

III. LAND USE

LAND USE GOAL

A balanced land use pattern prevents urban sprawl, preserves and enhances residential neighborhoods, protects environmentally sensitive areas, protects people and property from environmental hazards, promotes economic development, and encourages community redevelopment at appropriate locations, resulting in a high quality physical environment for residents, workers, and visitors.



Exit 48 – Available Industrial Property

PURPOSE

The land use element of the Castle Rock Comprehensive plan provides an overall framework for the plan. It describes how the goals of the other plan elements will be implemented through land use policies and regulations and describes the development goals for a 20 year period.

The Castle Rock area as we see it today is a result of the interplay of physical characteristics of the land; climate; other natural forces; economic forces; technology; community attitudes and norms; official plans, controls, and policies; and, of course, human endeavor. The interplay of these forces result in patterns of land use that change and evolve over time.

Consideration of existing land use patterns is necessary for a general understanding of the area and, at a more specific level, of the area's capabilities and possible sites for development. Where existing land use patterns are desirable and long-standing, it is appropriate for the comprehensive plan to provide for their continuation. Where new

or projected needs or conditions and community desires indicate that a change in pattern should occur, the plan should provide for such change over time. For areas as yet undeveloped within or adjacent to the city, the plan should anticipate and guide their development consistent with the public interest, physical limitation of the land, and capacity of public services and facilities.

A necessary step in providing for future land use of various types is to take stock of existing land use patterns in detail. Trends and needs concerning the various uses must then be analyzed, qualitatively and quantitatively. Ultimately all of the subjects addressed in the environmental part of the plan have some role in the mapping of future land use. It is also beneficial to analyze population, past, present, and future. What follows is, first, a brief overview of the city's history, second, an analysis of population, third, analysis of existing land use and trends in the city overall, and then a discussion of need.

A BRIEF HISTORY OF CASTLE ROCK

The history of Castle Rock begins with the history of the Cowlitz River Corridor. The Indians had used the Cowlitz River (Cowlitsk) for many years prior to it being recognized by white soldiers. The river was used for commercial purposes, such as, trading woven baskets, dog-hair blankets, cooked camas roots, and slaves for the Indian trading post above The Dalles on the Columbia River. Other tribes besides the Cowlitz also used the river for activities such as trading salmon for camas root, and as a route to bartering with other coastal tribes. Many expeditions explored parts of the Cowlitz River and discovered the name but the first person to make peace with the Indians on the river was Gabriel Franchere, a member of the John Jacob Astor expedition.

The economic attraction of the Cowlitz River corridor seemed obvious to the officers of the Hudson's Bay Company, the monolithic British fur trading operation that dominated the Pacific Northwest until the 1840's. The company's decision to expand into other commodities than furs led to milling, timber, fishing, and farming. Agricultural activities, buoyed by a contact with the Russian American Company in Alaska, led to creation of the independent Puget Sound Agricultural Company in 1838 and the breaking of sod a year later at the mammoth Cowlitz Farms in present Lewis County on a prairie five miles east of Cowlitz Landing, the point where weary travelers picked up the overland route to Puget Sound.

Early settlements in Cowlitz County, as throughout the Pacific Northwest, were influenced by the desire for a source of water, transportation, and arable land. The Columbia River served as a great

transportation artery while its many tributaries, including the Cowlitz, allowed pioneers to penetrate deeper into the interior. With more and more settlers arriving along the Cowlitz River, it became an attraction.

In 1852, the Huntington Party arrived in the Cowlitz Valley. The party found that the majority of the land along the lower river had already been staked out in donation land claims, so they followed the river north to find better prospects. The members of the Huntington Party (family) filed for a 500-acre donation land claim on the east side of the Cowlitz River (now makes up much of the community of Castle Rock), a claim at Sandy Bend on the west side of the Cowlitz River, and a claim south of Castle Rock on the east side of the river.

The name Castle Rock came to be commonly known in 1854 when William Huntington established a post office in his home located south of the rocky knob that river boatmen called Castle Rock. This location is now within the Cowlitz River channel. In spite of the post office's being on the east side, it was the west side of the river that developed first. No town on the east side would grow up until 25 years later. The small unincorporated village of Jackson, Washington Territory, grew up on the west side opposite the William Huntington Property around what was called Fort Cagle. Fort Cagle, on the William Cagle Donation Land Claim, was built to protect settlers from the considerable Indian disturbances that had been known in the area (the part of the Cagle land where the fort was built is presently the home located at 155 Delameter Lane).

A school started in the Cagle home in 1858. A separate school building was built to

procure in 1859. Two sawmills were soon built on Arkansas Creek and a third on the Sandy Bend land claim. These were the first mills in Cowlitz County except for the large mill at Oak Point on the Columbia. After the mills were established, many other local businesses came into play, such as a blacksmith shop, vehicle repair shop, harness shop, and an inn.

By the early 1860's, outlying land was being developed and the river boats were calling at Jackson as they ferried lumber, grain, vegetables, hay and cured meats downriver. This community was doomed in the early 1870's when the Northern Pacific Railroad began construction up the east bank of the river where Huntington Avenue is now. The effect of the railroad was not immediately felt, but when it became transcontinental and the train ferry "Tacoma" at Kalama became operative about 1884, the town of Castle Rock on the east bank began to grow. With the railroad distributing loads of literature back east praising Western Washington, people began to arrive. The Northern Pacific was to receive nearly 300,000 acres of grant land to sell in Cowlitz County alone, much of it east of Castle Rock.

With the people coming, the 1880's were a time of intense building of homes and business establishments. Hotels were built in order to take care of the newcomers, transients, and laborers. A ferry also came into operation that brought goods across the east and west banks of the Cowlitz River. The first school went up in 1880, and the first issue of the Cowlitz County Advocate was published on July 3, 1886.

At the advent of the Twentieth Century, Castle Rock was a town of wooden buildings and unpaved streets. There was a water system but many residents still had wells and hand pumps. There was yet no

unified sewer system. Despite the electric plant, coal oil was the dependable source of illumination. Most streets were graveled but some still had no ballasting or foundation. In 1903, the bridge was built across the Cowlitz. It was the first vehicular bridge to span the Cowlitz River.

Around 1911, a major change to the physical configuration of the town came when the Northern Pacific Railroad abandoned its roadbed for new right-of-way five to six blocks east, where it now lies. The reason was lying of new double track age from Tacoma to Vancouver. The roadbed that had served as the eastern demarcation for the town stood vacant until Huntington Avenue was paved as part of the new Highway 99 in 1923.

As was the case in the time of early settlement, Castle Rock's fortunes since the boom years of the 1880's, 1890's and the early 1900's have closely followed developments in the Cowlitz River corridor as a whole. Demise of the Cowlitz as an important transportation artery and changes in commercial and personal travel modes brought changes. Founding of Longview and opening of the major Columbia River front mills shifted many employment opportunities south, while the city remained the base for logging, retail and service commercial activity, and recreation. The interstate-5 corridor, with two interchanges at Castle Rock, has transcended the Cowlitz River corridor as the developmental force, although the Cowlitz River continues to shape life in the Castle Rock area.

The town today has lost a lot of the milling and logging industry and has begun to focus itself on tourism for Mount St. Helens, history of the town, and retail sales. Castle Rock's economy and way of life have changed each decade, some for better and

some for worse, but they have shaped the

evolving land use of the town.

POPULATION

According to the 2005 population estimates (State Office of Financial Management - OFM), the City of Castle Rock is home to 2,140 residents. The 2000 Census recorded a population of 2,130. Between 1990 and 2000, Castle Rock's population grew very slightly, with only a 3% increase in population over the ten year period. It is noteworthy that the population of Castle Rock between 1970 and 1980 grew 24%

from 1,647 people to 2,162, but between 1980 and 1990 the population decreased by 4% down to 2,067 people. Even though the 2000 census shows an increase in population from 1990 it still has a lower population than in 1980. Castle Rock is the second slowest growing city in Cowlitz County next to Kelso with a 1% growth rate. Table 3-1 shows the population changes in Cowlitz County cities.

Tale 3-1: Population Changes in Cowlitz County

Year	Castle Rock	Kalama	Kelso	Longview	Woodland	Unincorp. Cowlitz	Cowlitz County	State of Washington
Population:								
1900	750	554	694	–	–	5,879	7,877	518,103
1910	998	816	2,039	–	384	8,324	12,561	1,141,990
1920	829	1,228	2,228	–	521	6,985	11,791	1,356,621
1930	1,239	940	6,260	10,652	1,094	11,721	31,906	1,563,396
1940	1,182	1,028	6,749	12,385	980	17,831	40,155	1,736,191
1950	1,255	1,121	7,345	20,339	1,292	22,013	53,365	2,378,963
1960	1,424	1,088	8,379	23,349	1,336	22,225	57,801	2,853,214
1970	1,647	1,106	10,296	28,373	1,622	25,572	68,616	3,413,244
1980	2,162	1,216	11,129	31,052	2,341	31,733	79,633	4,130,163
1990	2,067	1,210	11,767	31,499	2,500	33,170	82,119	4,866,663
2000	2,130	1,783	11,895	34,660	3,780	38,792	92,948	5,894,121
2001	2,125	1,840	11,860	35,100	3,875	39,195	93,900	5,974,900

Source: US Census/OFM

Population Projections

Table 3-2: Estimated Post-Census Population Growth in Castle Rock

Year	City Population	Annual Growth Rate
2001	2,125	-0.2%
2002	2,120	-0.2%
2003	2,140	0.9%
2004	2,150	0.5%
2005	2,140	-0.5%

Source: OFM, 2004

Table 3-2 summarizes the estimated population of the City of Castle Rock since the 2000 census. These estimates are

derived primarily from building permit data that was provided to the state from the city. Castle rock has only added an additional ten people since 2000 with an average annual growth rate of 0.1% between 2000 and 2005. The Office of Financial Management (OFM) estimates the population of Cowlitz County at 95,900 for 2005. Between 2000 and 2005 Cowlitz County grew an estimated 3.1%, while the City of Castle Rock grew at 0.5% during the same period. The county is growing at a much faster pace than the city.

Assuming a 1.3% annual growth rate (average rate since 1960), the City of Castle Rock will have an estimated population of 2,665 people by the year 2025. Washington State has produced population estimates for Cowlitz County using three different growth scenarios (low, medium and high). Using the medium growth rate, Cowlitz County will have an estimated population of 136,114 people by the year 2025 (Table 3-3).

If the intermediate projections hold true, Cowlitz County will grow fast enough (over 17%) to trigger mandatory compliance with the Growth Management Act by 2015 or perhaps a little sooner. However, it is

important to note that long-range population projections are rarely accurate and changes in the economy and other factors could drastically alter the future population of the county.

Table 3-3: Estimated Post-Census Population Growth for Cowlitz County

Year	County Population
2005	98,764
2010	107,903
2015	117,163
2020	126,797
2025	136,114

Source: County projection from OFM

LAND USE CLASSIFICATIONS AND DISTRIBUTION

This section is broken down into land use categories, such as residential, commercial, industrial, historic and cultural resources, and land development/subdivision. Each category has a set of goals and policies.

Table 3-4: Land Use Classifications

Land Use	Description
Low Density Residential	Primarily for single-family use-some two family dwellings allowed. Subdivisions, parks, recreational facilities, and family oriented commercial uses are allowed with standards
High Density Residential	Primarily for multi-family dwellings (3 or more units). Subdivisions, parks, recreational facilities, and family oriented commercial uses are allowed with standards
Downtown Commercial	Central commercial center for retail, service, financial, professional, governmental, and cultural activities.
Highway Commercial	Commercial use oriented for automobiles such as convenience goods and services and tourism.
Heavy commercial/light manufacturing	Commercial use that are land consumptive in nature and light manufacturing businesses.
Industrial	Heavy and light industrial uses
Open space/recreation	Primarily undeveloped areas that lend themselves to passive or active recreational activities. Usually not suitable for development
Public/quasi public	Owned by the public operated to benefit the public.

This section also includes the Castle Rock Future Land Use Map (Figure 3-1), which classifies all the land within the Castle Rock Urban Growth Boundary. The map should be used in conjunction with the goals and policies, and should discourage re-designation of land use if the current designated areas are undeveloped. The map has eight categories: industrial, downtown commercial, highway commercial, heavy commercial/light manufacturing, high density residential, low density residential, open space/recreation, and public/quasi public. See Table 3-4 for a description of each category.

During the comprehensive plan process, the City of Castle Rock did not find the need for many changes to the future land use designations within the city. The only change made was converting an industrial parcel at the south of town, approximately 53 acres, to commercial development. The reason for this was to encourage commercial development along Exit 48 off of Interstate-5.

The Urban Growth Boundary defines the area around Castle Rock (including the city limits) within which urban-density development is encouraged and is planned for service by public sewer and water systems. The boundary also marks the boundary in which urban residential infilling of vacant land is encouraged, where annexation by the city is logical, and where coordination of services and land use decisions is obtained in conjunction with Cowlitz County. See Table 3-5 for the acreage inside the city limits and within the urban growth boundary for each land use classification. A sizeable portion of the city's land base is designated residential, approximately 56% (includes developed and undeveloped).

Table 3-5: Existing Land Use Classifications by Acres

Land use	Inside City Limits	In UGB	Total Acres
Downtown Commercial	21.2		21.2
Highway Commercial	114.5	32.3	146.8
Heavy Commercial/light Manufacturing	67.8		67.8
High Density Residential	61.7	14	75.8
Low Density Residential	289.7	745.2	1034.8
Industrial	129.3	8.8	138.1
Open Space/Recreation	67.1	111.3	178.4
Public/Quasi Public	41.9	151.6	193.6

A review of the current land use was prepared for this document by using 2003 aerial photography, and permit data. This work builds upon an extensive study of existing land use for the 1986 Comprehensive Plan, which mapped areas according to residential, commercial, industrial, and other uses, as well as lands within Castle Rock which were vacant.

Table 3-6 shows the number of acres, percent of developed area and percent of gross area by type of land use. For

comparison and understanding of recent trends, results of the survey in 1986 are shown in Table 3-7. Both of these surveys are rough estimates, may use somewhat different techniques and are not strictly comparable because city limits have changed slightly between 1986 and 2005.

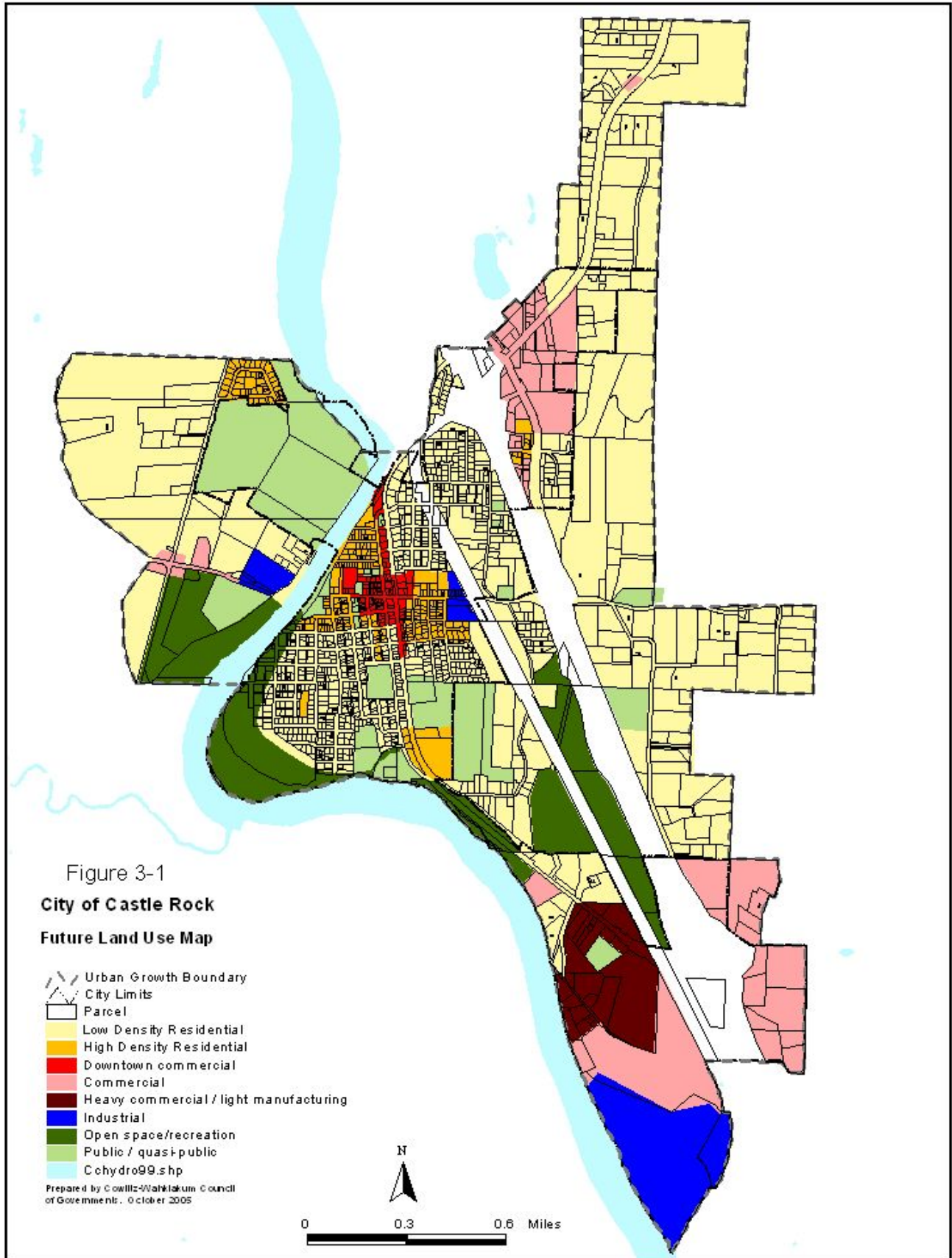
Comparison between Table 3-6 and 3-7 indicates major change between 1986 and 2005 in the amount of developed land. Developed land as a percentage of the gross area within the city limits increased by 46 percent between the two surveys. Vacant land increased by 37 percent, this is a reflection of annexation and an expanding urban growth boundary.

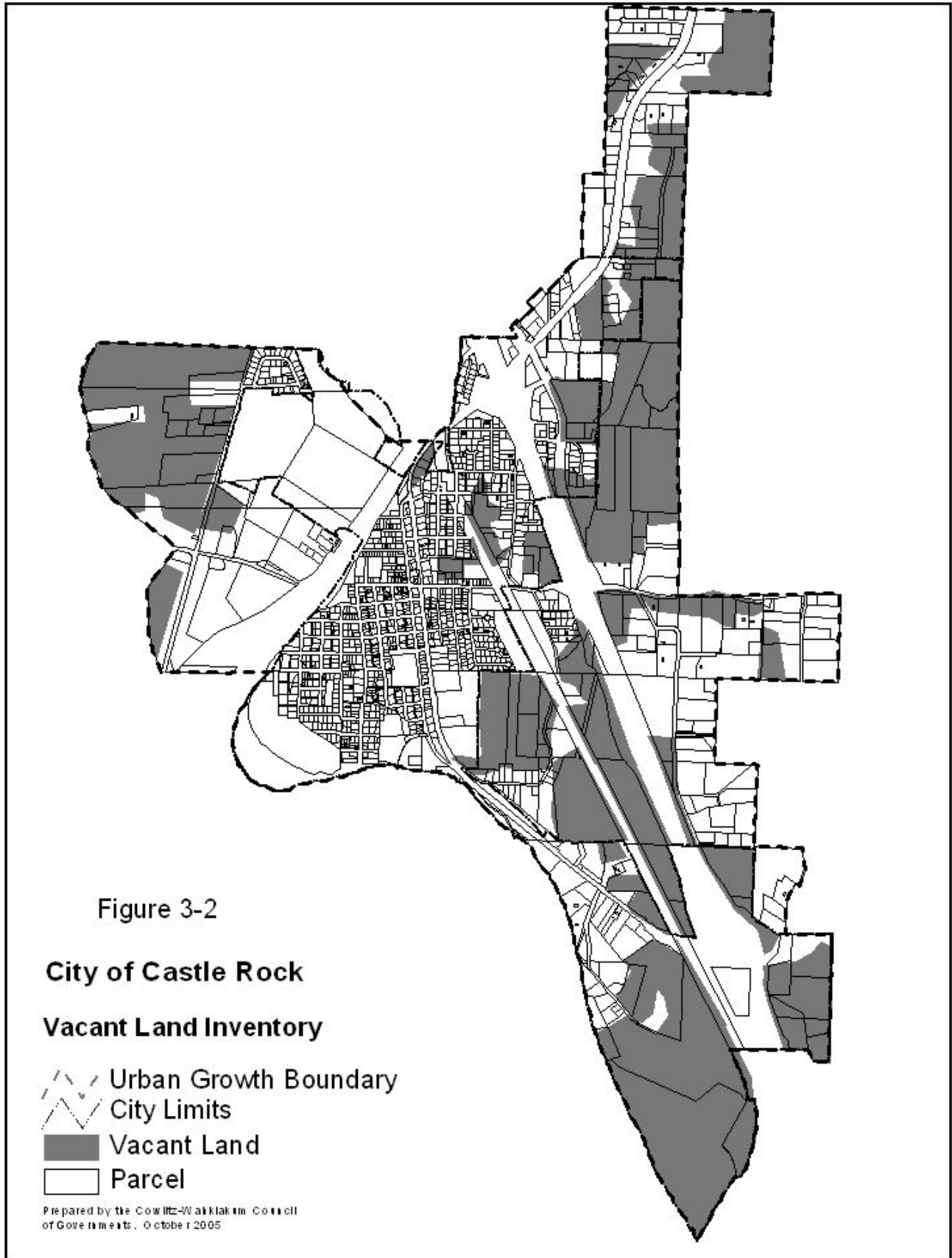
Table 3-6: Existing Land Use Comprehensive Plan Survey 2005

Type of Use	Acres	% of Developed Area	% of Gross Area
Residential	296.1	36.2%	26.9%
Commercial	74.1	9.1%	6.7%
Industrial	39	4.7%	3.5%
Public-Quasi Public	140.6	17.2%	12.7%
Open Space/Recreation	66.9	8.1%	6.1%
Streets, Alleys, Railroad	200	24.5%	18.2%
Total Developed Area	816.7	100%	74.2%
Undeveloped, Vacant Land	284		25.8%
Gross Area	1100.7		100%

Table 3-7: Existing Land Use Comprehensive Plan Survey 1986

Type of Use	Acres	% of Developed Area	% of Gross Area
Residential	99	22.4%	16.0%
Commercial	83	18.8%	13.4%
Industrial	0	0	0
Public & Semi-Public	30	6.8%	4.8%
Streets, Alleys, Railroad	230	52.0%	37.1%
Total Developed Area	442	100%	71.3%
Undeveloped, Vacant Area	178		28.7%
Gross Area	620		100%





The location of remaining undeveloped, or vacant, land is revealed in Figure 3-2 and Table 3-8. The majority of existing vacant land is classified as Low Density Residential, with industrial and open space/recreation falling second. According to Figure 3-2 the majority of vacant land is located along the south and north borders of the Castle Rock City limit, with very little land available for development in between. These areas shown are currently zoned but are not being used. This map also shows the potential for some commercial development around Exit 48, the south interchange of Interstate-5, as well as tourism development, at the north interchange of Exit 49 (discussed in the Economic Development element). The map also shows some small areas available for infill

residential development. With the vacant land residing in sensible commercial areas, residential land becomes a priority of the city and all future annexations will be evaluated for residential possibilities.

Industrial land needs were not calculated as part of the comprehensive plan process. Currently the city has 129 acres zoned for industrial use (the land use map has converted some industrial parcels for commercial use). The trend in the city is to look for more commercial development due to the abundance of industrial, “shovel ready” land throughout Cowlitz County. The need for industry is still prevalent, although the focus has shifted from large industry to smaller light manufacturing and wholesale activity.

Table 3-8: Vacant Land

Land use	Inside City Limits	In UGB	Total Acres	Vacant Acres Inside	Vacant Acres Outside	Percent Vacant by Zone
Downtown Commercial	21.2		21.2			
East Commercial	164.8	32.3	197.1	111.5		56.5
Heavy Commercial/light Manufacturing	67.8		67.8	27.7		40.9
High Density Residential	61.7	14	75.8	4.7		6.2
Low Density Residential	289.7	745.2	1034.8	60.8	379.2	42.5
Industrial	79.0	8.8	87.8	79.0		90.0
Open Space/Recreation	67.1	111.3	178.4		108.2	60.7
Public/Quasi Public	41.9	151.6	193.6			
Total	793.2	1063.2	1856.5	284.00	487.40	

RESIDENTIAL DEVELOPMENT

As seen in the land use comparison between 1986 and 2005 residential land has increased by 197.1 acres. Provision for various residential densities must rest more on long range trends described in other sections – such as decreasing household size (population per household), increasing age of population, increasing cost of development, increasing transportation (commuting) costs; continued high housing



costs; and a slow projected population growth in Castle Rock.

These long range trends (discussed in detail in the housing element) point to smaller housing units but more of them, strong housing demands, greater density, infilling of vacant land close to work and shopping, remodeling/rehabilitation of existing aged housing, and more multi-family and affordable housing. The increasing need for assisted multifamily housing, primarily for the elderly, can be expected to continue. Desire for a large detached single family home on large lots for areas exclusively dedicated to them may remain the dream of many. More compact housing will probably be the reality. Cluster developments with smaller lot sized, townhouse condominiums, and developments with a mix of unit types may well become more common.

Certainly many new housing units of all types – single-family, multi-family, duplex, and manufactured home – will have to be accommodated in the city, as well as different development designs. Table 4-9, in

the housing chapter, projects the number of additional housing units that can be expected between 2005 and 2025, based on the population forecast, average household size, and a factored vacancy rate. The projected units shown in the housing chapter can be translated into projected gross acreage needed by applying multipliers of acreage per unit and a market factor. Table 3-9 shows these projections.

According to projections the City has enough vacant residential land to more than accommodate the future need for residential development within the Urban Growth Boundary.

Table 3-9: Projected Acreage Needed for Residential Development

2025 Projected housing need	226
Assumed dwellings per acre	4
Market Factor	20%
Acres needed for projected housing	68
Undevelopable/Undesirable factor	30%
Total Acreage needed	88

Residential Development Goals and Policies

Goals

1. Maintain stability and improve the vitality of residential neighborhoods.
2. Provide opportunity for a broad range of housing choices to meet the changing needs of the community.
3. Discourage the conversion of residential use to non-residential use to protect existing residential neighborhoods.
4. Provide housing for the elderly and special need population.

Policies

1. Areas bordering the downtown and upper stories of downtown buildings are especially appropriate for multi-family, and in particular senior citizen, housing.
2. Infill development of vacant residentially classified land in the city is encouraged.
3. The city shall consider prohibiting the parking of heavy log and semi-trailer trucks in areas classified for residential use, and at the same time promote establishment of a designated and

protected truck parking area in the city or adjacent area.

4. Coordinate an annual clean up of the residential neighborhoods within the city.

LAND DEVELOPMENT/SUBDIVISION

During the Comprehensive Planning process, the Planning Commission researched many different types of innovative residential development. We discussed Planned Unit Development (PUD), Open Space Subdivision design, and Green Infrastructure. The idea behind this research is to promote smart growth, preventing sprawl but being conscious about development. The City would like to see developers take the following development options into consideration when looking at new projects in the city.

Planned Unit Development (PUD) is a type of subdivision in which a tract of land is treated as a unit with housing unit types and density determined at the outset for the entire parcel, and for which there is a high degree of site planning, recreational facilities and open space, and usually a mixture of housing types. As a method of residential development it contrasts with standard single-family lot subdivisions, and allows for more efficient use of land, grouping of different housing types, a higher level of amenities, and preservation of open space. The planned unit development methods offers the developer greater density, flexibility, permissive variation in normal zoning and subdivision standards, opportunities for carrying out architectural themes, and potentially lower costs. Sensitive lands can be retained as open space without the penalty to the developer since developable areas can have an offsetting higher density.

Regulations of PUD's are often done through the zoning ordinance, adding a PUD zone, requiring developers to apply for a zone change to PUD for the property. Another means is simply to list "planned unit developments in accordance with the subdivision ordinance" in the list of permitted uses in the residential zone, then to set out standards as a section of the subdivision ordinance.

Open Space Subdivision. Also known as conservation development or cluster development is a better site design technique that concentrates dwelling units in a compact area in one portion of the development site in exchange for providing open space and natural areas elsewhere on the site. The minimum lot sizes, setbacks and frontage distances of the residential zone are relaxed in order to create the open space at the site. Open space design has many benefits in comparison to the conventional subdivision they replace: they can reduce impervious surface, storm water pollutants, construction costs, grading and the loss of natural areas. The benefits of open space design can be amplified when it is combined with other better site design techniques such as narrow streets, open channels and alternative turnarounds. Developers are finding this technique to be less expensive to build, and they are commanding higher prices than homes in more conventional development.

Land Development/Subdivision Goals and Policies

Goals

1. Ensure that subdivisions and necessary public facilities are designed and constructed to meet existing and future needs.
2. Encourage innovative techniques to residential and commercial land development that will be beneficial to the community and reflect sound planning.
3. Ensure adequate provisions of public utilities, transportation facilities, and pedestrian facilities, as an integral part of the land subdivision and development process.
4. Maintain the “small town” feeling that makes it enjoyable to live in Castle Rock
5. Incorporate the following principals into subdivision design; a sense of place, walkable, mixed transportation and housing, and affordability.

Policies

1. If a preliminary subdivision plat represents a phase of a potentially larger

development, the city should require that a master plan showing all phases of the development be submitted concurrently.

2. Alternative land development approaches including “green infrastructure,” “low-impact development,” and other similar techniques should be strongly encouraged by the zoning, subdivision codes and public works standards.
3. Subdivisions should be site designed, and constructed to preserve and enhance natural features and be compatible with aesthetic values of the area.
4. In order to accommodate future usage and development, subdivision streets, alleys, water lines, sewer lines, and other utilities and facilities shall be designed, sized and constructed in accordance with the comprehensive plan, and subdivision ordinance.
5. Vehicle and pedestrian circulation patterns should be considered in the design of the subdivision for future connections.

COMMERCIAL DEVELOPMENT

The Economic Development section describes local business conditions, activities, trends, and opportunities. Castle Rock has seen a severe decline in the milling and logging industries over the last decade. The City’s employment trends indicate an increase in the retail trade, services, and manufacturing sectors. These sectors are still less developed in comparison to the state, and thus have opportunity to grow.



Painting in Downtown Castle Rock

As the city continues to shift from milling and logging to retail trade and service, the city will need to provide for additional orderly commercial development. But it is also in the city's interest to promote continued viability of existing commercial areas. In the last five years, the city's downtown area has seen an increase in activity and sales. This is due to a turnover of buildings to new residence and a constant revitalization of aged buildings. The downtowners recently created a plan for revitalization of the downtown core. This plan calls for improvements to the aesthetics of the streetscape and lighting of the area. Along with the downtown area, Exit 49 is a busy commercial center, offering retail and

tourism for the Mt. St. Helens scenic highway.

The City should continue the growth of the downtown and Exit 49, but they also need to branch out to attract some larger commercial providers and some professional business space. There is prime vacant commercial land located off of Exit 48 (Huntington Avenue Interchange). This property has visibility from Interstate-5 and adequate infrastructure in place. The city should also focus on pockets of commercial for residential neighborhoods, for example, expanding the Four Corners area as a commercial hub.

INDUSTRIAL DEVELOPMENT



Interstate 5 – Exit 48

The existing land use study shows that the City of Castle Rock has only 8.8 acres of

developed industrial land. The city has had for some time now, approximately 129 acres located in the study area designated for industrial use. This shows that large industries are not locating in the Castle Rock area, largely due to the fact that the zoned industrial land is not ready for development. There is too much competition for industrial parcels throughout Cowlitz County to expect any large industry in the near future.

With this said it would be logical for Castle Rock to focus more on small industry such as light manufacturing and wholesale trade.

Downtown/Commercial/Industrial Goals and Policies

Goals

1. Establish downtown Castle Rock as being a unique place to visit, shop, work, and live.
2. Encourage the downtown to function as the center of Castle Rock's commercial, civic, and cultural activities.
3. Enhance the identity of the downtown through unified urban design, landscaping, lighting, and parking standards.
4. Maintain and enhance the highway retail district at Exit 49 as the "gateway" to Mount St. Helens through retail, services, and tourism opportunities.

5. Encourage mixed uses in the commercial areas to help with revitalization.
6. Encourage the establishment of new commercial and industrial enterprises that will bring services and jobs to the community.
2. Vacant sites classified for industrial use by the land use map should not be encroached upon by incompatible non-industrial uses.
3. Encourage the rehabilitation and preservation of historic buildings, signs and other structures; consider establishing a Historic Preservation District downtown.

Policies

1. The area classified as highway commercial will provide for commercial uses that are automobile-oriented, tourist-serving, and that provide convenience goods and services.
4. Continue coordinating and planning community events that bring the residents of Castle Rock together and invite visitors in.

URBAN GROWTH

Goals

1. Achieve orderly and efficient patterns of growth within the city of Castle Rock and adjacent unincorporated area.
2. Continue coordinated planning and decision-making with Cowlitz County about future development within the Castle Rock Urban Growth Boundary with respect to urban services.
3. Ensure cost-effective growth by guiding development to areas where public services are readily available.
4. Identify areas where future growth may occur and apply zoning that encourages high density development to prevent urban sprawl.
5. Use innovative planning techniques such as “smart growth,” and “open space design” to reduce sprawl and promote pedestrian activity.

Policies

1. After the adoption of the Comprehensive Plan, the city should review and revise the zoning code and subdivision ordinance where necessary.
2. Primary responsibility for extension of sewer or water lines within the Urban Growth Area should be with the development applicant and not the City or County.
3. All proposed development within the Urban Growth Area should connect to the City or County sewer and water systems, with some exceptions for interim on-site or approved alternative systems when connection is not possible.
4. Work jointly with Cowlitz County to develop a logical Urban Growth Boundary to ensure orderly land development.
5. Encourage annexations to the city of Castle Rock that meet the development

policies of the City, create reasonable service areas for city services, form logical extensions of city boundaries, and are consistent with the Urban Growth Management Program.

6. Ensure developers reserve a sufficient amount of land for public facilities in proposed developments.

HISTORIC AND CULTURAL RESOURCES

Goals

1. Preserve and enhance buildings, objects, sites, and other properties of historic significance, architecture or archeological importance in Castle Rock
2. Take steps to further awareness and interest among residents and visitors to the origins and historical development of Castle Rock.

Policies

1. The city should encourage owners of notable historic properties to preserve, maintain and rehabilitate their properties and should assist them in applying for listing on the State and National Registers of Historic places.
2. The identification and rehabilitation of historically significant buildings in a manner that respects their architectural integrity should be a feature of the downtown renewal program

