Evaluate feasibility of public safety service enhancements (Traffic unit; administrative/supervision; community policing; targeted enforcement).
- **Action:** Research and evaluate adequate and sustainable funding sources for criminal justice/public safety functions.

Goal: Provide proactive and visionary regional leadership.

- **Action:** Continue regional outreach and participation to enhance partnership opportunities with public and private sector organizations.
- **Action:** Review city charter and evaluate potential amendments to be brought forward for voter consideration.
- **Action:** Lead efforts to revise regional fee structure for 911 Emergency Communications.
- **Action:** Support the effective governance of and infrastructure improvements to the SW Washington Regional Airport.

Auxiliary task list

- Evaluate criteria for establishing local improvement districts and grant funding to address curb, sidewalk, and drainage infrastructure.
- Addressing blight and encouraging revitalization in West Kelso north of Cowlitz Way.
- Implement city way-finding project to direct residents and tourists to city attractions and assets. (Discussed as possible Big Idea funding project)
- Action: Prepare options for restricting on-street parking in residential zones without adequate road width.

AGENDA SUMMARY SHEET
Business of the City of Kelso
City of Kelso, Washington

SUBJECT TITLE:

**MOVE TO APPROVE ON FIRST READING
AN ORDINANCE OF THE CITY OF KELSO
AMENDING KELSO MUNICIPAL CODE
CHAPTERS 5.03 BUSINESS AND
OCCUPATION TAX, AND 17.08
DEFINITIONS TO CLARIFY THAT
MARIJUANA PRODUCTION, PROCESSING,
AND RETAILING IS NOT AN
AGRICULTURAL USE AS DEFINED BY
TITLE 17 AND TITLE 5 OF THE KELSO
MUNICIPAL CODE**

Agenda Item: _____

Dept. of Origin: Finance

For Agenda of: February 17, 2015

Cost of Item: _____

City Manager: Stephen Taylor _____

PRESENTED BY: Brian Butterfield

AGENDA ITEM ATTACHMENTS:

Proposed Ordinance

SUMMARY STATEMENT:

In 2014, the City adopted ordinance No. 14-3821 allowing certain marijuana related land uses—production, processing, and retailing—within the City. These uses are highly regulated, licensed, and taxed by the State. These regulations make the production, processing, and retailing of marijuana products distinctly different from other traditional agricultural uses as those terms are defined by the City. Further, agriculture products are exempted from certain taxes. In order to clarify the distinction between marijuana land uses and other agricultural uses, staff is recommending that marijuana be excluded from the City definitions of agriculture and agricultural products. The attached ordinance amends the definitions within the City Zoning Code and the City Business and Occupation Tax Code to reflect this clarification.

FINANCIAL SUMMARY:

OPTIONS:

1. Adopt the ordinance incorporating the staff recommendations.
2. Direct staff to make changes to the ordinance.
3. Do nothing.

RECOMMENDED ACTION:

Move to approve on first reading the ordinance amending the Kelso Municipal Code to clarify that marijuana production, processing and retailing is not agricultural use in the City of Kelso.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF KELSO AMENDING KELSO MUNICIPAL CODE CHAPTERS 5.03 BUSINESS AND OCCUPATION TAX, AND 17.08 DEFINITIONS TO CLARIFY THAT MARIJUANA PRODUCTION, PROCESSING, AND RETAILING IS NOT AN AGRICULTURAL USE AS DEFINED BY TITLE 17 AND TITLE 5 OF THE KELSO MUNICIPAL CODE

WHEREAS, in 2014 the City adopted Ordinance 3821 that allowed certain marijuana production, processing, and retailing uses within the City of Kelso; and

WHEREAS, in light of the tightly controlled regulatory structure of marijuana production, processing and retailing uses, the City wishes to clarify that these uses within the City of Kelso are distinct from and not to be considered agricultural uses as those terms are defined in City regulations, for purposes including but not limited to land use and business and occupation licensing and taxation;

NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF KELSO DO ORDAIN AS FOLLOWS:

SECTION 1. That Kelso Municipal Code Section 5.03.040 is hereby amended to provide as follows:

Agricultural Product, Farmer.

1. “Agricultural product” means any product of plant cultivation or animal husbandry including, but not limited to: A product of horticulture, grain cultivation, vermiculture, viticulture, or aquaculture as defined in RCW 15.85.020; plantation Christmas trees; turf; or any animal including but not limited to an animal that is a private sector cultured aquatic product as defined in RCW 15.85.020, or a bird, or insect, or the substances obtained from such an animal. “Agricultural product” does not include animals intended to be pets and does not include marijuana as defined by RCW 69.50.1010(t) and KMC Chapter 17.08.

2. “Farmer” means any person engaged in the business of growing or producing, upon the person’s own lands or upon the lands in which the person has a present right of possession, any agricultural product whatsoever for sale. “Farmer” does not include a person using such products as ingredients in a manufacturing process, or a person growing or producing such products for the person’s own consumption. “Farmer” does not include a person selling any animal or substance obtained therefrom in connection with the person’s business of operating a stockyard or a slaughter or packing house. “Farmer” does not include any

person in respect to the business of taking, cultivating, or raising timber. “Farmer” does not include any person engaged in the business of growing or producing marijuana as defined by RCW 69.50.1010(t) and KMC Chapter 18.08.

...

SECTION 2. That Kelso Municipal Code Section 17.08.020 is hereby amended to provide as follows:

...

“Agriculture” means all forms of crop-related activities, such as growing crops and processing crops as part of a farm, and animal husbandry, using best management practices. Incidental vegetable gardening, landscaping, and keeping common pets are not defined as agriculture. Agriculture does not include marijuana as defined by RCW 69.50.101(t) and this Chapter.

...

SECTION 3. SEVERABILITY. The provisions of this Ordinance are declared to be severable. If any provision, clause, sentence, or paragraph of this Ordinance or the application thereof to any person, establishment, or circumstances shall be held invalid, such invalidity shall not affect the other provisions or application of this Ordinance.

SECTION 4. EFFECTIVE DATE. This Ordinance shall be in full force and effect 5 days after its passage and publication of summary as required by law.

ADOPTED by the City Council and **SIGNED** by the Mayor this ____ day of _____, 2015.

ATTEST/AUTHENTICATION:

MAYOR

CITY CLERK

APPROVED AS TO FORM:

CITY ATTORNEY

PUBLISHED: _____

AGENDA SUMMARY SHEET

Business of the City Council

City of Kelso, Washington

SUBJECT TITLE: AN ORDINANCE OF THE CITY OF KELSO, WASHINGTON ADOPTING AN UPDATED COMPREHENSIVE PLAN AND UPDATED FUTURE LAND USE MAP.

Dept. of Origin: Community Development

For Agenda of: February 17, 2015

Originator: Steve Taylor

City Attorney: Janean Parker

City Manager: Steve Taylor

PRESENTED BY:

Steve Taylor

Agenda Item Attachments:

Proposed Ordinance

Proposed Updated Comprehensive Plan – Redlined

Proposed Updated Comprehensive Plan – Clean

Proposed Future Land Use Map

Comment Summary Matrix

SUMMARY STATEMENT:

The City's current Comprehensive Plan was prepared in 1979 and adopted in 1980 shortly after the eruption of Mt. St Helens. Since then portions of the plan were updated in 1987 and 1992 and the associated maps were updated in 1994. This Comprehensive Plan will replace that document; it is based on a Vision Statement describing the preferred future of the City. The Vision Statement was articulated through a series of community workshops in 2009 and was approved by the Kelso City Council on February 2, 2010. 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.

Since the adoption of the Vision Statement in 2010 not much progress was made towards writing a new plan until the spring of 2013 when the City hired planning consultant Gregg Dohrn to help draft the new document. Mr. Dohrn facilitated numerous discussions with the Planning Commission and held a management team meeting on April 18, 2014 with City staff to acquire feedback and insight to ensure the goals, policies, and objectives were appropriate for Kelso. The Plan was made available for public consumption and comment on September 4, 2014 and a public hearing was held at the October 14, 2014 Planning Commission meeting. On December 9, 2014, the Planning Commission recommended that the City Council adopt the proposed updated plan. On January 6, 2015, Gregg

Dohrn made a presentation to Council and on January 20, 2015, an additional public hearing was held before the City Council. The comments received on the proposed plan through discussion, in writing, or at a public hearing, have been noted in the comment summary matrix, and included in this packet as an attachment.

Changes to the Planning Commission recommended version as a result of staff and public comment include:

- Land Use Policy #6 – Modified to be in accordance with outcomes of the anticipated West Kelso Sub Area Plan.
- Land Use Policy #8 – Modified to reflect concerns regarding mixed-use residential development in areas near the I-5 and SR 432 interchange.
- Land Use Policy #14– Modified to be in accordance with the outcomes of the anticipated West Kelso Sub Area Plan.
- Land Use Policy #22 – Modified to ensure compliance with State laws.
- Transportation Policy #8e – Was removed based on comments from SWRA and WSDOT.
- Economic Development Policy #3 – Was modified based on recommendation from SWRA.
- Park and Recreation Policy #5 – Was removed based on information received from FEMA.
- Capital Facility Policy #5 – Was modified to reflect comments received from SWRA.
- Land Use Policy #8 – Was removed based on information received from FEMA.
- Land Use Objective #14 – Was removed based on recommendation from SWRA.
- Land Use Objective #19– Was modified based on recommendation from SWRA.
- Future Land Use Designations for Parcels 244350100 & 24027 were changed from Commercial to High Density Residential based on a request from Rodman Realty on behalf of the property owner. After analyzing the request the changes were determined to be reasonable as this parcel is somewhat isolated by the river and the freeway, the neighboring land uses on the east side of the river are residential and the closest commercial is on the west side of the river. In addition, although it is not a mixed-use development, building multifamily next to commercial areas can accomplish many of the same things.
- The City received numerous comments during the public hearing on January 20, 2015 opposed to the annexation of urbanized areas of North Kelso and concerning certain language that they feel violates private property rights.

Since the document was last reviewed by Council on February 3, 2015, the changes below have been made as a result of comments received and are shown in green in the redline version of the plan:

- Land Use Objective #7, Land Use Objective #12 (Formerly #13)- Changed "Environmentally sensitive areas" to "critical areas" to be consistent with GMA terminology based on comments from Department of Ecology.
- Land Use Objective #7 – Was modified for clarification of intent in response to public comment received.

RECOMMENDED ACTION:

Make a motion to approve the Ordinance adopting an updated Comprehensive Plan and updated Future Land Use Map on second reading.

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY OF KELSO, WASHINGTON
ADOPTING AN UPDATED COMPREHENSIVE PLAN AND UPDATED
FUTURE LAND USE MAP.**

WHEREAS, the City of Kelso prepared and adopted a Comprehensive Plan in 1980 in accordance with the provisions of the Kelso Municipal Code and the Laws of Washington State; and

WHEREAS, the Kelso City Council prepared and approved an updated Vision Statement for the City in February 2010; and

WHEREAS, the preparation of the Vision Statement included at least three public meetings to discuss the desired future for the community; and

WHEREAS, following the adoption of the updated Vision Statement the City initiated a process to update the City's Comprehensive Plan; and

WHEREAS, this update process included a review of the 1980 Comprehensive Plan Goals, Policies, and Objectives as well as the City's Future Land Use Map and Official Zoning Map; and

WHEREAS, the update process also included the preparation of an updated Demographic Report for the City based on 2010 Census Data as well as an updated land use analysis based on data from the Cowlitz County Assessor's Office; and

WHEREAS, in addition the update process included consultation with Cowlitz County, who is currently in the process of updating their Comprehensive Plan, as well as the neighboring City of Longview, and other local service providers such as the SW Washington Regional Airport and the Kelso School District; and

WHEREAS, through this data gathering, analysis, and consultation, the City has prepared a draft Comprehensive Plan and Future Land Use Map consistent with the updated Vision Statement; and

WHEREAS, the City Planning Commission has reviewed the draft updated Comprehensive Plan and draft updated Future Land Use Map and has conducted a public hearing to receive public comments; and

WHEREAS, the draft updated documents were distributed to public agencies for review and comments; and

WHEREAS, the City has prepared a SEPA Checklist for the draft updated Comprehensive Plan and draft updated Future Land Use Map and the City of Longview, on behalf of the City in accordance with the provisions of an inter-local agreement between the two cities, has issued a Determination of Non-Significance; and

WHEREAS, it is the intent of the City to use the updated Comprehensive Plan to guide day-to-day decision-making, the allocation of scarce resources, and to update the City's Development Regulations; and

WHEREAS, it is the intent of the City to use the updated Future Land Use Map to update the Official Zoning Map and to evaluate future rezone and annexation requests; and

WHEREAS, the City anticipates that upon adoption of the updated Comprehensive Plan and Future Land Use Map that it will initiate a public process review and prepare amendments to the City's Development Regulations and Official Zoning Map so that the documents are consistent with the updated Comprehensive Plan; and

WHEREAS, it is expected that the review of the City's Development Regulations will also result in revisions to the City's regulations protecting environmentally sensitive areas to be adopted by June 30, 2017 in accordance with the provisions of the Washington State Growth Management Act;

NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF KELSO DO ORDAIN AS FOLLOWS:

SECTION 1. UPDATED COMPREHENSIVE PLAN ADOPTED. The City hereby adopts the updated Comprehensive Plan, attached as Exhibit A, and by this reference fully incorporated herein. All previous versions of the Comprehensive Plan are hereby repealed.

SECTION 2. FUTURE LAND USE MAP ADOPTED. The City hereby adopts the Future Land Use Map, attached as Exhibit B, and by this reference fully incorporated herein. All previous maps depicting the future land use designations are hereby repealed.

SECTION 3. CODE INTERPRETATION. In the event of a conflict between any provisions of this Ordinance and previously adopted ordinances, this Ordinance shall prevail. The City Manager and his/her designee are hereby authorized to make such administrative interpretations as may be necessary to implement this Ordinance.

SECTION 4. FINDINGS OF FACT. The findings contained in recitals in this Ordinance are hereby adopted as Findings of Fact that support the adoption of these amendments to the Comprehensive Plan.

SECTION 5. EFFECTIVE DATE. This Ordinance shall be in full force and effect 5 days after its passage and publication of summary as required by law.

ADOPTED by the City Council and **SIGNED** by the Mayor this ____ day of _____, 2015.

ATTEST/AUTHENTICATION:

MAYOR

CITY CLERK

APPROVED AS TO FORM:

CITY ATTORNEY

PUBLISHED:_____



CITY OF KELSO, WASHINGTON COMPREHENSIVE PLAN

Adopted February 17, 2015

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Chapter 1 Introduction

The City of Kelso Washington's 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, 2010. The primary focus of this Comprehensive Plan is 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 document 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 with 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 fast growing communities. As a result, the City is relatively free to structure its Comprehensive Plan to meet local circumstances, needs, and priorities.

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 Comprehensive Plan Goals, Policies, and Objectives

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

The following Goals, Policies, and Objectives are 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. Further revisions were made based on public comments and recommendations from the City Council and Planning Commission.

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 Official 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 in accordance with the outcomes of the West Kelso Subarea Plan.

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 commercial zones. This shall include, but is not limited to the property zoned Major Retail Commercial (CMR) in the vicinity of the I-5 and 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 in accordance with the outcomes of the West Kelso Subarea Plan.

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.

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 should only be permitted in mobile home parks.

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: Improve multi-modal access to commercial areas.

Transportation Policy #5: Support the use and further development of the Kelso Train Depot as a multi-modal transportation hub.

Transportation Policy #6: 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 #7: 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 #8: 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. 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: 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.

Housing Policy #4: 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 aviation 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: 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 Standard for streets and highways shall be D.

Capital Facility Policy #2: 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 #3: New developments within established service area boundaries should be required to connect to City sewer and water service whenever feasible.

Capital Facility Policy #4: Actively support the public library as a community resource and a provider of recreation programs.

Capital Facility Policy #5: Establish and maintain a comprehensive storm water management system. This should include, but is not limited to:

- a. Policies that support low-impact development;
- b. The use of landscaping and open space to facilitate low-impact development; and
- c. Policies to minimize new impervious services whenever practicable.

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.

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 feasibility 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 and maintain a 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. This objective is intended to be mutually beneficial for all parties and the acquisition of land described will not be conducted through the use of eminent domain.

Land Use Objective #8: 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 #9: 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 #10: 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 #11: 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 #12: 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 #13: In consultation with Cowlitz County and affected property owners, designate additional land in South Kelso for industrial development.

Land Use Objective #14: 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 #15: 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 #16: 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 #17: Explore the potential of basing livestock regulations on lot sizes.

Land Use Objective #18: 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 #19: In consultation with the County and affected property owners, designate areas suitable for single family and multi-family residential uses in South Kelso, that do not adversely affect airport operations.

Land Use Objective #20: 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 City's updated Comprehensive Plan.

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: Review and update the subdivision regulations governing parking to make sure that adequate provisions are made for off-street parking and that on-street parking does not interfere with measures to protect the public health and safety.

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.

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.

**Chapter 4
Supporting Data**

A. DEMOGRAPHIC REPORT

**CITY OF KELSO COMPREHENSIVE PLAN
Demographic Report - August 2013**

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

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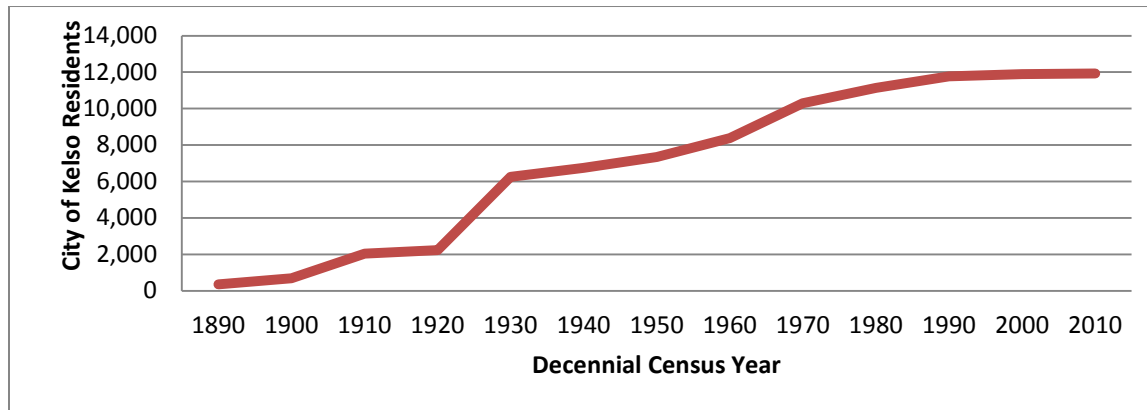
Introduction

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.

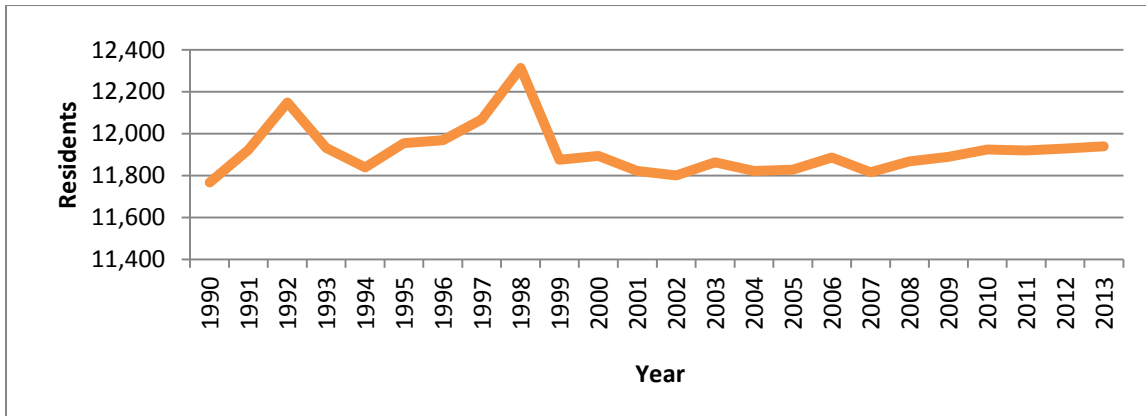
Table 2.1 Decennial Census counts of the City of Kelso from 1890 to 2010.

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.

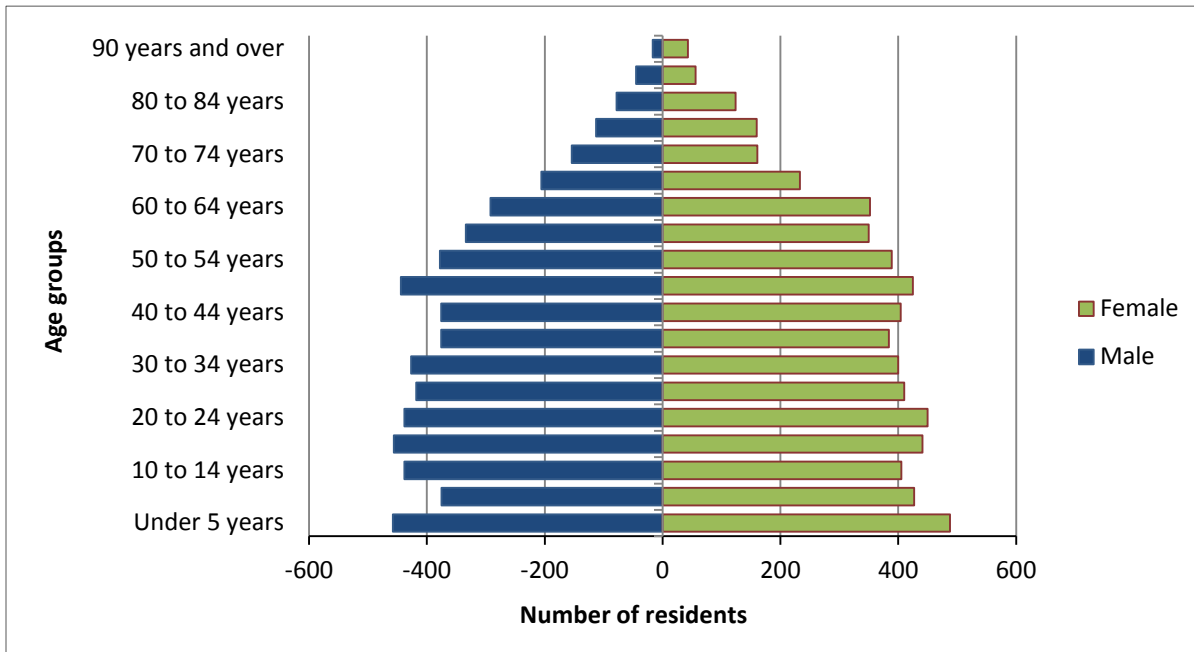
Table 2.2 Annual April 1 Population Estimates from 2004 to 2013 for the City of Kelso.

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.

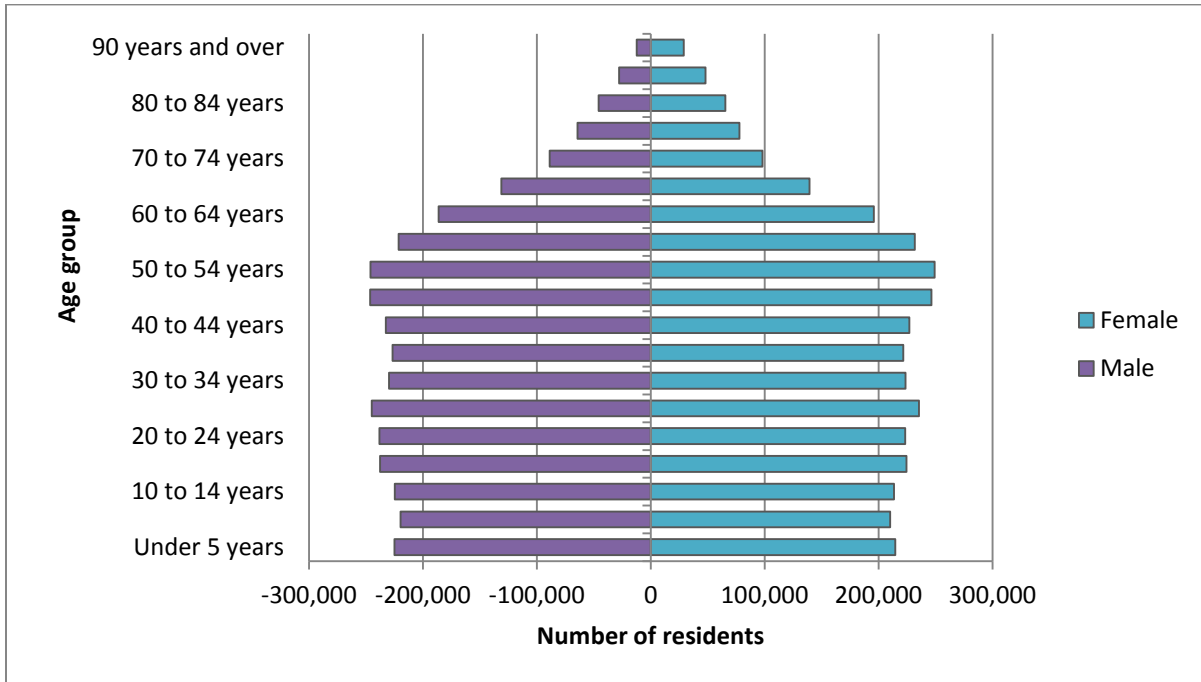
Age and Gender

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.

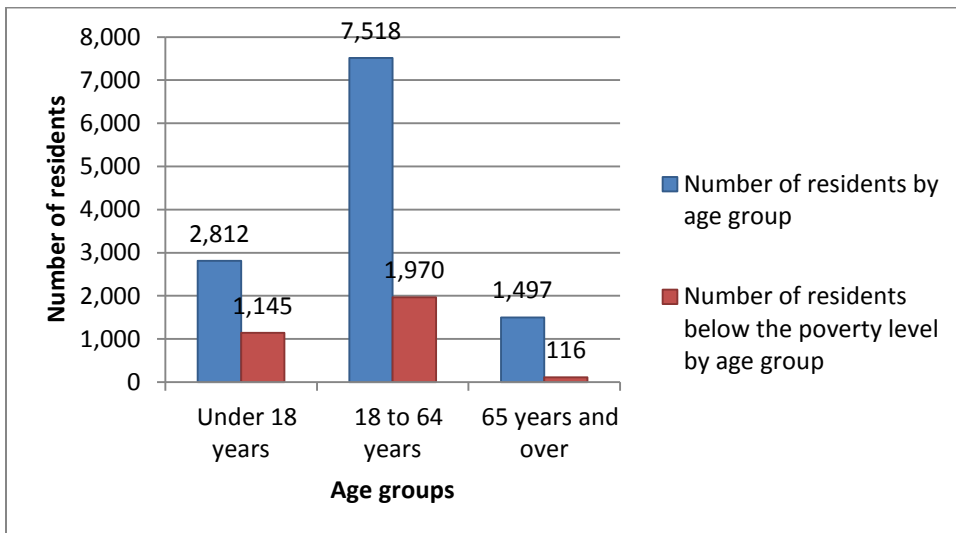
Figure 2.4 Number of male and female residents by age group in 2010 in the State of Washington.



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

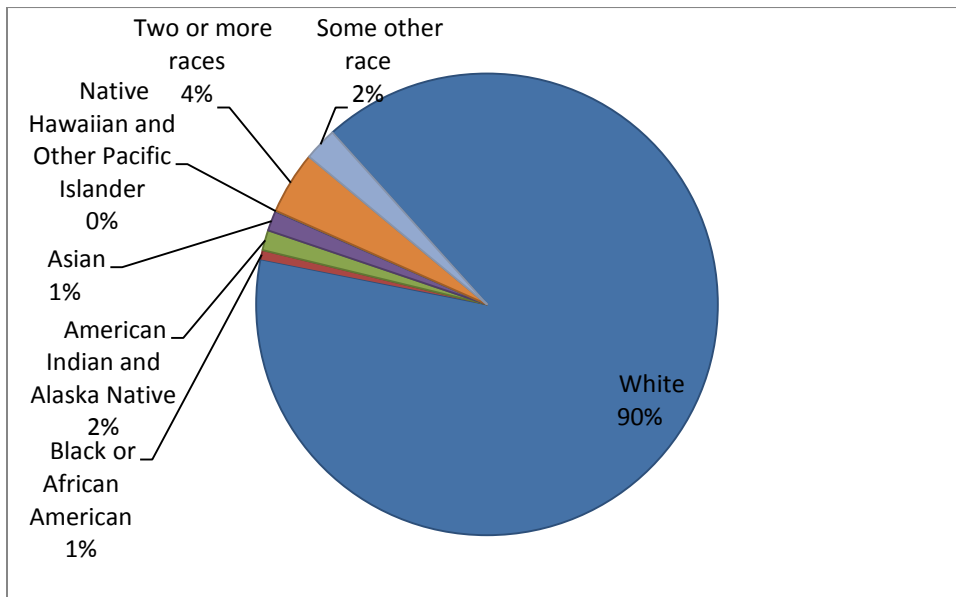
Figure 2.5 Number of Kelso residents by age group and number of residents below the poverty line by age group.



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

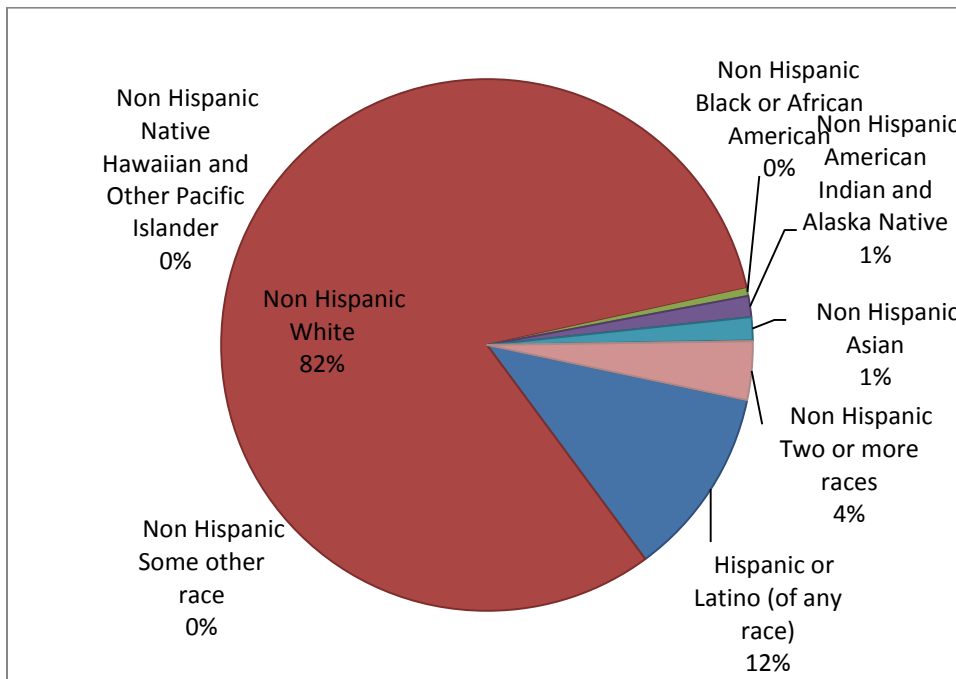
Figure 2.6 Shares of Kelso residents by race.



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

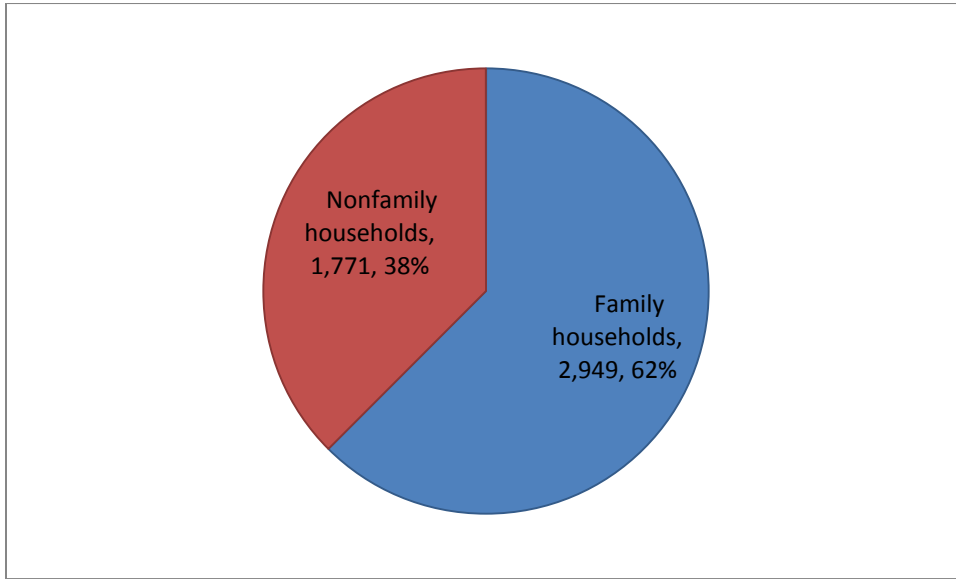
Figure 2.7 Share of Kelso Residents who identify as ethnically Hispanic and those who do not by race.



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

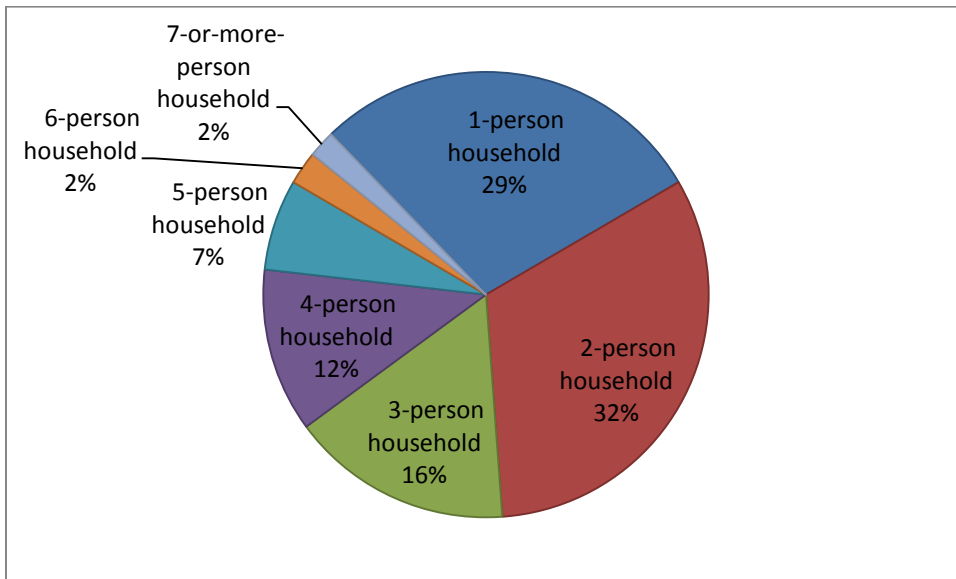
Figure 2.8 Shares of family and non-family households in the City of Kelso.



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.

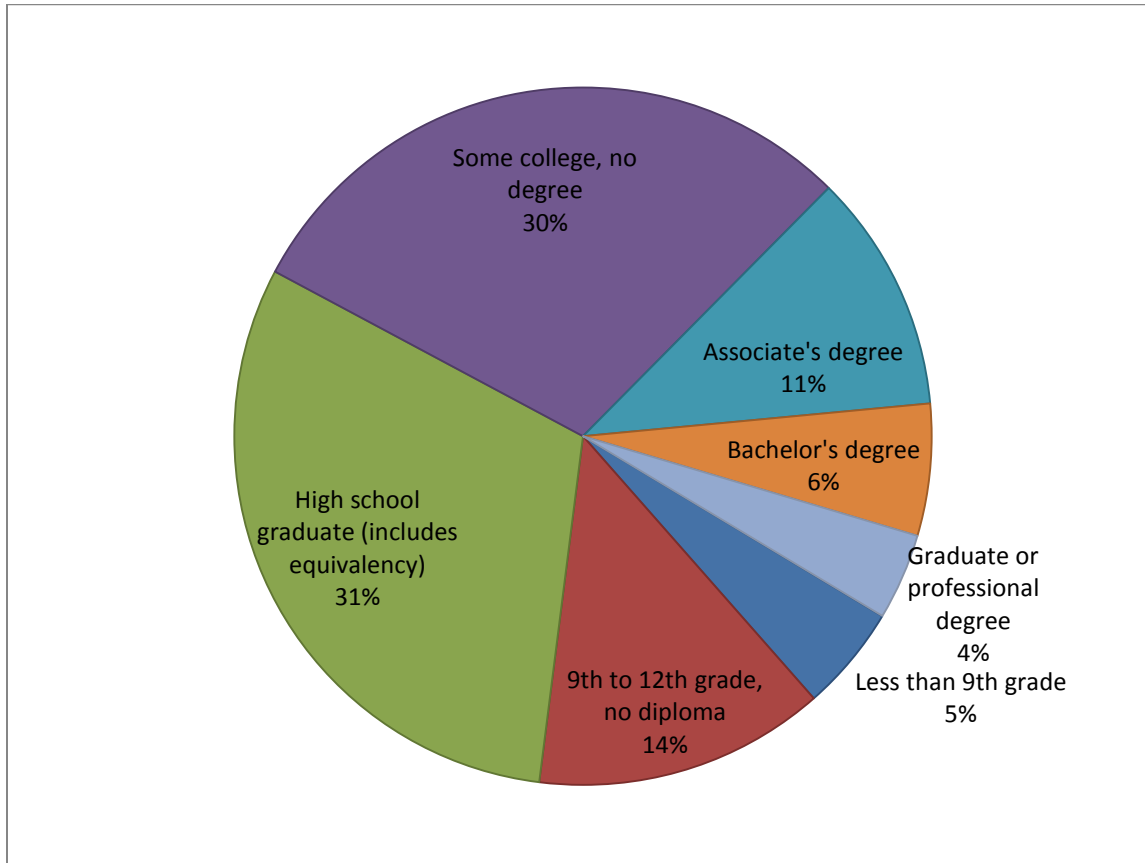


Source: U.S. Census Bureau 2010 Decennial Census, Summary File 1; Table QT-P11: Households and Families.

Education

Educational Attainment

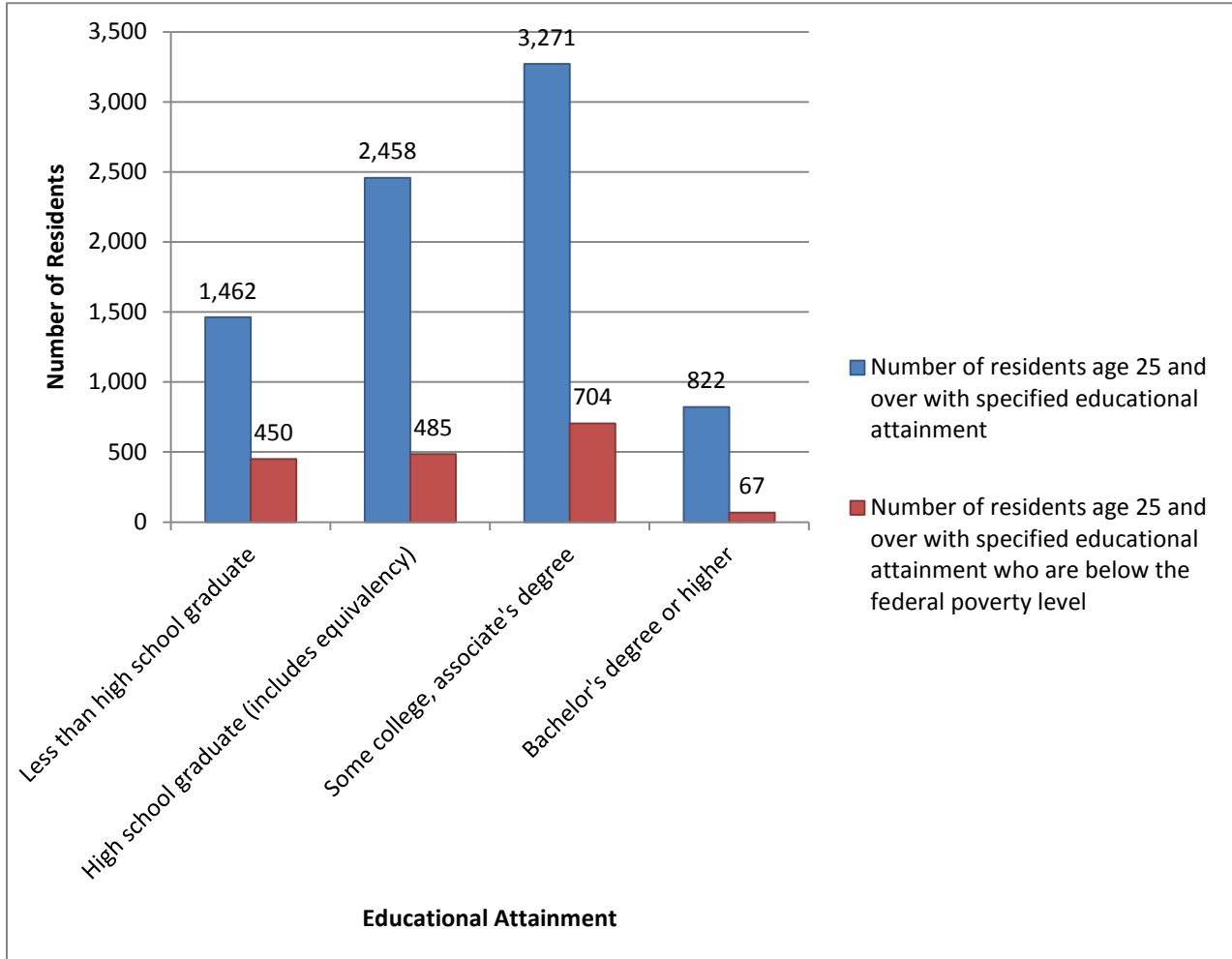
Figure 3.1 Shares of Kelso residents age 25 years and over by highest level of educational attainment.



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.

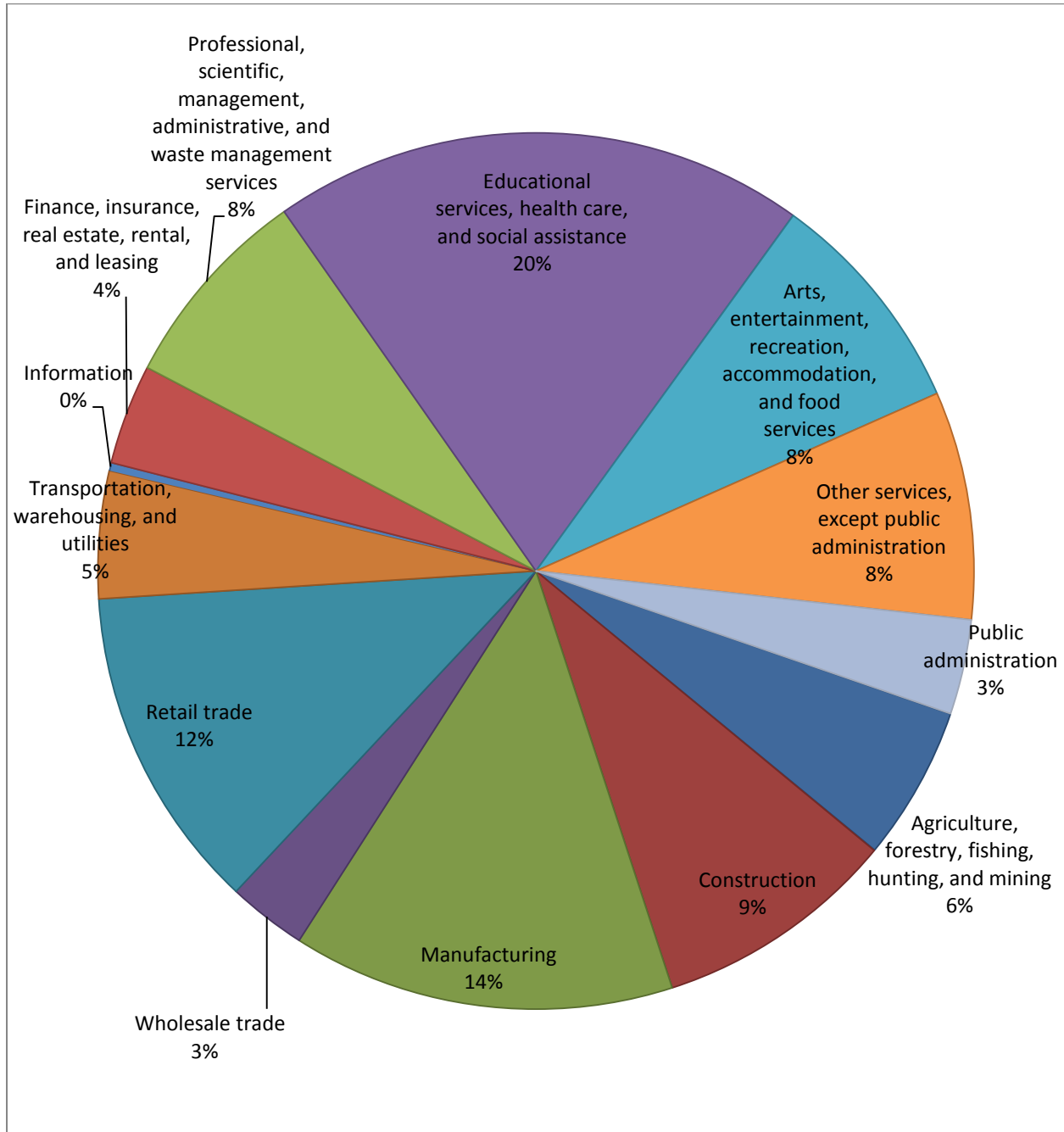


Source: U.S. Census Bureau's 2007-2011 American Community Survey 5-year estimates; Table S1701: Poverty Status in the Past 12 Months.

Economy

Employment Shares by Industry

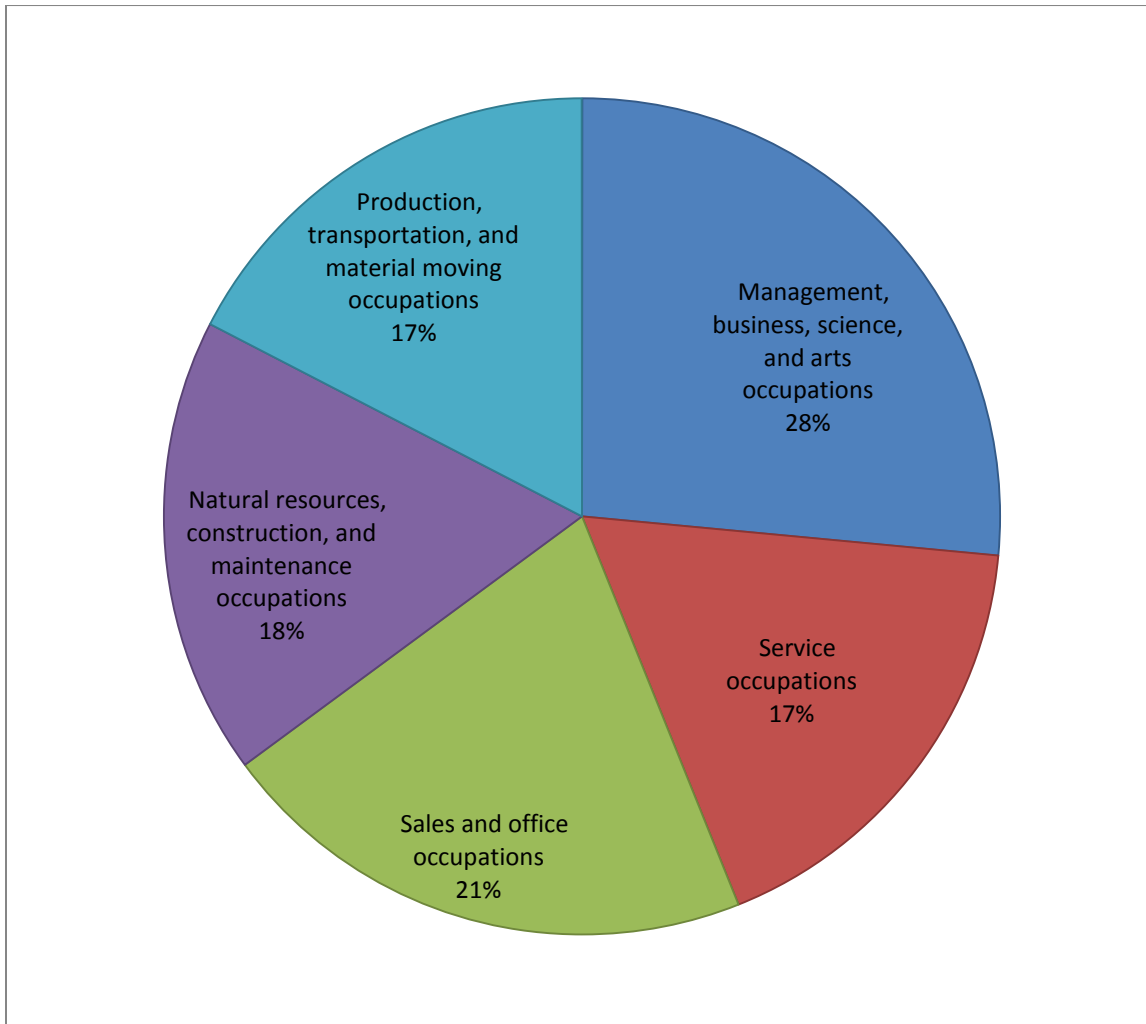
Figure 4.1 Shares of civilian workers age 16 years and over by industry in the City of Kelso.



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

Employment Shares by Occupation

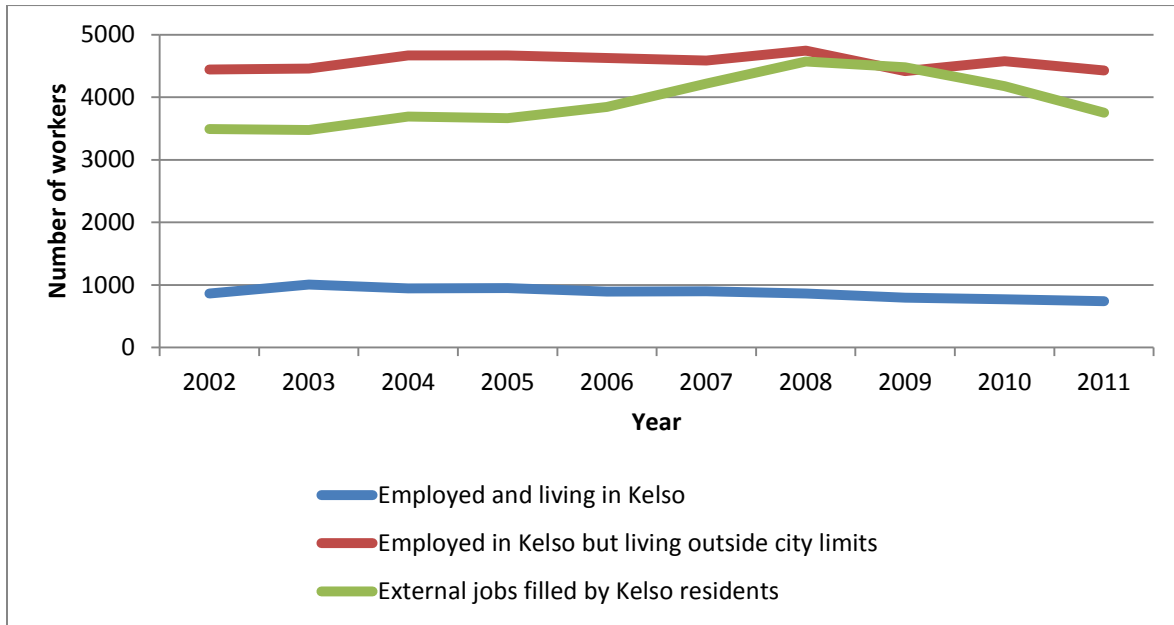
Figure 4.2 Shares of civilian workers age 16 years and over by occupation in the City of Kelso.



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

Inflow/Outflow for Employment

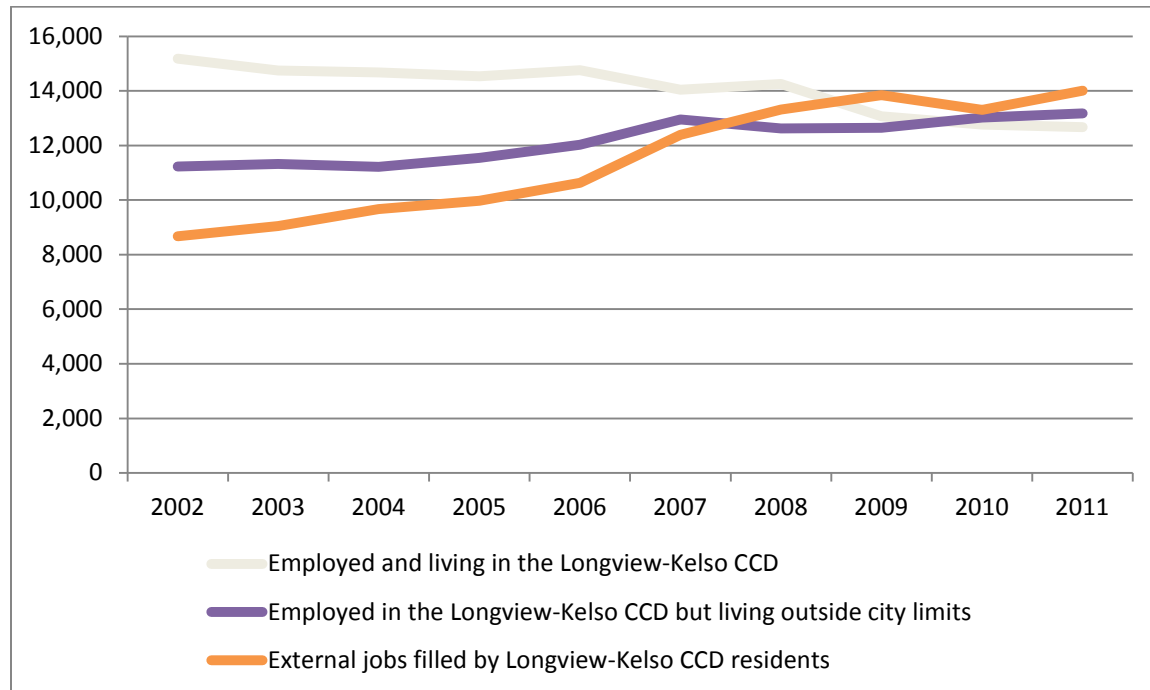
Figure 4.3 Inflow/Outflow of workers for employment for the City of Kelso.



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

Figure 4.4 Employment Inflow/Outflow for the Longview-Kelso Census County Division

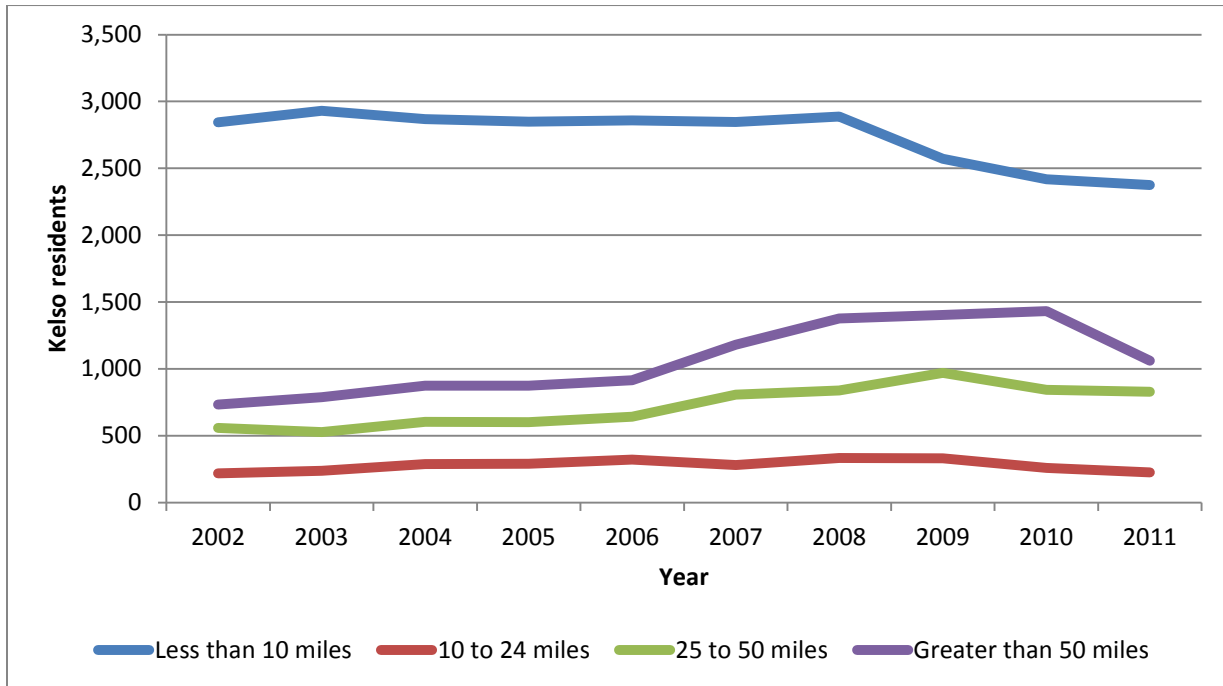
Note: The Longview-Kelso Census County Division roughly envelops the cities of Longview and Kelso. It is being used as a proxy for the Kelso-Longview urban area.



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

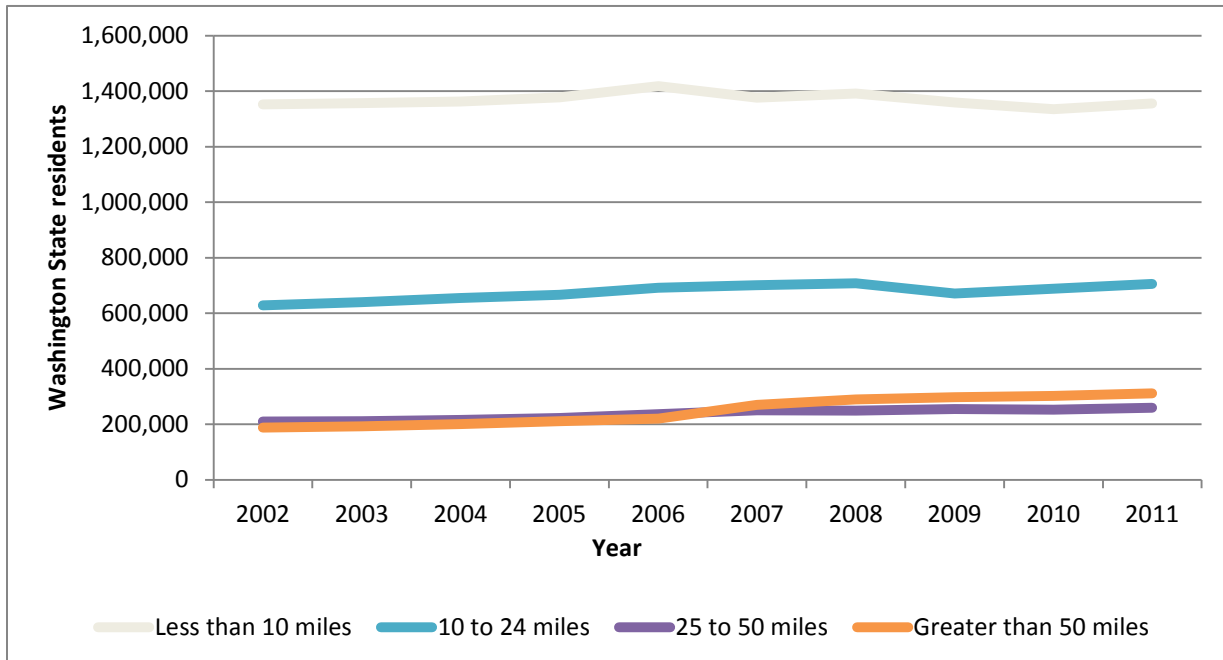
Distance Traveled to Work

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.

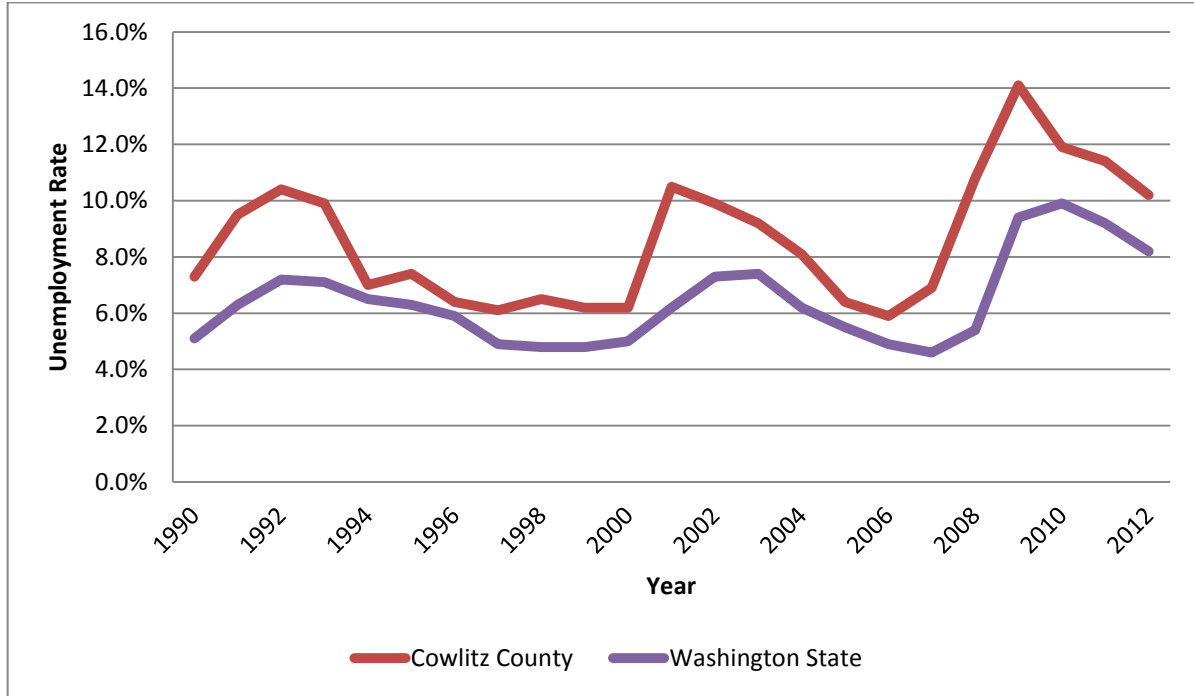


Source: U.S. Census Bureau, Center of Economic Studies.

Unemployment Rate

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

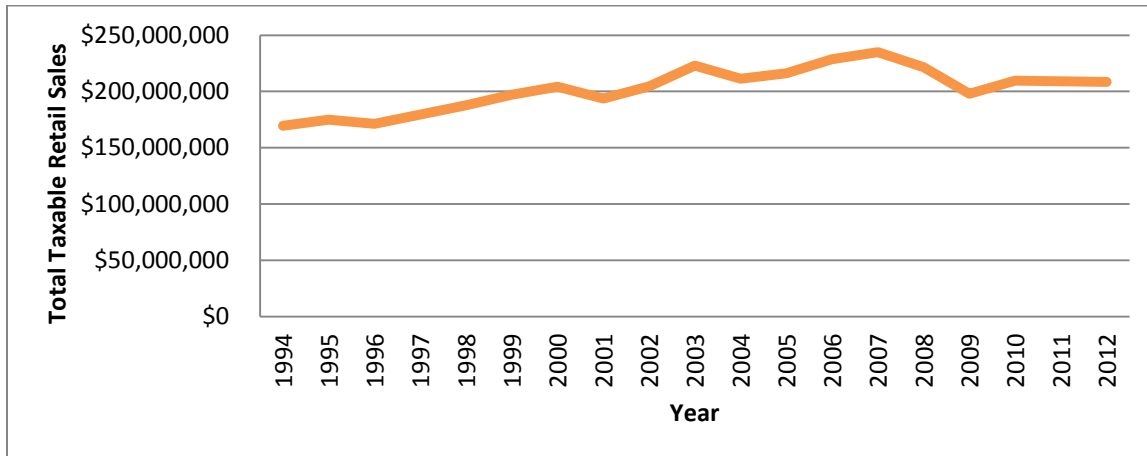
Note: Unemployment estimates are generally not released for cities with fewer than 25,000 residents. The closest figures available are for Cowlitz County.



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

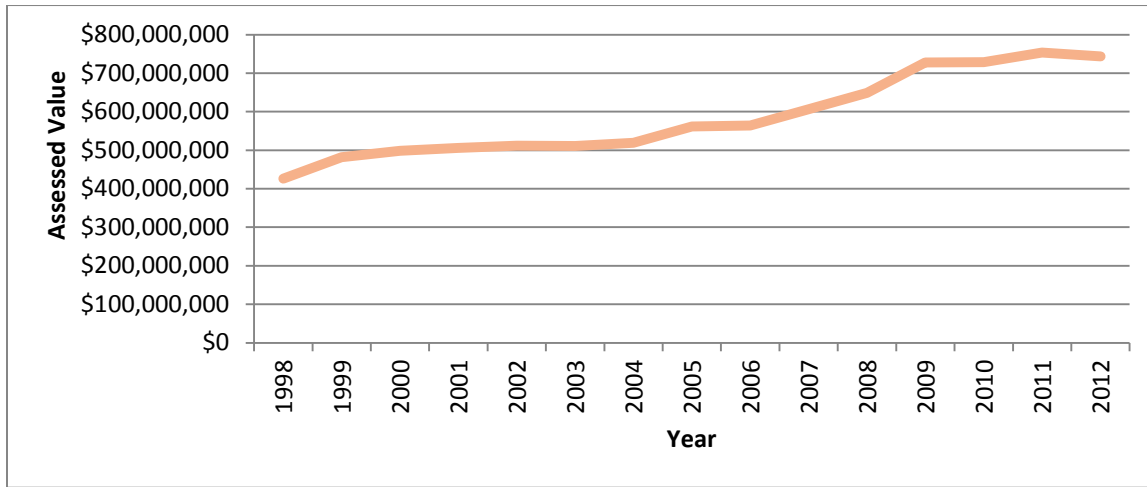
Figure 4.7 Total taxable retail sales in the City of Kelso.



Source: Washington State Department of Revenue.

Assessed Value of Taxable Total Property

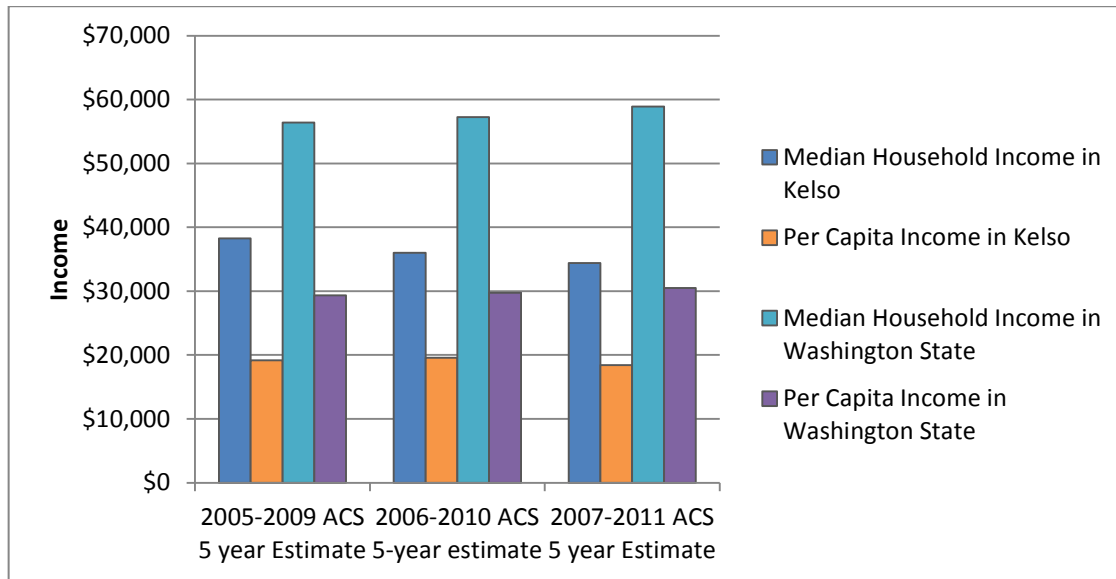
Figure 4.8 Assessed Value of Taxable Total Property in the Kelso Senior Taxing District.



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.

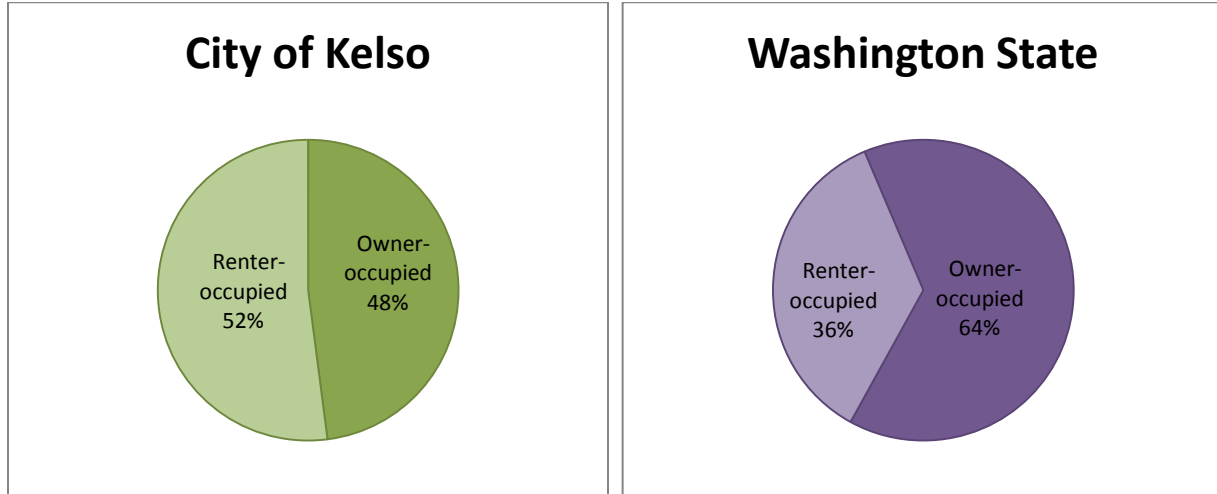


Source: U.S. Census Bureau, American Community Survey 5-year estimates; Table DP03-Selected Economic Characteristics.

Housing

Shares of Housing Units by Tenure

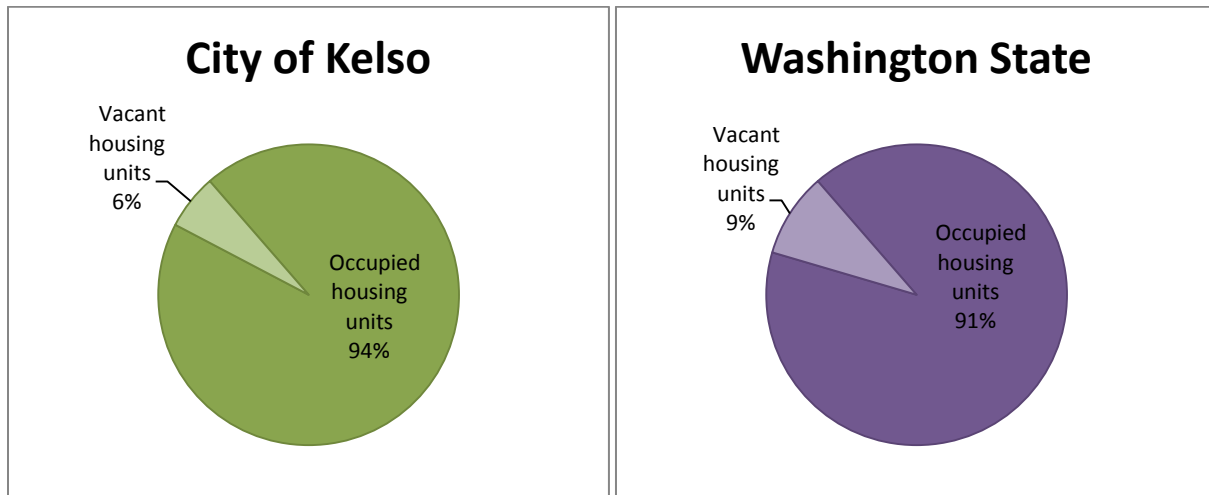
Figure 5.1 Owner-occupied vs. renter-occupied housing units in the City of Kelso and Washington State.



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

Housing Occupancy (Occupied vs. Vacant)

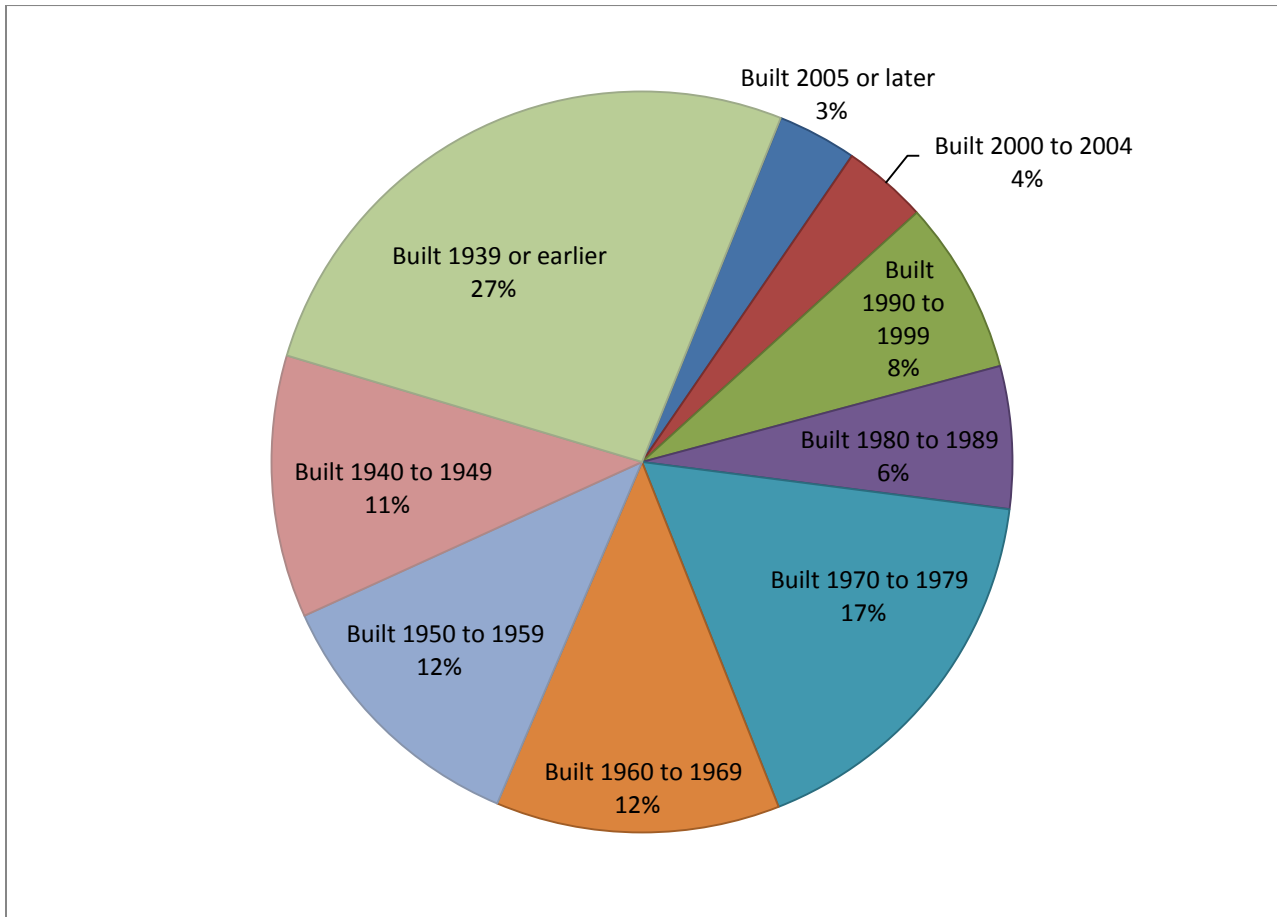
Figure 5.2 Occupied vs. Vacant housing units in the City of Kelso and Washington State.



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

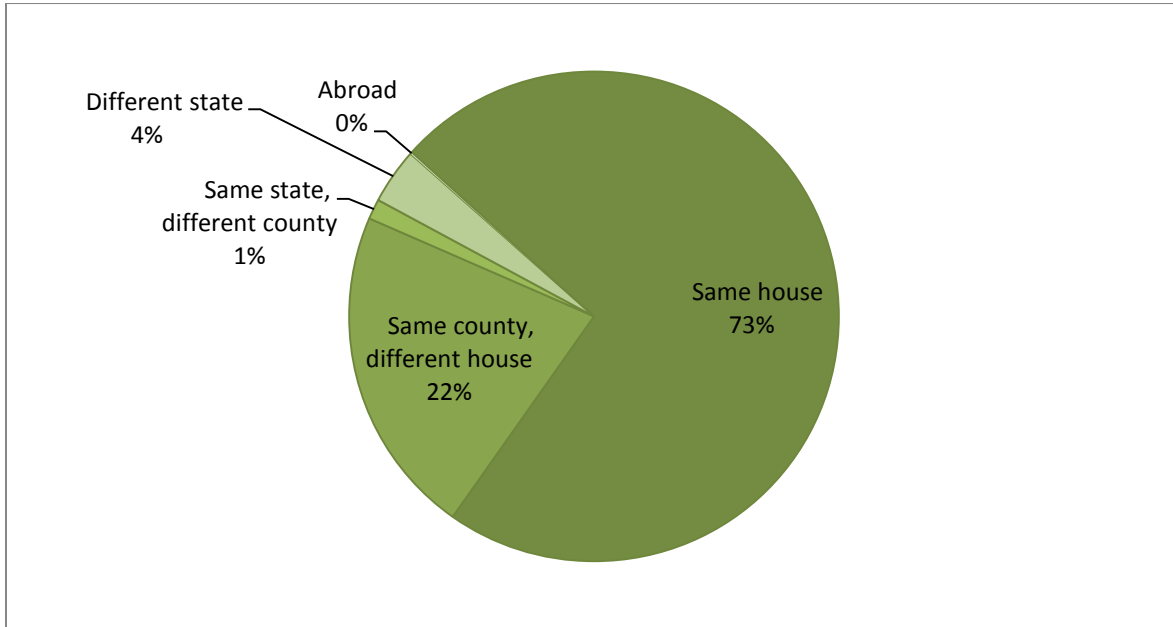
Figure: 5.3 Shares of housing units by the year the structure was built in the City of Kelso.



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

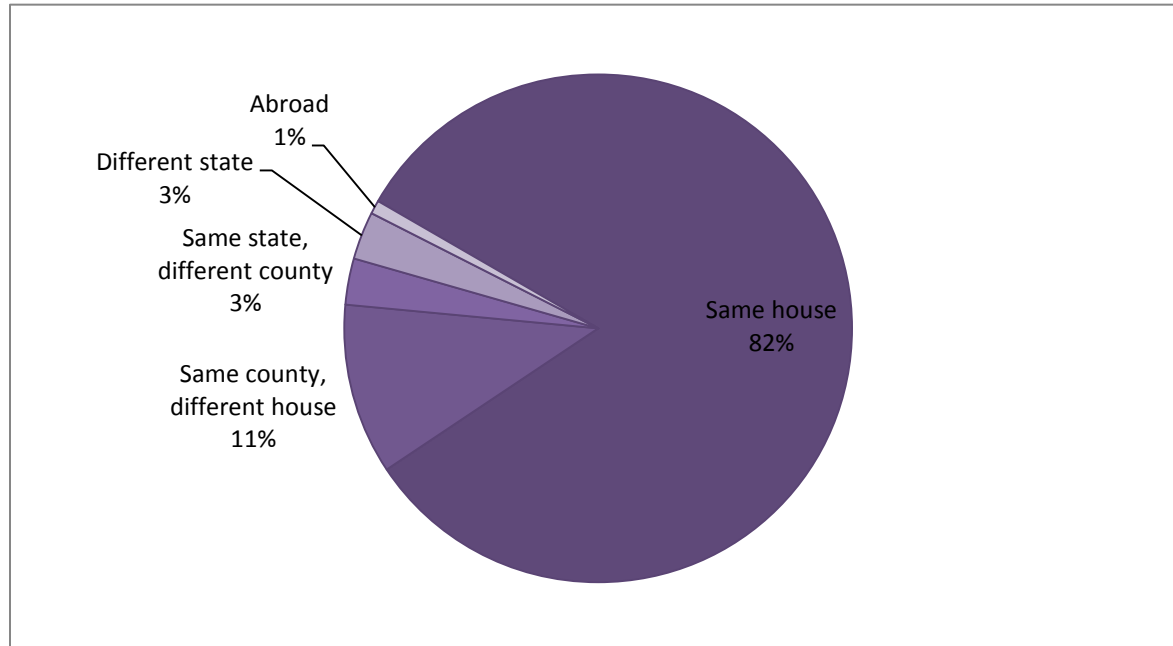
Housing Mobility

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.

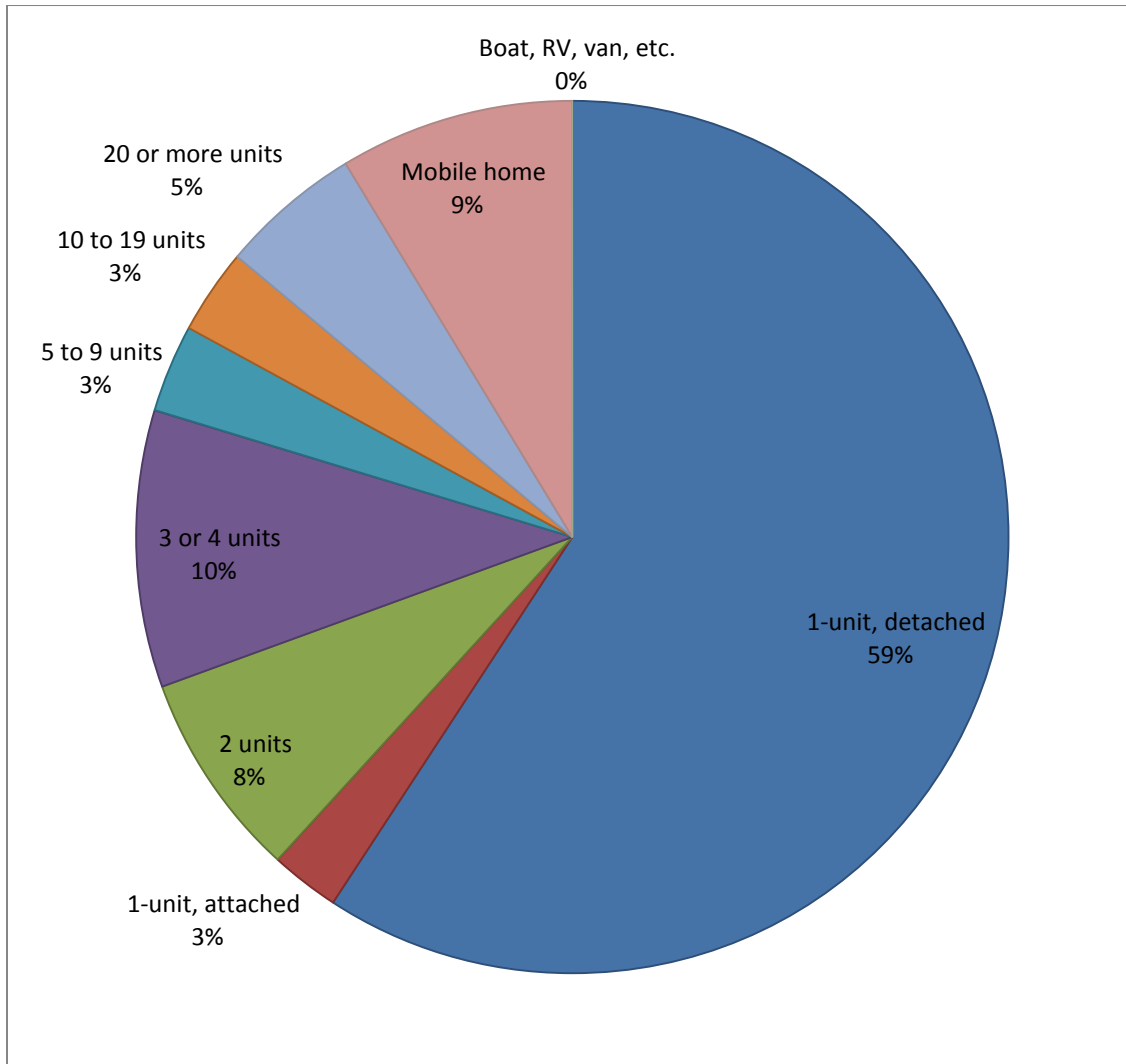
Figure 5.5 Mobility of Washington State residents measured by where they lived one year prior to survey.



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.

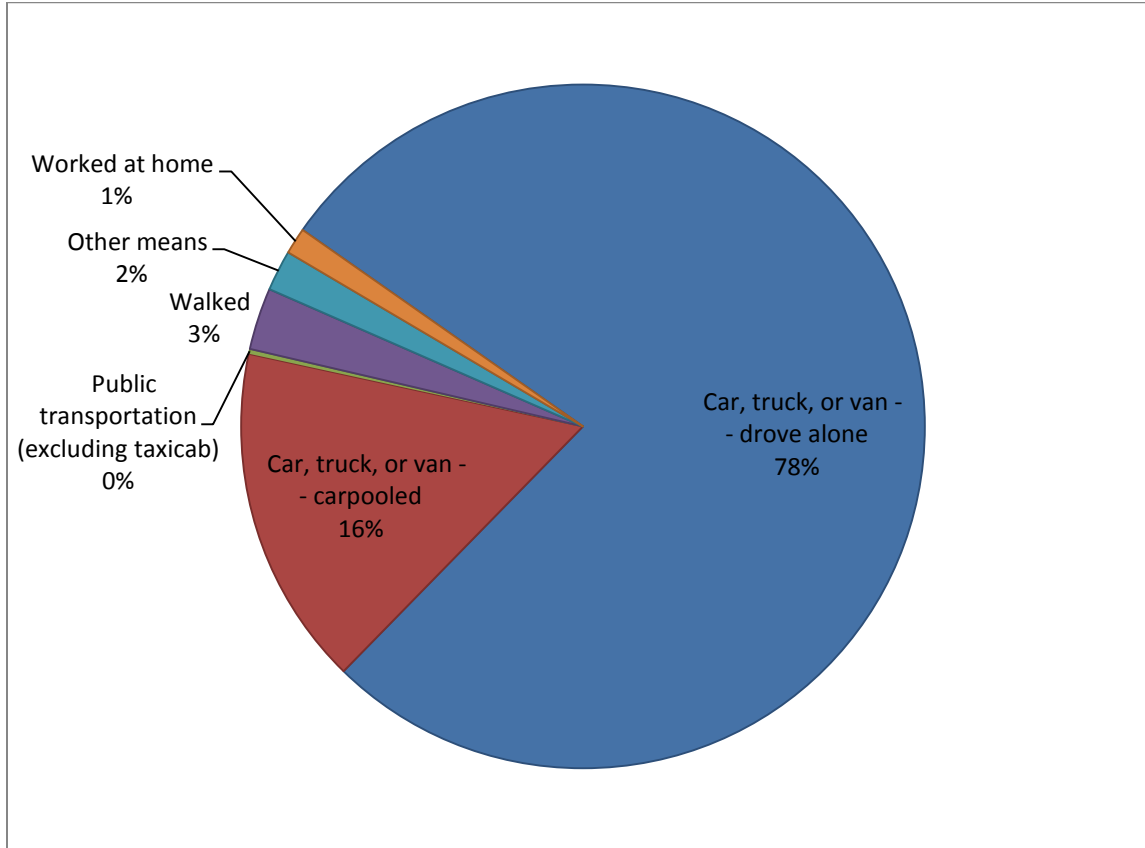


Source: U.S. Census Bureau's 2007-2011 American Community Survey 5-year estimates; Table DP04 - Selected Housing Characteristics.

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% carpoled, 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.

B. 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%

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 of 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 Acre s (D)	% of Total Acres	# of Vacant Parcel s (F)	% of Vacant Parcel s	% of Parcels in Future Land Use Category (F/B)	# of Acre s (I)	% of Vacant Acreag e	% of Future Land Use Category (I/D)	# of Parcel s (L)	% of Parcel s with Critica l Areas	% of Vacant Parcels in Future Land Use Category (L/F)	# of Acre s (O)	% of Vacant Acreag e 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

Table 3

Zoning District	Parcels by Zoning District				Vacant Parcels by Zoning District						Vacant Parcels with Critical Areas					
	# of Parcel s (C)	% of Total Parcels	# of Acres (E)	% of Acres	# of Vacant Parcel s (G)	% of Vacant Parcels	% of Parcels in Zoning District (G/C)	# of Acres (J)	% of Vacant Acreage	% Acreage in Zoning District (J/E)	# of Parcel s (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/I)
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 Parcel s	% of Non- Compliant Parcels	% of Parcels in Zoning District (F/B)	# of Acres	% of Non Compliant Acres	% 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

*City of Kelso, Washington
Comprehensive Plan
Adopted February 17, 2015*

Future Land Use Designation	Totals				Existing Land Uses That Do Not Comply With Future Land Use Category					
	# of Parcels (B)	% of Total Parcels	# of Acres (D)	% of Total Acres	# of Parcel s (F)	% of Non- Complian t Parcels	% of Parcels in Future Land Use Category (F/B)	# of Acres	% of Non- Complian t 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.

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
11. City of Kelso Railroad Crossing Study, March 2013
12. Talley Way Corridor Study 2009

B. Supporting Documents

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

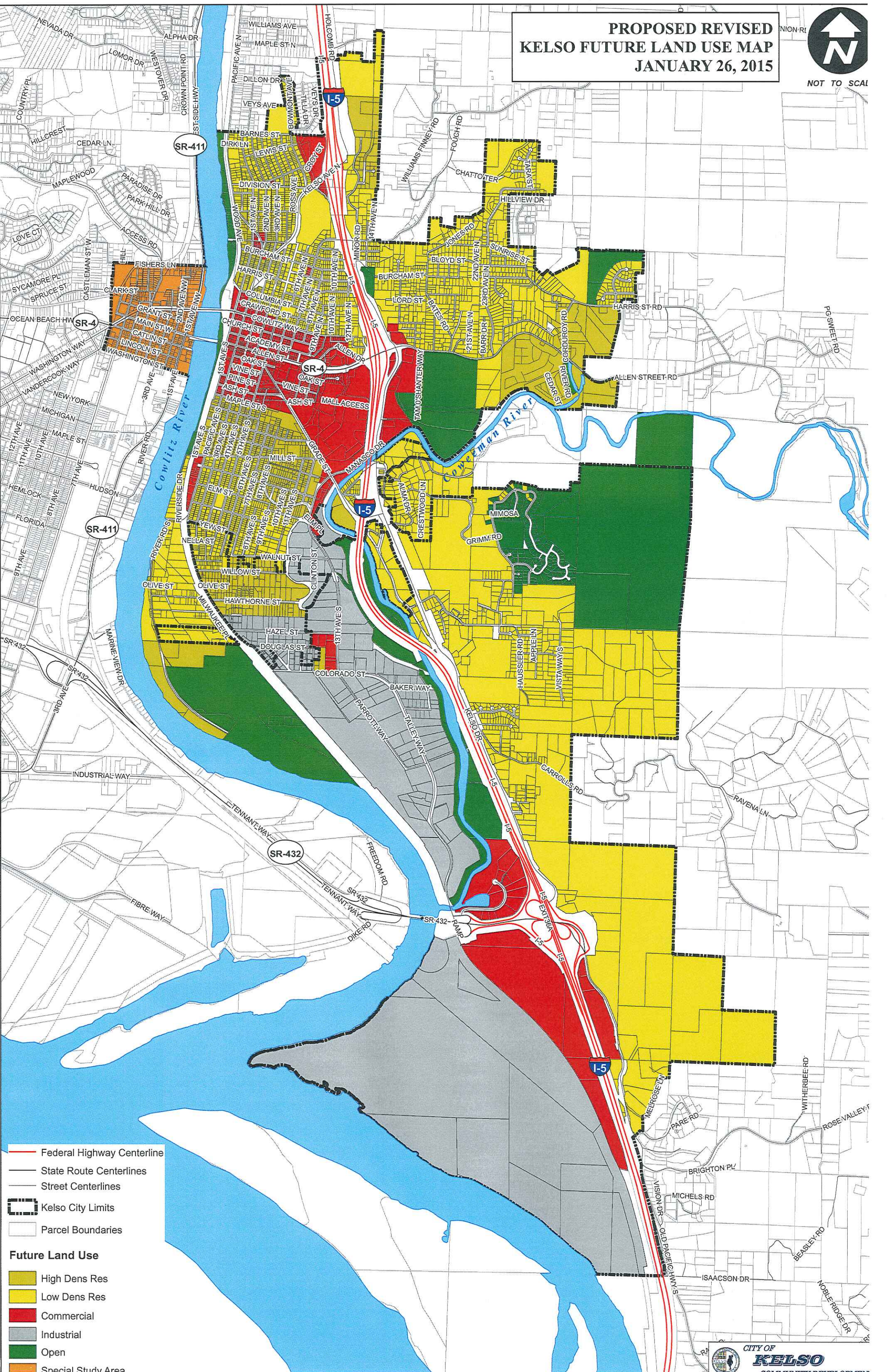
C. Supporting Maps

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

**PROPOSED REVISED
KELSO FUTURE LAND USE MAP
JANUARY 26, 2015**



NOT TO SCALE



- Federal Highway Centerline
 - State Route Centerlines
 - Street Centerlines
 - Kelso City Limits
 - Parcel Boundaries
- Future Land Use**
- High Dens Res
 - Low Dens Res
 - Commercial
 - Industrial
 - Open
 - Special Study Area



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 Plan 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 further revision. This draft has been reviewed by the City Planning Commission and forwarded to the City Council for final review and approval. Subsequent revisions made by City Staff in response to comments provided by public agencies have been highlighted in underline and strikeout format. It is anticipated that the City Council may take action on the draft Comprehensive plan in January or February of 2015. 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.~~

~~December 30, 2014~~ Adopted February 17, 2015

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DRAFT

Chapter 1 **Introduction**

The City of Kelso Washington's 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, 2010. The primary focus of this Comprehensive Plan ~~are~~ is 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 document 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~~ with 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 fast growing communities. As a result, the City is relatively free to structure its Comprehensive Plan to meet local circumstances, needs, and priorities.

Chapter 2 **Vision Statement**

In ~~2009~~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

Comprehensive Plan Goals, Policies, and Objectives

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

The following Goals, Policies, and Objectives are 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. Further revisions were made based on public comments and recommendations from the City Council and Planning Commission. ~~The revisions highlighted in underline and strikeout format and the comments in the margin are based on subsequent comments provided by public agencies unless otherwise noted.~~

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 Official 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 in accordance with the outcomes of the West Kelso Subarea Plan.

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 and 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 [in accordance with the outcomes of the West Kelso Subarea Plan.](#)

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.

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 ~~should only~~ should only ~~shall not~~ be permitted in mobile home parks. and existing mobile home parks shall be phased out over ~~time~~ ^{[GD1][GD2]}.

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: Improve multi-modal access to commercial areas.

Transportation Policy #5: Support the use and further development of the Kelso Train Depot as a multi-modal transportation hub.

Transportation Policy #6: 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~~7: 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 #78: 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.e. 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^[GD3].~~

Housing Policy #43: 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.

Housing Policy #54: 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 aviation 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 #65: 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 #31: The Level of Service Standard for streets and highways shall be D.

Capital Facility Policy #42: 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 #53: New developments within established service area boundaries should be required to connect to City sewer and water service whenever feasible.

Capital Facility Policy #64: Actively support the public library as a community resource and a provider of recreation programs.

Capital Facility Policy #75: Establish and maintain a comprehensive storm water management system. This should include, but is not limited to:

- a. Policies that support low-impact development;
- b. The use of landscaping and open space to facilitate low-impact development; and
- c. Policies to minimize new impervious services whenever practicable.

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.

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 feasibility 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 and maintain a 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~~ critical areas, shoreline restoration, access to shorelines, and/or parking. This objective is intended to be mutually beneficial for all parties and the acquisition of land described will not be conducted through the use of eminent domain.

~~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 #98: 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 #109: 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 #110: 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 #121: 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 #1312: Review and update the City's Development Regulations protecting ~~environmentally sensitive~~ critical 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 #1513: In consultation with Cowlitz County and affected property owners, designate additional land in South Kelso for industrial development.

Land Use Objective #~~16~~14: 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~~15: 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~~16: 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~~17: Explore the potential of basing livestock regulations on lot sizes.

Land Use Objective #~~20~~18: 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~~19: In consultation with the County and affected property owners, designate areas suitable for single family and multi-family residential uses in South Kelso, that do not adversely affect airport operations.

Land Use Objective #~~22~~20: 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~~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 City's updated Comprehensive Plan.

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.~~

Housing Objective #2: Review and update the subdivision regulations governing parking to make sure that adequate provisions are made for off-street parking and that on-street parking does not interfere with measures to protect the public health and safety.

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.

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.

Chapter 4
Supporting Data

DRAFT

A. DEMOGRAPHIC REPORT

CITY OF KELSO COMPREHENSIVE PLAN

Demographic Report - August 2013

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

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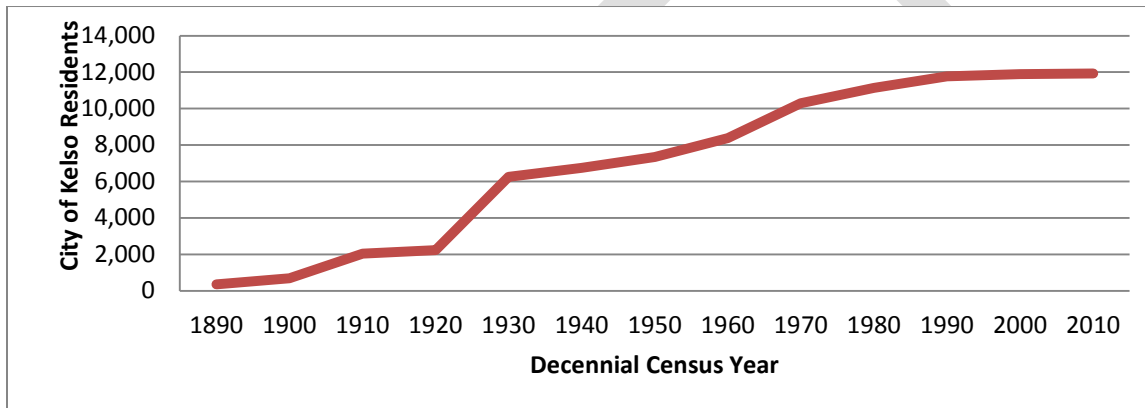
Introduction

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.

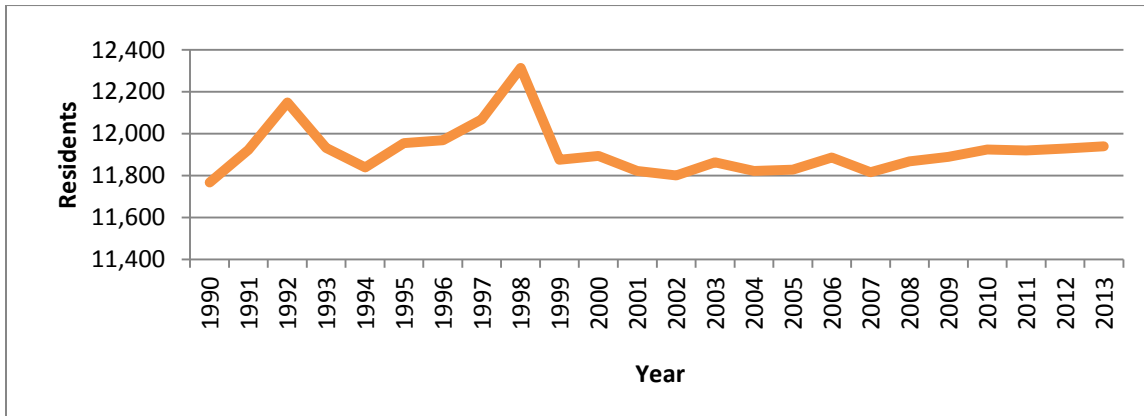
Table 2.1 Decennial Census counts of the City of Kelso from 1890 to 2010.

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.

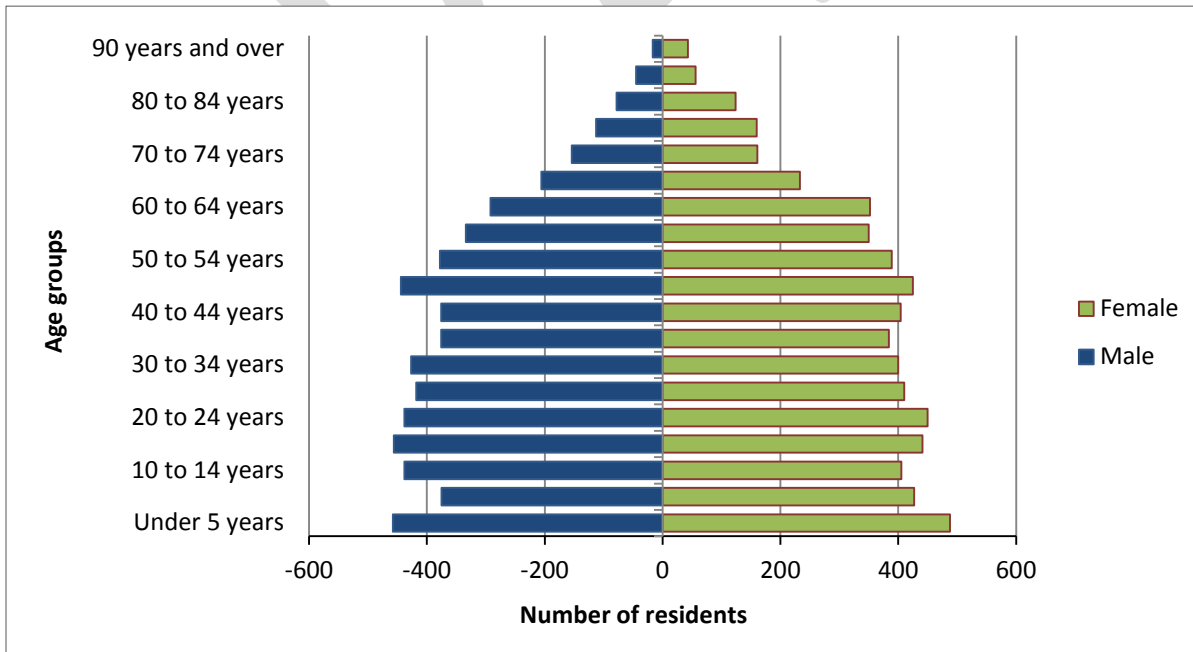
Table 2.2 Annual April 1 Population Estimates from 2004 to 2013 for the City of Kelso.

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.

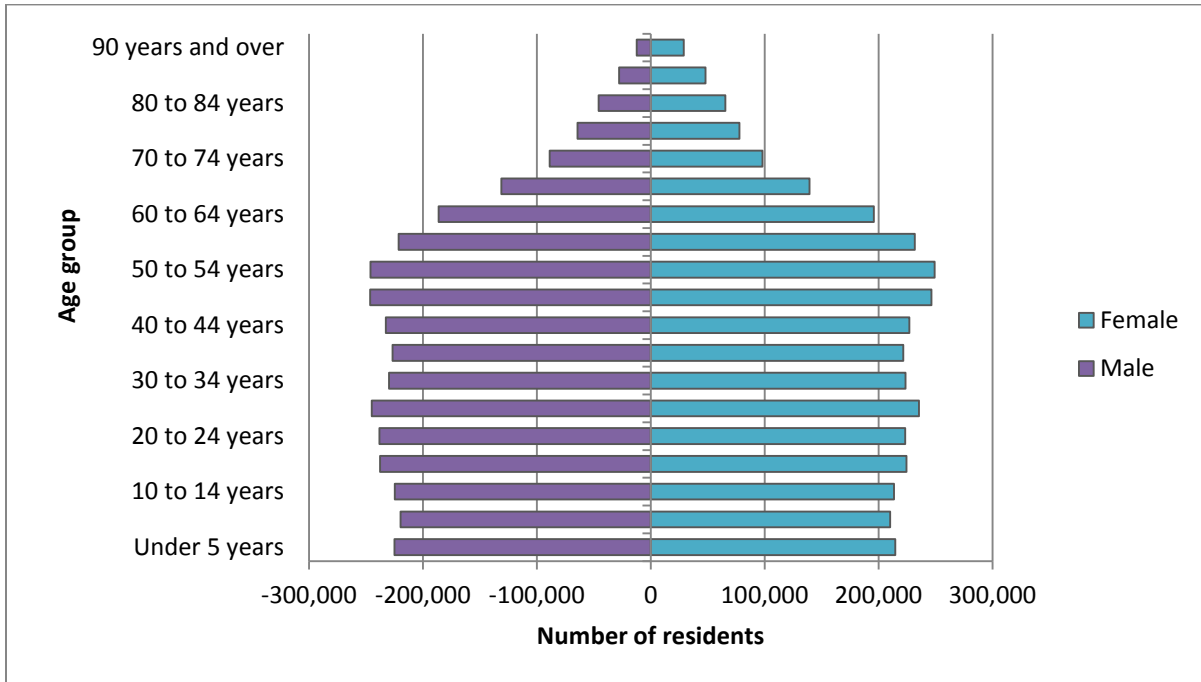
Age and Gender

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.

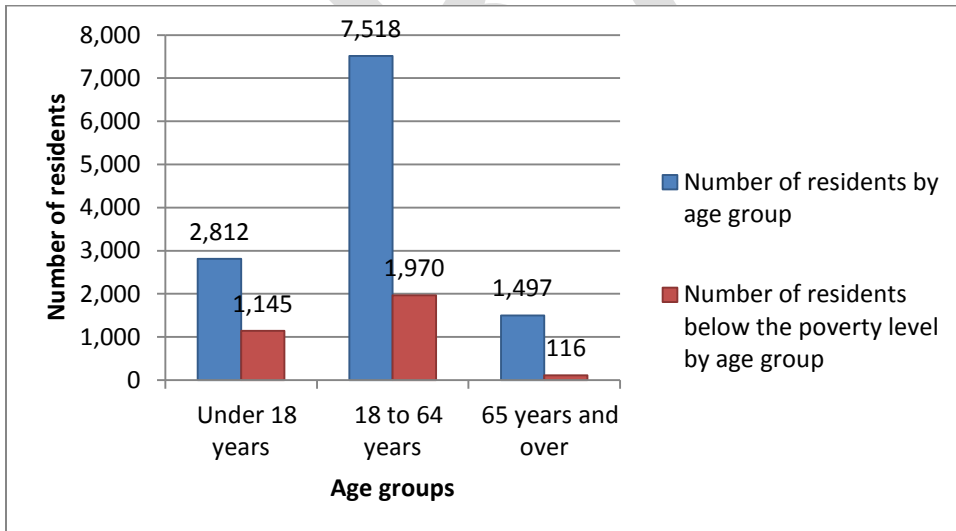
Figure 2.4 Number of male and female residents by age group in 2010 in the State of Washington.



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

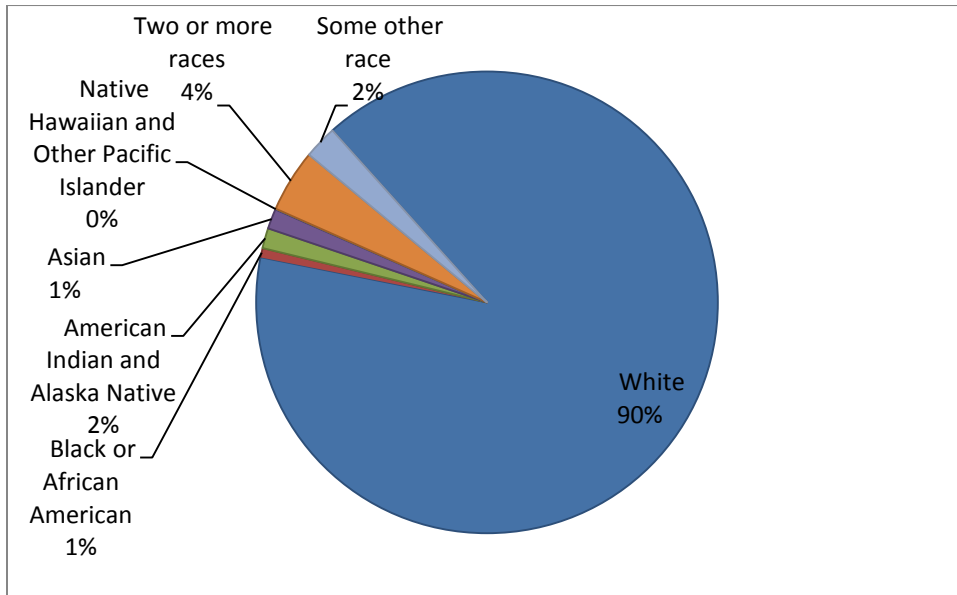
Figure 2.5 Number of Kelso residents by age group and number of residents below the poverty line by age group.



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

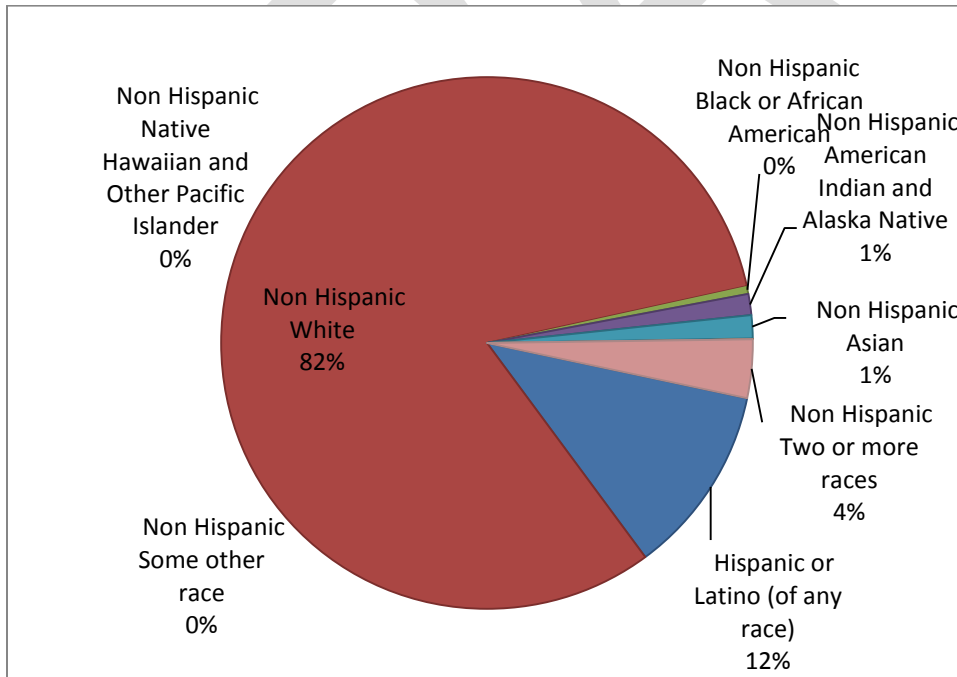
Figure 2.6 Shares of Kelso residents by race.



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

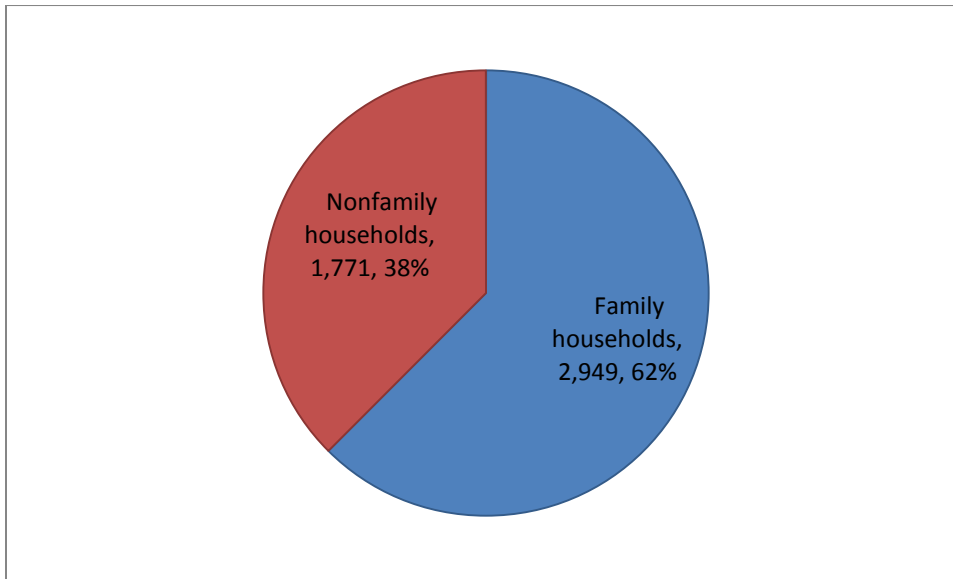
Figure 2.7 Share of Kelso Residents who identify as ethnically Hispanic and those who do not by race.



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

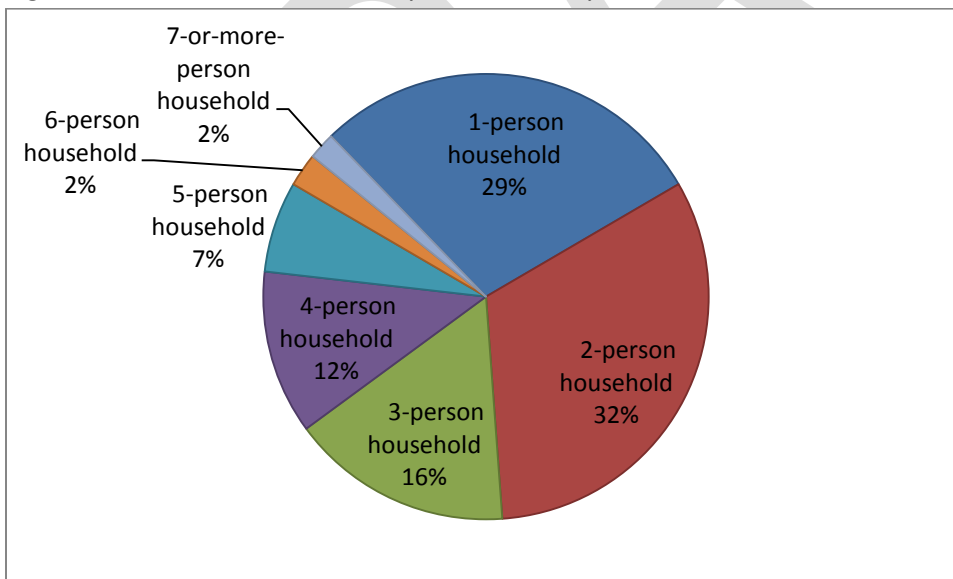
Figure 2.8 Shares of family and non-family households in the City of Kelso.



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.

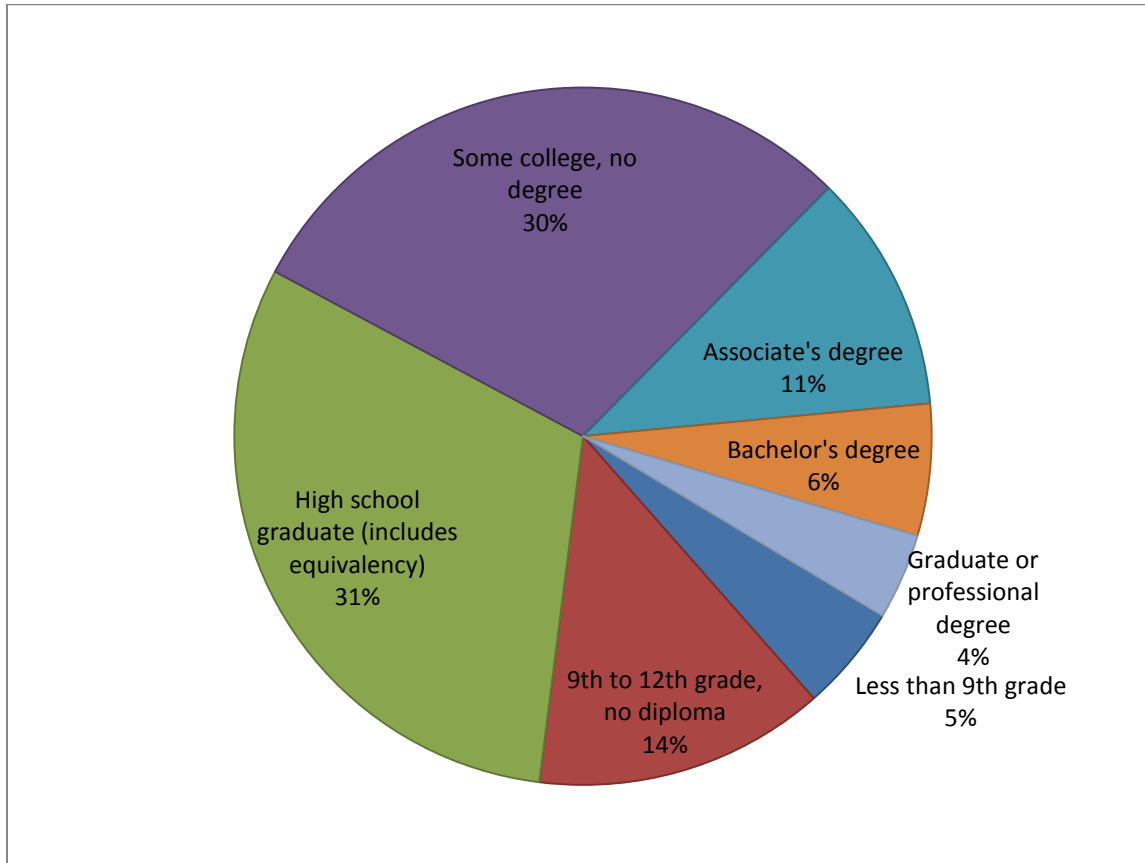


Source: U.S. Census Bureau 2010 Decennial Census, Summary File 1; Table QT-P11: Households and Families.

Education

Educational Attainment

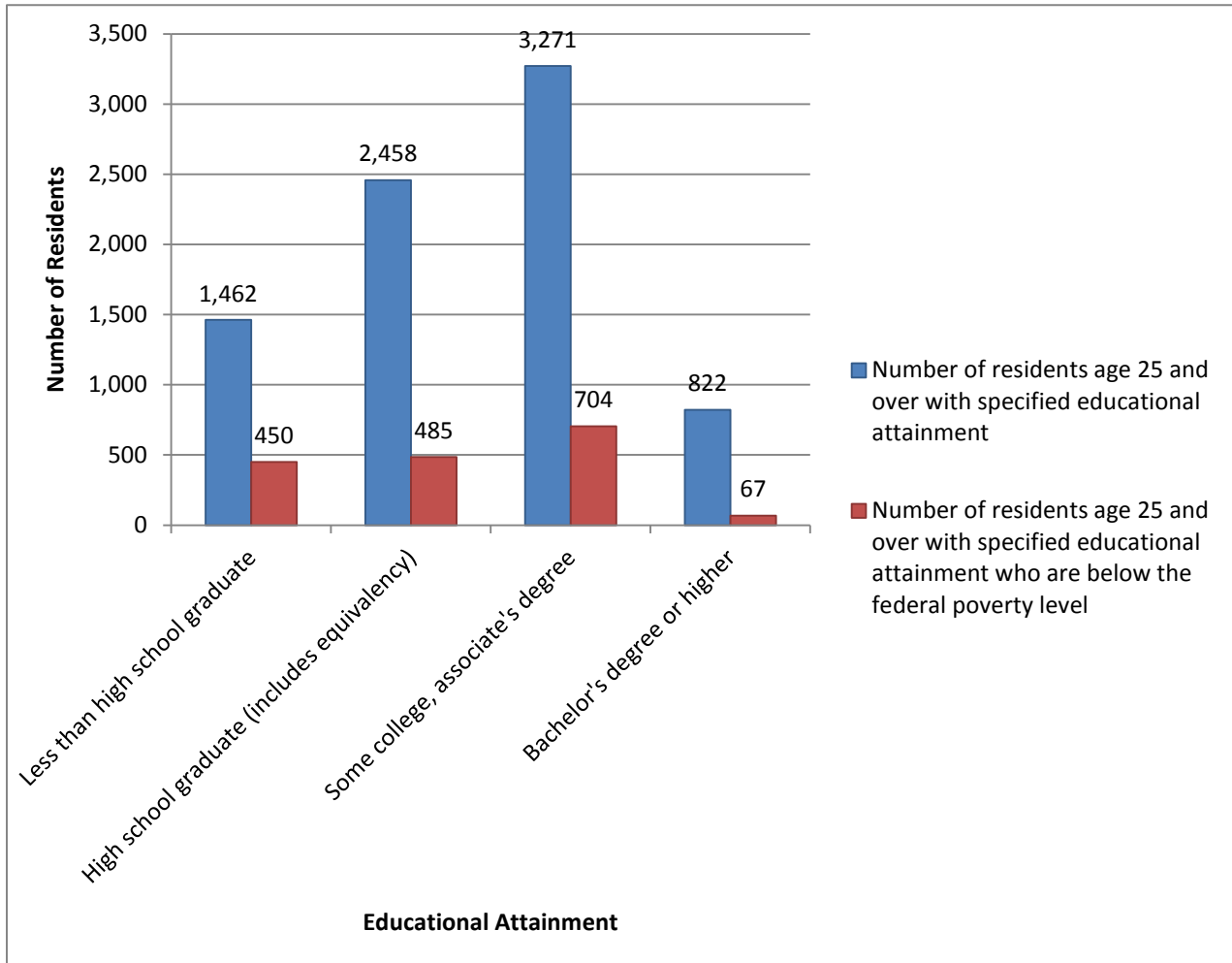
Figure 3.1 Shares of Kelso residents age 25 years and over by highest level of educational attainment.



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.

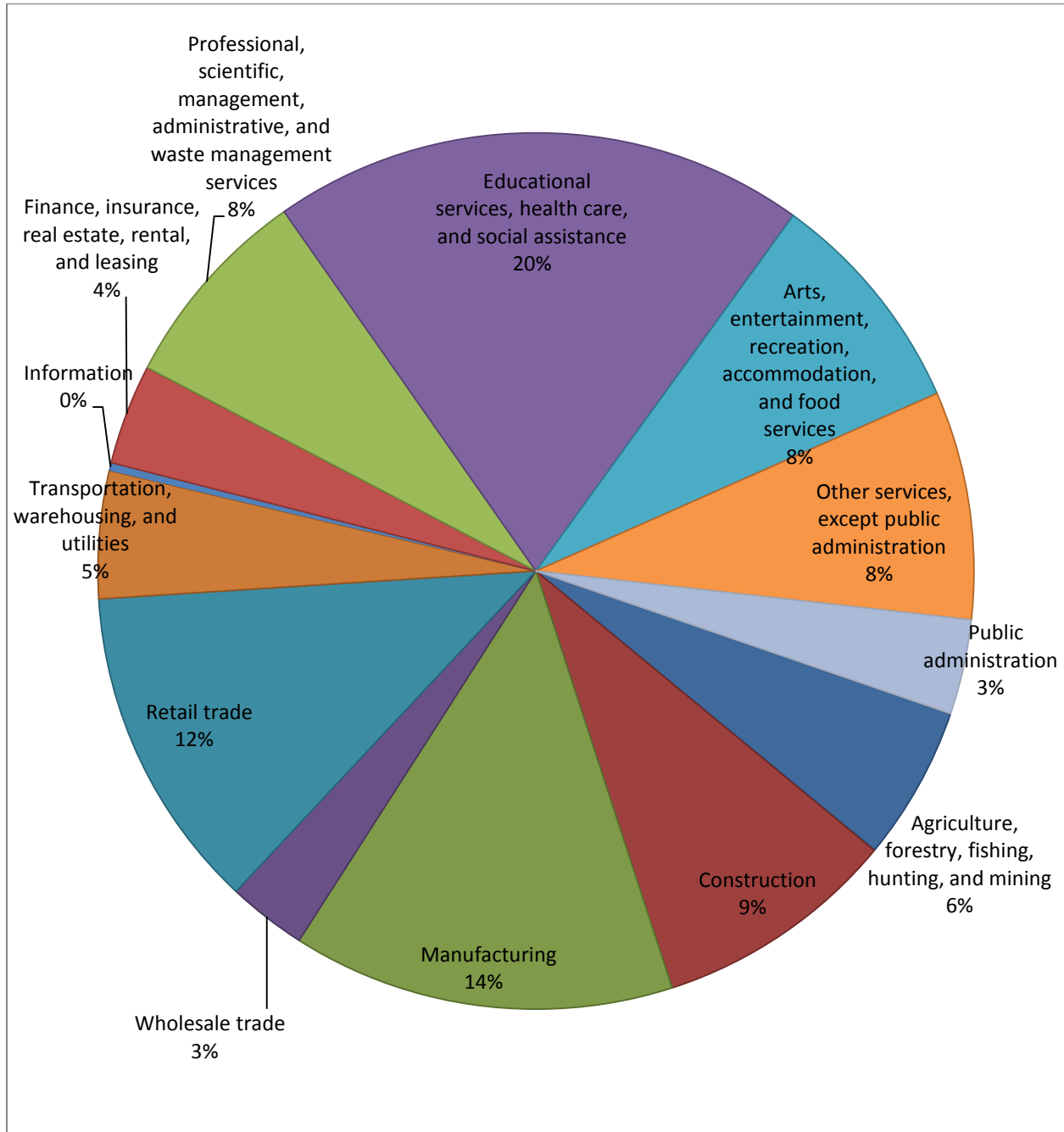


Source: U.S. Census Bureau's 2007-2011 American Community Survey 5-year estimates; Table S1701: Poverty Status in the Past 12 Months.

Economy

Employment Shares by Industry

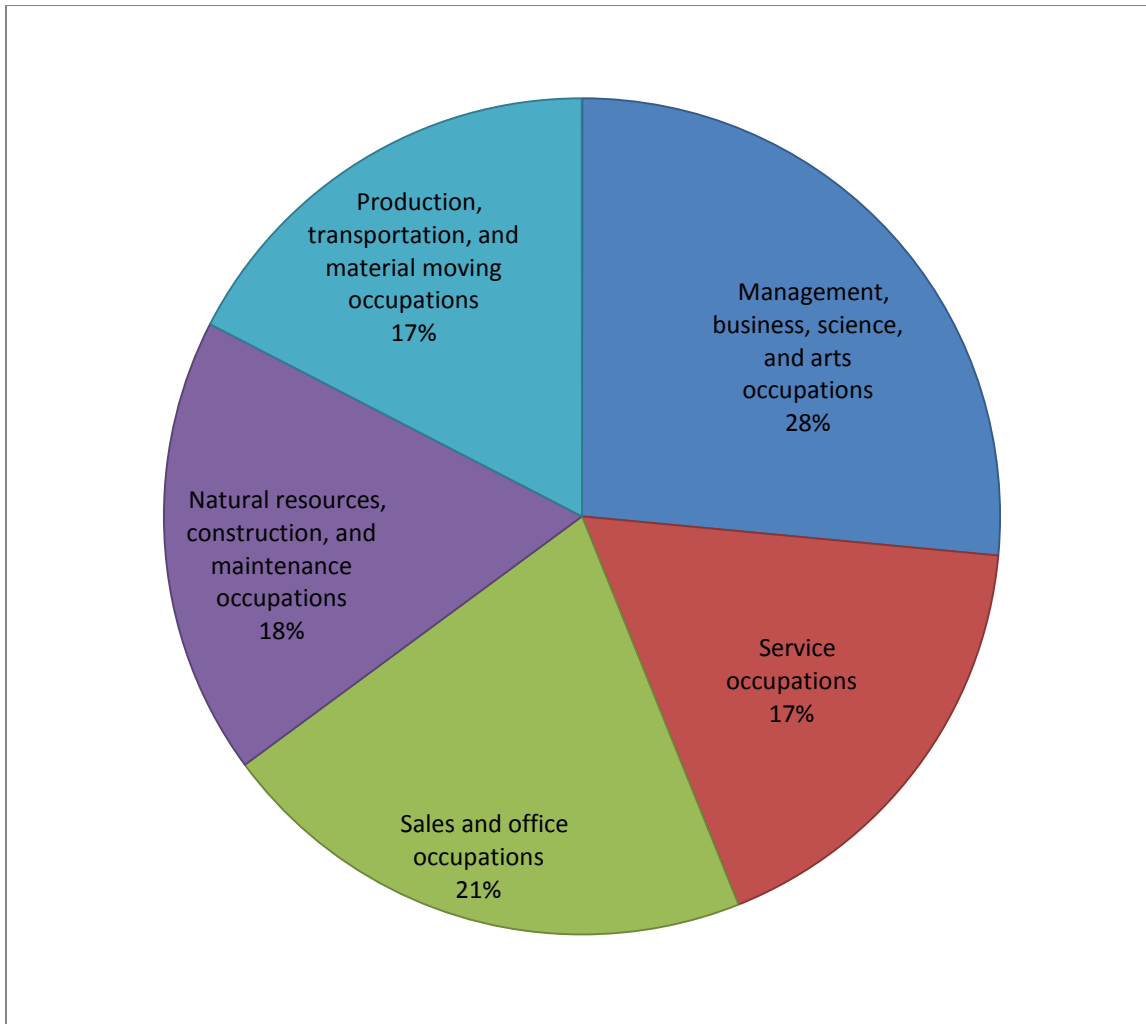
Figure 4.1 Shares of civilian workers age 16 years and over by industry in the City of Kelso.



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

Employment Shares by Occupation

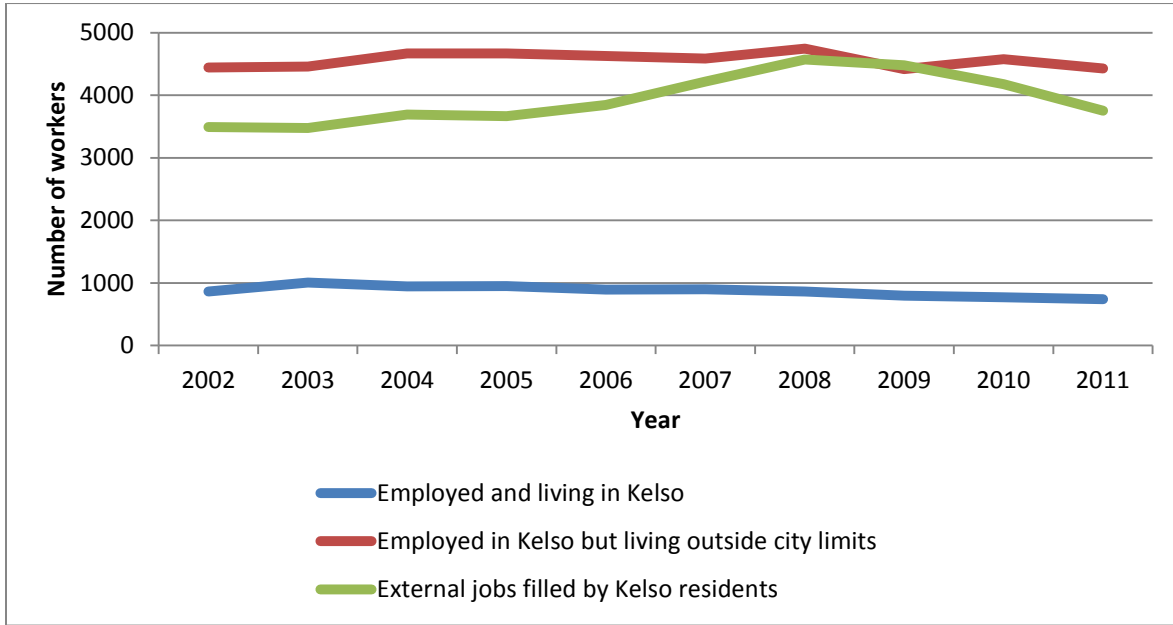
Figure 4.2 Shares of civilian workers age 16 years and over by occupation in the City of Kelso.



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

Inflow/Outflow for Employment

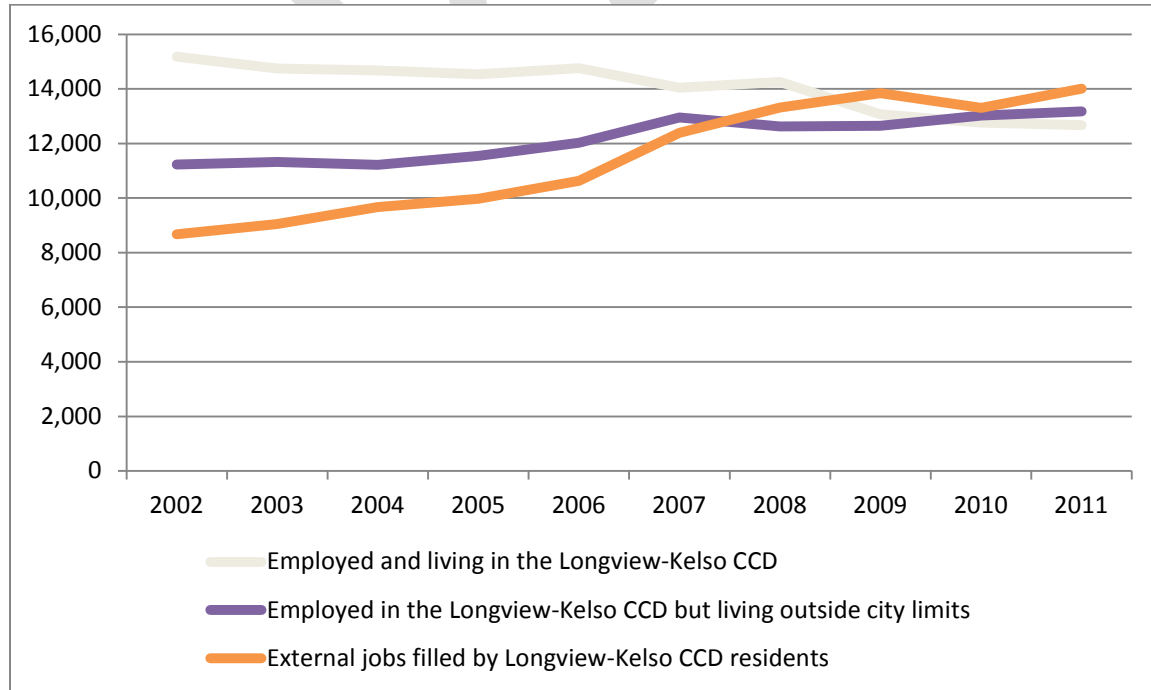
Figure 4.3 Inflow/Outflow of workers for employment for the City of Kelso.



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

Figure 4.4 Employment Inflow/Outflow for the Longview-Kelso Census County Division

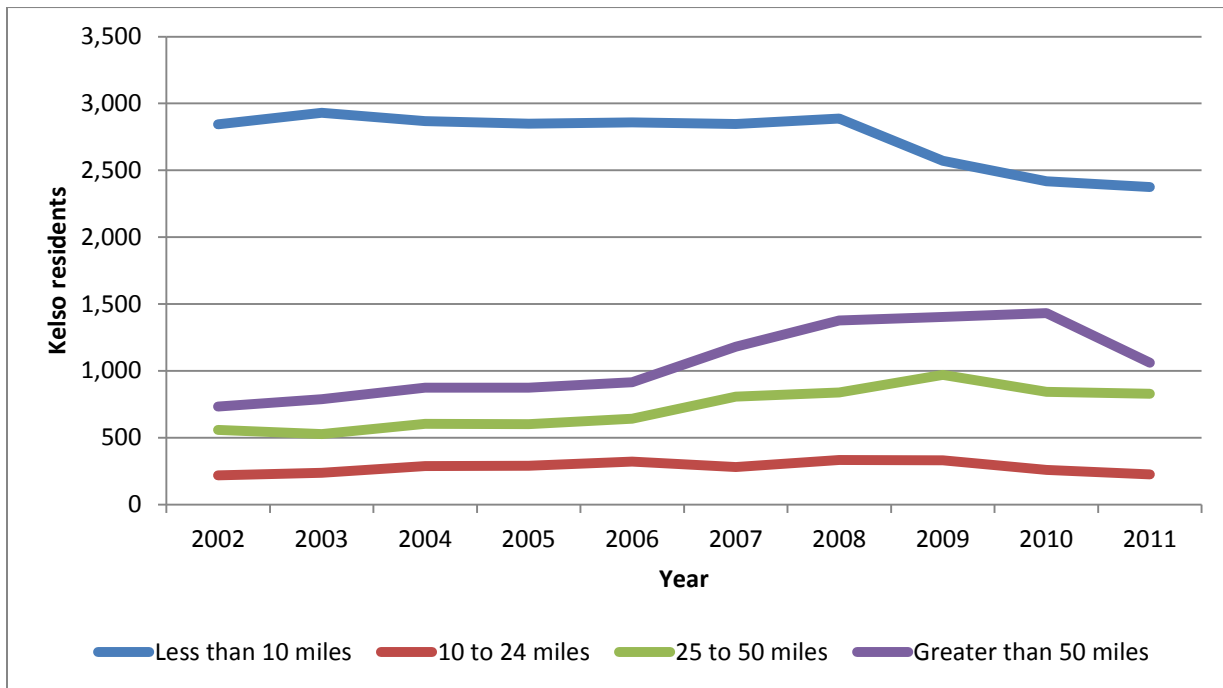
Note: The Longview-Kelso Census County Division roughly envelops the cities of Longview and Kelso. It is being used as a proxy for the Kelso-Longview urban area.



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

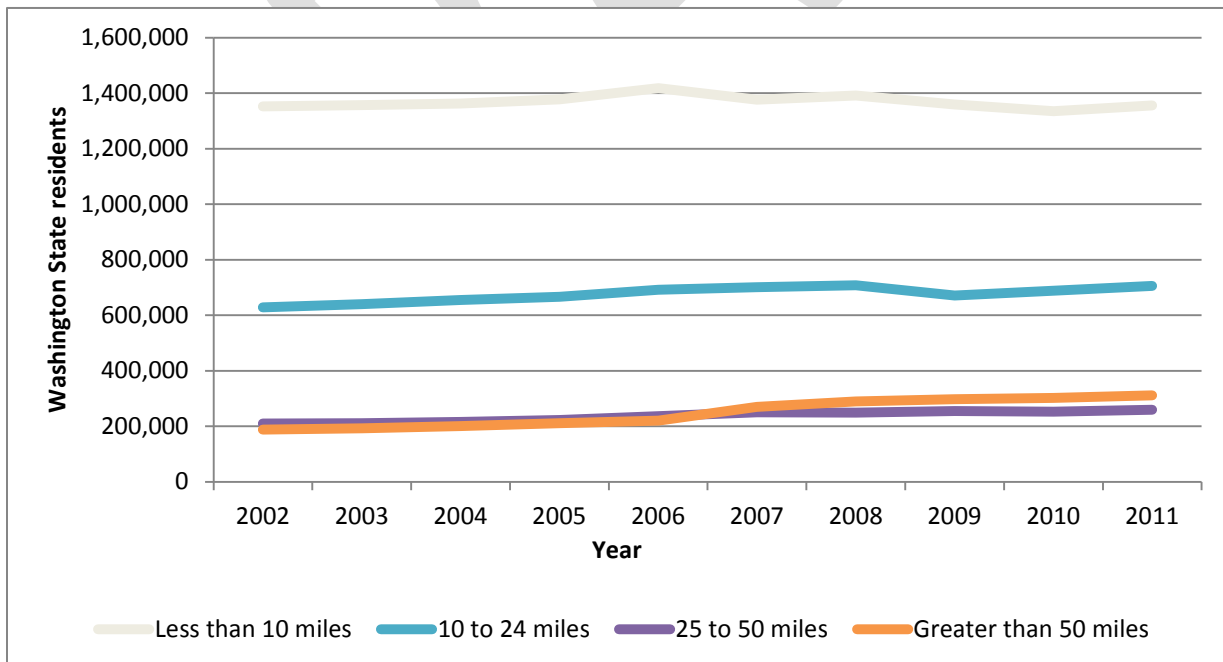
Distance Traveled to Work

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.

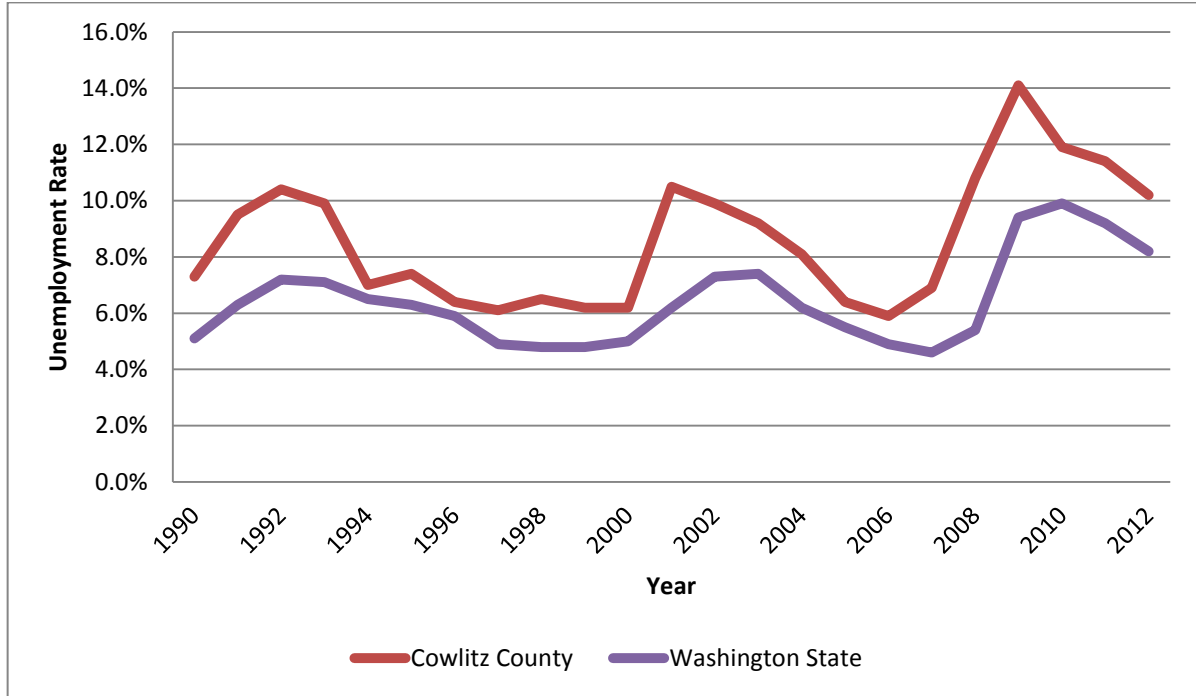


Source: U.S. Census Bureau, Center of Economic Studies.

Unemployment Rate

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

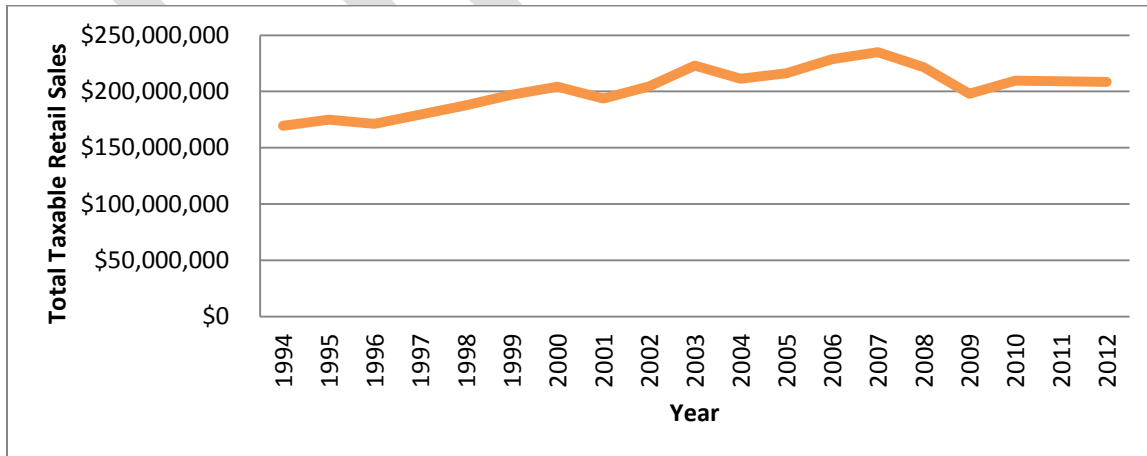
Note: Unemployment estimates are generally not released for cities with fewer than 25,000 residents. The closest figures available are for Cowlitz County.



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

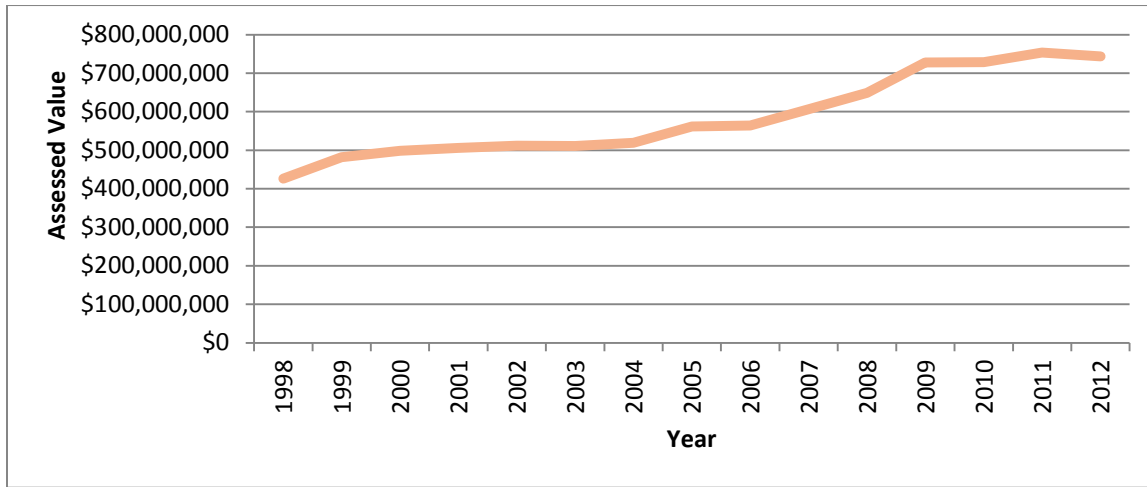
Figure 4.7 Total taxable retail sales in the City of Kelso.



Source: Washington State Department of Revenue.

Assessed Value of Taxable Total Property

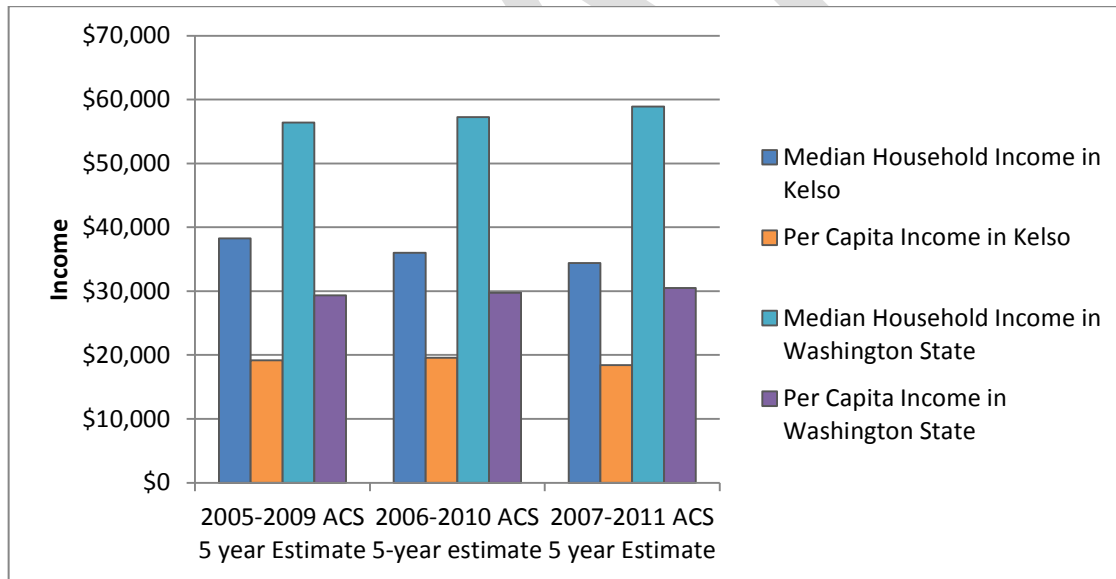
Figure 4.8 Assessed Value of Taxable Total Property in the Kelso Senior Taxing District.



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.

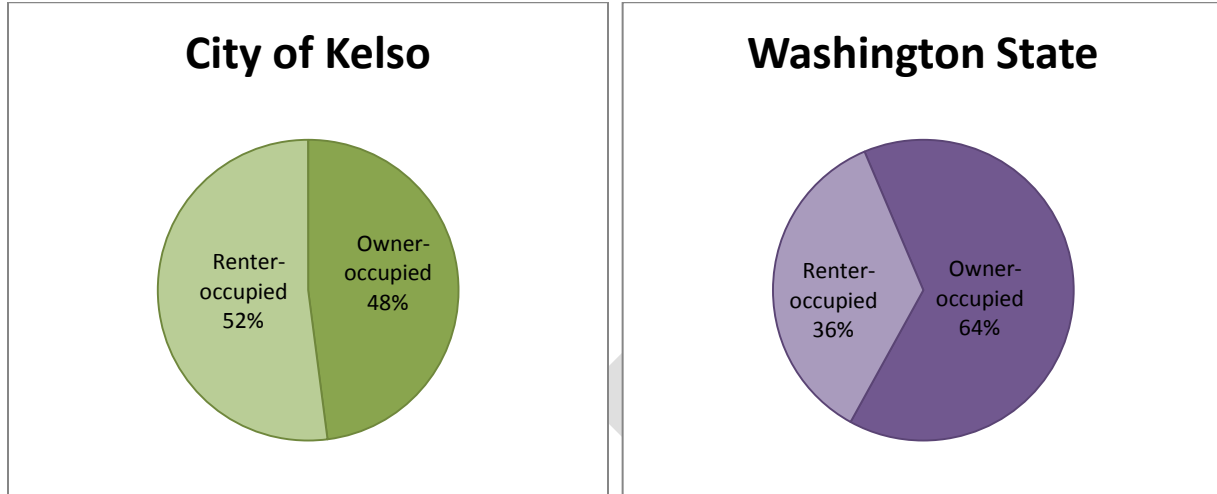


Source: U.S. Census Bureau, American Community Survey 5-year estimates; Table DP03-Selected Economic Characteristics.

Housing

Shares of Housing Units by Tenure

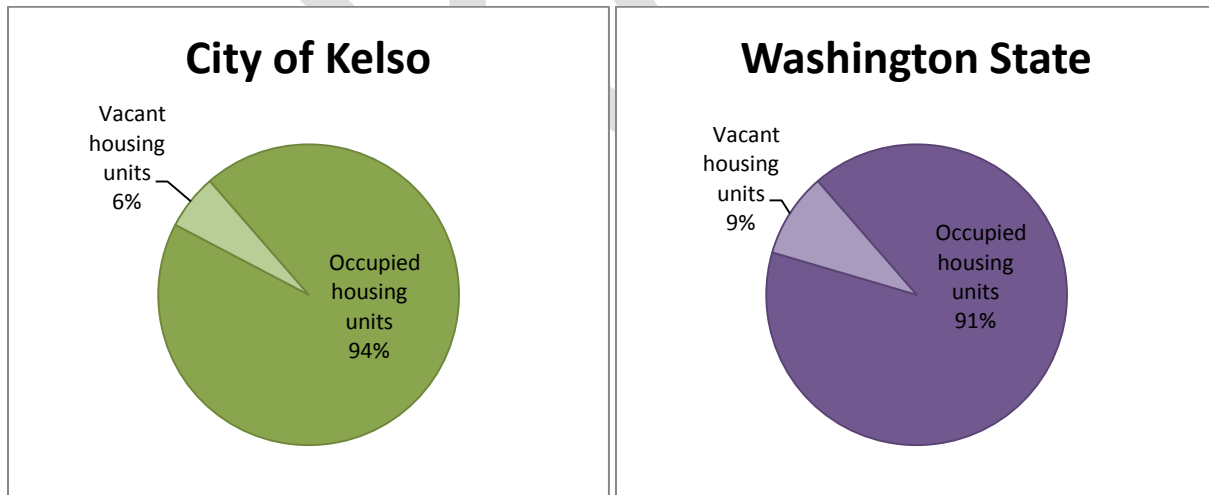
Figure 5.1 Owner-occupied vs. renter-occupied housing units in the City of Kelso and Washington State.



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

Housing Occupancy (Occupied vs. Vacant)

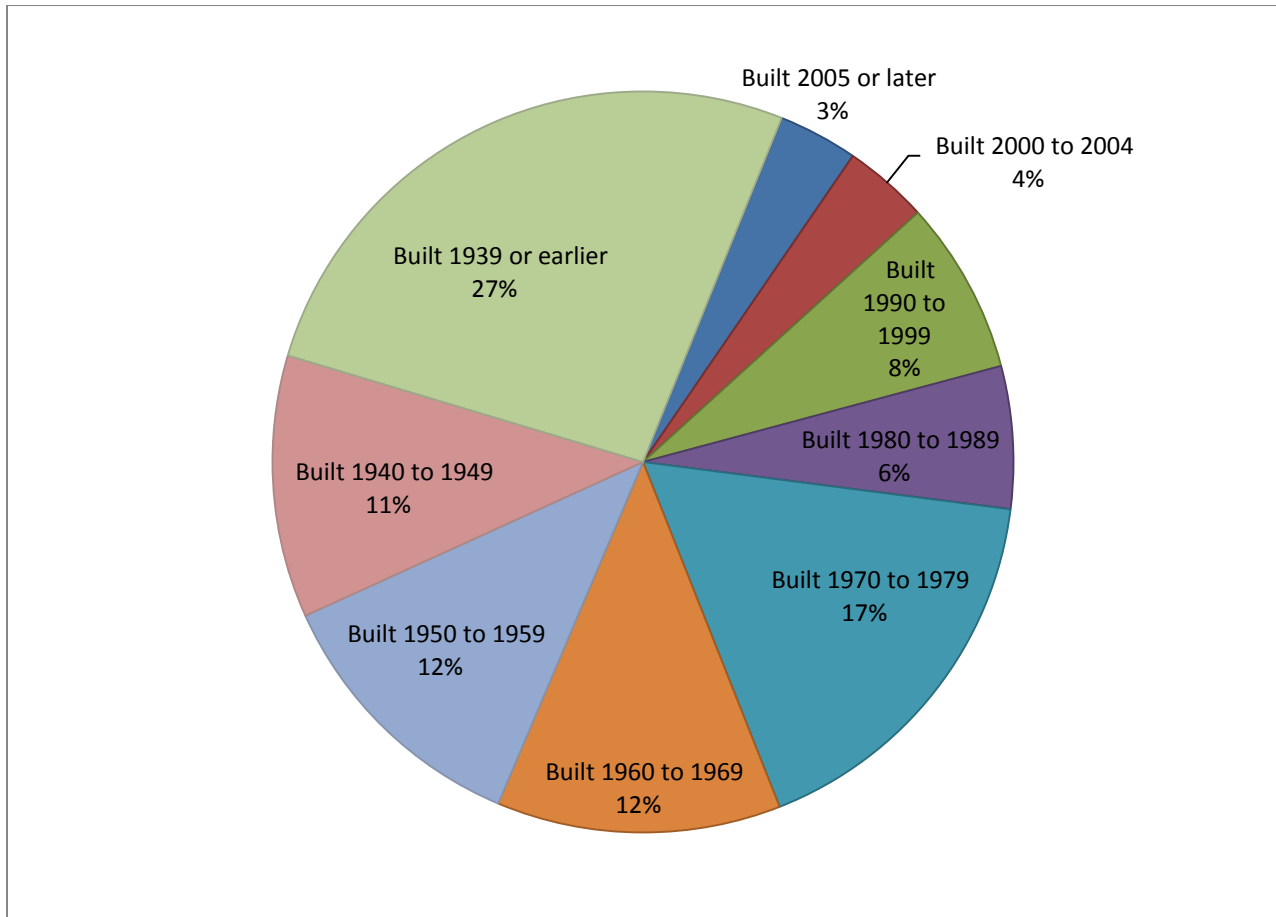
Figure 5.2 Occupied vs. Vacant housing units in the City of Kelso and Washington State.



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

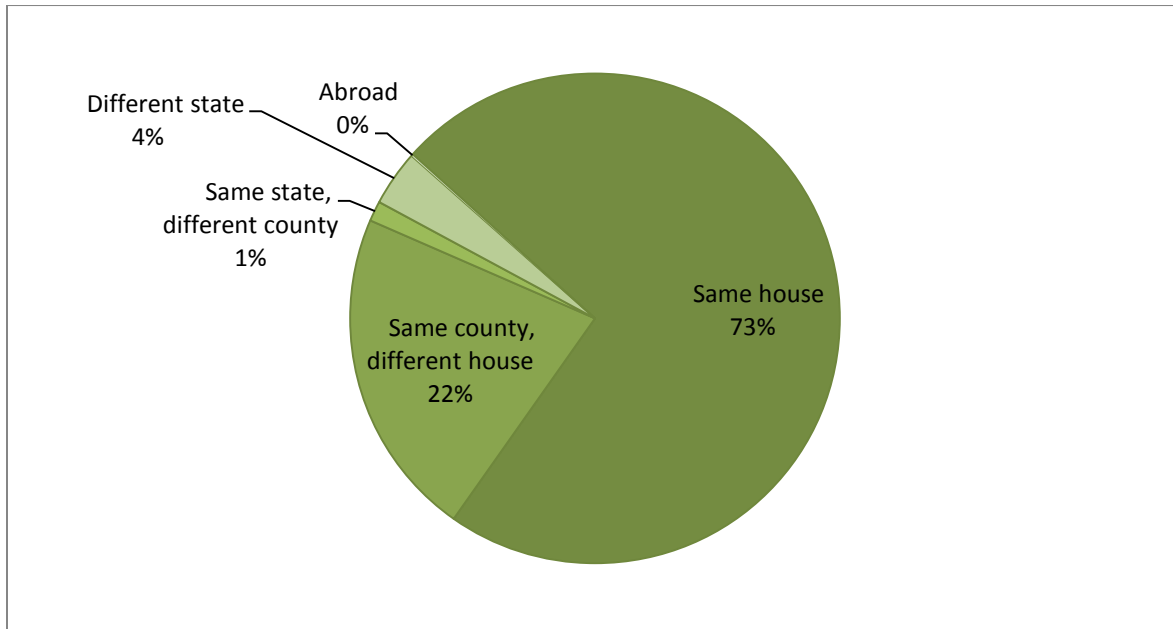
Figure: 5.3 Shares of housing units by the year the structure was built in the City of Kelso.



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

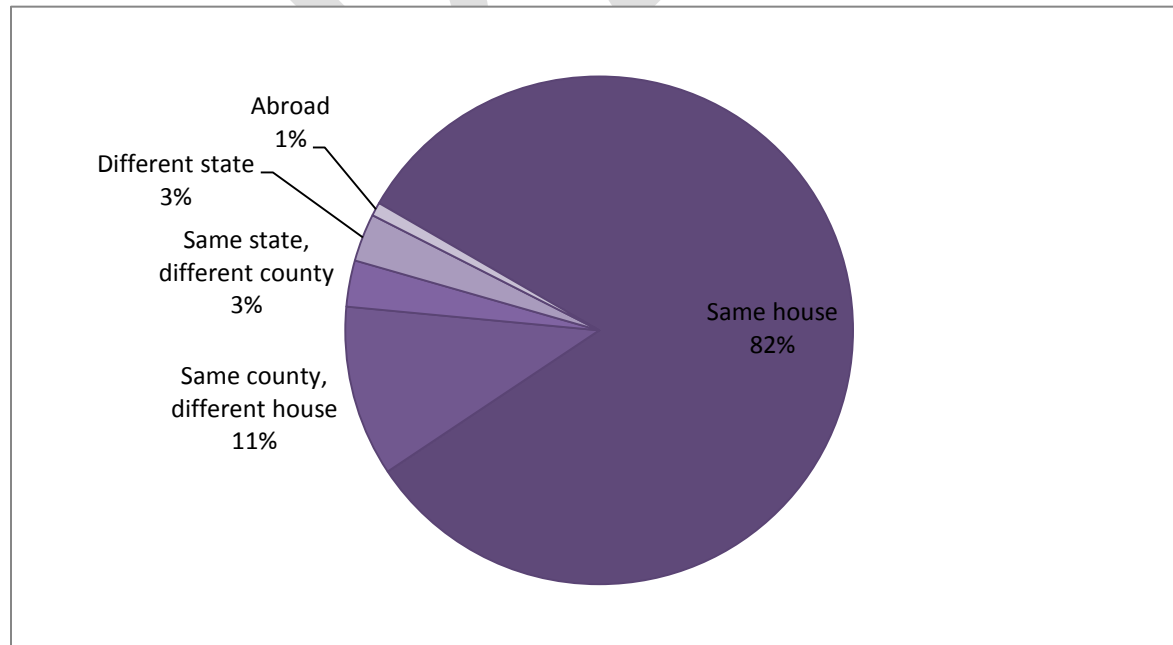
Housing Mobility

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.

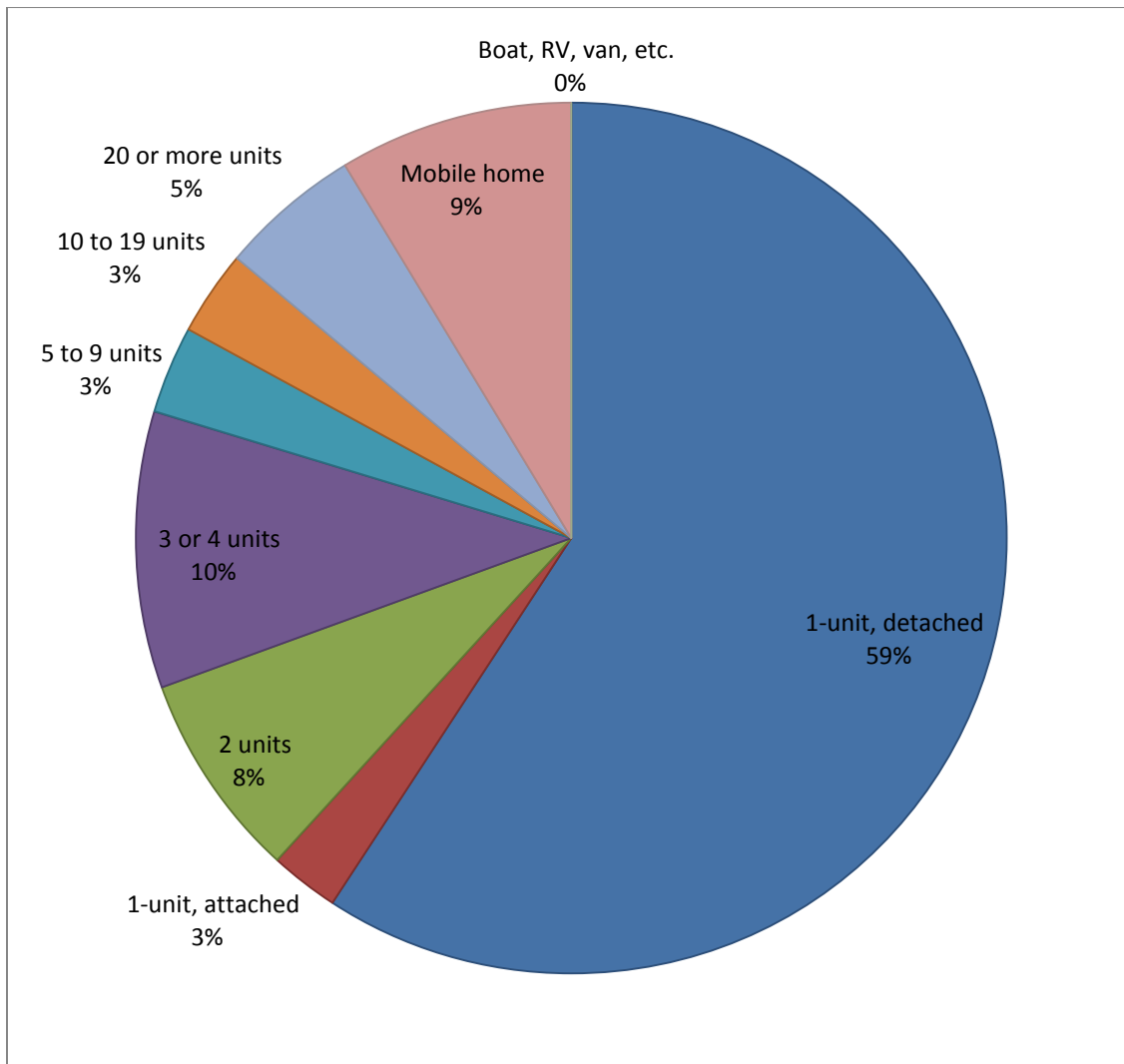
Figure 5.5 Mobility of Washington State residents measured by where they lived one year prior to survey.



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.

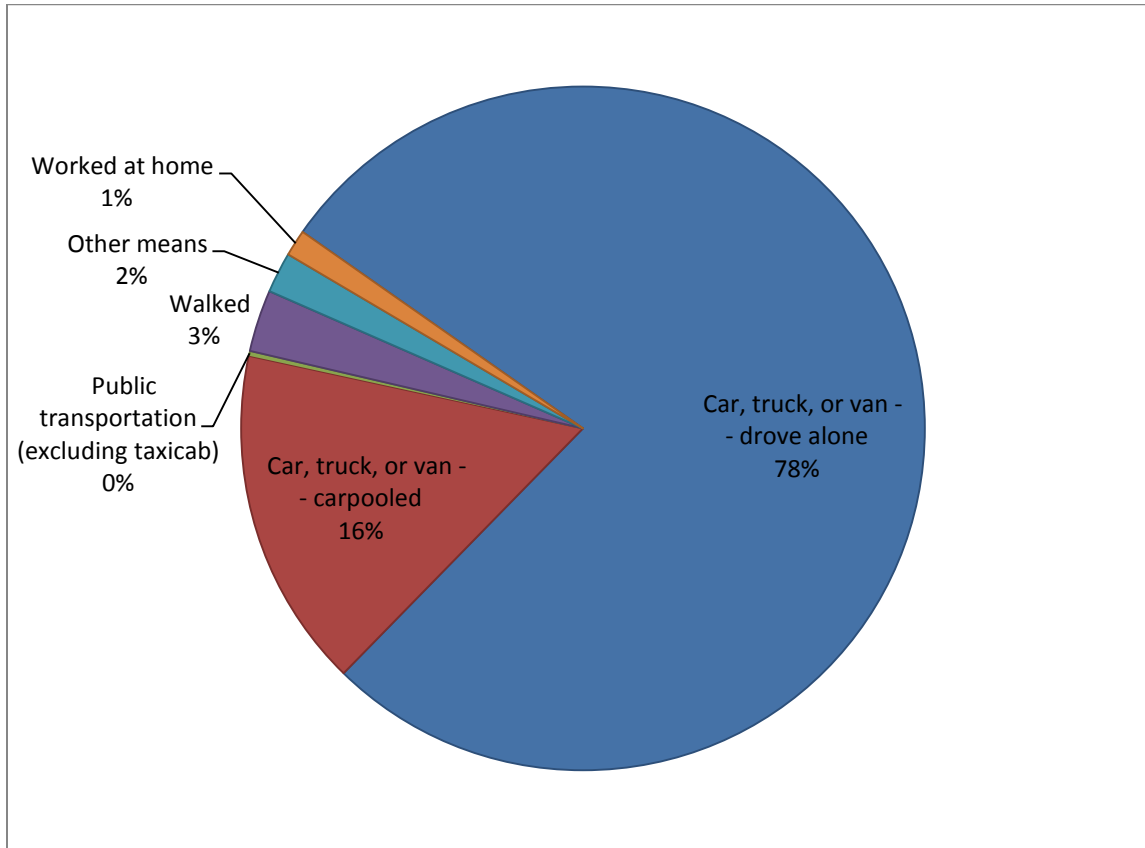


Source: U.S. Census Bureau's 2007-2011 American Community Survey 5-year estimates; Table DP04 - Selected Housing Characteristics.

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% carpoled, 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.

B. 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%

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 of 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 Parcel s (B)	% of Total Parcel s	# of Acre s (D)	% of Total Acres	# of Parcel s (F)	% of Parcel s	% of Parcels in Future Land Use Category (F/B)	# of Acre s (I)	% of Vacant Acreag e	% of Acreage in Future Land Use Category (I/D)	# of Parcel s (L)	% of Parcel s with Critica l Areas	% of Vacant Parcels in Future Land Use Category (L/F)	# of Acre s (O)	% of Vacant Acreag e 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

Table 3

Zoning District	Parcels by Zoning District				Vacant Parcels by Zoning District						Vacant Parcels with Critical Areas					
	# of Parcel s (C)	% of Total Parcels	# of Acres (E)	% of Acres	# of Vacant Parcel s (G)	% of Vacant Parcels	% of Parcels in Zoning District (G/C)	# of Acres (J)	% of Vacant Acreage	% Acreage in Zoning District (J/E)	# of Parcel s (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/I)
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 Parcel s	% 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

City of Kelso, Washington
Planning Commission Recommended Draft Comprehensive Plan
~~December 30, 2014~~ *Adopted February 17, 2015*

Future Land Use Designation	Totals				Existing Land Uses That Do Not Comply With Future Land Use Category					
	# of Parcels (B)	% of Total Parcels	# of Acres (D)	% of Total Acres	# of Parcel s (F)	% of Non- Complian t Parcels	% of Parcels in Future Land Use Category (F/B)	# of Acres	% of Non- Complian t 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.

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
11. [City of Kelso Railroad Crossing Study, March 2013](#)
- ~~11.~~ 12. [Talley Way Corridor Study 2009](#)

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

DRAFT

Comment Submitter & Date	Portions of Plan Addressed	Comment
Washington State Department of Transportation, 11/14/2014	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.	"Due to the noise from I-5, SR 432, the railroad and the Southwest Washington Regional Airport, mixed-use residential development may not be the best choice for this location. Mixed use in this area is not consistent with best management practices found in WSDOT's Airports and Compatible Land Use Guidebook. Mixed use should be used as a last resort and not occur within the runway approach/departure area. The current zoning of CMR-Commercial Major Retail is more consistent with best management practices. More compatible zoning district alternatives may include general industrial and light industrial. If residential development is permitted in this area, we recommend that language be placed in the various development documents that clearly point out these issues to all potential tenants or occupants."
	Transportation Policy #8 (Formerly #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.	"Some of the projects identified may not be considered high funding priorities by WSDOT. The SR 432 bridges discussed in Project "e" were constructed in 1973, and have a relatively high sufficiency rating of 81.43. These structures have a projected life expectancy of up to 75 years. The only anticipated work for these bridges is a low priority seismic retrofit and regular maintenance such as painting."

Comment Submitter & Date	Portions of Plan Addressed	Comment
Southwest Washington Regional Airport (SWRA), 11/6/2014	Goal #11: Address regional priorities, challenges, and opportunities through partnerships with local, state, and federal agencies, local organizations, and the business community.	Submitted SWRA comment supports Goal #11
	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.	Submitted SWRA comment supports Land Use Policy #4
	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 and SR 432 Interchange.	"The I-5/SR 432 interchange is in very close proximity to the direct flight path for the SWRA runway. Residential development at the interchange would not be conducive to the operations of the airport. We would encourage the planning commission to reconsider introducing housing as a possible land use for the above-mentioned interchange area."
	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.	Submitted SWRA comment supports Land Use Policy #19
	Transportation Policy #6 (formerly #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.	"SWRA is working closely with BNSF and WSDOT to develop a relationship that accomplishes the objectives of both the airport and the railroad. The primary areas in regards to stormwater runoff/treatment, access, safety and security. It is our intent to develop agreements that will establish the future partnership to continue to address the issues that arise as a result of the joint property boundary between the airport and the railroad."

Comment Submitter & Date	Portions of Plan Addressed	Comment
Southwest Washington Regional Airport (SWRA), 11/6/2014	Transportation Policy #8 (formerly #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.	Submitted SWRA comment supports Transportation Policy #8 (formerly #7) with the exception of item e. which has been removed from the final submitted document.
	Economic Development Policy #3: Promote light industrial manufacturing on the Talley Way Corridor and aircraft related services near the SW WA Regional Airport.	"Please consider updating the term "aircraft" to aviation services. This encompasses a broader approach to the desired to promote activities that are compatible with the airport..."
	Capital Facility Policy #5 (Formerly #7): Establish and maintain a comprehensive storm water management system.	"SWRA is in general agreement with this policy. Proper stormwater management is essential to the airport's need to reduce wildlife attractant on and within the facility. Standing water and ponding attract bird, which impact the safety of the airport. The Capital Improvement Program which the airport will be completing over the course of the next few years is concentrating on stormwater quality"
	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.	"The FAA is clear on development activities in and around airports. The FAA website and the WSDOT Land Use for Airports manual will be very useful in the development assessment of properties in close proximity to the airport."
	Land Use Objective #13 (formerly #15): In consultation with Cowlitz County and affected property owners, designate additional land in South Kelso for industrial development.	Submitted SWRA comment supports Land Use Objective #13 (formerly #15)
	Land Use Objective #17 (formerly #19): Explore the potential of basing livestock regulations on lot sizes.	Submitted SWRA comment supports Land Use Objective #17 (formerly #19)

Comment Submitter & Date	Portions of Plan Addressed	Comment
Southwest Washington Regional Airport (SWRA), 11/6/2014	Land Use Objective #19 (formerly 21): In consultation with the County and affected property owners, designate areas suitable for single family and multi-family residential uses in South Kelso	"Residential use in South Kelso in areas in very close proximity to the airport should not be encouraged. A designated overlay should be developed to determine where the residential areas will be built and the industrial areas are to be encouraged. This will support efforts to protect the safe operation of the airport and, most importantly, promote Public Safety."
	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.	Submitted SWRA comment supports Transportation Objective #8
	Transportation Objective #9: Incorporate the findings and recommendations of the Talley Way Corridor study and the City of Kelso Railroad Crossing Study into the City's updated Comprehensive Plan.	Submitted SWRA comment supports Transportation Objective #9
	Economic Development Objective #2: Explore the feasibility of transferring administrative responsibility for the SW Washington Regional Airport to the Port District.	Submitted SWRA comment provides Resolution No. 14-001, adopted July 17, 2014 by the SWRA Operating Board entitled: A RESOLUTION OF THE SOUTHWEST WASHINGTON REGIONAL AIRPORT OPERATING BOARD RECOMMENDING SALE AND TRANSFER OF THE AIRPORT AND REPLACING THE CURRENT INTERGOVERNMENTAL AGREEMENT.

Comment Submitter & Date	Portions of Plan Addressed	Comment
A. Wixon via Website Comment Form Submission, 01/22/2015	The annexation of North Kelso	"While going through the comprehensive plans, I could not find anything on the annexation of North Kelso (from Shawnee to ???). While I understand this would increase revenue for the city, annexation of my area (Williams Ave, Nelson Ave and N. Maple) could potentially increase traffic in an area with many school children, potentially bring in transients into our area that already has a small problem, plus the environmental impact (I have a doe that feeds on the apples in my yard every summer, plus a mated pair of hawks in the trees behind me). Now City of Kelso Public Works owns the lot next to mine, but I have yet to see ANY works come in to take care of that lot, which leaves it to me to upkeep this lot. Making use of this lot for a "park" would increase foot traffic, not to mention a possibility of trash that could potentially end up in MY yard. While I applaud the city with considering the annexation for revenue flow, it would, at this time, cause only troubles for my neighbors and myself. Thank You for allowing me to put my input into this situation."
Rodman Reality via Jordan Willis, 11/20/2015	The proposed Future Land Use Map	Mr. Willis requested a land use designation change of parcels 244350100 & 24027 on behalf of his client. The request was for the designation to be changed from Commercial to the less intensive High Density Residential.
C. Hart, C. Bornstedt, C. Reeds, M. Nooner via public testimony, 1/01/20/2015	Land Use Policy 4	Citizens spoke against North Kelso being annexed into the City limits
C. Hart, B. Blackburn, A. Saint Germain, S. Woodington via public testimony, 01/20/2015	The Plan in general	Citizens voiced concerns that the plan is a violation of property rights and asked that language relating to eminent domain or acquisition of property be removed.
C. Hart via public testimony, 01/20/2015	Land Use Policy #22, Land Use Objective #7, Parks and Recreation Objective #3	Citizen voiced concern that these portions of the plan were violation of property rights.
Department of Ecology 01/30/2015	Land Use Objective #7, Land Use Objective #12 (Formerly #13), Two references in Chapter 4, Both on Page 45	Ecology recommends changing "environmentally sensitive areas" to "critical areas" to be consistent with GMA terminology.

Comment Submitter & Date	Portions of Plan Addressed	Comment
Consolidated Diking Improvement District No. 3 02/03/2015	Shoreline Development and Water Related Recreational activities - Land Use Policy #20, Land Use Objective #6, Land Use Objective #7, Land Use Objective #11 (Formerly 12), Parks and Recreation Objective #3, Parks and Recreation Policy #5 (Formerly 6)	The Board of Supervisors support recreation facilities and activities however "... if not properly managed, can have a negative impact on the operation, maintenance, and improvement of the levee system--including erosion, weakening of flood protection, failure to comply with federal standards, increase in the cost of flood insurance and the ability to develop the affected areas".

AGENDA SUMMARY SHEET

Business of the City Council City of Kelso, Washington

SUBJECT TITLE: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KELSO AUTHORIZING SUBMITTAL OF APPLICATION TO THE COMMUNITY ECONOMIC REVITALIZATION BOARD FOR FUNDING THE COSTS OF CONDUCTING A MASTER PLANNING STUDY AND MARKET ANALYSIS FOR INDUSTRIAL-ZONED LANDS.

Agenda Item: _____

Dept. of Origin: _____ City Council _____

For Agenda of: _____ February 17, 2015 _____

Originator: _____ Steve Taylor _____

PRESENTED BY:

Steve Taylor

City Attorney: **Janean Parker**

City Manager: **Steve Taylor**

Agenda Item Attachments:

Proposed Resolution

Summary Statement:

The Community Economic Revitalization Board (CERB) operates through the state Department of Commerce and provides grants and loans for economic feasibility studies, infrastructure, and public facilities that can generate job and economic growth for communities. Staff would like to submit an application to receive a \$50,000 grant to cover the cost of a feasibility/master planning study for a heavy industrial park located at the mouth of the Cowlitz and Columbia Rivers on the south end of City limits. The study would also conduct an overall market analysis of the City's other industrial-zoned lands in South Kelso along 13th Avenue & Talley Way. The total cost of the study is approximately \$100,000 and the remaining funds will be contributed from other public and private stakeholders.

The Wasser & Winters property has generated interest for various industrial uses numerous times over the years. This is the only site within Kelso City limits that would accommodate heavy industrial uses with significant job creation potential. Its location on the Columbia River with direct access to the railroad and close proximity to I-5 (albeit with substantial challenges of accessing the interstate), provides significant opportunities for the right industrial use. CERB looks for communities that can collaborate with land and business owners to prepare sites for future industrial development. This property presents a prime opportunity for CERB funding.

Recommended Action:

Move to adopt the Resolution authorizing the City Manager to submit an application to the Community Economic Revitalization Board.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KELSO AUTHORIZING SUBMITTAL OF APPLICATION TO THE COMMUNITY ECONOMIC REVITALIZATION BOARD FOR FUNDING THE COSTS OF CONDUCTING A MASTER PLANNING STUDY AND MARKET ANALYSIS FOR INDUSTRIAL-ZONED LANDS.

WHEREAS, the Community Economic Revitalization Board (CERB) of the State of Washington Department of Community, Trade and Economic Development awards loans and grants to help finance the construction of public facility projects necessitated by private sector development for the purpose of strengthening the economies of areas with below average growth and to provide incentives to businesses which expand employment opportunities particularly for economically disadvantaged residents; and

WHEREAS, the City of Kelso intends to prepare a master planning study and market analysis costing approximately \$100,000 for a heavy industrial park in areas of the City zoned for such uses, and if CERB funds are provided to the City of Kelso, said funds will enable the City to explore the feasibility of this type of development, increase the marketability of available industrial lands within the City, and generate interest from private investors and developers; and

WHEREAS, the City Council believes that the vacant property located at the mouth of the Cowlitz and Columbia Rivers at the south end of City limits has substantial potential to accommodate development that would support heavy industrial uses resulting in the strengthening of Kelso's economy and expansion of employment opportunities for economically disadvantaged residents of the City;

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF KELSO DO
HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The City Manager is hereby authorized and directed to submit an application to the Community Economic Revitalization Board for a grant of \$50,000 for funds to conduct a master planning study and market analysis for industrial-zoned lands within the City.

SECTION 2: A copy of this resolution shall be submitted with the CERB application.

SECTION 3: This resolution shall be effective immediately upon its adoption.

ADOPTED by the City Council and **SIGNED** by the Mayor this _____ day of _____, 2015.

MAYOR

ATTEST/AUTHENTICATION:

CITY CLERK

APPROVED AS TO FORM:

CITY ATTORNEY



Community Economic Revitalization Board Planning Application

Applicant Information

1. Applicant Name:	City of Kelso
Tax Identification Number:	916001252
State Wide Vendor Number:	0002996-00
Street Address:	203 South Pacific Avenue Kelso WA, 98626
County:	Cowlitz
Legislative District: 19	Congressional: 3
2. Contact Person:	Steve Taylor
Title:	City Manager
Phone:	360-577-3300
Email:	staylor@kelso.gov

Project Title: Anchor Point Industrial Park Master Plan

Project Description:

There is currently a 600 acre site in the City of Kelso that is zoned heavy industrial. The property is adjacent to the Columbia River, Burlington Northern mainline, and in close proximity to Interstate 5. The master planning study will evaluate the potential development of the Anchor Point Industrial Park as a heavy industrial marine terminal.

Study goals include:

1. Identification of industrial site environmental and regulatory entitlement requirements
2. Identification and development of concepts for infrastructure facilities including highway, rail, and marine access; public and private utility availability and improvements
3. Prepare report summarizing challenges, opportunities, and facilities for development as heavy industrial park and marine terminal.

Project Scope of Work:

The scope of the master plan study will include:

- development of highway/rail access alternatives
- identification of public and private utility providers, capacity, and improvements necessary to serve industrial park
- potential marine service opportunities
- identification of required environmental entitlements
- planning level estimates for site development environmental and infrastructure costs

- development of market analysis and strategies including identification of target industries and their link to the region's economic development
- development of market strategy containing action elements and lead agency (s) responsible for implementation and execution
- potential job creation, wage expectations and work force availability

Estimated schedule for public project completion:

Consultant Service Chosen	05/15
Consultant Begin Work	06/15
Consultant Draft Report	11/15
Consultant Final Report	12/15
Consultant End Work	1/16
Project Complete	2/16

Project short and long term benefits:

Short term benefits will include identification of the potential market and industrial port users, infrastructure needs and costs, and environmental challenges for the development of heavy use industrial park. After completion of master planning study, City will be better able to market property, have background information to assist them in seeking federal, state, local, and private investment to develop industrial park infrastructure. Complete build-out of this industrial site has potential to provide significant job creation, tax base, and economic opportunity for a City with limited industrial activity in its current state.

Accomplishments:

Completion of this master plan study would provide an analysis of the potential feasibility of development of the property for a heavy industrial park. Infrastructure alternatives and implementation costs and environmental entitlements will also be delineated that will assist the City in identifying potential users and industry types and clusters. Additionally, a market analysis will be performed that evaluates other available industrial land in the City's 13th Avenue industrial corridor and identifies marketing strategies for local and regional economic opportunities in both industrial areas.

Community impact: *(Describe the impact on the community in the event the project is **NOT** funded by CERB.)*

This is the main vacant and undeveloped land that is designated as heavy industrial in the City of Kelso. Absent completion of this master plan study, the City does not have the development and entitlement information to market and recruit industrial economic development to the City and, particularly, this heavy industrial-zoned property.

Request & Match Funding:

Source	Amount	Status	Date Approved/Pending
CERB Request	\$50,000	Applied	
Cowlitz County	\$5,000	Pending	3/2015
City of Kelso	\$20,000	Pending	3/2015
Private	\$25,000	Approved	1/2015

Other Source Funding:

USDA RD Not applicable
EDA Timing did not work

Consultant Selection Process:

Who will be conducting the study? City of Kelso

If an outside consultant has not yet been chosen, describe the selection process. Provide names of potential consultants.

City will select by a request for qualification or proposal process. Potential consultants include BERK & Associates, David Evans & Associates, Maul Alongi, ECONorthwest

Project Link with Economic Diversification

For the last 15 years, the Oregon and Washington ports along the Columbia River have worked with federal and state agencies to complete the deepening of the Columbia River channel (which occurred in 2008). The channel deepening was critical in providing the ports the ability to compete in the international trade industry and allow the expansive shipping fleet the necessary channel depth to serve the Columbia River ports. This has provided for an expanded economic diversification of Cowlitz County from its dependence on the wood products industry to other industries such as steel manufacturing, food supply and processing, and energy-related businesses including import facilities for wind energy, potential for manufacturing and export in the alternative liquid and gas energy sector.

Industry Clusters: *(Does this project build on locally-identified industry clusters) YES*

(If YES please explain)

The project site has the potential to further expand the marine and industrial development sectors being grown along the Columbia River.

With completion of the deepening of the Columbia River channel in 2008, there has been a significant growth in marine export and import facilities up and down the Columbia River. In Cowlitz County, the Port of Longview has resulted in the 2011 development of Skyline Steel, a \$25 million steel pipe manufacturing facility employing 65 family wage jobs; the EGT \$200 million grain export facility was completed in 2012, employing up to 50 longshore and operational family wage jobs; and a \$50 million expansion of the TEMCO grain export facility at the Port of Kalama was completed in 2014. Another expansion of the Columbia Grain export facility at the Port of Portland will be completed in the first quarter of 2015. Recent announcements in the energy sector include a \$1.1 billion methanol manufacturing facility at the Port of Kalama and a \$225 million propane/butane export terminal at the Port of Longview. Both of these projects are in the entitlement and environmental permit process. All of these developments are part of a local and region-wide marine import/export industry cluster that continues to draw interest for availability of other heavy industrial sites that can be developed for manufacturing and import/export terminals.

Scope of Work Description:

The scope of master plan study will include:

- development of highway/rail access alternatives to the Anchor Point Industrial Park
- identification of public and private utility providers, capacity, and improvements necessary to serve the industrial park
- potential marine service opportunities

- identification of required environmental entitlements
- planning level estimates (range of costs) for site development environmental and infrastructure costs
- development of market analysis and strategies including identification of target industries and their link to the region's economic development
- development of market strategy containing action elements and lead agency(ies) responsible for implementation and execution
- potential job creation, wage expectations and work force availability

Infrastructure Construction Support:

n/a

Private Investment Interest:

There are currently prospects looking at the region and the proposed Anchor Point Industrial Park for the potential as a manufacturing and marine terminal. The industries would bring significant private investment to support the entitlement and development costs and complement the other industrial clusters that are currently exploring development at other Columbia River ports.

From: Eddy, Janea (COM) [<mailto:janea.eddy@commerce.wa.gov>]

Sent: Friday, January 30, 2015 5:12 PM

To: Staylor@kelso.gov

Subject: CERB - City of Kelso



Congratulations! Staff has reviewed the City of Kelso's planning application. The City's application has passed threshold. Please submit the following by **February 9, 2015**:

- Attachment A: Resolution Authorizing CERB Application
- Attachment B: Evidence of Public Notification
- Attachment C: Evidence of Local Support (*A statement of support from the local Associate Development Organization (ADO) or the governing body of a Federally Recognized Indian Tribe is required.*)

Next steps:

- Staff will review the application and write-up a staff recommendation. The City will have a chance to review the staff recommendation, prior to the March 19, 2015, meeting.
- The City needs to have a representative attend the **March 19, 2015**, meeting. The City will have 15 minutes for a presentation.
- If the City's project is approved, staff will send an initial offer package stating what was approved by the Board.
- The City will have 4 months July 16, 2015, to complete pre-contract conditions.
- Once the pre-contract conditions are met, staff will draw up the contract for the City and CERB Chair signatures.
- The City will then have 2 years to complete the study.
- Staff will contact the City in the even years (for 5 years **after** the project is complete) to collect project updates for the CERB Biennial Legislative Report.

If the City has a PowerPoint presentation for the CERB meeting, please forward the presentation to Barbara Smith (Barbara.smith@commerce.wa.gov), no later than Tuesday, **March 17, 2015**.

[Link to feasibility study minimum requirements.](#)

Janea Eddy

CERB Program Coordinator

Local Government Infrastructure Division

Office: 360.725.3151

Washington State Department of Commerce

Community Economic Revitalization Board (CERB)

1011 Plum Street SE, Olympia, WA 98504

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