November 21, 2012

TO: City Manager for Council Consideration

FROM: Community Development Director

SUBJECT: 2012 Comprehensive Plan Amendments - Public Hearing

Attached is the Planning Commission recommendation for the 2012 Comprehensive Plan Amendments as proposed by individual property owners and staff. The Commission considered four (4) individual amendments along with multiple Urban Growth Area amendments. Also, the Transportation Element and Capital Facilities Element were updated with current information.

The Planning Commission conducted a public hearing and took testimony on the proposed Amendments. The Commission considered the testimony and concluded with recommendations on the proposed Amendments. See attached.

A public hearing has been scheduled. The City Council should open the public hearing and take testimony on the 2012 Comprehensive Plan Amendments and Planning Commission recommendation.

This matter is presented for Council consideration. The Council should consider the Amendments and approve, conditionally approve or deny the Amendments as proposed.

Respectfully submitted

Gilbert Alvarado
Community Development Director

To: Community Development Director
for Council Consideration

From: Senior Planner–Henning

Subject: 2012 Comprehensive Plan Amendments
Planning Commission Recommendations

Date: November 19, 2012

The Washington State Growth Management Act (GMA) requires that most cities and counties adopt and maintain a Comprehensive Plan which addresses certain mandated elements. The Plan may be amended no more than once per year. The City of Moses Lake adopted a GMA-compliant Comprehensive Plan in 2001 and has amended it periodically. The Planning Commission held a public hearing and made recommendations on the following proposed amendments for 2012:

A. Four amendments requested by property owners to Land Use Designations within the City limits:

1. 1549 to 1556 Bailey Avenue, from LDR to MDR
There was considerable public testimony in opposition to this amendment. The Planning Commission recommended denial.

2. 202 to 222 Hill Avenue, from LDR to MDR
The Planning Commission recommended approval.

3. SW South of Highway, S26-T19N-R28E, from Business & Office Centers to General Commercial
The Planning Commission recommended approval.

4. 2300 W. Broadway, rear 50', from HDR to General Commercial
The Planning Commission recommended approval.

B. Change Land Use Designations within the Urban Growth Area (UGA) to match Grant County Designations or to more closely match the existing or likely future use of the property
The parcels which the Planning Commission recommended for approval are shown and described on the attached pages.

C. Designate publicly-owned property as Public Facilities or Parks/Open Space
The Planning Commission recommended approval.

E. Update the Transportation Element with current information
The Planning Commission's recommended draft is attached.

F. Update the Capital Facilities Element with current information
The Planning Commission's recommended draft is attached.

C. The building, as constructed, shall appear essentially as presented to the Planning Commission.

seconded by Mr. Nofziger, and passed unanimously.

RATHBONE MAJOR PLAT AND DEFERRAL REQUEST - PUBLIC HEARING

Rathbone Sales, Inc. submitted a preliminary plat of 7.48 acres at 3860 E. Broadway. There is an existing agricultural and equipment sales facility on site. The site is zoned Heavy Industrial, which corresponds with the Comprehensive Plan Land Use Designation of Industrial. Deferrals were requested for sidewalk improvements, connection to water and sewer, and moving the existing driveway location to meet Community Standards. A deviation was requested for lot configuration.

Anne Henning, Senior Planner, stated that there are no sidewalks on East Broadway but there are water and sewer mains. The developer has requested a deferral of the requirement to construct sidewalks and connecting to the water and sewer mains even though they are in the process of connecting to city water and sewer. The existing driveway does not meet Community Standards and a deferral has been requested of the requirement to relocate the driveway. She pointed out that the existing property lines are not perpendicular to the street and a deviation has been requested to that requirement. Since they are in the process of paving the parking lot and connecting to City water and sewer, the Development Engineer recommended that the driveway and sidewalk should be brought up to city standards.

Phil Bloom, Columbia Northwest Engineering, representing the project, stated that the platting process was begun because of a fire in the building and the need to construct a new structure. Since the start of the platting process some things have changed and the driveway will be moved and the site will be connected to city water and sewer. He stated that they would like a deferral on the sidewalk since it would be the only sidewalk in this area.

Doug Rathbone stated that they will be connecting to city water and sewer and will be moving the driveway to meet current code but would like a deferral on the sidewalk.

The public hearing was opened. There were no comments.

Action Taken: Ms. Heimark moved that the public hearing be closed, seconded by Mr. Schield, and passed unanimously.

Action Taken: Mr. Schield moved that it be recommended to the City Council that the preliminary plat be approved with the following conditions:

A. The comments of the Development Engineer shall be addressed before final plat submittal.

B. The comments of the Grant County Health District and Grant County Assessor's office shall be addressed before final plat submittal.

C. A deviation shall be granted for side lot lines intersecting the right-of-way at an angle greater than 20 degrees from perpendicular.

D. A deferral be granted for the construction of sidewalk.

seconded by Ms. Heimark, and passed unanimously.

COMPREHENSIVE PLAN AMENDMENTS - PUBLIC HEARING

The public hearing was opened.

Land use Designations - Amendments Requested by Kile

Billie Jo Muñoz, Assistant Planner, stated that Mary Kile has requested that 1548, 1552, and 1556 Bailey Street be changed from low density residential to medium density residential. She pointed out that to the north and

east of the property are single family homes and across Bailey Street to the south is a PUD substation. A letter opposing the change was received from Glen and Teresa Johnson.

Mary Kile, the proponent of the change, stated that the medium density designation would allow duplexes which would be appropriate since the property is across from the PUD substation. The size of the lots would only allow two duplexes on the site.

Travis Mecham, 1510 Bailey, stated that he is opposed to the re-designation as the existing homes are single family and it will change the dynamics of the neighborhood.

Kevin Asay, 1544 Bailey, stated that he would like to keep the neighborhood quiet and stay a family oriented area.

Sheila Despain, 1538 Bailey, stated that she would like to see it remain single family as she was concerned that renters would not be as involved in the neighborhood as a home owner. She was not as opposed to duplexes as she would be to apartment buildings.

Shane Moore, 1535 James, stated that he is opposed to the duplexes as they will be rentals and creates more turn over of residents and possible problems.

Marsha Asay, 1544 Bailey, stated that she is opposed to the change in designation because of safety concerns.

Glen Johnson, 1516 Bailey, stated that he is opposed to the medium density because the existing rental has had a great deal of turnover and additional duplexes would change the character of the neighborhood. He pointed out that they would be the only duplexes in the area.

John Janak, 1522 Bailey, stated that he is opposed to the change as he felt it should stay single family.

David Skaug, 1525 Bailey, opposed to the change as he felt rentals change the character of the neighborhood.

Mary Kile pointed out that any house in the area could become rentals at any time and the duplexes she would construct would not devalue the neighborhood.

Land Use Designations - Amendments Requested by Daschel

Billie Jo Muñoz, Assistant Planner, stated that John and Jacie Daschel have requested that 202, 208, 212, 218, and 222 E. Hill be changed from low density residential to medium density residential. Letters in opposition have been received from Nicholas and Verna Mount because the existing infrastructure cannot support any additional increase in population.

There was discussion by the Commission on the location, size, and topography of these lots.

Billy Pinson, 1003 Division, stated that he is not for or against the proposed amendment and would like to see something built on the land, but because of the topography he was concerned about safely exiting the property whether single family homes or duplexes are constructed.

Land Use Designations - Amendments Requested by Fancher

Billie Jo Muñoz, Assistant Planner, stated that Bob Fancher has requested that 5.7 acres located south of and adjacent to I-90 be changed from Business and Office Center to Commercial. She mentioned that no city water is available to the site but there is a sewer force main located in Potato Hill Road; however, it may not be available for connection.

There were no comments from the public.

Land Use Designations - Amendment Requested by McCullough

Billie Jo Muñoz, Assistant Planner, stated that Joe McCullough has requested that the north 50' of the property

at the corner of Broadway and Burress be changed from High Density Residential to General Commercial and Business. A letter of support was received from L. L. Eakin and comments in favor were received from Pat Carroll, owner of the adjacent manufactured home park and Leah Kling, a tenant within the adjacent manufactured home park.

Joe McCullough, 2612 Marina Drive, stated that they would like to see the lot as a single zone.

Land Use Designations - Amendment to Match Grant County Designations

Anne Henning, Senior Planner, stated that a large number of parcels within the Urban Growth Area have land uses designated by the City that do not match the land use designations of the county. She identified the properties that are recommended to be changed to match the county designations, the properties that are recommended to be changed but not match the county designation, the publicly owned property that should be changed to a public designation, and the parks that should be designated as parks and open space.

Jim Hicks, 6494 NE 32NE Avenue, owner of an apartment complex, stated that the letter they received proposed changing the property to medium density but the maps show a high density.

It was confirmed that the property would be designated high density residential.

Brad McMillian, 3196 W. Lakeside, stated that Double U Farms LLC owns property and wanted to know why the City is looking to change county designations. Mr. McMillian stated that there would be a conflict if the City designates the property medium or low density residential. He stated that they would like to see the property stay the same as it is now.

Ms. Henning explained that under the Growth Management Act the City is required to have an urban growth area. The City plans for the growth management area by designating land use even though the county has jurisdiction on any property outside the City's limits. In this case, due to comments from the property owners, the staff would recommend that the City not make any changes to the designation of this property at this time.

COMPREHENSIVE PLAN UPDATE - TRANSPORTATION ELEMENT

Daniel Leavitt, Assistant Planner, presented the proposed updates to the Transportation Element of the Comprehensive Plan. He explained that it serves as a guide for the City in planning for future transportation needs.

There were no comments from the public.

There were some comments by the Commission but no changes were made.

COMPREHENSIVE PLAN - CAPITAL FACILITIES ELEMENT

Anne Henning, Senior Planner, pointed out that the Capital Facilities element identifies what is existing and what is needed in the future as it relates to infrastructure. She mentioned that the requested dog park can be included in a new policy to address development of special purpose facilities.

There were no comments from the public.

The regular meeting was adjourned at 9 p.m.

Todd Voth, Planning Commission Chairman

MOSES LAKE PLANNING COMMISSION
October 11, 2012

Commissioners Present: Todd Voth, Vicki Heimark, Charles Hepburn, Steve Schield, Carly Griffith Hotvedt, Rick Penhallurick, Todd Lengenfelder, Kevin Starcher, and Nathan Nofziger

Name	Jan		Feb	Mar			Apr		May	June		July		Aug		Sept		Oct		Nov	Dec
Molitor Hotvedt	P	A	A	A	P	A				P	P	P	P	P	P	P	P	P			
Starcher	P	P	E	P	A	A	P	E	P	P	A	P	P	P	A	A	P	E	P			
Lengenfelder	P	P	P	P	P	P	P	P	P	P	A	P	A	P	P	P	A	P	P			
Schield	A	P	P	P	P	P	P	A	A	P	P	A	P	P	P	P	P	P	P			
Heimark	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P			
Penhallurick	P	P	A	P	P	P	A	A	A	P	A	P	P	P	E	E	P	P	P			
Hepburn	P	P	P	A	P	A	P	P	P	P	P	P	P	P	P	P	P	P	P			
Nofziger	P	P	P	P	A	P	P	P	P	P	P	P	P	P	P	E	P	P	P			
Voth	P	P	P	P	P	P	P	P	P	P	P	E	P	P	P	P	P	P	P			

P - Present E = Excused A = Absent C = Canceled

Staff Present: Joseph K. Gavinski, Gilbert Alvarado, Anne Henning, Billie Jo Muñoz, Daniel Leavitt, and Sue Mahaney

CONSENT AGENDA

Minutes: The minutes of the September 27 meeting were presented.

Harmony Investments - Site Plan Review - Findings of Fact: The Findings of Fact for the Site Plan for the office and supply building at 846 E. Broadway were presented.

Rathbone Preliminary Major Plat - Findings of Fact: The Findings of Fact for the Rathbone Preliminary Major Plat were presented.

Action Taken: Mr. Nofziger moved that the Consent Agenda be approved, seconded by Mr. Schield, and passed unanimously.

COMPREHENSIVE PLAN AMENDMENTS - CON'T PUBLIC HEARING

The public hearing was continued.

Land use Designations - Amendments Requested by Kile

Mary Kile has requested the land use designation for 1549 to 1556 Bailey Street be changed from low density residential to medium density residential.

A letter in opposition to the change in the land use designation was received from Glen and Teresa Johnson, Travis and Stephanie Meacham, and John and Jill Janak.

Glen Johnson, 1516 Bailey Avenue, stated that he is opposed to the change

Laurel Malin, 1514 Eastlake, stated that he objected to changing the designation to help one individual to the detriment of the entire community.

Mary Kile, 1534 Lakeway, the proponent of the change, stated that the medium density designation would allow duplexes which would be appropriate since the property is across from the PUD substation. The size of the lots would only allow two duplexes on the site. She felt that the medium density designation would be a good buffer between the substation and the single family area.

Laurel Malin, 1514 Eastlake, pointed out that if the zoning is changed for this area, an adjoining property owner could also request a change.

Land Use Designations - Amendments Requested by Daschel

John and Jacie Daschel have requested that 202, 208, 212, 218, and 222 E. Hill be changed from low density residential to medium density residential.

There were no comments from the public.

Land Use Designations - Amendments Requested by Fancher

Bob Fancher has requested that 5.7 acres located south of and adjacent to I-90 be changed from Business and Office Center to Commercial.

There were no comments from the public.

Land Use Designations - Amendment Requested by McCullough

Joe McCullough has requested that the north 50' of the property at the corner of Broadway and Burress be changed from High Density Residential to General Commercial and Business.

There were no comments from the public.

Land Use Designations - Amendments to Property in the UGA

It is proposed to change land use designations of certain parcels in the City's UGA to match the Grant County designations, to change designations of 13 parcels in the UGA to more closely match the existing or likely future use of the property, and to designate publicly-owned property as Public Facilities or Parks/Open Space.

There were no comments from the public.

Comprehensive Plan Update - Transportation Element

Updates to the Transportation Element of the Comprehensive Plan were provided.

There were no comments from the public.

Comprehensive Plan - Capital Facilities Element

Updates to the Capital Facilities element of the Comprehensive Plan were provided.

There were no comments from the public.

Action Taken: Mr. Schield moved that the public hearing be closed, seconded by Mr. Hepburn, and passed unanimously.

Action Taken: Mr. Schield moved that it be recommended to the City Council that the request to change the land use designation of 1549 to 1556 Bailey Avenue from Low Density Residential to Medium Density Residential be denied, seconded by Mr. Starcher, and passed with Mr. Lengenfelder, Mr. Penhallurick, Mr. Nofziger, Ms. Heimark, Mr. Schield, and Mr. Starcher in favor and Mr. Voth, Mr. Hepburn, and Ms. Hotvedt opposed.

Action Taken: Mr. Starcher moved that it be recommended to the City Council that the request to change the land use designation of 202 to 222 Hill from Low Density Residential to Medium Density Residential be approved, seconded by Mr. Hepburn, and passed with Mr. Schield opposed.

Action Taken; Mr. Schield moved that it be recommended to the City Council that the request to change approximately 5 acres south of Highway 17 from Business and Office Center to General Commercial be approved, seconded by Ms. Hotvedt, and passed unanimously.

Action Taken: Mr. Starcher moved that it be recommended to the City Council that the request to change a portion of 2300 W. Broadway from High Density Residential to General Commercial be approved, seconded by Mr. Schield, and passed unanimously.

Action Taken: Mr. Schield moved that it be recommended to the City Council that the proposed land use designations be changed to match Grant County designations except for the school district property in Cascade Valley, seconded by Mr. Starcher, and passed unanimously.

Action Taken: Mr. Hepburn moved that it be recommended to the City Council that the land use designations on 13 parcels of property be changed to more closely match the existing or future use of the property except for the property south of Randolph Road and east of Arnold Drive remain as is, seconded by Mr. Nofziger, and passed unanimously.

Action Taken: Mr. Schield moved that it be recommended to the City Council that publicly owned property be designated as Public Facilities or Parks/Open Space, seconded by Mr. Nofziger, and passed unanimously.

Action Taken: Mr. Starcher moved that it be recommended to the City Council that the updates to the Transportation Element be approved, seconded by Mr. Schield, and passed unanimously.

Action Taken: Ms. Hotvedt moved that it be recommended to the City Council that the updates to the Capital Facilities Element be approved with the condition that wording concerning dog parks be included, seconded by Ms. Heimark, and passed unanimously.

BLACKSTONE PRELIMINARY MAJOR PLAT AND DEFERRAL REQUEST - PUBLIC HEARING

Blackstone OTR LLC has submitted an application for a one-lot plat of 27.34 acres at 8037 Randolph Road. The site is zoned Heavy Industrial, which corresponds with the Comprehensive Plan Land Use Designation of Industrial. A deferral was requested for street improvements.

Anne Henning, Senior Planner, stated that this is a simple plat located on Randolph Road. She pointed out that Randolph Road is a county road and not developed to City standards so the property owners have requested a deferral of street improvements at this time.

Eric Taylor, project manager, stated that the request for the deferral of street improvements is due to the fact that the streets in the area are all currently constructed to county standards.

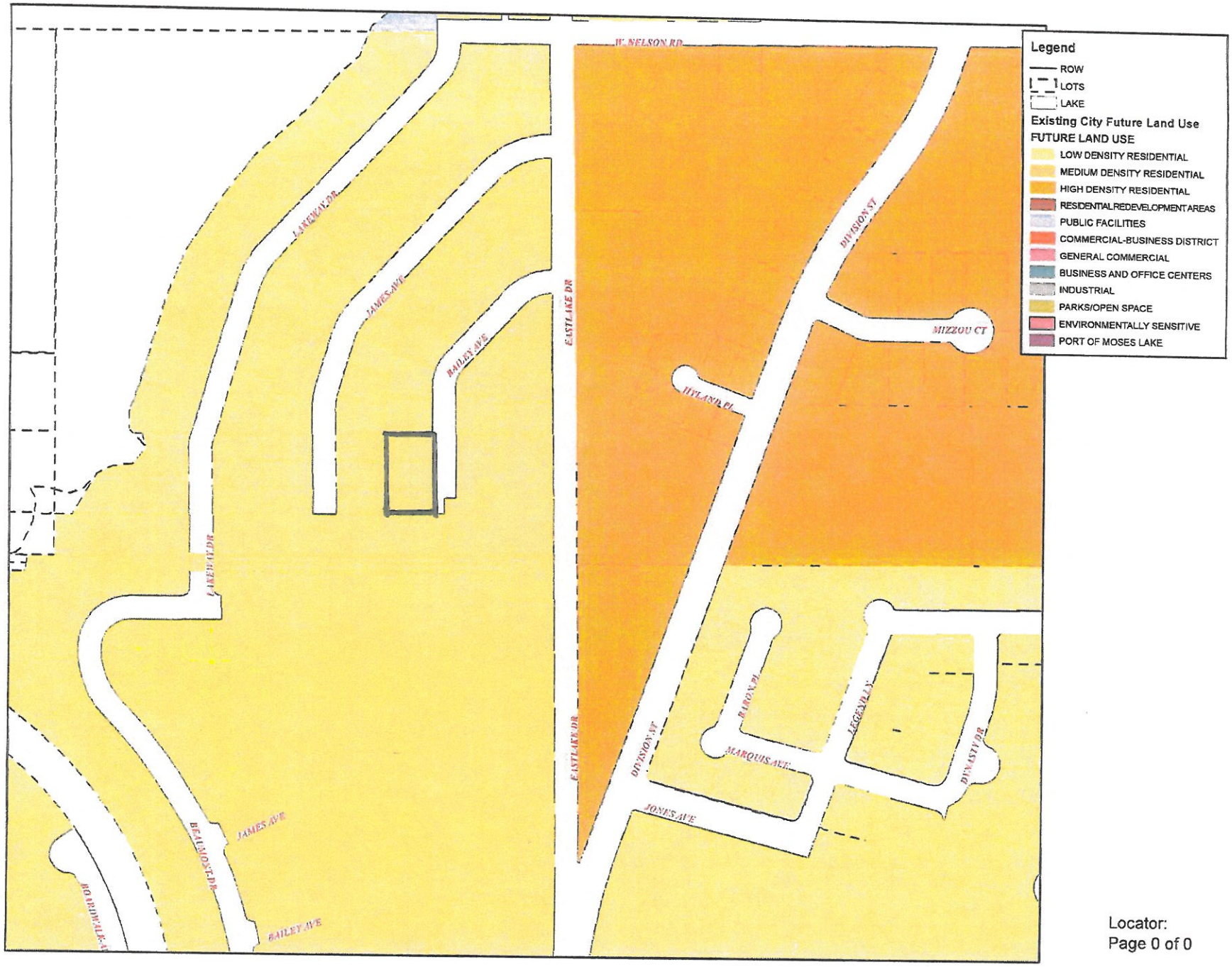
The public hearing was opened. There were no comments.

Action Taken: Ms. Hotvedt moved that the public hearing be closed, seconded by Mr. Hepburn, and passed unanimously.

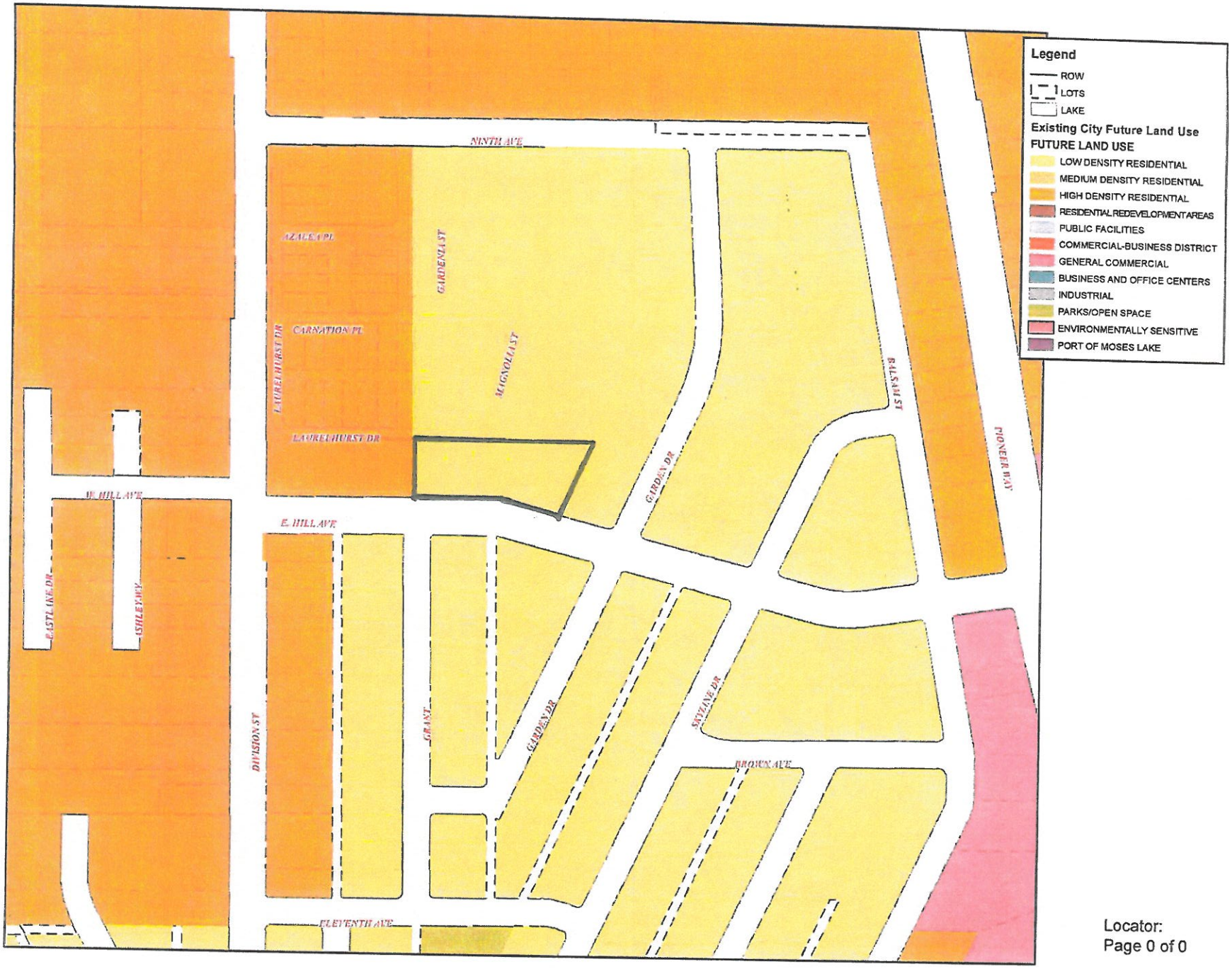
Action Taken; Mr. Lengenfelder moved that it be recommended to the City Council that the preliminary plat be approved with the following conditions:

1. The comments of the Development Engineer shall be addressed before final plat submittal.

2. The discrepancy in ownership between the plat dedication statement and the Grant County Assessor's records shall be addressed before final plat submittal.

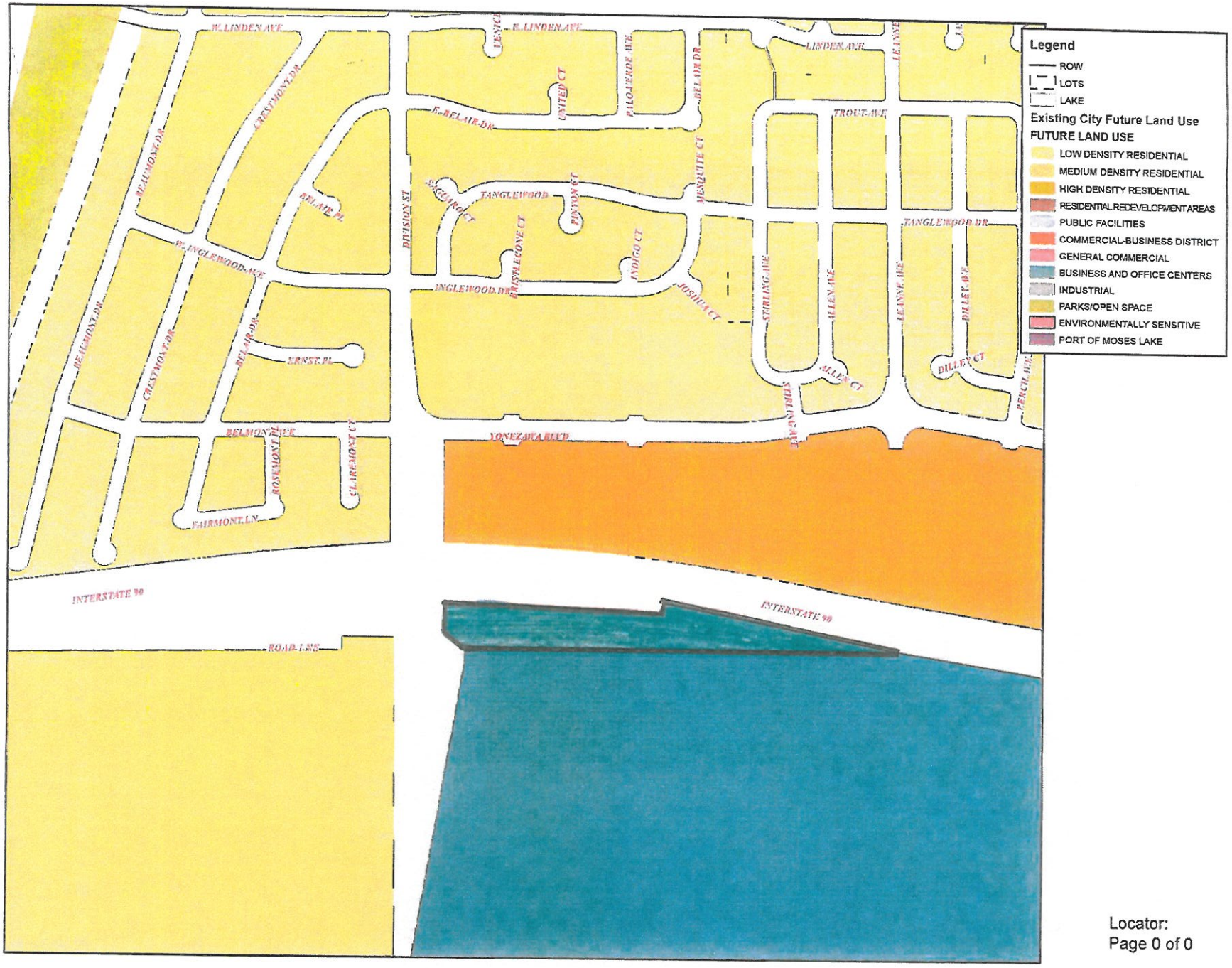


Locator:
Page 0 of 0



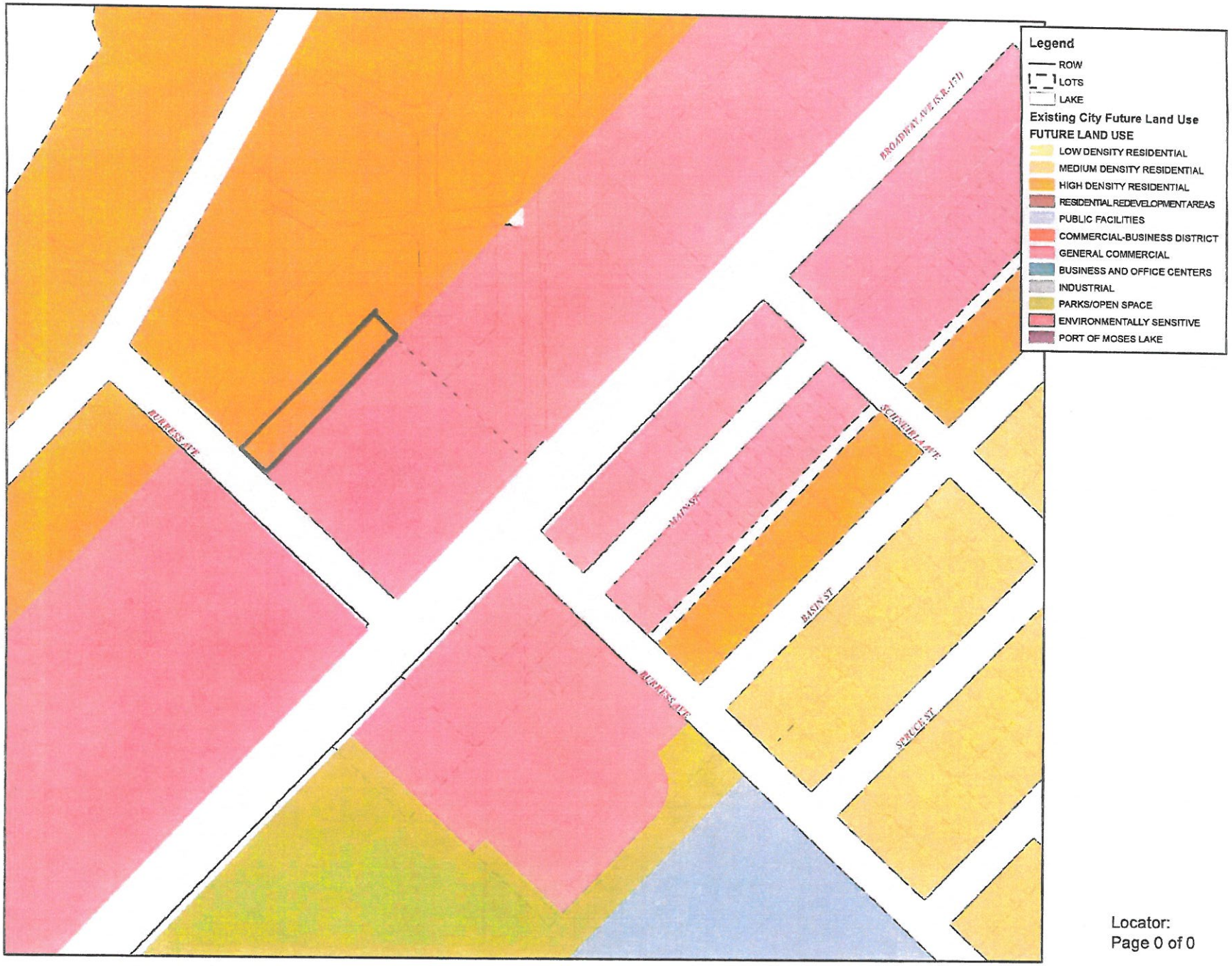
Path:

Locator:
Page 0 of 0



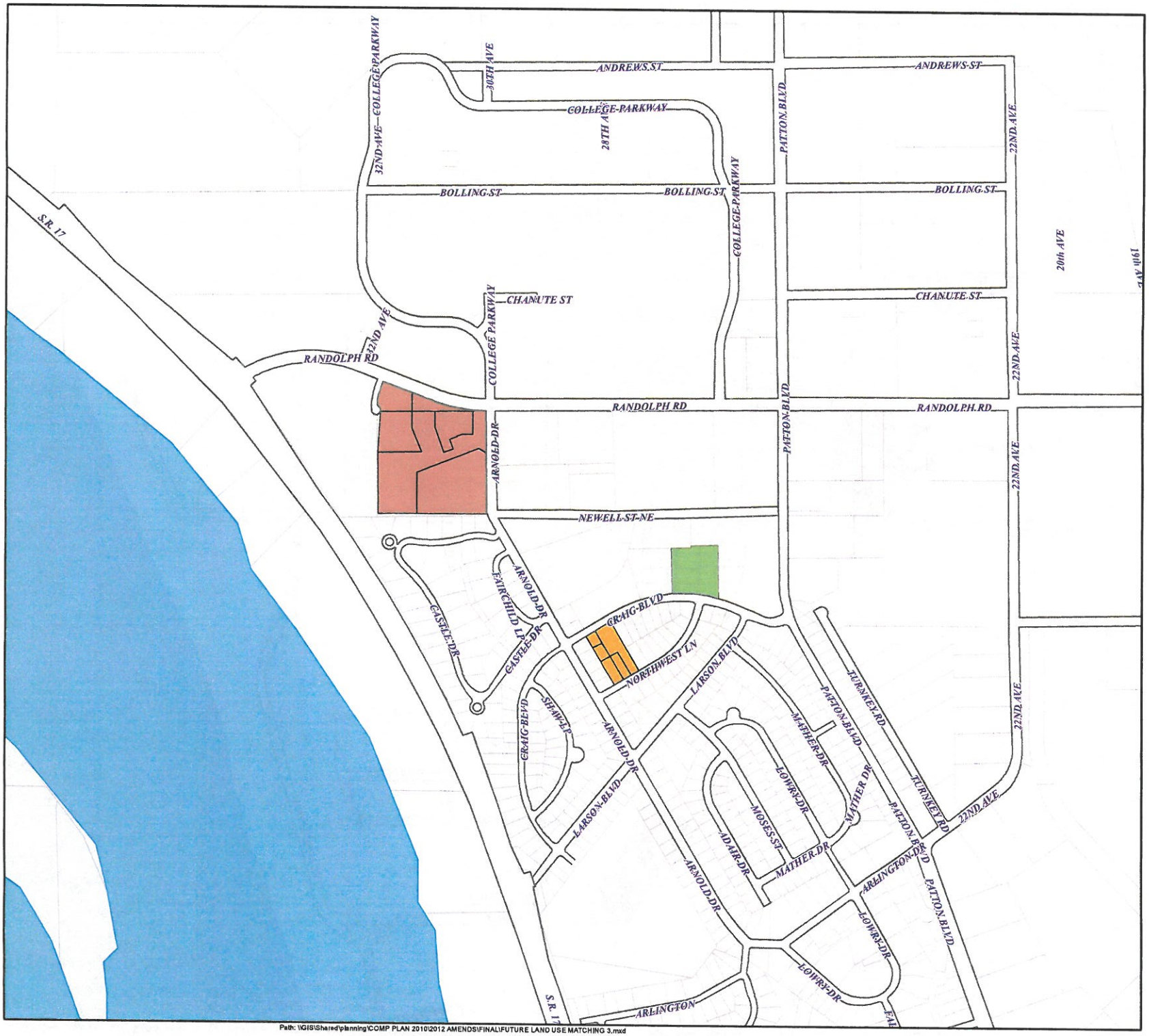
Path:

Locator:
Page 0 of 0



Path:

Locator:
Page 0 of 0



Path: \\GIS\Shared\planning\COMP PLAN 2010\2012 AMENDS\FINAL\FUTURE LAND USE MATCHING 3.mxd

MODIFICATIONS TO THE CITY OF MOSES LAKE LAND USE DESIGNATIONS

Locator: AA

Page 1 of 3

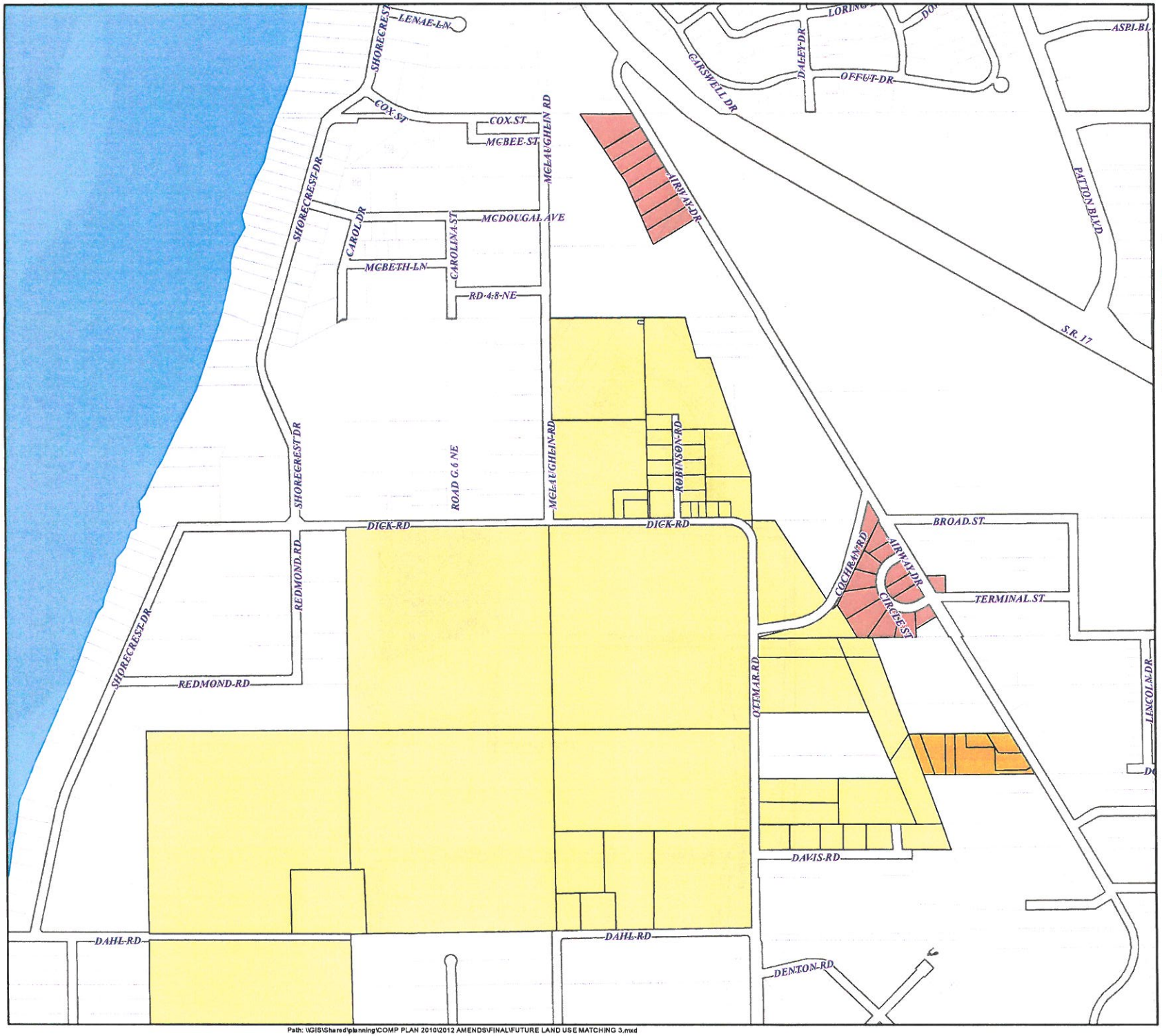
Legend

- LOTS
- LAKE

Proposed Changes to Future Land Use Designation

- General Commercial
- Low Density Residential
- Medium Density Residential
- High Density Residential

CITY OF MOSES LAKE WASHINGTON



MODIFICATIONS TO THE CITY OF MOSES LAKE LAND USE DESIGNATIONS

Locator: BB

Page 2 of 3

Legend

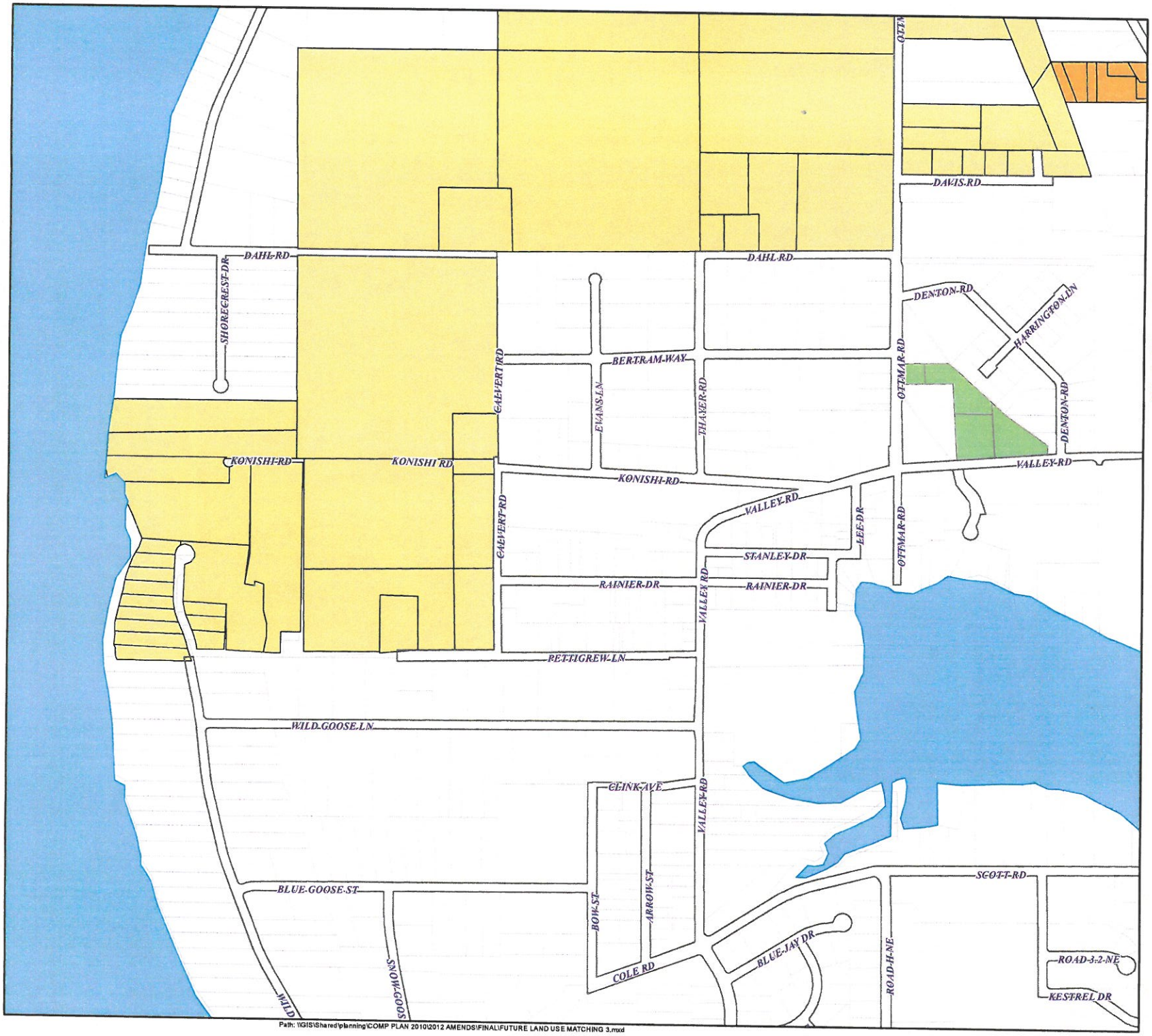
- LOTS
- LAKE

Proposed Changes to Future Land Use Designation

- General Commercial
- Low Density Residential
- Medium Density Residential
- High Density Residential

CITY OF MOSES LAKE WASHINGTON

Path: \\GIS\Shared\planning\COMP PLAN 2010\2012 AMENDS\FINAL\FUTURE LAND USE MATCHING 3.mxd



Path: \\GIS\Shared\planning\COMP PLAN 2010\2012 AMENDS\FINAL\FUTURE LAND USE MATCHING 3.mxd

MODIFICATIONS TO THE CITY OF MOSES LAKE LAND USE DESIGNATIONS

Locator: CC

Page 3 of 3

Legend

- LOTS
- LAKE

Proposed Changes to Future Land Use Designation

- General Commercial
- Low Density Residential
- Medium Density Residential
- High Density Residential

CITY OF MOSES LAKE WASHINGTON

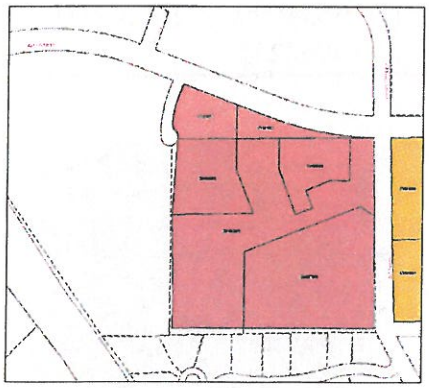
UGA Land Use Designation Changes to Match Grant County Designations or Existing or Likely Future Use

City staff identified a large number of parcels within the Urban Growth Area (UGA) where the land use designation was not consistent between the City's Comprehensive Plan and Grant County's Comprehensive Plan. In many cases, matching the County's designation seems appropriate. Staff and the Planning Commission also identified some parcels where a different designation than the current one seemed more appropriate. The following parcels were proposed to be changed:

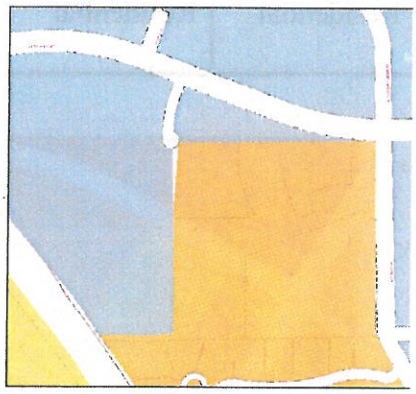
Map Page 1 of 3, Locator AA
South of Randolph Road, west of Arnold Drive

Action	Grant County Designation	Existing City Designation	Proposed City Designation	Parcel Numbers
Change to match County	Residential, High Density	Medium Density Residential	High Density Residential	311004000 311005000 (portion*) 311006000 311007000 (portion*)
Change to match County	Residential, High Density	Public Facilities	High Density Residential	171049025 171049027
Change to match conditions	Urban Public Facilities	Medium Density Residential	High Density Residential	311005000 (portion*) 311007000 (portion*)

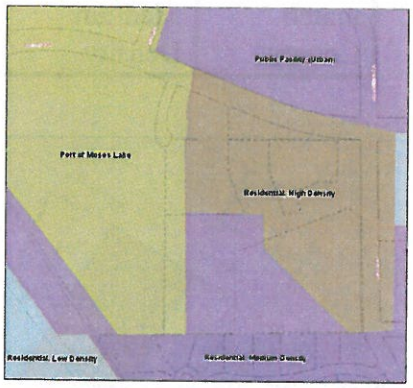
* These parcels currently have split designations in the County plan.



Proposed City Designation



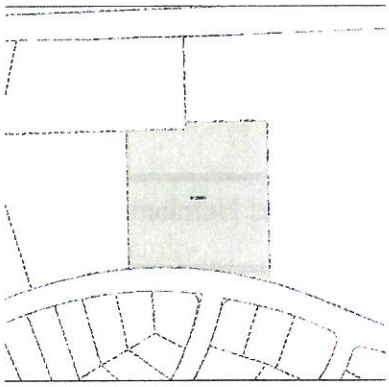
Current City Designations



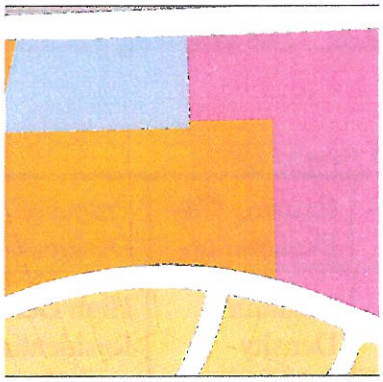
Current County Designations

North of Craig Blvd, at Northwest Ln

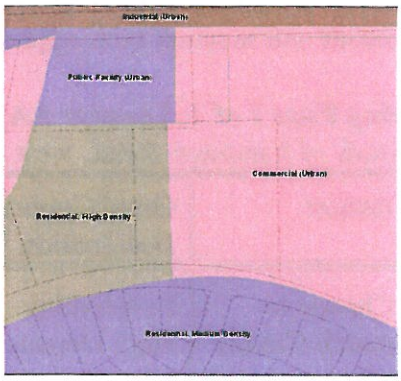
Action	Grant County Designation	Existing City Designation	Proposed City Designation	Parcel Number
Change to match County	Urban Commercial	High Density Residential	General Commercial	312228000



Proposed City Designation



Current City Designation

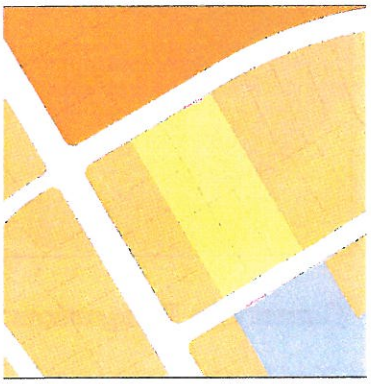


Current County Designation

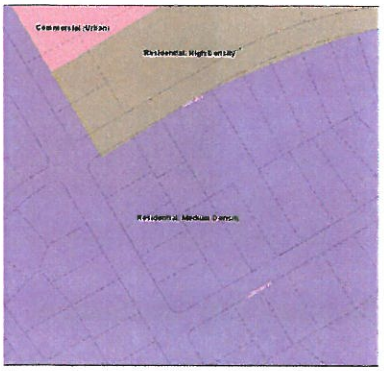
East of Arnold Drive, south of Craig Blvd, north of Northwest Ln

Action	Grant County Designation	Existing City Designation	Proposed City Designation	Parcel Numbers
Change to match County	Residential, Medium Density	Low Density Residential	Medium Density Residential	310892250 310652000 310634000 310653000 310892251

Proposed City Designation



Current City Designation

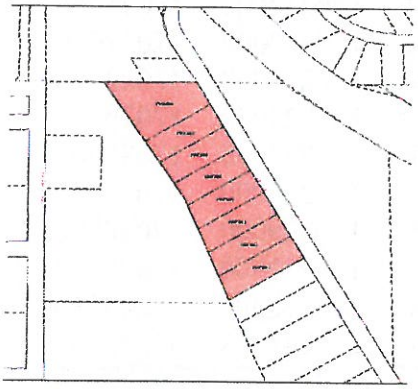


Current County Designation

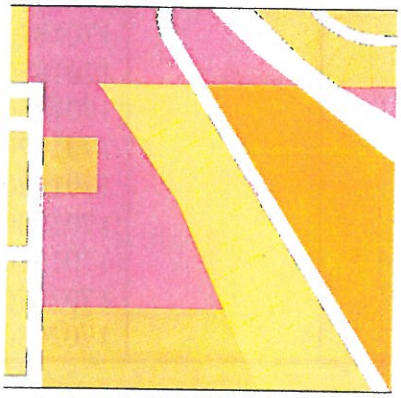
Map Page 2 of 3, Locator BB

West of Airway Drive, just south of SR-17

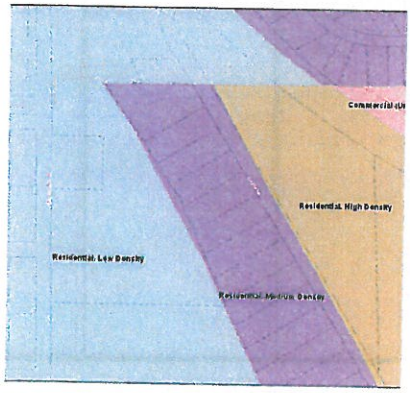
Action	Grant County Designation	Existing City Designation	Proposed City Designation	Parcel Numbers	
Change to match conditions	Residential, Medium Density	Low Density Residential	High Density Residential	170204000 170241010 120070000 120070001	120070002 120070003 120070004 120070005



Proposed City Designation



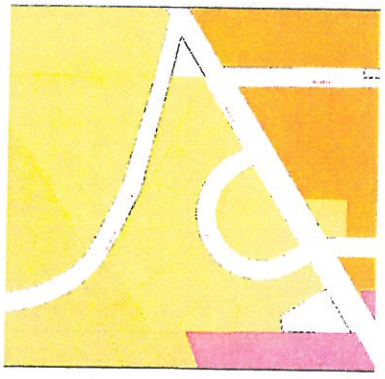
Current City Designation

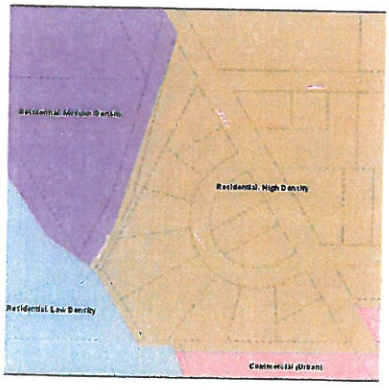


Current County Designation

West of Airway Drive, at Circle Street

Action	Grant County Designation	Existing City Designation	Proposed City Designation	Parcel Numbers		
Change to match County	Residential, High Density	Low Density Residential	High Density Residential	120526000 120527000 120528000 120529000 120530000	120531000 120532000 120533000 120534000 120535000	120536000 120537000 120556000 170246000

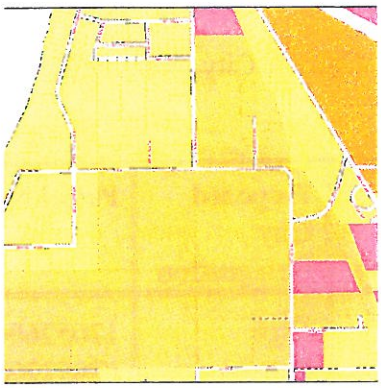




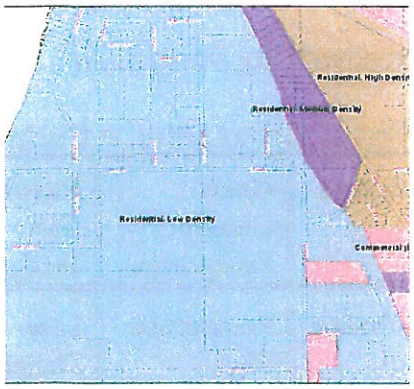
Dick Road, Ottmar Road, Dahl Road, Davis Road

Action	Grant County Designation	Existing City Designation	Proposed City Designation	Parcel Numbers		
Change to match County	Residential, Low Density	Medium Density Residential	Low Density Residential	121127000	170210000	170241007
				121127001	170211000	170241011
				121128000	170212000	170241012
				121129000	170214000	170241014
				121130000	170215000	170284000
				121131001	170217000	170254000
				170184000	170220000	170276000
				170185000	170223000	170280000
				170186000	170224000	170299000
				170187000	170225000	170302000
				170188000	170226000	170303023
				170190000	170229000	170303026
				170191000	170231000	170644000
				170207000	170232000	313481000
				170208000	170241003	313482000

Proposed City Designation



Current City Designation

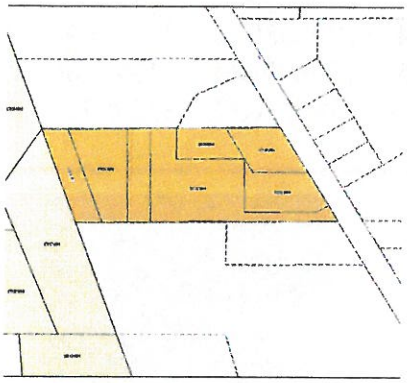


Current County Designation

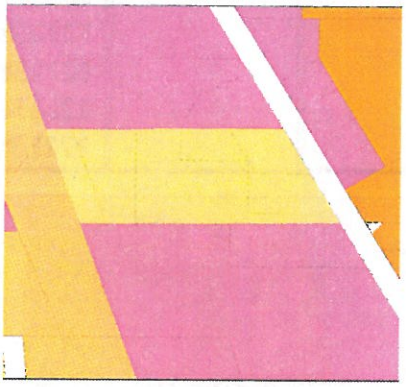
West of Airway Drive, south of Circle Street, north of Davis Road

Action	Grant County Designation	Existing City Designation	Proposed City Designation	Parcel Numbers
Change to match County	Residential, Medium Density	Low Density Residential	Medium Density Residential	170303021 170303007 170262000 312323000 312322000 312550000*

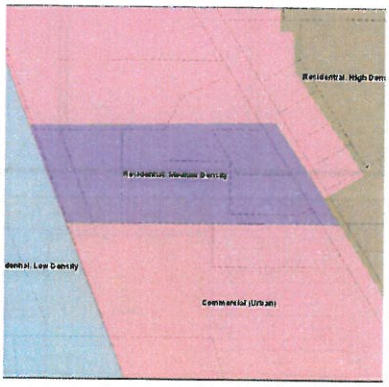
*Only a portion of this parcel is proposed to be redesignated. The remainder of the parcel is designated Commercial in both the City and the County'plan.



Proposed City Designation



Current City Designation



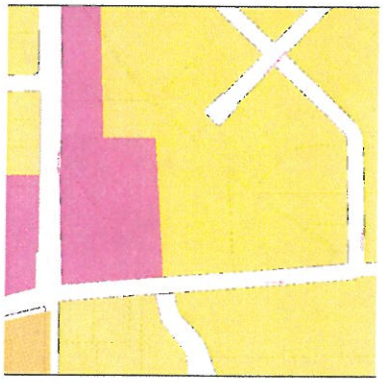
Current County Designation

Map Page 3 of 3, Locator CC

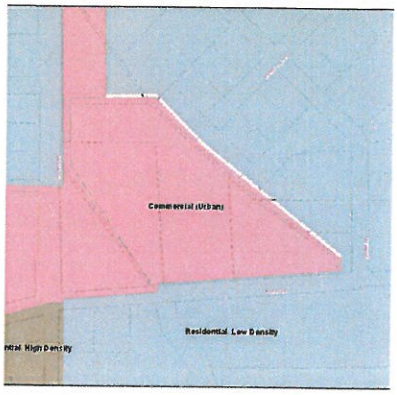
North of Valley Road, east of Ottmar Road

Action	Grant County Designation	Existing City Designation	Proposed City Designation	Parcel Numbers
Change to match County	Urban Commercial	Low Density Residential	General Commercial	170643012 170643013

Proposed City Designation



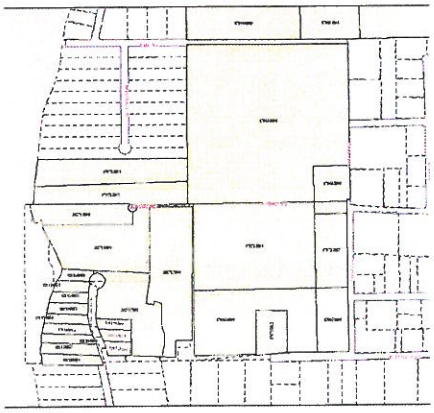
Current City Designation

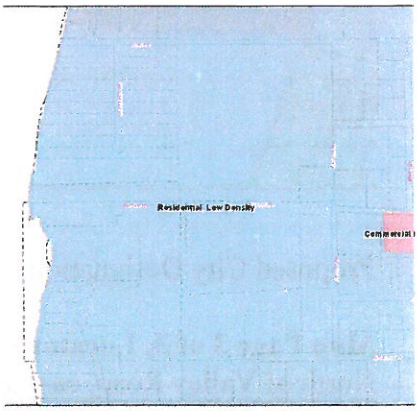


Current County Designation

Dahl Road, Konishi Road, Calvert Road, Wild Goose

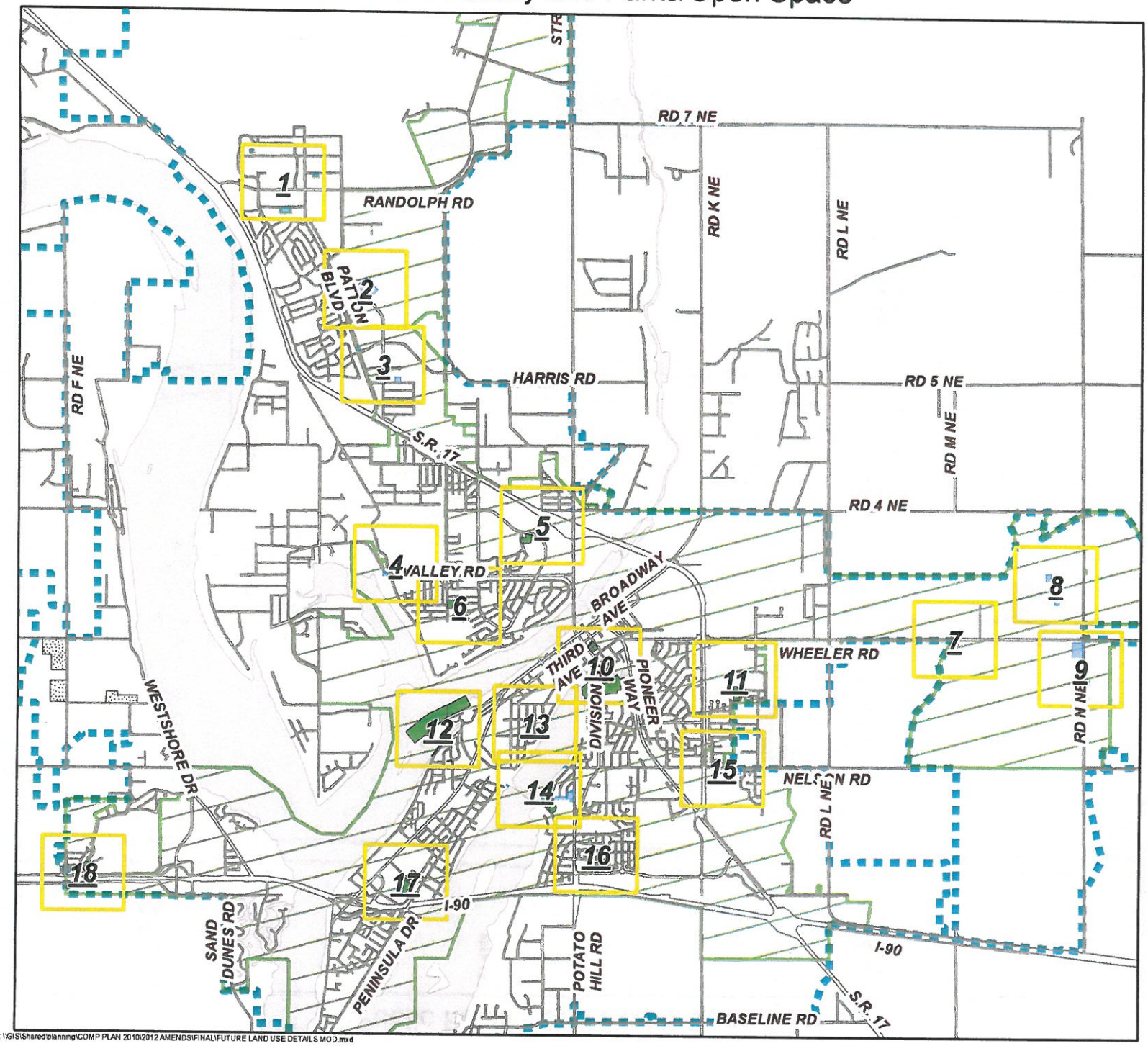
Action	Grant County Designation	Existing City Designation	Proposed City Designation	Parcel Numbers		
Change to match County	Residential, Low Density	Medium Density Residential	Low Density Residential	121126401 121138050 121138051 121138052 121138053 121138054 121138055 121138056 121138057	121138058 121138059 121138060 170644000 170645000 170658000 170659000 170725027	170725031 170725042 170725046 170725053 312715000 312716000 312717000 312717002





Note: All parcels north of Dahl Road are addressed on Page 2 of 3, Locator BB

Public Facility and Parks/Open Space



Legend

- ROW
- LAKE
- CITY LIMITS
- CITY UGA BOUNDARY
- UGA EXCEPTION

PUBLIC FACILITIES INDEX

- PAGE No.

CITY OR COUNTY

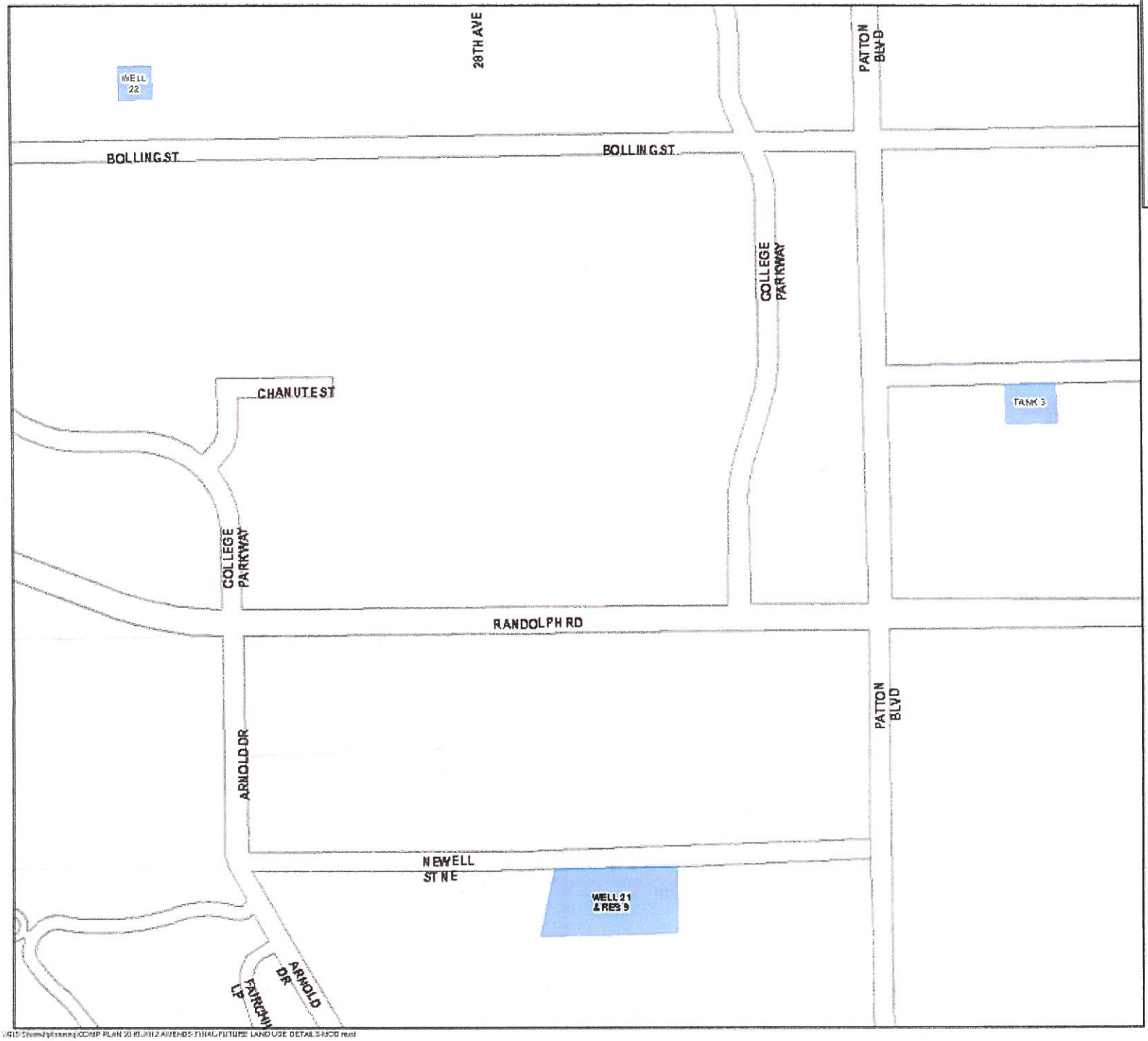
- PUBLIC FACILITIES
- PARKS/OPEN SPACE

COVER SHEET

CITY OF MOSES LAKE WASHINGTON

Path: \\GIS\Shared\planning\COMP PLAN 2010\2012 AMENDS\FINAL\FUTURE LAND USE DETAILS MOD.mxd

Public Facility and Parks/Open Space



Legend

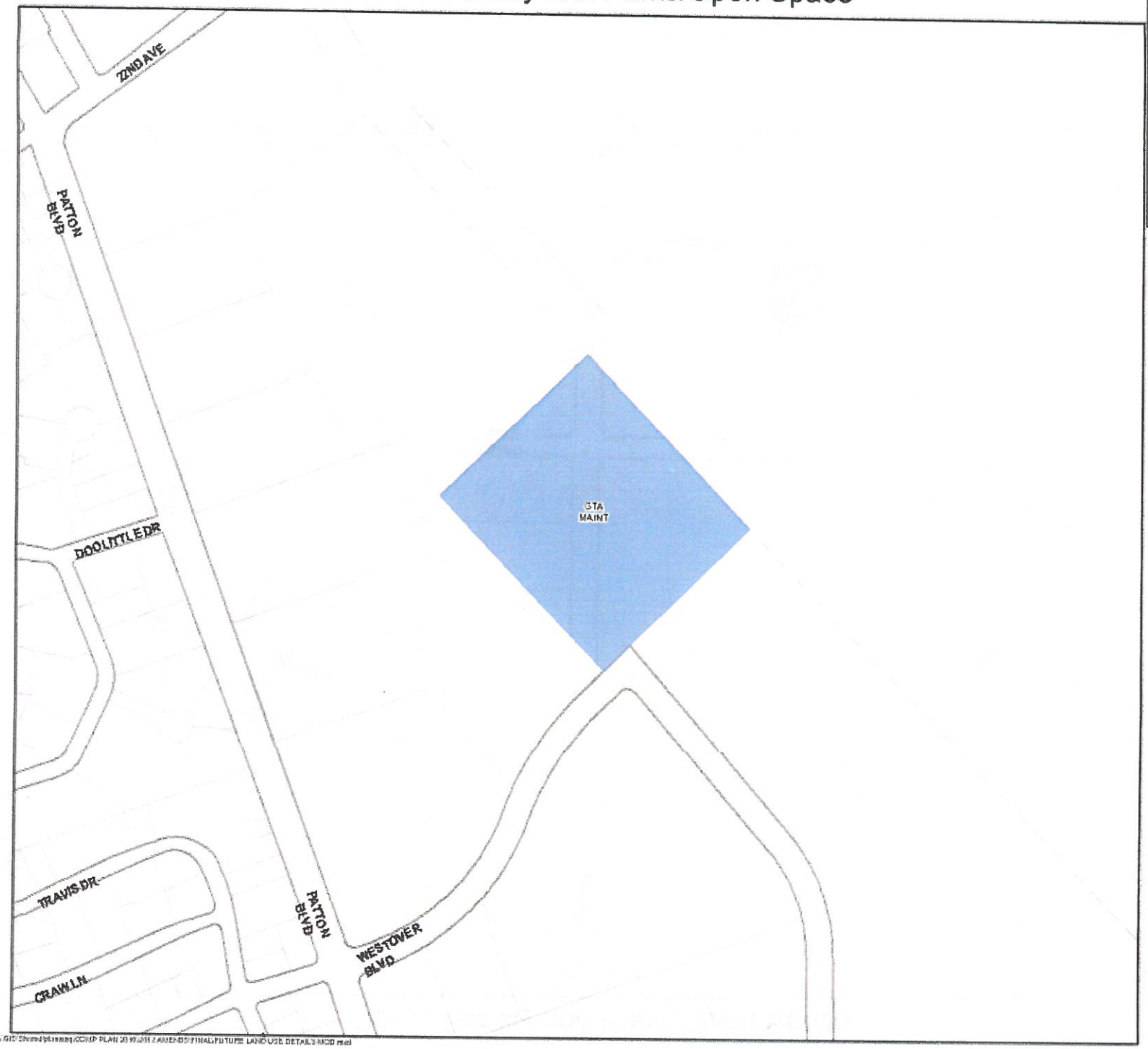
- ROW
- LOTS
- LAKE

CITY OR COUNTY

- PUBLIC FACILITIES
- PARKS/OPEN SPACE

CITY OF MOSES LAKE WASHINGTON

Public Facility and Parks/Open Space



Legend

- ROW
- LOTS
- LAKE

CITY OR COUNTY

- PUBLIC FACILITIES
- PARKS/OPEN SPACE

CITY OF MOSES LAKE WASHINGTON

Public Facility and Parks/Open Space

Legend

- ROW
- LOTS
- LAKE

CITY OR COUNTY

- PUBLIC FACILITIES
- PARKS/OPEN SPACE

CITY OF MOSES LAKE WASHINGTON

Public Facility and Parks/Open Space

Legend

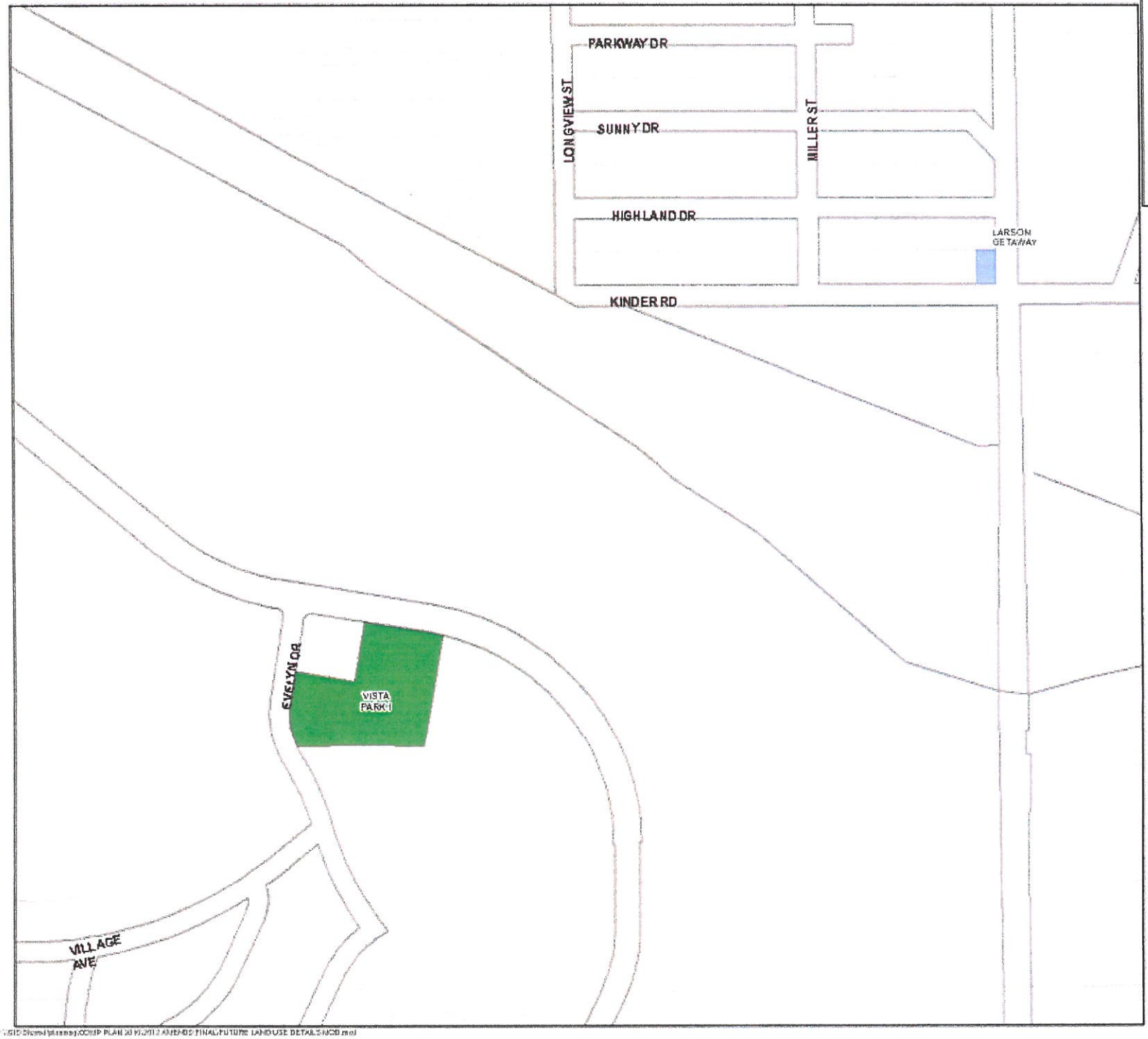
- ROW
- LOTS
- LAKE

CITY OR COUNTY

- PUBLIC FACILITIES
- PARKS/OPEN SPACE

CITY OF MOSES LAKE WASHINGTON

Public Facility and Parks/Open Space



Legend

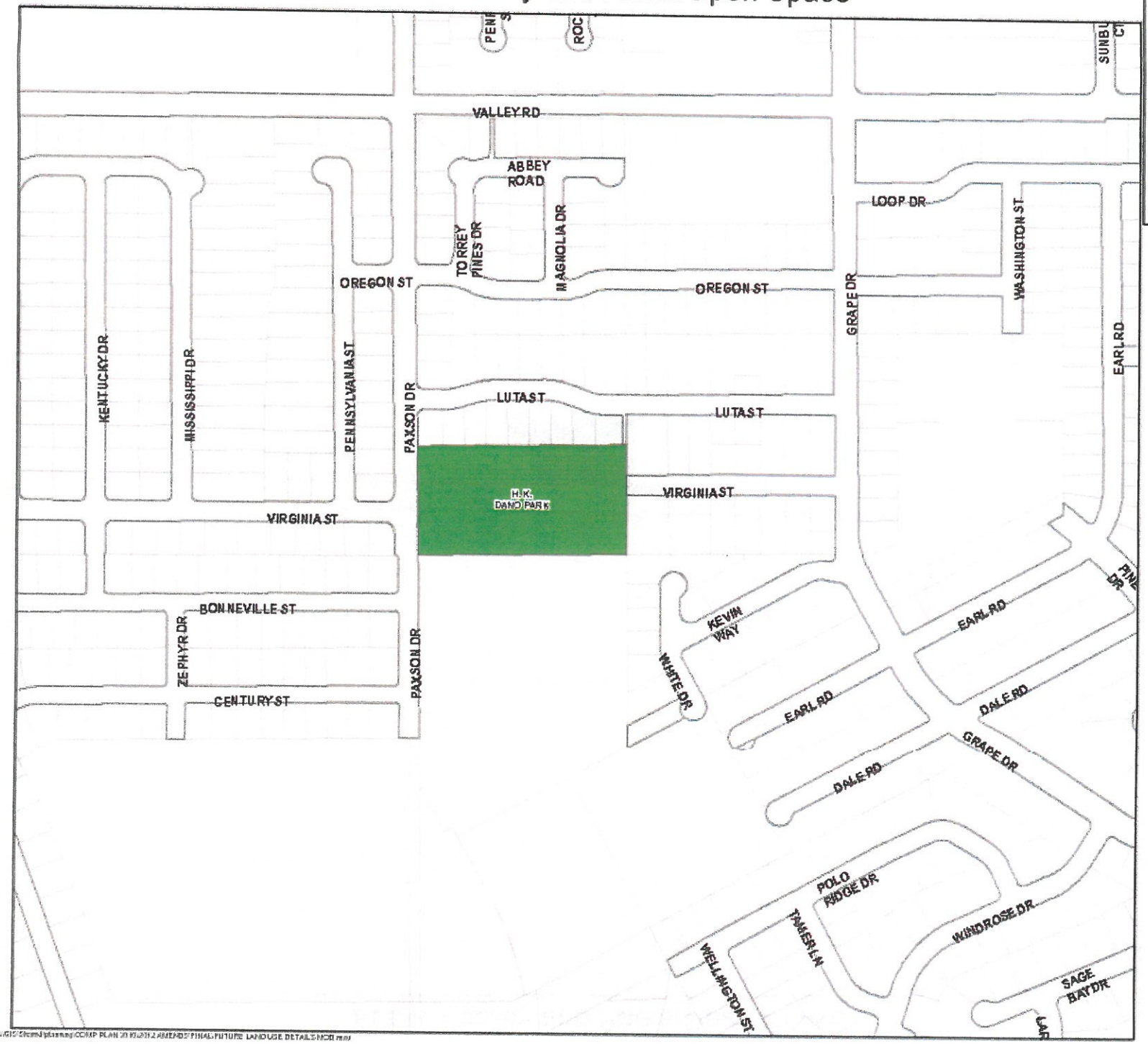
- ROW
- LOTS
- LAKE

CITY OR COUNTY

- PUBLIC FACILITIES
- PARKS/OPEN SPACE

CITY OF MOSES LAKE WASHINGTON

Public Facility and Parks/Open Space



Legend

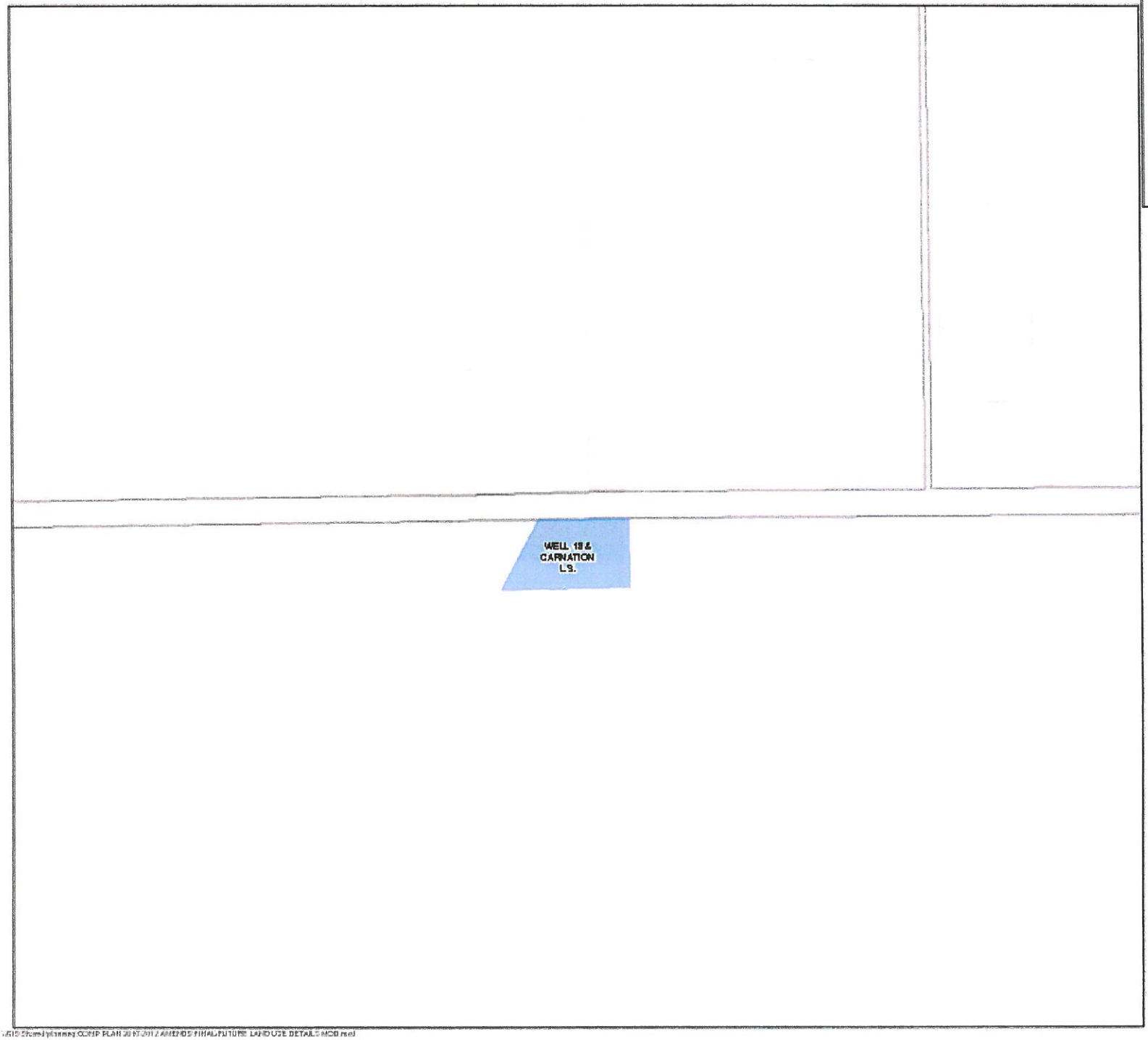
- ROW
- LOTS
- LAKE

CITY OR COUNTY

- PUBLIC FACILITIES
- PARKS/OPEN SPACE

CITY OF MOSES LAKE WASHINGTON

Public Facility and Parks/Open Space



Legend

- ROW
- LOTS
- LAKE

CITY OR COUNTY

- PUBLIC FACILITIES
- PARKS/OPEN SPACE

CITY OF
MOSES LAKE
WASHINGTON

Public Facility and Parks/Open Space

Legend

- ROW
- LOTS
- LAKE

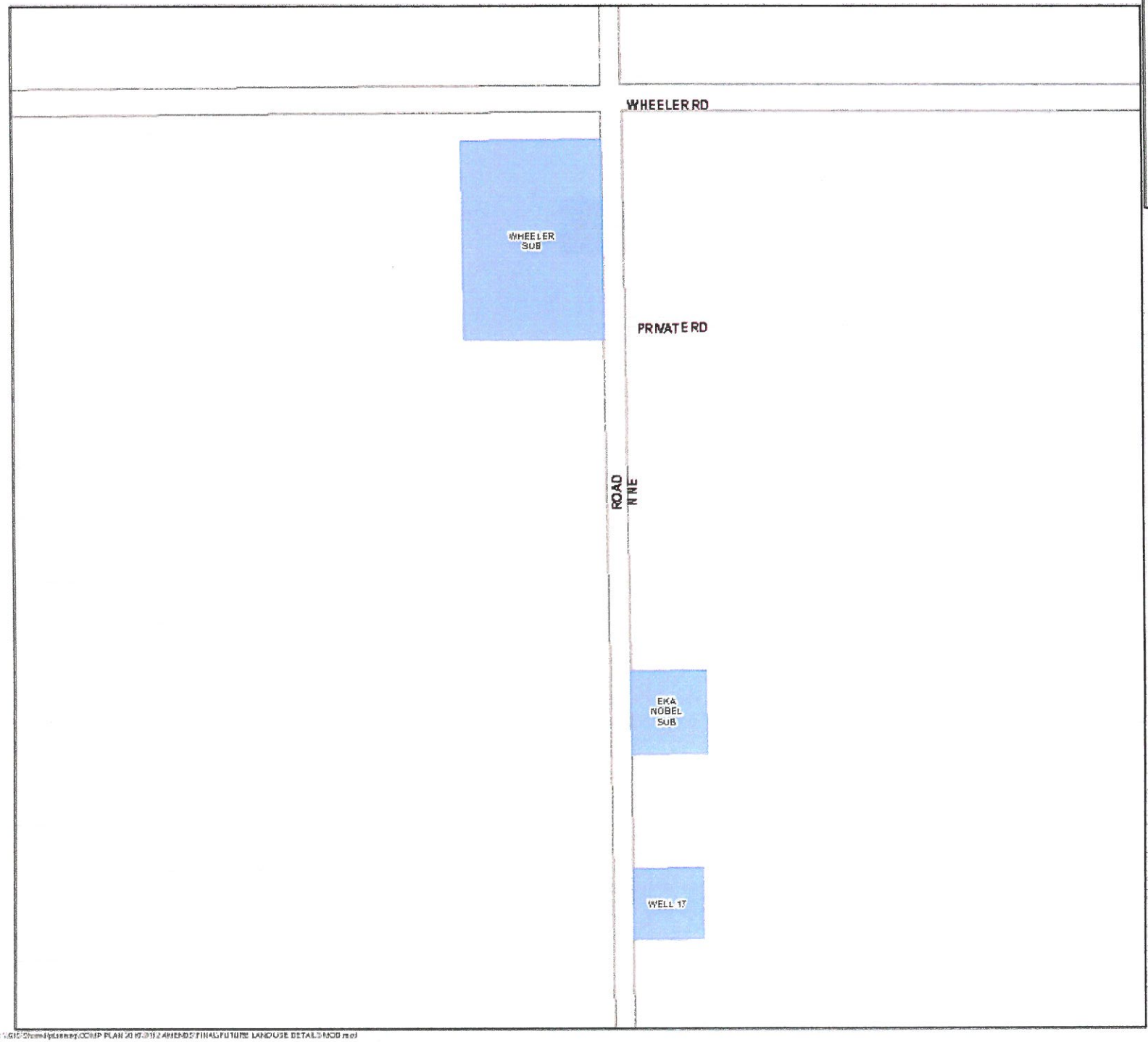
CITY OR COUNTY

- PUBLIC FACILITIES
- PARKS/OPEN SPACE

CITY OF MOSES LAKE WASHINGTON

Path: I:\GIS\Shared\planning\COMP PLAN 2018\2012 AMENDS\FINAL\FUTURE LAND USE DETAILS NOD.mxd

Public Facility and Parks/Open Space



Legend

- ROW
- LOTS
- LAKE

CITY OR COUNTY

- PUBLIC FACILITIES
- PARKS/OPEN SPACE

CITY OF MOSES LAKE WASHINGTON

Public Facility and Parks/Open Space

Legend

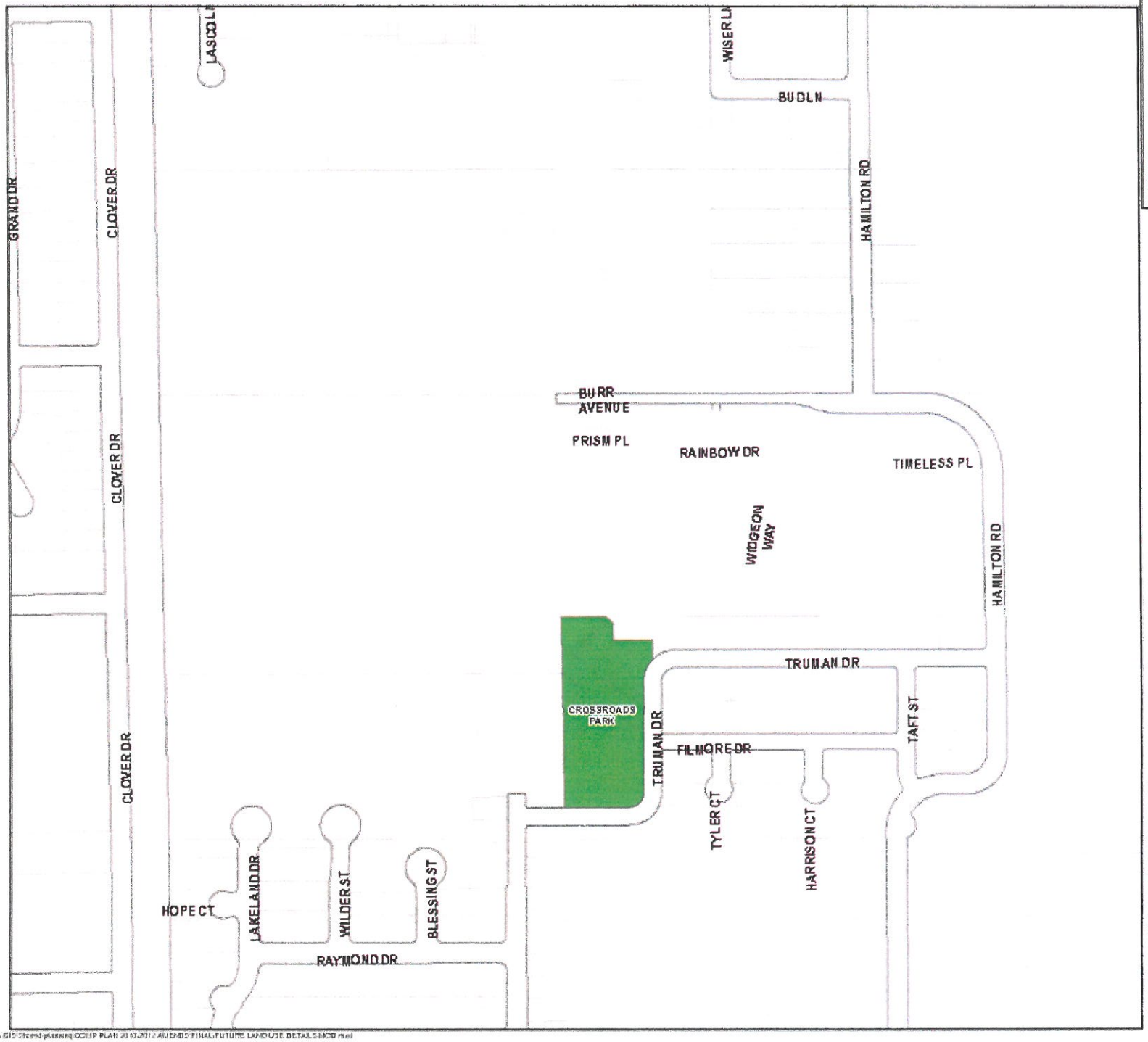
- ROW
- LOTS
- LAKE

CITY OR COUNTY

- PUBLIC FACILITIES
- PARKS/OPEN SPACE

CITY OF MOSES LAKE WASHINGTON

Public Facility and Parks/Open Space



Legend

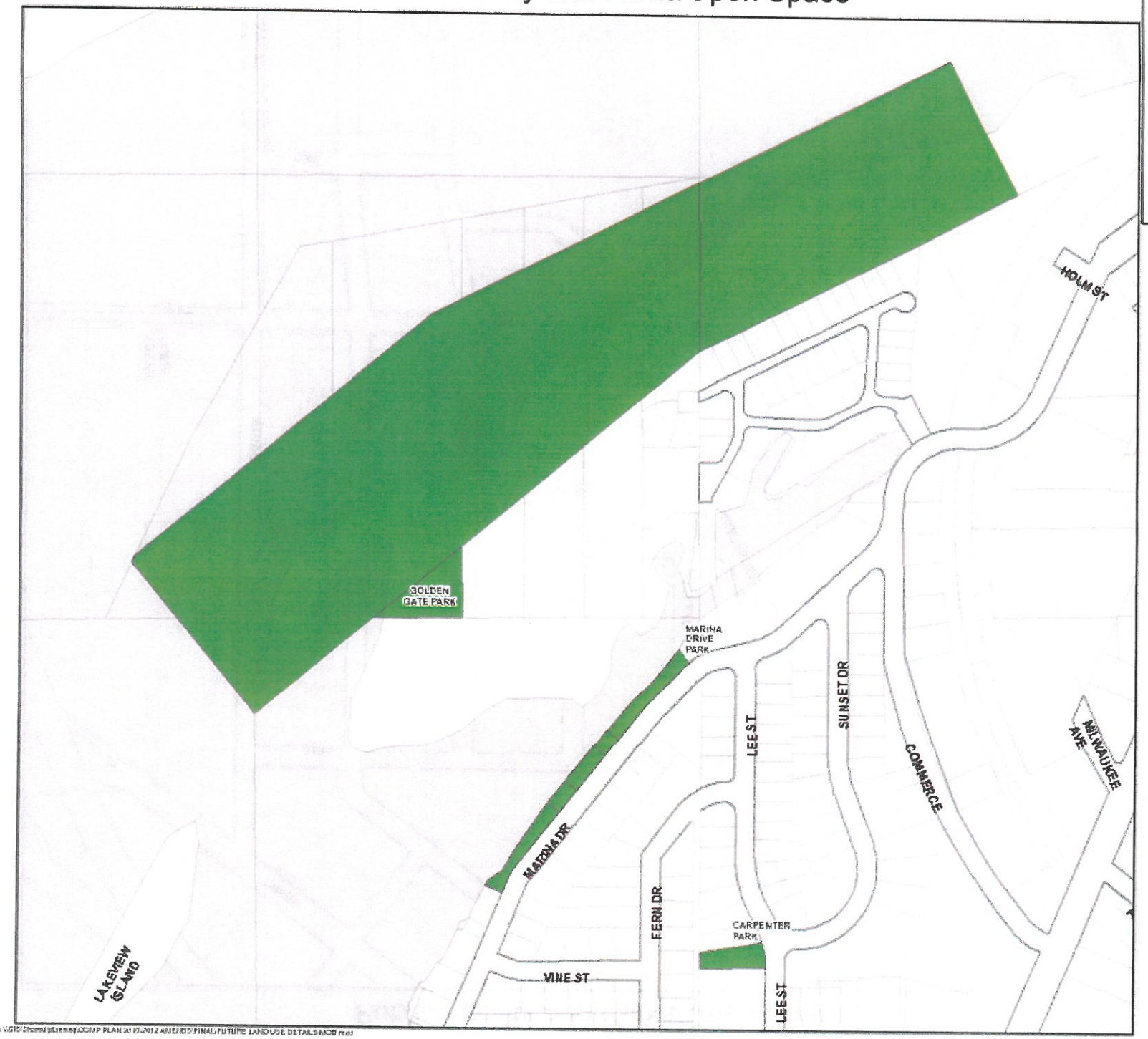
- ROW
- LOTS
- LAKE

CITY OR COUNTY

- PUBLIC FACILITIES
- PARKS/OPEN SPACE

CITY OF MOSES LAKE WASHINGTON

Public Facility and Parks/Open Space



Legend

- ROW
- LOTS
- LAKE

CITY OR COUNTY

- PUBLIC FACILITIES
- PARKS/OPEN SPACE

CITY OF MOSES LAKE WASHINGTON

Public Facility and Parks/Open Space

Legend

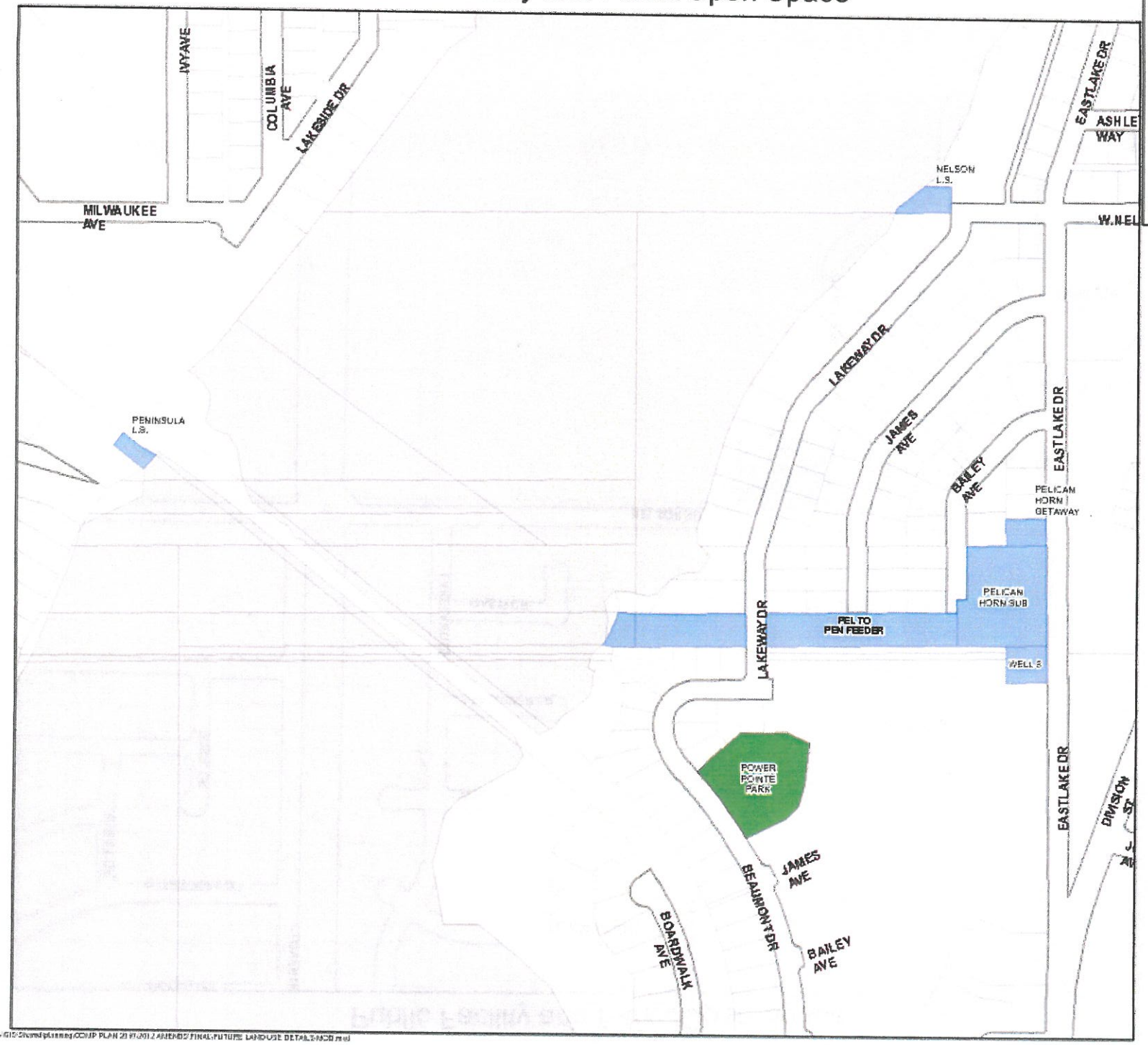
- ROW
- LOTS
- LAKE

CITY OR COUNTY

- PUBLIC FACILITIES
- PARKS/OPEN SPACE

CITY OF MOSES LAKE WASHINGTON

Public Facility and Parks/Open Space



Legend

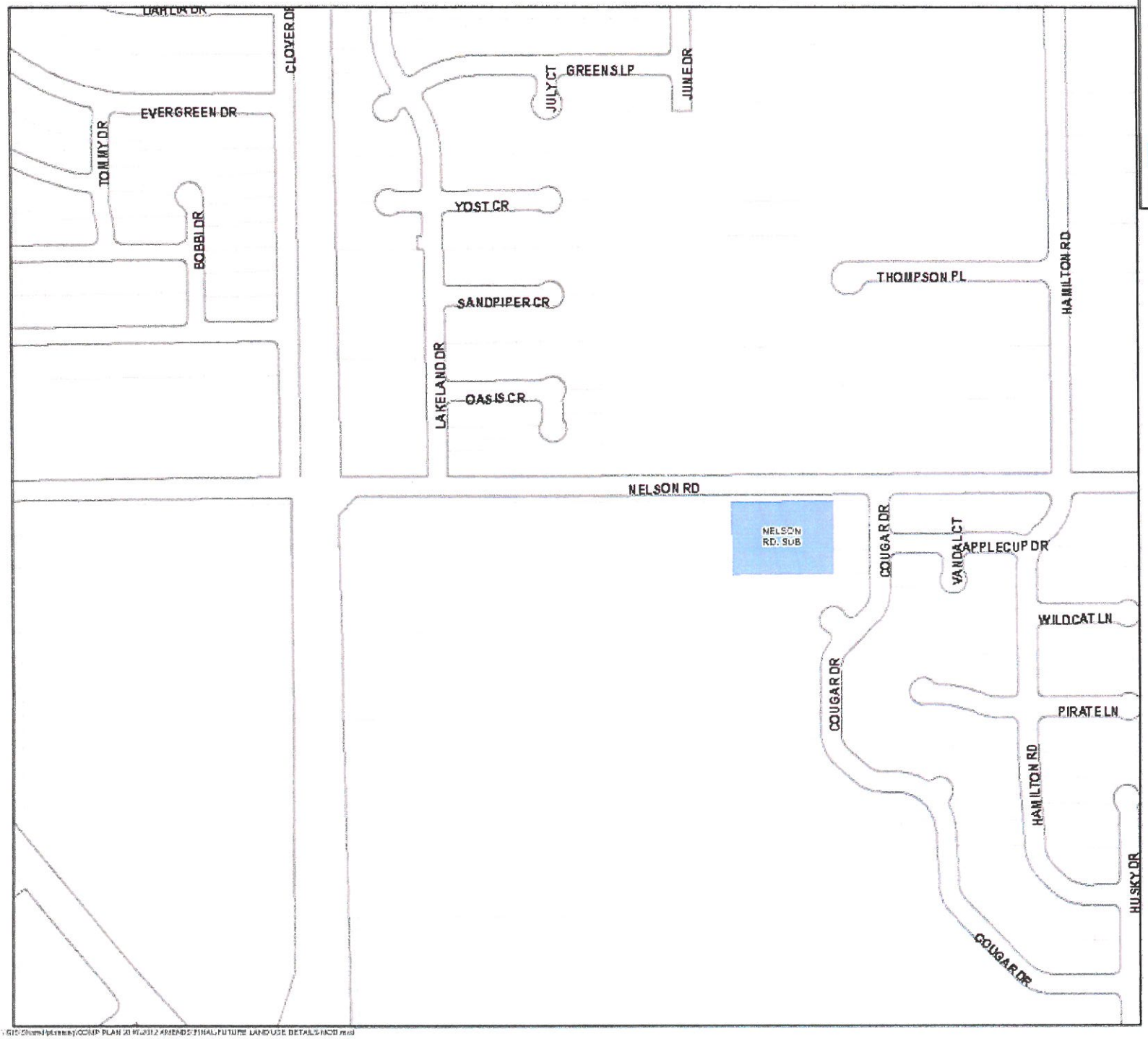
- ROW
- LOTS
- LAKE

CITY OR COUNTY

- PUBLIC FACILITIES
- PARKS/OPEN SPACE

CITY OF MOSES LAKE WASHINGTON

Public Facility and Parks/Open Space



Legend

- ROW
- LOTS
- LAKE

CITY OR COUNTY

- PUBLIC FACILITIES
- PARKS/OPEN SPACE

CITY OF MOSES LAKE WASHINGTON

Public Facility and Parks/Open Space

Legend

- ROW
- LOTS
- LAKE

CITY OR COUNTY

- PUBLIC FACILITIES
- PARKS/OPEN SPACE

CITY OF MOSES LAKE WASHINGTON

Public Facility and Parks/Open Space

Legend

- ROW
- LOTS
- LAKE

CITY OR COUNTY

- PUBLIC FACILITIES
- PARKS/OPEN SPACE

CITY OF MOSES LAKE WASHINGTON

Public Facility and Parks/Open Space

Legend

- ROW
- LOTS
- LAKE

CITY OR COUNTY

- PUBLIC FACILITIES
- PARKS/OPEN SPACE

CITY OF MOSES LAKE WASHINGTON

6

Transportation

Section 6.1 - Introduction

The Growth Management Act (GMA) mandates cities and counties to forecast growth within and outside urban growth boundaries, direct development into the growth boundaries, and minimize environmental and aesthetic impacts of development outside urban areas.

The Growth Management Act (GMA) requires the City to include a transportation element as part of the Comprehensive Plan. To meet GMA requirements the transportation element must identify existing transportation system characteristics, establish standards for levels of service, identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles, and identify existing and future deficiencies based on traffic growth projections. Goals and policies must be established which guide the development of the City's transportation system in support of the City's vision for the future. These policies affect public agencies, such as the City, as well as private decisions related to individual developments.

GMA was amended in 2005 to require communities to plan for bicycle and pedestrian transportation and physical activity. The main purpose of the amendment was to address the rising levels of obesity in the United States.

GMA states that the transportation element should "encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans." In other words GMA requires that the local comprehensive plan, including the land use and transportation elements, be consistent and coordinated with regional programs. GMA further requires that transportation facility and service improvements be made concurrent with development. Concurrent means that the improvements or strategies are in place at the time of development or that a financial commitment is in place to complete the improvements or strategies within six years.

In order to achieve concurrency local jurisdictions must adopt policies and regulations which require that new development be permitted only to the extent that locally adopted transportation service standards are maintained. GMA requires a funding analysis of the capital transportation projects. The purpose of the analysis is to ensure that each jurisdiction's transportation plan is affordable and achievable. If it is not, the plan must discuss how additional funds will be raised or how assumptions used in the analysis must be reassessed.

Issues

It is extremely difficult to maintain transportation facilities concurrently with development. Much development is incremental - in other words, in and of themselves, smaller development projects don't register much traffic impact, but taken collectively traffic impacts may occur from these projects. Cities and counties, operating under tight budgets, may not be able to fund needed transportation improvements. ~~The affects of~~ Initiative 695, passed by Washington State voters in November 1999, ~~may further~~ restricts the city's ability to finance transportation related projects. ~~The full impact of this initiative is not yet known.~~ The only other funding comes from utility taxes, real estate excise taxes, and the general fund.

Even larger projects may not be reasonably able to fund or build transportation improvements. Widening a street is a major financial undertaking. Significant street improvement projects require environmental reviews of their own, which can take years. Rarely is a project so large that the entire need for major transportation improvements can be attributed to it. In this last case, requiring a project to construct major transportation improvements would probably fail the SEPA test, where mitigation must be reasonably related to the direct impact of only that project's impact.

~~Concurrency becomes even more complicated in a city like Moses Lake. While cities around the Central Puget Sound can't accommodate all the businesses that would like to locate there, Moses Lake and other Washington cities struggle to attract such businesses. Requiring a business or developer to fund major transportation facilities or improvements in order to locate in Moses Lake may negate the project.~~

Moses Lake also must deal with the physical constraints on travel created by the lake itself. With only two lake crossings in the City road capacity is inadvertently constrained. For instance, the intersection of Stratford/Broadway/Alder will always operate poorly, since drivers have only one other choice to cross the lake. At the present time an additional lake crossing is not feasible for many reasons.

The standards discussed within the transportation element take these factors into consideration. The Concurrency Standards presented are set based on anticipated growth, feasible transportation improvements, and allow for some poor traffic operations at particular intersections. However, the overall system should continue to operate well with the projected increase in population. With specific improvements driver's overall travel times should not decrease to an unacceptable level.

Purpose of Transportation Element

The purpose of the Transportation Element is to guide the development of the City's transportation system in a manner that considers all modes of transportation. It establishes a framework for the City's transportation system and focuses on the policies, goals, and actions needed to implement and manage the City's transportation infrastructure and services. Per GMA, the City must identify key arterials and have a plan to maintain concurrent traffic operations to accommodate future land use changes and growth in population and employment. The Transportation Element serves as a guide for the development of the City's Transportation Improvement Program (TIP), concurrency requirements, and other planning issues. It is the City's long-range transportation planning and policy document.

~~This transportation element of the Comprehensive Plan forecasts future traffic volumes and traffic operations along key arterials in and adjacent to the City of Moses Lake. Per the Growth Management Act the City must identify key~~

~~arterials and have a plan to maintain concurrent traffic operations to accommodate future land use changes and growth in population and employment.~~

General Approach and Related Planning Assumptions

Traffic has been forecast for 20 years of growth, based on estimated household increases and shifts in traffic patterns. In addition to the traffic added from City population increases the traffic projections include projected growth in County population.

In general, the City expects an annual 3% population increase over 20 years. This includes growth in both the City and the unincorporated UGA. Since traffic volumes increase over time even without any increase in population a factor to account for such growth has also been applied to the traffic volumes. This percentage increase is based on historical trends in traffic growth for the U.S. and Washington State. The rate is about .75% per year.

Generally, development patterns in and around the City are not expected to change dramatically ~~with one exception. The Port of Moses Lake expects a somewhat significant increase in employment at and near the Airport as the empty hangars left from the military and Boeing days are converted to manufacturing, light industrial, and related uses. Employment forecasts are in the range of 400 to 1,500 new jobs in the next five to eight years. Therefore, traffic patterns have been shifted in the 20 year forecasts to account for more vehicles traveling to and from the Airport during peak hours~~.

At this time no ~~other~~ new major employment or retail centers are foreseen. However, several areas within Moses Lake have the potential for growth and should be considered with each review. The Wheeler Road employment corridor will continue but major increases in employment have not been identified. ~~Also, recent improvements at the Municipal Airport may trigger additional development. At this time no specific projects are identified.~~ The Port of Moses Lake continues to work to convert empty hangars left from the military and Boeing days into manufacturing, light industrial, and related uses.

By adopting a Complete Streets ordinance, the City Council has committed to building "Complete Streets", which means accommodating all forms of transportation, including vehicles, bicycles, pedestrians, transit, and freight. Street design and location planning will need to take this into account.

Organization

The Transportation Element consists of the following sections:

Section two presents transportation goals and policies developed for the Transportation Element as well as the applicable policies of the County-wide Planning Policies and Quad County Regional Transportation Plan.

Section three describes an inventory of existing conditions of the City's transportation system which includes non-motorized components, airport facilities, rail, and public transit options.

Section four introduces level of service standards relative to existing conditions and establishes a threshold level of service to evaluate transportation facility concurrency with new development.

Section five identifies deficiencies which are forecasted to occur during the 6-year and 20-year planning period. Improvements are

recommended for each planning period which will allow the city to maintain the adopted LOS.

Section six presents the finance plan for management of the City's transportation system for the 2012-2018 ~~1999 - 2005~~ period. Costs and revenue resources are generally identified.

Section 6.2 - Goals and Policies

Grant County-Wide Planning Policies

Grant County developed a regional policy plan, known as the County-Wide Planning Policies (CWPP), to provide a framework for the development and adoption of comprehensive plans for jurisdictions within the County. The framework is intended to ensure that county and city plans are consistent, as required by the GMA. The County-wide policies which relate to transportation are listed:

Policy 4 Policies for County-wide Transportation Facilities and Strategies

I. A county-wide transportation plan developed pursuant to the Growth Management Act shall be consistent with the land use elements of the comprehensive plans developed for the jurisdictions within the transportation planning area.

II. A county and regional review process shall be established to coordinate transportation programming decisions and to ensure consistency with the regional transportation plan.
   A. Local six-year programs should identify all regionally significant projects meeting adopted regional criteria. These projects will be submitted to the Quad-County Regional Transportation Planning Organization for certification of consistency with the regional transportation plan.
   B. Transportation priority programming methods should be required for all jurisdictions. This requirement should apply to the functionally classified roadway system, as well as to transit capital expenditures. Priority programming should be integrated as a standard of practice.
   C. Local governments may want to obtain ongoing technical assistance from the state (WSDOT).

III. As a component of a county-wide transportation plan, each comprehensive plan adopted pursuant to the Growth Management Act (GMA), will contain a transportation element which includes a financial sub-element including:
   A. A multi-year financing plan;
   B. An analysis of the jurisdiction's ability to fund existing or potential transportation improvement which identifies existing sources and new revenue sources which may include impact fees;
   C. If identified funding falls short, land use assumptions will be reassessed to assure that the level of service standards are being met or are adjusted to be consistent with the land use element.

IV. Transportation improvements which are identified in the transportation plan shall be implemented concurrent with new development. Concurrent with development means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

V. The county-wide transportation planning effort should produce a methodology and/or tools for jurisdictions to use in evaluating the impact of development proposals and identifying related transportation improvements.

VI. The county-wide transportation plan should address;
   A. Economic growth
   B. Cost-effective accessibility for goods, services and people
   C. The quality of life issues
   D. Alternatives which will provide convenient and safe access to employment, educational, and recreational opportunities for citizens in both urban and rural environments
   E. Transportation improvements necessary to provide for a balanced transportation system that will work effectively and safely over the next twenty years
   F. Energy-efficiency in transportation systems

VII. An integrated transportation system is conceived as a cooperatively developed, integrated system of public transportation services, road facilities, transportation system management (TSM)/demand management programs, and land use policy. The integrated system should enhance mobility by providing a range of transportation choices for the public. The transportation plan element shall address air, water and land transportation facilities including but not limited to:
   A. Airports and airstrips
   B. Facilities related to commercial water transportation
   C. Major and secondary arterial and collector roadways
   D. Transit routes
   E. Non-motorized modes of transportation including bikeways, equestrian ways, and pedestrian routes
   F. Railroad systems
   G. Bridges
   H. Truck Routes

VIII. The Transportation Plan element will provide a summary and analysis of planning information including:
   A. Land use assumptions which provide a summary of the current population , employment by type, recreation, and comprehensive land use designations, and the ratio of single and multi-family units to total housing units
   B. Inventory and analysis of existing services and facilities should include:
      1. Function and scope of the facility (local/regional)
      2. Traffic and volume patterns including peak hour traffic congestion and current capacity
      3. Jurisdiction
      4. Accident problem areas
      5. Geometry and structural adequacy of arterial and collectors
      6. Traffic control devices
      7. Facility specific plans and routes
      8. Origin and destination data and commute distance for the urban area
      9. Methods of evaluating changes.
      10. Transit facilities
      11. Environmental and geographic limitations in the study area
      12. Demand management (car pools, public transit, etc.)
   C. Level-of-service (LOS) standards for arterials and collectors
   D. An analysis and forecast of future transportation needs including:
      1. An issues assessment and prioritization for the study area and for each facility
      2. A forecast of future travel demand for each facility
      3. An analysis of deficient transportation facilities based on adopted LOS standards
      4. An identification of facility expansion needs

IX. Level-of-service standards for arterials, collectors and transit routes should be coordinated at a county-wide level.

X. Transportation plans should be designed to have services that are specific to conditions to include growth, employment diversification, environmental quality, mobility needs, and quality of life and the future environment of Grant County. An integrated plan should help support the operations of buses, ride-sharing programs, para-transit, and special services within the region; and coordinate services that link Grant County to other counties.

A. Air quality. Jurisdiction should be encouraged to look at a balanced approach to reduce vehicle exhaust emissions as a means of maintaining federal air quality standards. The transportation plan should address means of providing and promoting:
   1. Alternatives to the single occupant vehicle
   2. The use of cleaner fuels
   3. Optimum maintenance of individual vehicles
   4. Improved operating efficiency of the transportation system

B. Water quality. Levels of harmful pollutants generated by transportation activities should be minimized and controlled to prevent their entry into surface and groundwater resources.

C. Fish and Wildlife habitat. Where feasible, fish and wildlife habitat populations should be protected, restored and enhanced within transportation corridors.

D. Wetlands. Natural wetlands which are adversely impacted by transportation-related construction, maintenance, and operations activities should be protected, restored, and enhanced in support of federal and state "no net loss" policies.

E. Noise control. Strategies should be adopted to minimize noise impacts from transportation systems and facilities.

Complete Street Ordinance

The City Council adopted Ordinance 2644 on March 13, 2012. This ordinance established a Complete Streets Program as follows:

The purpose of the Complete Streets Program is to ensure all users are planned for in the construction of all City transportation improvement projects. The City of Moses Lake encourages healthy, active living, reduction of traffic congestion and fossil fuels, and improvement in the safety and quality of life.

The City of Moses Lake will plan for, design, and construct all new transportation projects to provide reasonable and appropriate accommodations for bicyclists, pedestrians, and transit users; except in the following cases:

1. Where the establishment would be contrary to public safety.
2. Where the cost would be disproportionate to the need or probably future use.
3. Where there is no identified need.
4. Where the establishment would be contrary to the Transportation Element of the Comprehensive Plan.

Goals and Policies Developed for the Comprehensive Plan

The following transportation goals and policies were developed for the Comprehensive Plan:

TRANSPORTATION FRAMEWORK GOALS

GOAL 1: THE CITY'S TRANSPORTATION SYSTEM SHOULD PROMOTE MOBILITY FOR MOSES LAKE'S CITIZENS AND WORKERS BY PROVIDING A RANGE TRANSPORTATION ALTERNATIVES. THE TRANSPORTATION SYSTEM SHOULD EMPHASIZE FACILITIES AND SERVICES WHICH SUPPORT AND ENCOURAGE TRANSIT, RIDE SHARING, BICYCLING, AND WALKING AS ALTERNATIVES TO THE USE OF THE AUTOMOBILE.

GOAL 2: THE CITY'S TRANSPORTATION SYSTEM SHALL PROVIDE OPPORTUNITY FOR INDIVIDUAL CHOICES AND PREFERENCES REGARDING PERSONAL TRANSPORTATION WHILE AT THE SAME TIME STRIVING TO REFLECT THE TRUE COST OF TRANSPORTATION ALTERNATIVES IN PLANS, POLICIES, AND REGULATIONS.

GOAL 3: THE CITY SHALL MAINTAIN A TRANSPORTATION PLANNING, FUNDING, AND IMPLEMENTATION FRAMEWORK WHICH ASSURES ADEQUATE PROVISION OF NEEDED INFRASTRUCTURE.

TRANSPORTATION AND LAND USE

GOAL 4: TRANSPORTATION PLANS, POLICIES, STRATEGIES, AND FACILITIES SHALL SUPPORT LOCAL LAND USE AND URBAN DESIGN OBJECTIVES.

POLICIES

4.1 New development and redevelopment shall encourage transit and be required to incorporate pedestrian supportive measures where appropriate such as:
- A. Providing pedestrian spaces
- B. Providing adequate sidewalks, bikeways, pathways, and crosswalks
- C. Preserving the connectivity of the pedestrian, bicycle and street system
- D. Traffic calming, reducing walkway crossing distances and improving visual character of neighborhood streets

4.2 Emphasize planning of land uses which minimizes the demand for travel by:
- A. Providing for a mixture of compatible and complementary uses in close proximity to each other
- B. Providing for a balance of employment and housing within the City limits.

4.3 Transportation improvements should be designed to include architectural features, landscaping, and artwork that compliment the surrounding natural and built environment where appropriate.

SERVICE STANDARDS AND CONCURRENCY

GOAL 5: ESTABLISH LEVEL OF SERVICE STANDARDS THAT PROVIDE SAFE AND EFFICIENT TRAFFIC MOVEMENT, ~~AND~~ INCORPORATE EVOLVING TRAFFIC PATTERNS AND CONSIDER TRAVEL BY TRANSIT AND NON-MOTORIZED MEANS.

POLICIES

5.1 Evaluate and ensure the adequacy of the transportation system by establishing and monitoring transportation service standards. Service standards shall promote the following objectives:

A. Emphasize transportation system performance rather than focusing on individual locations
B. Vary to reflect differing development patterns and objectives
C. Vary according to the availability of alternative means of travel

5.2 Future updates of the Transportation Element should use multi-modal level of service, rather than exclusively vehicle level of service, since a transportation system needs to include all forms of transportation.

5.3 Where no level of service is specifically adopted, the minimum level of service standard shall be D.

5.4 All proposed development shall be reviewed to ensure that adequate transportation facilities and/or strategies are in place or shall be in place within six years of the development's occupancy or operation and that adopted City of Moses Lake standards will be maintained.

A. Any development which would cause the level of service to fall below adopted service standards for any identified corridor or intersection shall not be approved.
B. Where the level of service is already below the adopted standard new development shall not be approved where the result would be further degradation in the level of service.

5.5 The service standard of the arterial street system shall be evaluated by calculating the average level of service of those intersections on each identified corridor which are critical to system function. The service standards for each Corridor and Intersection of concern are shown in Table TE - 1.

Table TE - 1
Corridor and Intersection Service Standards

Corridor/Intersection	System Speed[1]	Level of Service
Valley Rd.	8	
Pioneer Way	15	
Highway 17	20	
Wheeler Road/SR-17		D
Wheeler Rd/Rd L NE		C
Wheeler Rd/Rd N NE		C
Westshore Dr/Hansen Rd/Fairway Dr.		B

[1] System Speed is miles per hour
Note : See LOS discussion on 6-23 for further explanation.

5.6 Develop interlocal agreements with neighboring jurisdictions that require

development within Moses Lake to mitigate significant impacts that it generates on the transportation system of neighboring jurisdictions in violation of that jurisdiction's concurrency service standard. Prior to entering into such an agreement the City shall require that the concurrency service standards of the neighboring jurisdiction are consistent with the city's concurrency standards.

5.7 Develop interlocal agreements with neighboring jurisdictions that require development within the neighboring jurisdictions to mitigate significant impact that it generates on the transportation system of Moses Lake.

5.8 Any proposed development shall be deemed in compliance with the City's transportation concurrency requirements when the following conditions are met:

A. The development agrees to contribute its fair share to the prescribed corridor or intersection improvements
B. The development is consistent with the type and size of development envisioned under the forecasted improvements plan
C. The improvement plan for the corridor or intersection is deemed funded, feasible, and project completion is occurring consistent with the six-year TIP schedule

TRANSPORTATION FACILITY PLAN

GOAL 6: ESTABLISH AND MAINTAIN A TRANSPORTATION FACILITY PLAN WHICH IDENTIFIES THE RECOMMENDED TRANSPORTATION IMPROVEMENTS NECESSARY TO SUPPORT THE ADOPTED LAND USE PLAN, INCLUDING FACILITIES FOR PEDESTRIANS AND BICYCLES.

POLICIES

6.1 Identify and implement a long-range Transportation Facility Plan which assures compliance with the City's adopted transportation service standards while supporting growth consistent with the Land Use Plan. The facilities listed in Table TE-12 and TE-13 represent the City of Moses Lake's Transportation Facility Plan and are incorporated into this section.

6.2 The Transportation Facility Plan shall serve as a guide for short term transportation investment decisions. The transportation element of the City's Capital Improvement Program shall be consistent with the recommended improvements in the six year Transportation Facility Plan.

6.3 The Transportation Facility Plan shall forecast needed transportation improvements for the next 20 year period. The Transportation Facility Plan shall be updated at least every five years.

6.4 Since bicyclists and pedestrians make up 12% of all trips and 14% of traffic fatalities, the Transportation Facility Plan needs to adequately address these modes of transportation.

6.5 The City shall consider a second lake crossing as an alternative to alleviate congestion on the Stratford Fill when the cost versus benefits to the public are justified. The cost and benefits shall be considered as funding alternatives become available. Staff shall continue to identify grants as potential funding sources and determine the city's eligibility.

6.6 Allocate resources in the City's transportation capital investment program according to the following priorities in descending order of priorities:

A. Address public health and safety concerns (including neighborhood traffic protection and bicycle and/or pedestrian facilities)
B. Ensure adequate maintenance of existing facilities throughout the City
C. Provide growth-supporting improvements which support economic development

6.7 Identify public and private financial resources to emphasize multi-modal and non-motorized projects unless infeasible~~when feasible~~.

6.8 Develop and maintain financial mechanisms which assure that new development contributes its fair share to the mitigation of transportation impacts related to growth. Such mechanisms may include impact fees, local improvement districts, and transportation benefit districts.

6.9 Consistent with transportation priorities, the City should allocate adequate City resources to effectively compete in regional, state, and federal grant funding programs.

6.10 Emphasize the development of joint projects, particularly where such partnerships will increase the likelihood of obtaining funding, such as those involving Grant County Public Works Department, the state, and/or transit provider.

TRANSPORTATION FINANCE PLAN

GOAL 7: DEVELOP AN ADEQUATE AND EQUITABLE FUNDING PROGRAM TO IMPLEMENT TRANSPORTATION IMPROVEMENTS CONCURRENTLY WITH ANTICIPATED GROWTH.

POLICIES

7.1 To demonstrate the long-range adequacy of transportation revenues the City shall maintain in the Comprehensive Plan a Transportation Element Financial Plan (TFP) which balances project costs and reasonably expected revenue sources. The TFP Financial Element shall be updated on an annual basis to reflect changes in revenue availability and revisions to the TFP Project List.

7.2 In the event that the City is unable to fund the transportation capital improvements needed to maintain adopted LOS transportation service standards then the City shall take one or a combination of the three following actions:

A. Phase development which is consistent with the land use plan until such time that adequate resources can be identified to provide adequate transportation improvements
B. Reassess the City's land use plan to reduce the travel demand placed on the system to the degree necessary to meet adopted transportation service standards
C. Reassess the City's adopted transportation level of service standards to reflect service levels that can be maintained given known financial resources

LOCAL PUBLIC TRANSPORTATION

GOAL 8: THE CITY SHALL ENCOURAGE DEVELOPMENT OF A PUBLIC TRANSPORTATION SYSTEM THAT ALLOWS PEOPLE TO CONVENIENTLY TRAVEL BETWEEN AND WITHIN LOCAL ACTIVITY CENTERS.

POLICIES

8.1 The city shall consider the need for transit facilities commensurate with planned public transit service when reviewing and issuing permits for proposed private developments and public projects.

8.2 Support the use of public transit by pedestrians and bicyclists by:

A. Encouraging safe, attractive, comfortable walkways, and waiting facilities at public transit loading areas
B. Encouraging secure, covered, or enclosed bicycle storage facilities at future primary transfer stations
C. Encouraging GTA to provide for the transportation of bicycles on transit vehicles.

BICYCLE AND PEDESTRIAN TRANSPORTATION

GOAL 9A: THE CITY SHALL PROMOTE THE USE OF BICYCLE AND PEDESTRIAN TRANSPORTATION AS VIABLE ALTERNATIVES TO THE MOTORIZED TRANSPORTATION.

Goal 9B: To allow people to bicycle safely, conveniently, and pleasurably to easily complete trips within five miles of their homes, and to make streets and roads "bicycle friendly" and well-designed to accommodate both motorized and non-motorized modes of transportation.

POLICIES

9.1 Consider pedestrians and bicyclists as transportation system users in the planning, design, construction and maintenance of all roadway projects. Confirm project design prior to implementation by coordinating the planning, development and funding of non-motorized systems with affected citizens, community councils, neighborhood associations, business groups, and other stakeholders.

9.2 Recognize the importance of walking, jogging, bicycling, and equestrian activities as recreational pursuits, and provide adequate opportunities for such activities.

9.3 Provide for adequate roadway, pedestrian, and bicycling connections in newly developing and redeveloping areas of the city, promoting both internal access and linkages with the rest of the city.

9.4 Provide short-term bicycle parking (racks) at destination locations throughout the City including retail and recreation areas, parks, schools, and employment centers, so that bicyclists can be confidant there will be a secure location to lock their bike when they reach their destination.

9.5 Promote bicycle parking in all new

commercial, industrial and multi-unit housing developments.

9.6 When reconstructing or reconfiguring a roadway or right-of-way, strive to maintain or improve existing pedestrian and bicycle non-motorized facilities.

9.7 Implement the Bicycle and Pedestrian Master ~~Transportation~~ Plan which provides for a safe, coordinated system of bikeways, walkways, and trails, including through routes, to meet existing and anticipated needs for non-motorized transportation.

9.8 Consistently sign on-street and off-street bicycle and pedestrian facilities to provide users with directional and distance information; on-street signage should comply with the Manual of Uniform Traffic Control Devices.

9.9 Update the Bicycle and Pedestrian Master Plan by 2014.

9.10 During the review process for new development or redevelopment ensure that:

A. Sufficient right of way for bicycle improvements are secured consistent with the adopted Bicycle Plan.

CIRCULATION SYSTEM MANAGEMENT

GOAL 10: DEVELOP AND MAINTAIN A FUNCTIONAL CIRCULATION SYSTEM THAT SERVES THE EXISTING AND FUTURE POPULATION, CONSIDERS VEHICLE, BICYCLE, AND PEDESTRIAN SAFETY, TRAVELING EFFICIENCY ~~TRAFFIC MOVEMENT~~, AND IMPACTS TO NEIGHBORHOODS AND ADJACENT PROPERTY.

POLICIES

10.1 Develop and maintain a cost effective street system that serves the existing and future population, minimizes transportation ~~traffic~~ delays and impacts to neighborhoods, and minimizes the disruption of the natural environment. All streets should include facilities for pedestrians and bicycles that are appropriate for the street classification and local conditions.

10.2 ~~Develop and implement a~~ Maintain the master street plan for the City limits to guide both private and public development design decisions ~~within one year of plan adoption~~. The plan, shown in Figure TE-6, should be reviewed at least every other year, and updated when necessary. ~~The following areas should be specifically addressed:~~

~~A. Lower Peninsula neighborhood - South of I-90.~~

~~B. Knolls Vista neighborhood - West of Grape Drive.~~

~~C. Montlake neighborhood - W. of High School and N. Of I-90.~~

~~D. Properties north and south of Wheeler Corridor and east of the SR-17 intersection.~~

~~E. Commercial property east and west of SR-17 and between Nelson and I-90.~~

2. ~~Develop a consistent classification of circulation elements, according to function, so that needed traffic capacity may be preserved and planned street improvements will be consistent with those functions.~~

10.3 Assure the provision of street and walkways as land is developed by requiring property owners to install street improvements based on a minimum standard for the street classification.

10.4 Assure safe and convenient access by all travel modes to residential neighborhoods, employment and retail centers, and major community and government facilities from arterial streets. Development approval should:

A. Require that all property in the City be accessible from streets.
B. Maintain continuity of the street pattern by avoiding half streets and dead-end streets not having turnaround provisions.
C. Avoid the creation of excessively large blocks and long local access residential streets.
D. Encourage grid street patterns to provide better connections for all travel modes and reduce traffic congestion by spreading traffic among many available routes.
E. Provide for bicycle and pedestrian facilities.

10.5 Maximize the functionality and safety of the local circulation system while minimizing environmental impacts by observing the following guidelines:

A. Control the location and spacing of commercial driveways and the design of parking lots to avoid traffic and pedestrian conflicts and confusing circulation patterns.
B. Emphasize property access to streets with lower classifications.
C. Discourage through traffic on local access streets.
D. Designate special routes for through truck traffic.
E. Extend uncompleted dead-end streets in order to improve access and circulation as development or redevelopment occurs.
F. Minimize grades by allowing the street alignment to follow the existing topography subject to environmental limitations.
G. Place high priority on the access needs of public safety vehicles.
H. Incorporate natural landscape features in the design of circulation elements.
I. Incorporate minimum sight line requirements in new street design.
J. Expand and improve the pedestrian and bicycle network, especially on lower-volume streets and off-street trails.

10.6 When designing new or reconstructed arterial intersections and associated facilities (such as approach and turn lanes, lane channelization, and traffic control hardware/software) the facilities should be designed with the objective of providing a level of service consistent with the intersection operation for a minimum of 20 years into the future as well as meeting the needs of pedestrians and bicycles.

10.7 The City shall support the safe and efficient movement of freight and goods within and through the City by incorporating the following into the City's development regulations:

A. Identifying special truck routes within the City which provide adequate access to commercial areas.
B. Identifying special through routes for transporting hazardous material to minimize impacts of accidents.
C. Assuring that freight routing and movement is compatible with nearby land uses and does not conflict unreasonably with other types of travel.
D. Requiring that new private development

provide for freight loading and unloading on site rather than on the public right-of-way.

REGIONAL COORDINATION

GOAL 11: THE CITY SHALL SUPPORT THE CONTINUOUS, COMPREHENSIVE, AND COOPERATIVE TRANSPORTATION PLANNING PROCESS CONDUCTED BY THE QUAD COUNTY REGIONAL TRANSPORTATION PLANNING ORGANIZATION (RTPO).

POLICIES

11.1 The City shall submit its local transportation plan to the RTPO for review and certification of conformity with the Regional Transportation Plan.

Coulee Corridor Scenic Byway Corridor Management Plan

The Coulee Corridor, including SR 17 through Moses Lake, was designated a Washington State Scenic Byway in 1967. In 1997, a Corridor Management Plan (CMP) was adopted which describes the byway's intrinsic qualities and how they are to be managed and interpreted, describes marketing strategies for the byway, identifies existing visitor services and strategies for future accommodations, describes the current condition of the route, discusses highway design standards, reviews the highway safety record, and makes recommendations for improvements; and describes individual responsibilities for plan implementation and progress review. One of the purposes of the Corridor Management Plan was to receive recognition as a National Scenic Byway, which was achieved in 2005. The Coulee Corridor extends from Othello north to Omak.

CMP Goals

The Corridor Management Plan includes the following goals for the Coulee Corridor:

1. Support and contribute to a sustainable tourism economy.
2. Collect and share corridor stories.
3. Provide a safe and enjoyable journey.
4. Leave a legacy of improvements.
5. Preserve and enhance corridor resources.
6. Contribute to a greater sense of community and region.
7. Develop and maintain an open and participatory planning process.

State Plans

The Washington Transportation Plan (WTP) is a comprehensive and balanced statewide transportation plan that establishes a 20-year vision for the development of the statewide transportation system, from state highways and ferries to sidewalks and bike paths, county roads, city streets, public transit, air and rail. The WTP identifies the total unfunded statewide need over 20 years, identifies significant statewide transportation issues, and recommends statewide transportation policies and strategies to the legislature and Governor (RCW 47.01.071(4)).

By law, the WTP is required to be consistent with state's growth management goals, reflect the priorities of government, and address regional needs, including multimodal transportation planning. The WTP will be based on the following six transportation policy goals established by the Legislature:

Economic Vitality: To promote and develop transportation systems that stimulate, support,

and enhance the movement of people and goods to ensure a prosperous economy.

Preservation: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services;

Safety: To provide for and improve the safety and security of transportation customers and the transportation system;

Mobility: To improve the predictable movement of goods and people throughout Washington state;

Environment: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment; and

Stewardship: To continuously improve the quality, effectiveness, and efficiency of the transportation system

Other Relevant Plans

Quad County Regional Transportation Planning Organization

The Quad County (QUADCO) Regional Transportation Planning Organization (RTPO) was formed in 1992 and encompasses Adams, Grant, Kittitas and Lincoln Counties. Its mandate is based on the RTPO planning provision of the Growth Management Act. QUADCO's ~~The Agency's~~ role is to foster an ongoing planning and decision making process that shapes the transportation system within that region, ensures that needs are addressed within the available resources, and coordinates among jurisdictions as well as between the public and private sectors.

In 2007, QUADCO updated the Regional Transportation Plan which ~~The RTPO has developed a plan that~~ describes the regional transportation system as it exists and projects its function 20 years into the future. The QUADCO ~~RTPO~~ plan compares the projected system with the system that is required to meet the mobility, economic, social, and environmental goals of the region and provides strategies to shape the transportation system so that it can support those goals. The 2007 update added some new goals and objectives to the objectives adopted in the original 1994 plan.

QUADCO ~~RTPO~~ Goals

The Regional Transportation Strategy for the QUADCO region is to provide for all modes of transportation that can be developed, maintained and utilized in the most cost-effective manner. Therefore, the following Regional Transportation Goals and Policies have been created to guide the funding of QUADCO projects:

Goal #1: Encourage GMA counties to document that urban development is in areas where adequate public facilities and services exist or can be provided in an efficient manner.

Objective: Select projects in GMA counties that plan and make provisions for public facilities and services, such as transportation, so that they will be available at the same time as the development.

Goal #2: When appropriate, plan for multimodal transportation systems that are based on regional or sub-regional priorities and are coordinated with county and city comprehensive plans.

Objective: Select projects that insure that the RTP reflects the link between transportation facilities (roads, buses, trains, paths, waterways and trails), or that utilize more than one mode or which provide more

opportunities to choose between modes.

Goal #3: Encourage economic development throughout the region that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of the region, especially unemployed and disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth.

Objective: Projects should be economically viable. The project must meet the criteria specified for the funding source and must offer a viable solution to a recognized problem in a cost-effective manner.

Goal #4: Protect the environment and enhance the planning area's high quality of life, including air and water quality, and the availability of water.

Objective: Select projects that are consistent with a jurisdiction's environmental and/or critical areas standards.

Goal #5: Encourage involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

Objective: Select projects that demonstrate consistency with locally-adopted public review policies.

Goal #6: Provide access to transportation for all citizens within the four counties.

Objective: Select projects that comply with local requirements of Title VI of the 1964 Civil Rights Act.

The QUADCO ~~Quad County~~ Regional Transportation Plan objectives retained from 1994 are:

1. General Objectives
   - *A. Support economic growth and vitality.*
   - *B. Ensure that growth and change in the transportation system within and near local jurisdictions are consistent with the regional and local comprehensive and transportation plans for those jurisdictions.*
   - *C. Provide a tool for the communities to use that will guide transportation system development to make it consistent with and supportive of area comprehensive plans.*
   - *D. Ensure consistency with environmental rules and regulations.*
   - *E. Emphasize the movement of goods and people rather than the movement of vehicles.*
   - *F. Wherever possible, preserve existing rail lines and reserve abandoned rail lines through compatible use in accordance with the Washington State Rail Transportation Plan.*
   - *G. Consider the most cost-effective mode or modes of transportation for the overall good of the region.*
   - *H. Apply minimum standards for operating conditions, classification schemes, and performance measures uniformly on the regional system.*
   - *I. Identify and implement strategies to resolve constraints to intermodal connections.*
   - *J. Identify and implement strategies to take advantage of opportunities for new and enhanced intermodal connections and alternative transportation modes.*

2. Coordination
   - *A. Ensure that transportation decisions and improvements crossing county boundaries or affecting more than one county or jurisdictions outside the region are coordinated across all affected*

counties and jurisdictions.

B. Coordinate transportation decisions with affected agencies.

C. Provide for coordination between the state and region on major transportation decisions with regard to all modes.

D. Ensure that transportation decisions leading to the development of the nonmotorized component of the regional transportation system are coordinated.

E. Communicate with the private sector to ensure that transportation decisions which have an impact on private facilities are coordinated with the affected industries.

3. System Capacity and Improvement

A. Focus on minimizing inefficient routing and lowering travel time.

B. Whenever possible and practical, improve the existing facilities in the transportation system rather than provide new facilities, except where new facilities promote alternatives to the Single Occupant Vehicle (SOV) and/or are otherwise demonstrated to have a lower cost and higher benefit.

C. Encourage major employers, activity centers, and others to establish programs for ridesharing and other transportation demand management systems.

D. Encourage consolidation of freight facilities wherever feasible and the location of freight facilities adjacent to appropriate existing arterials and transportation hubs.

E. Improve the safety and capacity of roadways, while retaining aesthetic features on tourist roads, particularly in Lincoln, Kittitas, and Grant Counties.

F. Focus on supporting and accommodating movement within the region and between the region and its adjacent areas, rather than traffic movements merely passing through the region or movements within limited local areas.

4. Roadway

A. Guide changes in classification and future reclassification of roadways.

B. Accommodate the type of user most likely to benefit from improvements to the particular transportation facility.

C. Match the available funding with the necessary improvements.

D. Ensure consistency of roadway classification when jurisdiction changes between state, county, and municipal control.

E. Ensure that facilities with a higher level of classification enhance movement through the region while lower level classifications encourage access to and from the transportation facilities within the region.

5. Public Transportation

A. Maximize mobility for population segments dependent on public transportation such as the disabled and elderly.

B. Provide a viable alternative to the single occupant vehicle (SOV).

C. Provide effective intermodal connections between passenger modes.

D. Raise awareness within the region of the role of public transportation.

6. Land Use

A. Support urban growth boundaries, urban nodes, residential centers, and employment centers identified in the comprehensive plans of Kittitas and Grant Counties, and the Cities of Ellensburg and Moses Lake.

B. Address conditions under which access to adjacent land uses is to be enhanced and conversely, conditions under which

movement between the regional transportation system and adjacent land uses is to be discouraged.

C. *Identify and encourage preservation of transportation corridors for future rights-of-way.*

D. *Implement transportation improvements which enhance the likelihood that improvement of inadequate regional infrastructure, in particular, water, sewer, and other utility systems will occur.*

Key Regional Transportation Issues

In addition to setting goals and objectives, the 2007 QUADCO plan also identifies key transportation issues for the region. The relevant issues for the Moses Lake area are as follows:

1. Maintenance and preservation of roadways and bridges to maintain vital transportation links. This is the largest transportation expense anticipated in the next 20 years. Timing of maintenance and preservation investments is important to achieve the lowest life-cycle costs.
2. Safety, including narrow travel lanes and shoulders, poor sight distance and alignments. Roadway safety projects may focus on the following types of improvements:
   A. Reducing head-on and across-median crashes
   B. Improving design and operation of highway intersections
   C. Recurring congestion-related crashes
   D. Reducing bicycle and pedestrian crashes
   E. Reducing speed limits to fit changing uses and conditions impacting the roadway.
3. Movement of freight and goods, especially agricultural products to market. Widening of SR 17 from I-90 south to US 395 has been identified as a major issue, since a north-south freight corridor is needed and widening would have the additional benefit of reducing the current high accident rate.
4. Funding, including that maintenance must compete with many other local needs such as law enforcement, parks, etc.
5. Railroads, including the abandonment of short-line rail service and the resulting higher volume of truck traffic or closure of businesses, and the possibility of rerouting rail service to the industrial areas on the north and east sides of Moses Lake.
6. Stormwater, especially the additional expense to comply with state and federal requirements, diluting existing transportation funding.
7. Airports, including commercial air service to Moses Lake, maintenance and preservation of runways and taxiways, and preventing incompatible land uses that would pressure airports to relocate.
8. Non-motorized facilities, including bicycle and pedestrian facilities to serve the populations even in the smaller communities.
9. Transit, especially for older adults, persons with disabilities, low-income individuals, and youth.
10. New facilities to accommodate growth in the Moses Lake area, including a connection from I-90 to SR 17 west of Moses Lake to serve growth on that side of the lake as well as provide alternate routes to the north and relieve congestion through Moses Lake, and an additional bridge over Moses Lake to improve access between the southeast and northwest portions of the City and relieve the many hours each day of congested conditions on SR 17 and Neppel Crossing.

Section 6.3 - Existing Conditions

This section provides an inventory of the existing transportation system which will be used as the baseline for assessing future system development. Recommendations to address deficiencies will be scheduled across the 20 year planning horizon.

Data Collection and Review

This element focuses on facilities operated by the City of Moses Lake as well as those operated by others within the UGA. Additional facilities and services operate outside this area by other jurisdictions that are critical to the functioning of the transportation system are briefly described. Data for this section was obtained from the City of Moses Lake Municipal Services Department. Data for non-City operated transportation systems were obtained from service providers and secondary documents.

Existing Transportation ~~Street~~ System

The City of Moses Lake and surrounding Grant County transportation system is unique because of the topography defined primarily by Moses Lake and the connecting arms. These areas have developed as a result of the transportation system, utility services, and topographic conditions.

The transportation system is built around the principal highways serving the area. I-90 on the south end of the area is the primary east-west highway serving the state as well as access to Moses Lake. SR 17 is a north-south highway connecting the Tri-Cities to Moses Lake and continuing on to the north. This route intersects I-90 at the southeast corner of Moses Lake and proceeds as a bypass route east and north of the downtown area, crossing the northerly end of Parker Horn and providing access to the Grant County Airport before proceeding north to Ephrata. SR 171 (Broadway) provides a connection from I-90 to SR 17 through the peninsula area. This street connects the commercial area located south on the peninsula to the downtown area and continues northerly to the connection with SR 17. Access to the Westlake area is via I-90. WSDOT is responsible for maintaining an adequate Level of Service for I-90 and SR 17.

Moses Lake's transportation network is depicted in Figure TE - 1. Stratford Road is a north-south arterial connecting the downtown area with the commercial and residential area North of Parker Horn and then continuing north as a county road. Pioneer Way is an arterial extending from the downtown area south through the residential area east of Pelican Horn and continuing south to I-90. Valley Road is an east-west arterial street serving the north side of Parker Horn in the residential area south of SR 17. Patton Boulevard, on the east side of the Grant County Airport, is a north-south arterial street which provides the main access to the Larson Subdivision , Big Bend Community College, and the Grant County International Airport. Wheeler Road connects the northeast side of the downtown area at Pioneer Way and extends easterly to the Wheeler Industrial area. West Broadway and Third Avenue are Moses Lake's main business streets in the central business district~~, with a speed limit of 25 mph.~~; however, the City has made some changes on Third Avenue to improve the pedestrian environment and discourage through traffic, which encourages through traffic to use West Broadway and Fourth Avenue instead. Traffic signals on Third Avenue were replaced with four-way stops, the four travel lanes with parallel parking were replaced by two travel lanes

and either angle parking or wider sidewalks, with bump-outs at the corners and a mid-block crossing.

~~Streets surrounding the central business district are typically paved with curb, gutter, and sidewalks in place. The arterials within the City are typically in good condition. However, there are streets and sections that are in fair to poor condition. In most cases, these streets or sections do not carry sufficient volumes or pose an undue hazard to warrant being placed on a priority repair or resurface list.~~

The county road system in the area provides a grid system east of Moses Lake with the principle routes being Road "L" NE, Road "N" NE, and Road "O" NE. East-west roads include Baseline Road located two miles south of I-90 and Road 7 NE on the north side of the urban area.

Functional Classifications

A functional classification defines the major role that a street serves within the total existing and future street network. In simple terms, highways, streets, and roads function as arterials, collectors, or local access. Arterials provide the highest degree of mobility and limited access to local property. Collectors generally provide equal emphasis upon mobility and land access. Local roads and streets emphasize land access in lieu of mobility. The ~~City currently utilizes the~~ following functional classifications area~~s~~ defined by the Washington State Department of Transportation (WSDOT):

Urban Principal Arterials carry the major portion of trips entering and leaving the urban areas as well as the majority of through movements desiring to bypass the central city. Principal arterials have either fully controlled or partially controlled access. Facilities within this category include interstate highways and state highways.

Minor Arterials distribute trips of moderate lengths within relatively smaller geographic areas and includes all arterials not classified as principal. Facilities provide land access but do not enter into identifiable neighborhoods.

Urban Collector streets provide land access and traffic circulation within residential neighborhoods, commercial, and industrial areas. Collectors differ from arterials as they may enter residential neighborhoods distributing trips from arterials through the area to the ultimate destination. Collectors also collect traffic from local streets in residential neighborhoods and channel it to arterials.

Local (residential) streets provide direct access to abutting land and access to the higher classification facilities. They offer the lowest level of mobility and through traffic is discouraged.

The City adopted a uniform standard for all work performed in the City. Moses Lake's Community Street and Utility Standards lists the following classifications of City streets:

Primary streets are arterial streets that carry the majority of the traffic that enters and exits urban areas and that carry the majority of through traffic.

Secondary streets are arterial streets that distribute trips of moderate lengths between different geographic areas of the city. Secondary streets include all arterials that are not otherwise classified as primary streets. Secondary streets provide access to identifiable areas of the city, but they do not enter identifiable areas of the city.

Tertiary streets are streets that provide land access and traffic circulation within residential, commercial, and industrial areas of the city.

Tertiary streets differ from primary and secondary streets in that they may enter geographic areas of the city, to distributer traffic from the primary and secondary streets to their ultimate destination within the neighborhood.

Residential streets are all streets that are not classified as either a primary street, secondary street, or tertiary collector.

Traffic Volumes

Average daily traffic (ADT) volumes for the previous four years are shown in Tables TE-2, TE-3, and TE - 4, and the 1999 volumes are shown in Figure TE - 2. These counts are essential in determining the use and importance of streets/arterials in the network. Traffic volumes establish the basis for the installation of traffic signals, lane widening, pedestrian and bicycle facilities, and channelization. Additionally they serve as a valuable tool in determining the existing levels of service of a street and/or intersection and the corresponding average total delay.

~~Some traffic counts listed in the tables indicate a fluctuation in traffic volumes. In some cases a change in land uses affected traffic patterns while in other cases the fluctuation was a result of new and more efficient traffic counting equipment utilized by the city.~~

~~Table TE - 2~~
~~Traffic Counts for Principal Arterials~~

~~SITE CODE~~	~~STREET NAME~~	~~LOCATION~~	~~1999~~	~~1998~~	~~% OF CHANGE~~	~~1997~~	~~1996~~
~~0171-1~~	~~EAST BROADWAY~~	~~200' E/O BLOCK ST.~~	~~3307~~	~~4074~~	~~2.1~~		~~4067~~
~~0171-2~~		~~50' W/O DATE ST.~~	~~3858~~	~~3653~~	~~20.8~~	~~4420~~	~~3932~~
~~0171-8~~		~~100' N/O THIRD AVE.~~	~~2719~~	~~2760~~	~~8.7~~		
~~0171-3~~	~~WEST BROADWAY~~	~~300' E/O THIRD AVE.~~	~~15204~~	~~14230~~	~~5.8~~	~~14462~~	~~12769~~
~~0171-4~~		~~250' W/O LOGUST LN.~~	~~14258~~	~~14776~~	~~3.5~~	~~15994~~	~~15205~~
~~0171-5~~		~~300' E/O YAKIMA AVE.~~	~~10845~~	~~10564~~	~~2~~	~~10765~~	~~9934~~
~~0171-6~~		~~200' W/O WAPATO DR.~~	~~9375~~	~~9464~~	~~2.6~~	~~7814~~	~~7578~~
~~0171-7~~		~~150' W/O MELVA LN.~~	~~7631~~	~~7420~~	~~2.8~~	~~9961~~	
~~0074-1~~	~~PIONEER WAY~~	~~200' E/O THIRD AVE.~~	~~15251~~	~~14428~~	~~3~~	~~16972~~	~~13732~~
~~0074-2~~		~~100' N/O WALNUT AVE.~~	~~14168~~	~~14521~~	~~2.5~~	~~14728~~	
~~0074-3~~		~~200' E/O WALNUT AVE.~~	~~13736~~	~~14065~~	~~2.3~~	~~14949~~	~~14558~~
~~0074-4~~		~~200' E/O OLIVE AVE.~~	~~12548~~	~~12998~~	~~3.4~~	~~12758~~	~~12587~~
~~0074-5~~		~~200' N/O NELSON RD.~~	~~12168~~	~~11564~~	~~5.8~~	~~10946~~	~~9366~~
~~0074-6~~		~~200' E/O NELSON RD.~~	~~10698~~	~~10226~~	~~4.6~~	~~9608~~	~~9378~~
~~0074-7~~		~~200' E/O SHARON AVE.~~	~~14648~~	~~14359~~	~~2.5~~	~~9377~~	~~10858~~
~~0067-1~~	~~STRATFORD ROAD~~	~~150' E/O K-MART ENTR.~~	~~17065~~	~~17307~~	~~1.9~~	~~10578~~	~~16446~~
~~0067-2~~		~~100' N/O SR 17~~	~~18662~~	~~18861~~	~~1.9~~	~~11284~~	~~9716~~
~~0067-3~~		~~VEPPEL CROSSING~~	~~23344~~	~~24998~~	~~4.2~~	~~29463~~	~~29214~~
~~0059-1~~	~~ADNEY AVENUE~~	~~200' E/O DIVISION ST.~~	~~795~~	~~775~~	~~2.6~~	~~661~~	~~588~~

TABLE TE-2
TRAFFIC COUNTS FOR PRINCIPAL ARTERIALS

SITE CODE	STREET NAME	LOCATION	% OF CHANGE	2010	2009	2008	2007
0171-1	EAST BROADWAY	200' E/O BLOCK ST.	3.9	5,850	5,630	5,590	5,600
0171-2		50' W/O DATE ST.	-11.1	3,860	4,340	4,760	4,730

0171- 8		400' E/O THIRD AVE.	71.0	6,070	3,550	3,620	
0171- 9		200' S/O ROAD 4 NE.	-12.3	4,830	5,510	5,680	
0171- 3	WEST BROADWAY	600' E/O THIRD AVE.	-17.5	16,210	19,650	18,600	17,350
0171- 4		250' W/O LOCUST LN.	-14.7	16,015	18,770	18,120	
0171- 5		300' E/O YAKIMA AVE.	-8.8	13,540	14,840	13,260	13,960
0171- 6		200' N/O BRIDGE		no ct.	14,520	13,540	13,440
6071- 1	PIONEER WAY	200' S/O THIRD AVE.	18.8	14,890	12,530	17,038	19,760
6071- 2		100' N/O WALNUT AVE.	-9.2	14,680	16,170	15,870	8870*
6071- 3		300' S/O WALNUT AVE.	11.4	14,590	13,100	16,460	18,780
6071- 4		300' S/O OLIVE AVE.	-29.0	10,970	15,460	15,040	12,910
6071- 5		300' N/O NELSON RD.	-13.2	13,780	15,870	13,280	16,760
6071- 6		800' S/O NELSON RD.		no ct.	12,080	11,420	14,190
6071- 7		300' S/O SHARON AVE.	-13.1	12,390	14,260	13,030	14,350
6067- 1	STRATFORD ROAD	150' S/O WAL-MART ENTR.	-14.6	21,300	24,950	21,280	
6067- 2		100' N/0 SR 17	-7.8	14,600	15,830	16,660	17,050
6067- 3		NEPPEL CROSSING	-1.2	29,274	29,630	30,120	36,000
6070-1	WHEELER ROAD	300' W/O SR-17	-12.2	8,820	10,040	10,160	
6070-2		500' W/O WISER LANE	-9.2	8,950	9,860	10,520	10,120

TABLE TE - 3
TRAFFIC COUNTS FOR MINOR ARTERIALS

SITE CODE	STREET NAME	LOCATION	% OF CHANGE	2010	2009	2008	2007
6083-3	CLOVER DRIVE	300' S/ O SR-17		1,641	1,790	1,560	
6055- 1	DIVISION STREET	150' S/O FOURTH AVE.		8,030	9,020	9,260	4700*
6055- 2		50' S/O EIGHTH ST.		no ct.	12,300	12,300	12,290
6055- 3		400' N/O NELSON RD.		6,760	8,850	7,910	9,430
6055- 4		400' S/O NELSON RD.		no ct.	6,520	6,850	3540*
6055- 5		200' N/O I -90		4,390	4,920	4,850	
6052-1	JONES AVENUE	300' E/O DIVISION ST.		510	650	710	
6087- 1	KITTELSON ROAD	150' E/O SR 17		6,400	9,320	7,920	8,540
6087- 2		200' W/O SR 17		6,850	7,720	8,050	8,770
6058- 1	NELSON ROAD	150' E/O PIONEER WAY		4,900	5,300	5,830	
6058- 2		200' W/O PIONEER WAY		4,950	5,450	5,420	
6058- 3		200' W/O BALSAM ST.		4,750	4,900	5,640	
6066- 1	ROAD 4 NE.	100' E/O EAST BROADWAY.		1,680	2,180	2,250	
6066- 2	ROAD K NE	500' N/O ROAD 4 NE.		3,540	3,540	3,471	
6053- 4	THIRD AVE.	200' E/O W. BROADWAY		5,760	7,190	7,250	6,580
6065- 1	VALLEY ROAD	500' W/O STRATFORD		14,880	15,450	15,670	15,750
6065- 2		800' E/O PAXSON DR.		8,960	10,000	9,580	9,360
6077- 1		200' E/O PARK ENTR.		5,180	6,180	6,000	5,590
6053-1	YONEZAWA BLVD.	600' E/O DIVISION STREET		2,680	2,820	2,500	
6053-2		180' W/O SR-17		2,540	3,480	2,190	1,100

Table TE - 3
Traffic Counts for Minor Arterials

SITE CODE	STREET NAME	LOCATION	1999	1998	% OF CHANGE	1997	1996
6055 -1	DIVISION STR.	150' S/O FOURTH AVE.	8254	7509	9.9	8451	7513
6055 -2		50' S/O EIGHTH ST.	3800	3876	3.2	3387	3016
6055 -3		400' N/O NELSON RD.	5777	6527	11.5	6653	5987
6055 -4		400' S/O NELSON RD.	5995	5128	36.4	4778	4987
6055 -5		200' N/O I -90	6324	5201	21.6	2984	2623
6087 -1	KITTELSON ROAD	150' E/O SR -17	3089			3488	3835
6087 -2		200' W/O SR -17	5242			5003	5091
6053 -1	THIRD AVE.	200' E/O W. BROADWAY	3872	3234	19.9	11670	3047
6065 -1	VALLEY ROAD	500' W/O STRATFORD	11627	12566	7.5	12031	13062
6065 -2		300' E/O PAXSON DR.	5704	7590	24.8	5541	5431
6077 -1		200' E/O PARK ENTR.	4980			4314	4663
6069 -1	WESTSHORE DR.	50' E/O PARK ENTR.	1774	1583	12.1	1801	1489
6070 -1	WHEELER ROAD	300' W/O SR -17	8251	7200	14.6	7413	8050
6070 -2		500' W/O WISER LANE	9667	7410	21.7	9095	8045

TABLE TE - 4
TRAFFIC COUNTS FOR URBAN COLLECTORS

SITE CODE	STREET NAME	LOCATION	% OF CHANGE	2010	2009	2008	2007
6067- 4	ALDER STREET	150' S/O BROADWAY	-12.9	7,680	8,820	9,510	
6062- 1	BURRESS AVENUE	100' S/O MAIN ST.	-1.2	2,480	2,510	3,080	3,150
6056- 1	CENTRAL DRIVE	100' S/O LOOP DR.	-9.7	3,060	3,390	2,830	2,930
6056- 2		50' S/O PINE DR.	7.2	2,680	2,500	2,170	1,000
6056- 3		800' N/O VALLEY RD.	-16.7	2,440	2,930	3,000	
6056- 4		200' W/O EVELYN DR.	-13.3	2,540	2,930	2,170	3,400
6083- 1	CLOVER DRIVE	200' N/O NELSON RD.	-9.8	1,110	1,230	1,250	
6083- 2		200' N/O FAIRBANKS DR.	-2.2	910	930	900	
6051- 1	DOGWOOD ST.	150' S/O THIRD AVE.		4,330		5,720	4,770
6051- 2		250' N/O 'A' STREET	-6.2	3,800	4,050		2,960
6059- 1	FIFTH AVENUE	800' E/O BALSAM ST.	-3.7	4,930	5,120	2,850	
6057- 1	GRAPE DRIVE	100' S/O GARY ST.	-8.0	7,820	8,500	6,950	
6057- 2		600' N/O VALLEY RD.	-3.8	4,540	4,720	4,160	3,970
6057- 3		200' S/O VALLEY RD.	3.4	2,400	2,320	1,000	2,070
6057- 4		200' S/O DALE RD.	-10.9	1,060	1,190		2,300
6069-4	HANSEN ROAD	300' S/O WESTSHORE DR.	-15.0	2,150	2,530	2,550	2,460
6060- 1	HILL AVENUE	150' W/O PIONEER WAY	-7.9	3,840	4,170	3,890	
6060- 2		150' E/O PIONEER WAY	2.0	4,070	3,990	6,270	
6073- 1	IVY AVENUE	150' S/O THIRD AVE.		no ct.	4,510	3,430	3,200
6073- 2		300' S/O 'C' STREET	-39.4	1,200	1,980	1,530	1,330
6061- 1	LAKESHORE DRIVE	100' S/O HERMIT ST.		720			
6061- 2		50' S/O WANAPUM DR.	-26.8	2,240	3,060	1,930	1,650
6054- 1	LOCUST LANE	400' E/O BROADWAY	-29.2	1,990	2,810	2,560	2,540
6061- 7	PENINSULA DRIVE	150' S/O LOCUST LN.	-14.3	960	1,120	1020	1,100
6061- 6		100 ' S/O BURRESS		1,880		1,920	2,150
6061- 3		NORTH OF I - 90		no ct.	1,650	1,580	1,550
6061- 5		4106 PENINSULA DR.		250			
6061- 4		150' S/O WANAPUM DR.		1,730		1,820	1,790
6075- 1	PRICHARD DRIVE	150' W/O LAGUNA DR.	-11.4	3,350	3,780	3,680	3,740
6064- 1	WANAPUM DRIVE	400' W/O WAPATO DR.		1,210		1,260	1,520
6068- 1	WESTLAKE DRIVE	700' W/O MONTANA ST.	-3.2	300	310	300	300
6069- 1	WESTSHORE DR.	50' S/O PARK ENTR.	-11.1	2,160	2,430	2,430	2,340
6069-2		100' N/O FAIRWAY DR.	-17.8	2,960	3,600	3,560	3,440
6069-3		50' S/O HANSEN ROAD	-15.2	2,060	2,430	2,450	2,430

~~**Table TE - 4**~~
~~**Traffic Counts for Urban Collectors**~~

~~SITE CODE~~	~~STREET NAME~~	~~LOCATION~~	~~1999~~	~~1998~~	~~%OF CHANGE~~	~~1997~~	~~1996~~
~~6067- 4~~	~~ALDER STREET~~	~~150' S/O BROADWAY~~	~~3010~~	~~5530~~	~~22.7~~	~~7996~~	~~7420~~
~~6063- 3~~	~~BATTERY ROAD~~	~~300' E/O LAKESHORE~~					
~~6062- 1~~	~~BURRESS AVENUE~~	~~100' S/O MAIN ST.~~	~~4371~~	~~3074~~	~~42.2~~	~~2894~~	~~2980~~
~~6056- 1~~	~~CENTRAL DRIVE~~	~~100' S/O LOOP DR.~~	~~2178~~	~~2437~~	~~10.6~~	~~2620~~	~~2574~~

6056-2		50' S/O PINED DR.	1560	1840	15.1	1544	
6056-3		300' N/O VALLEY RD.	2071	2541	18.5		
6056-4		200' W/O EVELYN DR.	2721	2950	7.8		
6083-1	GLOVER DRIVE	200' N/O NELSON RD.	1874	1769	5.9	1650	1859
6083-2		200' N/O FAIRBANKS DR.	909	924	7	730	580
6087-3	GLOVER DRIVE	300' S/O SR - 17					
6051-1	DOGWOOD ST.	150' S/O THIRD AVE.	2339	2635	11.2	2613	2585
6051-2		250' N/O 'A' STREET	2813	2544	10.6	2791	2428
6059-1	FIFTH AVENUE	300' E/O BALSAM ST.	4382	4100	6.9	5052	4513
6057-1	GRAPE DRIVE	700' S/O GARY ST.	5743	4157	38.2	4354	
6057-2		600' N/O VALLEY RD.	3056	3033	30.4	2643	
6057-3		200' S/O VALLEY RD.	1648	1426	15.6	1580	
6057-4		200' S/O DALE RD.	766	994	22.9	782	
6060-1	HILL AVENUE	150' W/O PIONEER WAY	3633			3305	2701
6060-2		150' E/O PIONEER WAY	4643			4506	4490
6073-1	IVY AVENUE	150' S/O THIRD AVE.	3434	3847	10.7	3713	
6073-2		300' S/O 'C' STREET	1555	1491	4.3	2310	
6061-1	LAKESHORE DRIVE	AT WESLEY PLACE	37	95	29.5	37	
6061-2		50' S/O WANAPUM DR.	523	487	7.4	487	
6061-3		150' S/O BATTERY RD.	475	450	5.6		
6066-1	LARK AVENUE	100' W/O FAIRBANKS DR.	789	691	14.2	659	515
6054-1	LOCUST LANE	400' E/O BROADWAY	3722	2240	66.2	2416	2256
6058-1	NELSON ROAD	150' E/O PIONEER WAY	4984	4786	2.5	2444	3623
6058-2		200' W/O PIONEER WAY	5252	4742	10.8	7202	4630
6058-3		200' W/O BALSAM ST.	5524	5697	14.5	5634	
6061-7	PENINSULA DRIVE	150' S/O LOCUST LN.	1820	1048	73.7	365	376
6061-6		100 ' S/O BURRESS	4123	1756	134.8		1817
6061-3		AT I - 90 BRIDGE	1186	1140	4	1152	1171
6061-4		100' S/O WANAPUM DR.	1448	1388	4.3	1508	1135
6061-5		50' N/O TAMARACK LN.	190	244	22.1	162	159
6075-1	PRIGHARD DRIVE	150' W/O LAGUNA DR.	2964	2651	11.8	3065	2490
6064-1	WANAPUM DRIVE	400' W/O WAPATO DR.	563	516	9.1	537	
6064-2		300' E/O WAPATO DR.	363	351	1.4	347	
6063-1	WAPATO DRIVE	50' S/O INTERLAKE RD.	3327	2915	14.1	2365	
6063-2		AT I-90 BRIDGE	1897	2464	23	2761	2286
6068-1	WESTLAKE DRIVE	700' W/O MONTANA ST.	911	298	4.4	489	188

State Highways

Several Department of Transportation highways are located with the City of Moses Lake, including Interstate 90, State Route 17, and State Route 171 (East and West Broadway. These facilities have all been maintained, repaired, or improved recently as shown in Table TE-5.

Table TE - 5

Year Completed	Project	Description
2007	SR 17 - Pioneer Way to Stratford Road	Widened 3 miles of SR 17 from 2 lanes to 4. Prevented a 2020 predicted average afternoon travel speed of 15 mph. Increased the average afternoon travel speed from 30 mph (2006) to 42 mph (2010).
2009	I-90 Paving	Repaved 5 miles of I-90 from Broadway to 2 miles east of SR 17 interchange, restoring load-carrying capacity.
2009	SR 17 - Moses Lake North Paving	Repaved 5 miles of SR 17 from I-90 to Randolph Road (not including the 3-mile section from Pioneer Way to Stratford Road that was widened in 2007)
2009	SR 17/SR 282 - Moses Lake to Ephrata - Paving & Passing Lanes	Added 4 1/2 miles of passing lanes on the main route from Moses Lake to Ephrata
2009	SR 17 - Grant County Airport North Paving	Resurfaced 8 miles of SR 17 north of the Grant County Airport to increase weight-carrying capacity and provide a smoother and safer ride.
2009	SR 282 - Ephrata South Paving	Repaved 5 miles of the main route from Moses Lake to Ephrata
2001	SR 171 - Moses Lake Paving	Repaved 3.68 miles of West and East Broadway, from I-90 to Pioneer, with stronger asphalt to preserve the load-carrying capacity of the roadway.

Non-motorized system components

Pedestrian Facilities

Pedestrian facilities within the City of Moses Lake are mainly composed of sidewalks constructed in association with streets. For many years, the design standard was for the sidewalk to abut the curb. However, that standard was changed in 2005 to require a 5-foot planter strip with street trees for all new residential streets, to provide a buffer for pedestrians and to visually narrow the street to slow traffic. Minimum right-of-way widths were also reduced. Current design standards for residential streets include provisions for a five foot minimum sidewalk, and six foot minimum sidewalk for arterials. New streets in commercial or industrial areas may be built with a 5-foot planter strip or with an 8-foot sidewalk. ~~Streets require a six foot minimum sidewalk and A~~areas developed in the C-1, Central Business District must provide sidewalk from back of curb to front property line, typically at least 10 feet. ~~However,~~Many but not all existing residential, commercial or industrial areas have sidewalks. Bicycle paths, described below, also serve as pedestrian pathways. Some areas have been developed with Activity Trails, usually consisting of a 10-foot or wider sidewalk. See Figure TE-3.

Pedestrian and bicycle facilities that provide access to schools are eligible for grants through the Safe Routes to Schools (SRTS) program. This state program provides technical assistance and resources cities, counties, schools, school districts, and state agencies for improvements that get more children walking and bicycling to school safely, reduce congestion around schools, and improve air quality. The area around 13 Moses Lake schools have been improved through this program, including the high school, both middle schools, and nine elementary schools. Improvements can include sidewalks, flashing pedestrian beacons, curb extensions, pedestrian refuge islands, and education programs.

Bicycle Facilities

The City's Activity Trail Map ~~Bicycle Transportation Plan is shown~~ in Figure TE-3 shows the existing and future bicycle facilities within the City and surrounding area. ~~Implementation is currently underway and most notable are the new downtown facilities~~. The bicycle network ~~complete system~~ was designed to serve and inter-connect various sectors of the City and County with major points of interest. The trail map shows existing and future bicycling facilities, including bike lanes, multi-use paths, sharrows, and wide shoulders. ~~The existing bike path segments consist of four links which are separated from through lanes. The first link extends along Valley Road from Stratford Road west to Airway Drive a distance of 1.4 miles. The second link is along Neppel Landing on Parker Horn near Alder Street to the downtown section for a length of over .5 miles. Both of these segments are joined by a one quarter mile segment from Valley Road to Neppel Landing.~~

~~The last link was constructed in 1998 and runs parallel to the Rail Road tracks from Neppal Landing until it intersects with Marina Drive. This link is approximately nine-tenths of a mile long. The Path follows Marina Drive to the north side of I-90 as it crosses the lake from Peninsula to the west shore. There are several designated bike routes around town combined with the existing street network. While some are designated with signs others~~

~~are not identified to the cyclist.~~

In February 2012, the Moses Lake City Council adopted a resolution to use the NACTO Urban Bikeway Design Guide as a reference in the development and improvement of new and existing bicycle facilities.

TABLE TE-6
Activity Trails Counts

	2012	2011	2010	2009
Yonezawa BLVD & Leanne North Side	607	330	568	36
Yonezawa BLVD & Leanne South Side	258	173	279	59
E. Side of Division St 200' of 7th	2051	1416	732	76
Nelson Rd. & Mail box at 515 Nelson	948	1247	939	121
Neppel Park	1236	717	845	146
I-90 Fishing Bridge	1752	2040	XX	XX
Blue Heron Park	XX	XX	753	223
Stratford Rd on Neppel Crossing	1790	1296	1966	354
W. Side of Peninsula Dr. 100' S. Of Pacific	551	597	403	39
W. Side of Stratford Rd. 100' South of Highway 17 overpass	460	537	132	96
Wanapum Dr. W. Of Wapato Dr.	303	192	105	21
Wanapum Dr. E of Wapato Dr.	210	283	178	28
Broadway and 1-90	312	369	258	42
Larsen Trail	XX	XX	58	31
Peninsula & Lakshore	158	448	XX	XX

Park and Ride Lots

WSDOT operates two Park and Ride Lots in the Moses Lake UGA. The lot located on SR 17 just south of I-90 has 56 ~~29~~ regular spaces and 3 ~~2~~ handicapped spaces. The second lot located north of the city on SR 17 along Chanute Street near the entrance to the Grant County International Airport has 21 spaces and 2 handicapped spaces. Both Park and Ride lots would benefit from additional parking spaces, striping, and improved lighting at night for better security.

Other transportation systems

Airport Facilities

The Moses Lake Municipal Airport, is classified as a General Aviation Airport and located in the Wheeler industrial area east of town. The facility has one north-south asphalt runway of 2,500 feet in length by 50 feet in width (See figure TE - 4 for location). The airport uses a uniform communication frequency (UNICOM), has medium intensity runway lighting (MIRL), and ~~visual approach slope indicators (VASI)~~ precision approach path indicators (PAPI), a system designed to furnish the pilot visual approach slope information to provide safe descent guidance for runway 16/34. The airport serves general aviation aircraft and commercial crop spraying operations. The Airport has a Layout ~~Development~~ Plan completed in 2010 by airport planning firm Airside ~~GA~~.

Fixed-base operators also run a small flight training operation and an aircraft repair facility. ~~The 1997-1998 Washington State Aviation System Plan indicates a total of 34~~ According to the 2010 Layout Plan, there are 49 aircraft based at the Municipal Airport, and ~~18,000~~ approximately 25,000 annual aircraft operations. Future projections indicate as many as 75 ~~37~~ based aircraft~~s~~ and 32,000 ~~19,588~~ aircraft operations.

The Port of Moses Lake operates the Grant County International Airport located north of town (See figure TE - 4 for location). The facility is classified as a Commercial Service facility. Formerly the Larson Air Force Base, this is now a world class heavy jet training and testing facility used by the Boeing Company, Japan Airlines, the U.S. Military, and many other air carriers from around the world. The airport has 4,700 acres and five ~~four~~ runways. The main runway is 13,500 feet long and 200 feet wide. The remaining four~~three~~ runways range from 10,000 feet by 100 feet down to 2936 feet by 75 feet~~are 9,998, 3,263, and 3,025 feet long~~. Because of the acreage and the length of the runways it is one of the largest airports in the nation.

There is currently no ~~Horizon Airlines provides~~ passenger service at the airport ~~for daily flights~~. The WSDOT Aviation System Plan Database records 117 ~~Airport Manager estimated 85~~ general aviation aircraft based at the site, ~~and~~ 63,315 ~~127,977~~ aircraft operations (including general aviation, military, air carrier, and air taxi), ~~in 1999 with an annual growth of approximately 3%~~ and 530 tons of air cargo in 2011.

Airside facilities also include 21 ~~eight~~ taxiways, 3.5 million square feet of ~~six~~ aprons, fuel distribution and storage systems, airport surveillance, radar, and a fire training facility. Landside facilities include a ~~new~~ terminal building with capacity for 132 passengers, control tower, and over 40 buildings totaling about 1,000,000 square feet.

Rail Freight Facilities

Moses Lake is served directly by one railroad operated by Columbia Basin Railroad. This is a freight line which dead ends at the Port of Moses Lake. Columbia Basin also has a line running east of the City through Wheeler ~~which does not directly serve the City at this time but does~~ servinge the Wheeler industrial corridor ~~within the UGA~~. Freight service is provided to the Wheeler Corridor as needed by the industries ~~daily, Monday through Saturday. Service to the Port of Moses Lake currently is twice weekly but occurs on an as needed basis~~.

Passenger service is available in Ephrata, approximately 22 miles northwest of Moses Lake.

Public Transit System

Grant County Transit Authority (GTA) provides bus service throughout the City of Moses Lake and into the County (see Figure TE-5). Currently 7 ~~19~~ weekday routes and 2 weekend routes are operational. Local weekday service is provided by routes 50, 51, and 53, weekend routes 54, 55, and 56, ~~1, 2, 3, 4, 5, and 6~~ while intra county service is provided from Moses Lake to the cities of Warden, Royal City, George, Quincy, Ephrata, and Soap Lake. In 2011, ~~1999~~ GTA had 212,757 ~~164,254~~ boardings~~, with 41% of those on the Moses Lake Intra-city routes and an additional 20% on the Moses Lake/Ephrata route~~. Current fares are $1.00 ~~$.50~~ for adults and $0.50 ~~$.25~~ for seniors and people with disabilities. Monthly passes are also available for $15 to $25. Routes are operated weekdays throughout the day with two routes on ~~no~~ weekends ~~service~~. Currently, all GTA buses can accommodate 3 bicycles. At this time the intersection of 4th and Alder functions as a transfer station, although no facilities are present other than a bus shelter.

In 2011, GTA completed a new Operations and Maintenance facility located at 8392 W. Westover Blvd. GTA is working toward identifying a site and funding for an intermodal Transit Center in the downtown area.

Connections with the urban public transportation systems available outside the county are provided by Greyhound and Northwest Trailways. Greyhound has 8 ~~offers~~ passenger service buses daily: 4 to Seattle~~,~~ and 4 to Spokane, ~~and Tri-Cities~~ while Trailways provides 4 buses daily ~~service~~ to the smaller cities~~Seattle through Wenatchee~~. The d~~D~~epot for both bus lines is located at 1819 E. Kittelson Road~~3000 W. Broadway~~.

Other public transportation is primarily human services related. People for People Community Services offers ~~dial-a-ride service to eligible citizens.~~ transportation services and connector services for the general public, low-income individual, seniors, and those with disabilities. They also provide employment training and transportation assistance. Serving Grant, Adams, and Lincoln counties with transportation services, People for People coordinates transportation services through contracts with GTA, WSDOT, Aging and Adult Care of Central Washington, Moses Lake Clinic, Columbia Basin Cancer Foundation, and federal, state, and local funding.

Trucking Lines

Grant County and Moses Lake are served by at least six ~~several~~ major and several smaller trucking companies that serve the industrial, agricultural, and commercial needs of the area. A telephone survey conducted in 2012 ~~1993~~ indicated that the majority of the

trucking companies ~~businesses~~ do not follow any established routing, but instead ~~and that they were not aware of any truck restrictions in the immediate area. The industry has no real established routes s they~~ use a point "A" to point "B" most direct route approach. ~~A large majority~~ Part of the trucking business is agricuturally-based, and hours of operation fluctuate with the agricultural seasons. From this it would appear that the greater presence of farm-based truck traffic would occur during the spring, ~~and~~ late summer, and early fall months versus the late fall and winter months. Ordinance 1399 of the Moses Lake Municipal Code establishes limits on truck loads and routes. Routes approved as "through truck routes" are SR 17 and I-90 within the Moses Lake City limits. Truck traffic on other arterials or residential streets are specifically authorized by this ordinance.

Section 6.4 - Level of Service and Concurrency

LOS Development

Level of Service (LOS) standards are a mechanism for establishing the community's expectations for the performance of specific aspects of the transportation system. Service standards have been typically associated with performance measures for congestion at signalized intersections which focus on the performance of the transportation system from the point of view of the auto motorist. The city has chosen other types of service standards for streets, such as those which measure corridor system speed and delays, to establish service standards and concurrency.

The Growth Management Act requires that jurisdictions forecast traffic volumes associated with growth and determine transportation concurrency levels. The concurrency tests are intended to insure that the development of transportation facilities and operations are occurring consistently with growth and development. Jurisdictions must show that it is physically and financially feasible to accommodate traffic from new development.

~~The Transyt-7F traffic model program was used to review concurrency along corridors and at individual intersections that are signalized. The program provides a number of measures of effectiveness (MOE) including hours of delay along the corridor, fuel consumed, travel speed, levels of service for specific intersections, and queue lengths. Queue lengths indicate whether or not traffic will "spill back" from one intersection to the next. The program also provides optimized signal timing information so signal timing can be revised to keep up with changing traffic patterns.~~ The Highway Capacity Software (HCS) traffic model program was used to review concurrency at individual unsignalized intersections.

LOS is expressed using a scale with letter

Table TE - 5
Street Level of Service Rating Scale

LOS	Signalized Intersections: Average Total Delay (Seconds)	Two-Way Stop-Controlled: Average Control Delay to Minor Street Traffic (Seconds)	General Description (Signalized Intersections)
A	< or = 10	< or = 10	Free flow
B	>10 and < or = 20	>10 and < or = 15	Stable flow (slight delays)
C	>20 and < or = 35	>15 and < or = 25	Stable flow (acceptable delays)
D	> 35 and < or = 55	> 25 and < or = 35	Approaching unstable flow (tolerable delay)
E	> 55 and < or = 80	> 35 and < or = 50	Unstable flow (intolerable delay)
F	> 80	> 50	Force flow (jammed)

Source: ~~TRANSYT-7F Users Guide, Volume 4 , March 1998 and~~ Highway Capacity Manual 2000~~, Special Report 209, by the Transportation Research Board, Washington, D.C.~~

designations ranging from A to F. Level A represents the highest level and the best operating conditions, and LOS F is the lowest level. The computerized traffic model replicates the operating conditions of the network and is used to assign an LOS to each street segment and intersection. Table TE - 5 generally defines the LOS rating scale.

Concurrency and LOS Measurement

Methodology

HCS (Highway Capacity Software) 2010 was used which implements the 2010 Highway Capacity Manual procedures for analyzing various types of intersections, roadways, and highways. ~~The Corridor Analysis methodology was used to measure concurrency for most areas of concern~~. The primary standard is delay time at intersections. ~~travel speed along the corridor. However, this methodology alsoallows for the review of individual intersections and specific street segments for the purposes of identifying spot improvements as well as corridor improvements.~~

Grant County opted to use a volume to capacity method to evaluate the existing and future transportation system. The Transportation Element of the Grant County Comprehensive Plan identified all roadways in the county with an existing and future Level of Service "A". The element further sets a LOS standard at " D" for Roads Within Urban Areas/Urban Non-Interstate Highways. Because this method only measures the theoretical capacity of the roadway it is not an appropriate method for urban roadways because the amount of turn traffic and intersections which reduce the theoretical capacity of the roadway are not considered.

The Washington State Department of Transportation sets the Level of Service standard for highways of statewide significance in Grant County, including I-90 and SR 17 north to the Grant County Airport, as D for urban and C for rural. Highways of statewide significance are statutorily exempt from the concurrency requirement.

Concurrency

The City has determined two ~~three~~ arterials and four intersections of concern which shall be used to measure concurrency for the 20 year Comprehensive Plan. These are discussed below:

Valley Road Corridor

Valley Road connects the Cascade Valley area with Stratford Road (a major retail arterial and major route into downtown Moses Lake). Vacant land adjacent to Valley Road, located both in the County and the City, is expected to be developed with residential uses. Valley Road is essentially the only route between Cascade Valley and the rest of Moses Lake. Therefore, this street has been chosen for concurrency evaluation.

Pioneer Way Corridor

A major route through downtown Moses Lake Pioneer Way connects downtown businesses, area residences, medical facilities, and schools. The route also carries some tourism traffic. This route has been included for concurrency evaluation from Wheeler Road to Nelson Road.

~~State Route 17 (SR -17) Corridor~~

~~This important highway carries local and regional traffic accommodating tourists and trucks. Although WSDOT has full jurisdiction over the highway operations along SR-17 are key to the vitality of Moses Lake. This street is evaluated from Pioneer~~

~~Way south to I-90.~~

Wheeler Road Intersections at Road "L" NE and Road "N" NE

Wheeler Road provides access to major employers for both employees and trucks. Although the road generally allows for free flowing high speed travel operations become impacted during peak hours. The concurrency evaluation includes the intersections of Road "L" NE and Road "N" NE with Wheeler Road. ~~These intersections are analyzed using the HCS methodology because they are too far apart physically to be evaluated as a "system," and they are currently unsignalized.~~

~~Wheeler Road and SR-17 Intersection~~

~~This intersection accommodates significant traffic volumes. It is the point where the vehicles of commuters, tourists, and shoppers all come together. This intersection is physically too far from the intersections of Road "L" NE and Road "N" NE with Wheeler Road for meaningful corridor analysis. Also, traffic patterns are quite different at this intersection than where Wheeler Road intersects Road "L" NE and Road "N" NE. This intersection, with a signal and high volumes, was analyzed using Transyt-7F.~~

Westshore Drive/Hansen Road/Fairway Drive Intersection

Most existing and expected future traffic on the far west side of the lake (north of I-90) passes through this intersection. The concern is that future development in the area will overwhelm the intersection. This is a "Y" intersection that needs to be reconstructed into a T-intersection. Westshore Drive needs to "T" into Hansen Road south of the existing intersection.

Westlake/Hansen Road/Frontage Road Intersection

Considering the full build out in this area, the need for significant improvements at the Hansen Road/I-90 interchange becomes apparent. Assuming the existing infrastructure is not improved, these intersections will have a "F" level of service when the surrounding area is built out. There are many potential solutions to improve the operation of this interchange. At this point it would be premature to eliminate or promote any particular potential alternative. Any future interchange project should attempt to address the intersection spacing issue between the ramps on the north side of I-90 and N. Frontage Road, along with the capacity issues.

Threshold LOS and Concurrency Standard

~~Penalizing a project for a reduced level of service at one intersection would not fairly assess the real impact of a project on concurrency levels. If drivers were delayed at one intersection but their overall system speed only dropped a little they would not be unduly inconvenienced. But if overall system speeds dropped significantly then drivers would be inconvenienced to the point that transportation facilities are not keeping concurrent with traffic levels. To determine whether service levels of a street system are deficient a threshold LOS must be established. Any street with an LOS better than the threshold is considered acceptable and a street with an LOS worse than the threshold is considered deficient. For this analysis, system speed will be the primary Corridor Concurrency Standard for the City of Moses Lake. Levels of service are included so that the City can evaluate site specific problems as they occur. As the individual levels of service decrease the overall system speed will drop.~~

~~The system speed identified in Table TE - 6 will serve as the Concurrency Standard for the corridors of concern. Any specific development which reduces system speed below those identified will be required to either rectify the situation, present an alternative development plan, or not be allowed to proceed until a financially sound strategy is in place and approved by all parties to ameliorate the condition.~~

The level of service identified in Tables TE-6 and TE -7 will serve as the Concurrency Standard for the intersections of concern. Any specific development which reduces the LOS below those identified will be required to either rectify the situation, present an alternative development plan, or not be allowed to proceed until a financially sound strategy is in place and approved by all parties to ameliorate the condition.

RCW 47.06.140 states the interstate highway system and interregional state principal arterials (I-90 and SR-17) are facilities of statewide significance. GMA requires that LOS standards for state owned transportation facilities be included in the plan. The Washington State Department of Transportation retains authority to set the L O S standards for these facilities and has set them at D for urban highways and C for rural highways. However~~Although exceptions do exist, in the case of Moses Lake~~, the concurrency requirements of the Act do not apply to these state facilities.

GMA and SEPA

The standards contained in this document are intended to measure concurrency of traffic operations along arterials of concern based on planning level forecasts. These standards do not, however, substitute for SEPA reviews as deemed necessary by the City. SEPA traffic reviews may entail additional analyses of traffic operations affected by specific projects. The City may request proponent analysis of intersections and arterials not included in the Transportation Element of the Comprehensive Plan and may require mitigation measures to ameliorate unacceptable traffic operations that are caused by their development.

Table TE - 6
Level of Service Standard
for Signalized Corridors

Corridor/Intersections	~~System Speed (mph)~~	~~System Average Delay (seconds per vehicle)~~	Intersection Average Delay (sec.)	LOS
Valley Road Corridor[1]	~~8~~	~~91.8~~		
Valley Rd./Grape Dr.			37.5	D
Valley Rd./Central Dr.			28.6	C
Valley Rd./Stratford Rd			132.2	F
Pioneer Way Corridor	~~15~~	~~37.5~~		
Pioneer/Wheeler /Fifth			48.6	D
Pioneer/Hill Ave.			23.2	C
Pioneer/Nelson Rd.			37.3	D

~~SR 17 Corridor~~ ~~SR 17/Pioneer Way~~ ~~SR 17/Yonezawa Blvd.~~ ~~SR 17/Kittleson Rd.~~ ~~SR 17/I-90 Westbound Ramp~~	~~20~~	~~19.3~~	~~30.3~~ ~~18.5~~ ~~24.4~~ ~~11.0~~	~~C~~ ~~B~~ ~~C~~ ~~B~~

[1]Poor operations at Valley Rd/Stratford Rd account for the reduced speed and increased average delay. Over time, drivers may choose to divert to another route, reducing demand at this congested intersection. However, without careful study, it is not prudent to identify an alternative corridor; doing so might impact area residents by circulating unwanted traffic through neighborhoods.

Table TE-7
Level of Service Standards for
Unsignalized Intersection Analysis

Intersections	LOS
Wheeler Rd/Road "L" NE	C
Wheeler Rd/Road "N" NE	C
~~Wheeler Rd/SR 17~~	~~D~~
Westshore Dr/Hansen Rd/Fairway Drive[1]	B
Westlake/Hansen/Frontage	B

[1]Note: This intersection is an existing safety concern that requires correction in the near future and is not driven by LOS.

Impact Fees

The concurrency standards are not tied specifically to impact fees or mitigation measures. Currently the City does not have an adopted traffic impact fee ordinance. The City prefers to analyze impacts directly related to a project through SEPA and GMA review and request specific mitigation measures for traffic impacts.

These concurrency standards do not preclude future adoption of a traffic impact fee ordinance. Such fees may become necessary over time to mitigate growth impacts for which State and Federal funding may be unavailable.

Existing Conditions

Analysis Results

Traffic along the corridors and at the study intersections discussed above have been analyzed for 2010 ~~1999~~ conditions. This provides the baseline for concurrency evaluations of future traffic and projects.

The results of existing conditions analysis is shown in Tables TE - 8 and TE - 9. Table TE - 8 describes the results for the signalized corridors. ~~The results come from Transyt-7F analysis (Version 8.1). Although the analyses includes optimized signal timing not all of the corridors operate optimally today.~~ As conditions change at the intersection the signal timing will continually need adjusting in order to maintain signal light optimization. ~~The City did improve the signal timing along these corridors based upon the information from the concurrency analyses.~~

Existing Corridor Deficiencies

Table TE - 8 indicates that, with optimized signal timing, the corridors can operate quite well with existing traffic volumes. Average delays are low and system speeds reasonable. The analysis of existing conditions indicated no deficiencies in the corridors identified.

Intersection Analysis

Table TE-9 describes the results for the three ~~four~~ intersections that have been studied individually. Two ~~Three~~ of these intersections

are along Wheeler Road. Although it would be possible to study the two ~~three~~ intersections as a corridor, the combination of two unsignalized intersections and long intersection spacing would render analyzing them as a system meaningless.

These ~~three~~ Wheeler Corridor intersections are important to the City's economic health. Many people who live in the City and County are employed by industries along Wheeler Road. If their commute times were significantly increased in the future, then the spirit of concurrency would not be met.

The individual intersection analyses were done with the HCS methodology.

Table TE - 8
Existing Conditions of Signalized Corridor Analysis (2010)

Corridor/Intersections	~~System Speed (mph)~~	~~System Average Delay (seconds per vehicle)~~	Intersection Average Delay (sec.)	LOS
Valley Road Corridor	~~20.6~~	~~21.8~~		
Valley Rd./Grape Dr.			14.3 ~~17.1~~	B
Valley Rd./Central Dr.			14.2 ~~12.3~~	B
Valley Rd./Stratford Rd			42.5 ~~27.5~~	D ~~C~~
Pioneer Way Corridor	~~21.7~~	~~17.6~~		
Pioneer/Wheeler /Fifth			25.9 ~~21.0~~	C
Pioneer/Hill Ave.			13.2 ~~14.1~~	B
Pioneer/Nelson Rd.			15.9 ~~16.8~~	B
~~SR-17 Corridor~~	~~26.6~~	~~11.4~~		
~~SR-17/Pioneer Way~~			~~20.0~~	~~C~~
~~SR-17/Yonezawa Blvd.1~~			~~7.1~~	~~A~~
~~SR-17/Kittleson Rd.~~			~~46.2~~	~~B~~
~~SR-17/I-90 Westbound 2 Ramp~~			~~0.0~~	~~A~~

~~1This intersection is to be constructed in Fall 2000.~~
~~2This intersection is currently unsignalized.~~
Note: Data assumes optimal signal timing. Although not all corridors operate optimally, the signal timing will be improved.

Table TE - 9 Existing Conditions of Individual Intersection Analysis (2010)			
Intersections	Intersection Average Delay	Movement	LOS
Wheeler Rd. / Road "L" NE	21.5 ~~10.7~~ 21.0	Northbound ~~Left~~ Southbound ~~Left~~	C C
Wheeler Rd/Road "N" NE	40.3 ~~22.2~~ 15.9 ~~13.9~~	Northbound ~~Left~~ Southbound	E ~~C~~ C ~~B~~
~~Wheeler Rd/SR 17*~~	~~22.2~~	~~Overall~~	~~C~~
Westshore Dr./ Hansen Rd./Fairway	10.9 ~~10.7~~ 10.0 ~~8.7~~	Hansen Rd. Northbound ~~Left~~ Fairway Dr. Eastbound ~~Left~~	B A
~~1Signalized Intersection~~ ~~Note: System speed does not appear. Since these intersections are analyzed individually, system speed would not be a good indicator of driver experience.~~			

Table TE - 9 indicates the level of service for two movements at the unsignalized intersections. At unsignalized intersections, there is no "overall" intersection level of service. Levels of service are only provided for those movements that conflict, such as left turns, since those cars are the ones that experience delay. The average delay for each of the movements is also shown. Only the movements of concern are identified in the table.

~~Since Wheeler Road/SR 17 is signalized, an overall level of service is computed. When an intersection has a signal, virtually every car experiences some delay because drivers may have to stop or at least slow down on every approach.~~

Existing Intersection Deficiencies

The analysis of existing conditions at the identified intersections did not indicate deficiencies.

Section 6.5 - Future Deficiencies and Recommendations

Traffic operations were analyzed after the addition of future traffic growth and changes in land use patterns for two periods. Both six year and twenty year forecasts were evaluated. The new traffic volumes were tested using the ~~Transyt-7F~~ program for signalized intersections and the HCS methodology for ~~unsignalized~~ intersections.

Future Deficiencies

The six year forecast indicated three ~~two Unsignalized Street~~ Intersections ~~in the UGA~~ will fall to LOS E or F by the year 2016 ~~2005~~. The intersections are listed below:

2016 Projection	Level of Service	Average Delay (sec.)	Delay Direction and Lane
Valley Rd/Stratford Rd	F	88.0	All
Wheeler Rd/Rd "L" NE	E D ~~F~~	36.3 ~~40.2~~ 33.7 ~~54.2~~	Northbound ~~Left~~ Southbound Left
Wheeler Rd/Rd "N" NE	F ~~E~~ D	132.2 ~~44.8~~ 27.2	Northbound ~~Left~~ Southbound

The twenty year projections indicate ~~extremely slow corridor system speeds and~~ poor levels of service at several additional intersections ~~located in the city and unincorporated UGA~~. Improvements to streets and intersections will be needed to handle future traffic growth. Table TE-10 identifies ~~projected System Speed, System Average Delay,~~ Intersection Delay and LOS for signalized corridors. Table TE-11 identifies the projected LOS for the individually analyzed intersections.

Table TE - 10
Twenty - Year Projected Conditions (2030)
Signalized Corridor Analysis

Corridor/Intersections	~~System Speed (mph)~~	~~System Average Delay (seconds per vehicle)~~	Intersection Average Delay (sec.)	LOS
Valley Road Corridor	~~3.1~~	~~336.0~~		
Valley Rd./Grape Dr.			20.9 ~~40.6~~	C~~D~~
Valley Rd./Central Dr.			21.8 ~~26.9~~	C
Valley Rd./Stratford Rd			~~542.3~~ *	~~F~~ *
Pioneer Way Corridor	~~12.1~~	~~67.3~~		
Pioneer/Wheeler /Fifth			207.6 ~~110.6~~	F
Pioneer/Hill Ave.			101.9 ~~29.9~~	F ~~C~~
Pioneer/Nelson Rd.			132.8 ~~47.6~~	F ~~D~~

~~SR-17 Corridor~~ ~~SR-17/Pioneer Way~~ ~~SR-17/Yonezawa Blvd.~~ ~~SR-17/Kittleson Rd.~~ ~~SR-17/I-90 W-bound Ramp~~	~~0.2~~	~~5124.9~~	~~31.4~~ ~~8.0~~ ~~25.7~~ ~~22541.3~~	~~C~~ ~~A~~ ~~C~~ ~~F~~

*Unable to calculate; beyond the program parameters. Below LOS F.

Table TE - 11
Twenty-Year Projected Conditions (2030)
Individual Intersection Analysis

Intersections	Intersection Average Delay	Movement	LOS
Wheeler Rd. / "L" NE	See Note Below		below F
Wheeler Rd/"N" NE	~~4958.6~~	Northbound ~~Left~~ Southbound	F F
~~Wheeler Rd/SR-17~~	~~82.5~~	~~Overall~~	~~F~~
Westshore Dr./ Hansen Rd./Fairway	15.2 ~~14.0~~ 12.9 ~~9.3~~	Hansen Rd. Northbound ~~Left~~ Fairway Dr. Eastbound ~~Left~~	C ~~B~~ B ~~A~~
Note: Volume higher than capacity (Below LOS F)			

Recommendations

The preliminary improvements listed in Table TE-12 were recommended to address the LOS deficiencies at the ~~unsignalized~~ intersections in the first six year period ~~which will return the LOS to a B or higher~~. Table TE-13 shows the preliminary

Table TE-12A
Transportation Facility Plan A
Projects to Address LOS Deficiencies 2012-2018 ~~1998-2005~~

Project Description
~~1.~~ Wheeler Rd/Rd. "L" N.E.~~: Install a new traffic signal~~ and ~~2.~~ Wheeler Rd./Rd. "N" NE:~~ Install a new traffic signal~~ The City is currently studying these intersections and developing options for improving LOS.

Table TE-12B
Transportation Facility Plan A
Alternative Transportation Projects to Address Deficiencies 2012-2032

Project Description
1. Wheeler Road -Bike Lanes 2. Grape Drive -Sharrows

recommended improvements expected to be required during the 20 year planning period to address LOS or system speed deficiencies. ~~At this time the City is responsible for only one ofthe improvements. Other recommended facility improvements are the responsibility of WSDOT.~~

General~~Future~~ Street Plans

General street plans for vacant parcels of land in the city's cooperate limits are necessary to provide streets that meet the following five criteria:

1) Connection between neighborhoods, and to commercial areas.
2) Limit access points on nonresidential streets.
3) Provide public access to all properties.
4) Access for police and emergency services.
5) Intertie streets to limit the use of cul-de-sacs and provide good traffic circulation.

These plans provide important information to citizens who are planning to develop property. Maps showing the general street plan for the vacant parcels within the city are shown in Figure TE 5.5. Developers may propose alterations to the general street plans provided that their alteration meets the five criteria listed above.

~~The automobile is the primary means of travel in Moses Lake , a fact which is likely to remain true for years to come. While other parts of this Transportation Chapter include strong policies in favor of alternatives to the automobile, it is important to recognize that the roadway system will require continued expansion and enhancement. To this end the Council adopted Resolution #2495 which added the Future Street Plan Map to the Comprehensive Plan (See Figure TE-6). The Plan identifies the extension of Yonezawa Boulevard from Highway 17 to Road L as a future street project. The resolution also added this project to the Six-year Transportation Improvement Program. Consistent with Policy 1.26 of the Transportation Element this map will be enhanced as the master street plans for other areas in the city are developed and endorsed by the City Council. The future street plan is intended to guide both private and public development design decisions.~~

Future Transportation Plan Revisions

Over time significant employment or retail projects will be broached for the City of Moses Lake. When such projects come to light the concurrency evaluation and standards may have to be modified to account for such projects. Since transportation in the are for such projects. Since transportation in the area is naturally constrained by the lake there may be few travel route options for accessing some projects. In other words standards may have to be adjusted to be realistic given geographical constraints and potential future project traffic impacts.

Table TE - 13
Transportation Facility Plan B
Projects to Address LOS Deficiencies ~~2005~~ 2019 - 2032

Project Description
~~City Owned Facilities/Projects~~ ***Valley Road/Stratford Road*** - Separate left turn lanes for the eastbound approaches (Valley Road). Add second northbound left turn lane. Note: This intersection will still operate at LOS F. Poor operations contribute to lower overall system speed on the Valley Road corridor. However, it is unlikely that the intersection can be widened any more than as discussed above. As noted previously in the element some intersections cannot be improved beyond a certain point. ~~***Pioneer Way/Wheeler Road/Fifth Ave.*** - Change phasing so first northbound, second southbound, third east and west left turn only, and fourth east and west through.~~ **Westlake/Hansen/Frontage Road** - The intersection of the I-90 westbound on and off ramps with Hanson Road is in near proximity to the intersection of Hanson Road with Westlake Drive and the Frontage Road. This will cause the level of service of these intersections to lower to a level of F when the area in the City's UGA to the north and west is developed. One solution is to realign the North Frontage Road so it would intersect with Hansen Road approximately 350 feet north of its present intersection.
~~State Owned Facilities/Projects~~ ~~SR 17/I-90 Westbound Ramp: Install a new traffic signal~~ ~~SR 17/Yonezawa Blvd: Construct a new intersection with curbs, gutters, and sidewalks and install a new traffic signal.~~ ~~Wheeler Road/SR 17: Reconfigure lanes so northbound and southbound right turn only lanes become shared through/right lanes. Reconfigure westbound approach to one right turn only and one through lane.~~

Recreational activities usually create higher summer traffic volumes in Moses Lake especially on weekends. However, data is not readily available to determine whether recreational travel volumes will increase significantly with time. During future updates to the Comprehensive Plan the City may undertake revisions to the concurrency standards to deal with recreational travel. This may include surveys of visitors, working with State and Federal agencies to forecast future tourism increases and possibly modifying concurrency standards to deal specifically with summer and/or weekend traffic operations. The City may also wish to increase or change the arterials measured for concurrency.

Approximately 1/3 ~~½~~ of the traffic on Valley Road originates in Cascade Valley. Recent traffic counts (2010), located 200 feet east of the Cascade Park entrance, were~~-~~ 5,180 ~~4,989~~ trips/day.~~, with an additional 715 vehicletrips/day being generated from Airway Drive and Crestview Drive, and 5,923 vehicle trips/day generated from Paxson, Grape, and Central Drive~~. Total vehicle trips at Valley Road 500' west of Stratford Road were 14,880 ~~11,627~~. The additional traffic generated from Cascade Valley significantly impacts the Stratford/Valley Road intersection. This County traffic will play a large part in the future requirement for a signal at Valley Road and Paxson Drive.

Another~~Other~~ factor~~s~~ to consider is ~~are~~ the development potential of ~~platted lots in~~ Cascade Valley. Cascade Valley has been

developed at a low density, so in addition to undeveloped land, there is also significant potential for redevelopment at a higher density once sewer and water are available ~~In 1997, 427 platted lots remained vacant. While development patterns in the area remain speculative at this time the platted lots are likely to be developed as platted. Even at the low density the lots were platted at 4,000 vehicles/day can be attributed to that development specifically. Densities within the area are likely to increase and subsequently decrease system corridor speeds.~~ In the past, t~~T~~he County and City have jointly pursued grant monies to develop a sub area plan for Cascade Valley. The funding request was denied, however, the city and county planned to~~will~~ continue to make application as each agency is eligible. Transportation issues specific to Cascade Valley and the resulting impacts to the intersection of Valley and Stratford Road will be considered within this analysis. More than likely an additional arterial will be necessary to provide adequate access and alleviate unacceptable LOS conditions at the Stratford and Valley Road intersection. Because Cascade Valley lies within the unincorporated UGA a joint city/county project is anticipated.

~~Finally, Washington State Department of Transportation has control over one of the major arterials in the City, SR-17. This street is vital to the economic well being of the City. WSDOT plans to widen this highway at some point and reduce access. However, since funding availability is unclear at this time, SR-17 has been analyzed generally as it appears today. The exceptions are the installation of a signal at the new intersection of Yonezawa Boulevard and the possible installation of a signal at the I-90 Westbound off ramps to accommodate left turns.~~

Another issue that will require further study is the capacity of I-90 to continue to serve as a link between the main portion of the City and the growing residential area west of the lake. The on and off ramps for this connection are substandard, and local traffic at some point may affect through traffic on the interstate. Potential ways to address this issue include an alternative lake crossing, increasing bike commuting using the existing activity trail on the current bridge, and providing more retail and services on the west side of the lake to reduce trips for residents on the west side of the lake.

Section 6.6 - Transportation Finance Plan

The ability of the Transportation Facility Plan to adequately support expected growth in Moses Lake relies on the availability of funding for the required transportation facilities. To comply with one of the most fundamental principals of effective growth management the City must demonstrate that sufficient revenues are available to make the Transportation Facility Plan a reality.

The finance plan prepared for Moses Lake 2013 - 2018 ~~2000 - 2005~~ Six Year Transportation Improvement Program (TIP) was adopted by the Council on August 28, 2012 ~~July 13, 1999~~ and was ~~original~~ly used for this element. The TIP ~~was updated with the 2003 - 2008 TIP in 2002 by Resolution #2496~~ ~~and~~ will continue to be updated yearly ~~as appropriate~~. Included in the TIP is a listing of transportation improvement projects, a schedule of program expenditures, and a summary of revenue sources (local, federal or state) available to fund the identified costs. The TIP is summarized in Table TE-14.

~~At this time no improvements are required in order to continue providing the adopted level of service. However, intersections located within the UGA indicate that improvements will be necessary within the next six years to continue the City's adopted LOS. In the case of the intersection of Wheeler and Road N the County has used a volume to capacity ratio to calculate LOS. Forecasts using this method do not indicate deficiencies during the next 20 year planning period. As a result the city~~

~~TABLE TE - 14~~
~~Six Year Transportation Improvement Program 2003 - 2008~~

~~Project Description~~	~~Expenditure Schedule ($1,000's)~~				
	~~Total Cost~~	~~2003~~	~~2004~~	~~2005~~	~~2006-2008~~
~~Overlay and/or Seal Coat Projects - Overlay various streets in the City~~	~~$900~~	~~$150~~	~~$150~~	~~$150~~	~~$450~~
~~Intersection Improvements - Wheeler Rd. and Rd. L NE Intersection Improvements~~	~~$360~~	~~$360~~			
~~Install curb, ramp, and sidewalk on Block/Peninsula/5th Ave./ Wheeler~~	~~$350~~			~~$350~~	
~~Build a Bridge parallel to Neppel Crossing~~	~~$7,000~~				~~$7,000~~
~~New Street Construction - Build Yonezawa East to connect Hwy 17 to Road "L" NE~~	~~$3,000~~		~~$1,500~~	~~$1,500~~	
~~Total~~	~~$19,210~~	~~$510~~	~~$1,650~~	~~$2,000~~	~~$15,050~~

TABLE TE - 14 Six Year Transportation Improvement Program 2013 - 2018					
	Expenditure Schedule ($1,000's)				
Project Description	Total Cost	2013	2014	2015	2016-2018
Overlay and/or Seal Coat Projects - Overlay various streets in the City	$4800	$800	$800	$800	$2400
Lakeshore Reconstruction	$1200			$1200	
Additional Lake Crossing	$42,000				$42,000
New Street Construction - Build Lark to connect Laurel to Juniper	$500			$500	
3rd Avenue Reconstruction	$1000				$1000

~~assumes that the county will maintain the road without the addition of improvements.~~

~~At the time this document was drafted these areas were not within the corporate~~

TABLE TE - 14A Six Year Transportation Improvement Program - Pedestrian & Bicycle - 2013 - 2018					
	Expenditure Schedule ($1,000's)				
Project Description	Total Cost	2013	2014	2015	2016-2018
Heron Bluff Trail -Separate Path	$400	$400			
Valley Road Trail Safety Improvements	$10	$10			
Wheeler Road -Bike Lanes	$10				$10
Randolph Road - Bike Lanes	$10			$10	
Way Finding Signs for Existing Trails	$20		$20		
Grape Drive -Sharrows	$10				$10
Total	$460	$410	$20	$10	$20

~~boundaries, and therefore improvement projects were not included in the Cities TIP.~~

~~However, these intersections were located within the boundaries of a proposed annexation. The City anticipated that once annexed the city would incorporate the costs of the improvement into the Six Year TIP. At that time the City included the funds for the signalization of the two intersections within the Capital Facilities Element Finance Plan in anticipation of the need. Since the annexation the City reduced the speed limit on Wheeler Road from 55 mph to 35 mph from Block Street to 200-feet east of Road"L". This was due to a number of accidents at this intersection that occurred prior to the speed limit reductions. This resulted in a reduction of accidents, and no fatal accidents. With the speed limit adjustments in place the intersection will not warrant a signal in 2007. Additionally the City received a federal grant to install left turn bays on Wheeler Road. The City is committed to providing its citizens the best transportation system possible within its funding capabilities.~~

Long Term Alterative Transportation Projects:

A. Road 4 NE-

Mark sharrows on both sides of Road 4 NE from Road L Ne to Road N Ne. This would enhance bicycle commuting access to the Wheeler Industrial Area. There are existing bike lanes on Road 4 NE from Road K to Road L.

B. Convert the current use of Central Washington Rail road to a trail -

This would provide a commuter and recreational path extending from the Pelican Point area, through the City Center, and to Highway 17. The trail would allow pedestrian and bicycle crossings on I-90 and two crossings on Moses Lake.

C. Stratford Road Bridge crossing Highway 17-

Construct usable sidewalks on the Stratford Road bridge. The current sidewalk is heavily used by pedestrians who walk between the retail area south of Highway 17 and the residential area north of Highway 17. The current "sidewalk" is only about 2 feet wide and is dangerous. The Washington State Department of Transportation is currently obtaining information looking at options to improve the interchange, which would also provide safe sidewalks.

D. McCosh Trail-

Construct a trail that would run along the lake in McCosh Park that would connect West Lakeside Drive with West Sixth Street creating a loop around McCosh Park.

E. Montlake Trail-

Construct a trail that would start at the Montlake Park entrance road then extend south to I-90 along a current undeveloped roadway, then it would run west along I-90 right of way and turn north to connect to W. Lakeside drive. This project would require right-of-way acquisition from adjacent property owners. It would also require a pedestrian bridge.

The TIP describes the slated transportation improvement projects for the 2013-2018 ~~2003-2008~~ period. Thus, the Transportation Finance Plan (TFP) covers a like time-frame. The Financial Element describes a package of transportation revenues which the City can reasonably expect to receive over the six year planning time frame. Revenue sources contained in the Transportation Element Finance Plan vary widely in terms of the amounts available and the types of projects for which they may be used. In most cases individual transportation projects are funded by a combination of funding sources reflecting the fact that transportation projects have multiple purposes and serve multiple beneficiaries.

The Transportation Element Finance Plan is designed to serve as an ongoing demonstration of general adequacy of financial resources to support the Transportation Facility Plan. Due to the nature of the Financial Element and the volatility of some of its revenue sources, the Financial Plan will require continuous monitoring and adaptation. Over time it is likely that there will occur some shifting and re-balancing of expected revenues as the availability of funding sources evolves and as the composition of the Transportation Element project list changes. Tables TE - 15A and 15B summarizes the six year project costs and revenue sources.

~~Table TE -15~~
~~Transportation Element Financial Plan 2003-2008~~

~~Projects by type~~	~~Costs~~	~~Total~~
~~Intersection Improvements~~	~~$360,000~~	
~~Existing street enhancements~~	~~1,250,000~~	
~~New street construction~~	~~17,600,000~~	
~~Administrative actions~~		
~~Total Project Costs~~		~~$19,210,000~~
~~Project Revenues, by source~~	~~Revenue Amount~~	~~Total~~
~~Local transportation revenues~~		
~~Utility Taxes~~	~~$1,954,000~~	
~~Real Estate Excise Taxes~~	~~856,000~~	
~~Developer Contributions~~	~~2,500,000~~	
~~State grants (UATA, TIA)~~		
~~TIB~~	~~13,600,000~~	
~~FHWA~~	~~300,000~~	
~~Total Projected Revenues~~		~~$19,210,000~~

Table TE-15A
Transportation Element Financial Plan 2013-2018

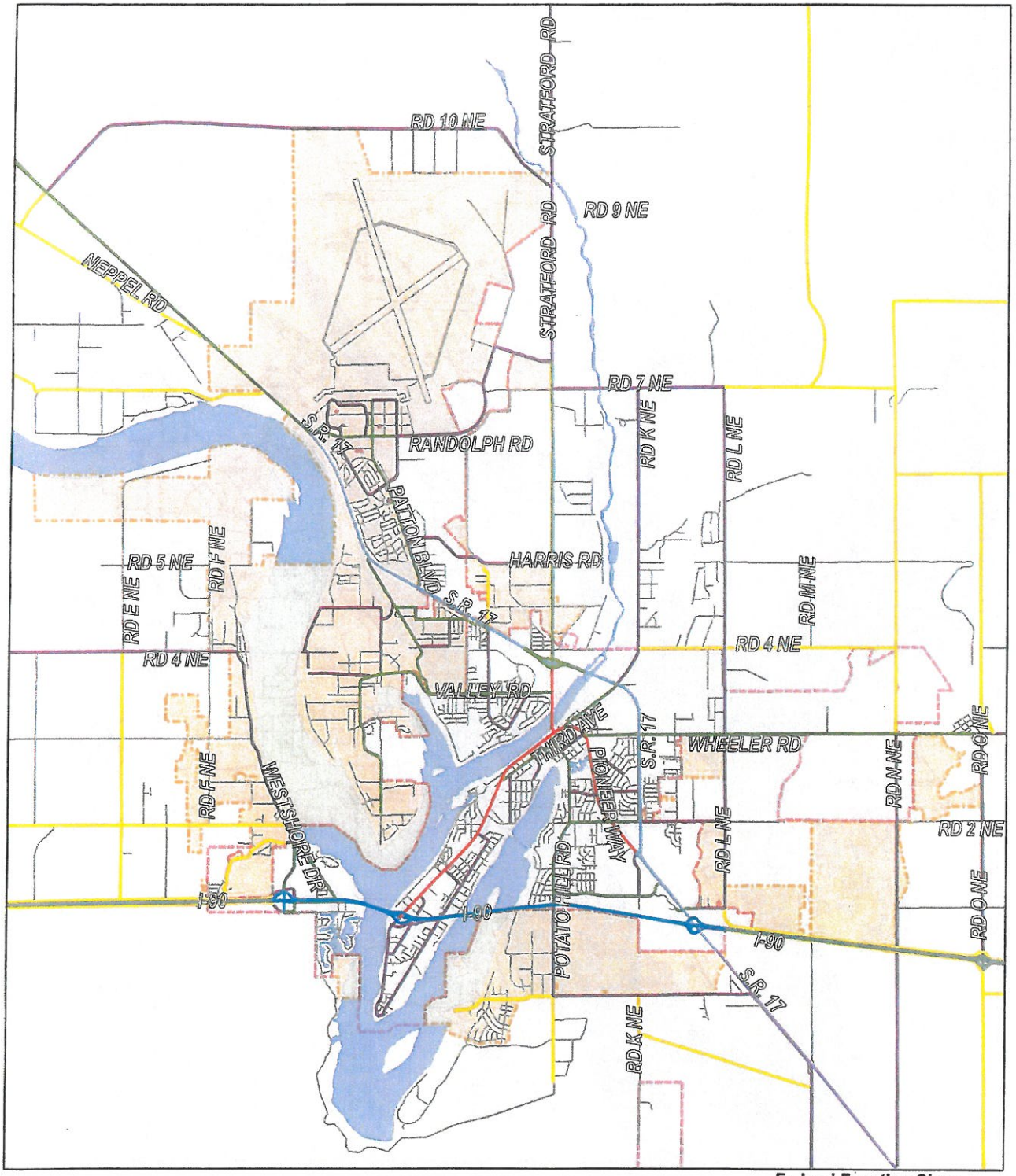
Projects by type	Costs	Total
Existing street enhancements	$6,000,000	
New street construction	$42,000,000	
Total Project Costs		$48,500,000
Project Revenues, by source	**Revenue Amount**	**Total**
Local transportation revenues		
Utility Taxes	$2,800,000	
Real Estate Excise Taxes	$1,000,000	
General Fund	$3,600,000	
Developer Contributions	$150,000	
TIB	$1,000,000	
Federal	$40,000,000	
Total Projected Revenues		$48,650,000

Table TE-15B
Transportation Element Financial Plan - Bicycle & Pedestrian - 2013-2018

Projects by type	Costs	Total
Existing and new enhancements	$460,000	
Total Project Costs		$460,000
Project Revenues, by source	**Revenue Amount**	**Total**
Taxes	$2,000	
Private/Developer Contributions	$30,000	
Grants	$228,000	
Paths & Trails Fund	$200,000	
Total Projected Revenues		$460,000

City of Moses Lake

2012 Comprehensive Plan Updates



Legend

- Streets
- City Limits
- UGA Boundary
- LAKE

N

Transportation Element
Existing Arterial Function
Classification and Street Plan

FIGURE TE-1

Federal Function Class

- 01 - Rural Interstate
- 02 - Rural Principal Arterial
- 06 - Minor Arterial
- 07 - Major Collector
- 08 - Minor Collector
- 11 - Urban Interstate
- 12 - Urban-Principal-Arterial
- 14 - Other Principal Arterial
- 16 - Minor Arterial

City of Moses Lake

2012 Comprehensive Plan Updates

Legend

- Streets
- City Limits
- UGA Boundary
- LAKE

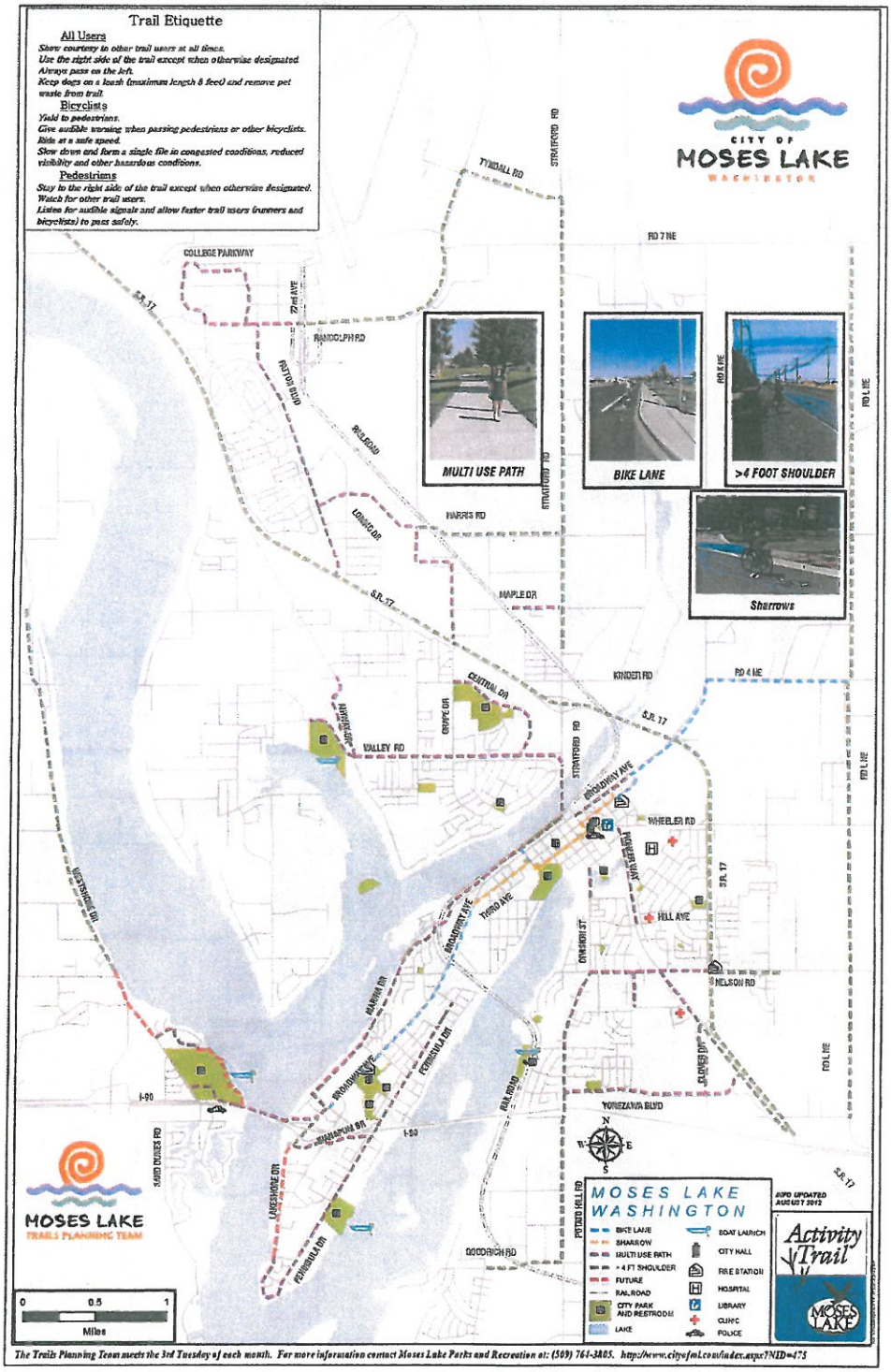
N

Transportation Element
Existing Arterial Function
Classification and Street Plan
TRAFFIC VOLUMES 2010

FIGURE TE-2

City of Moses Lake

2012 Comprehensive Plan Updates



Legend

- Streets
- City Limits
- UGA Boundary
- LAKE

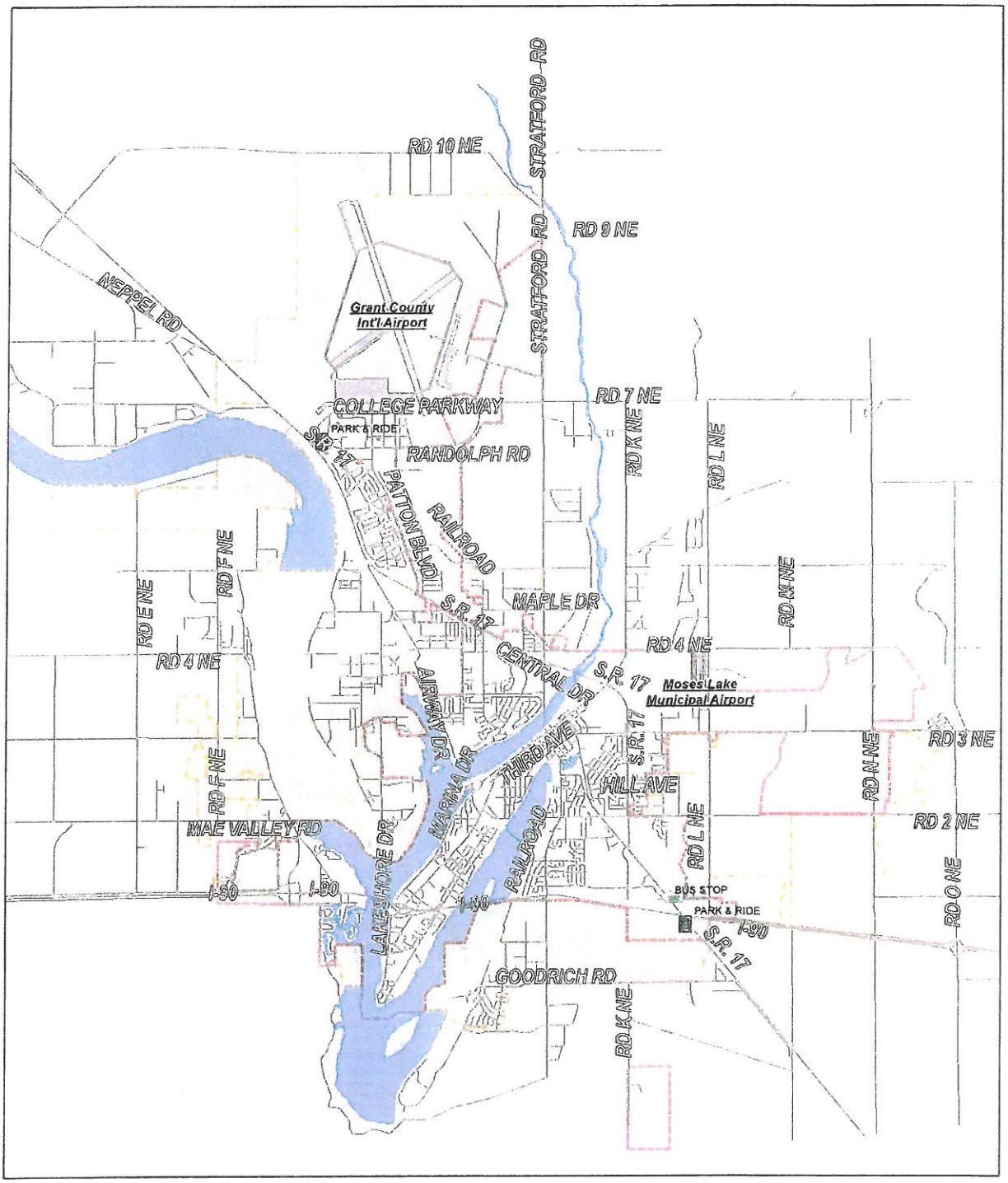
N

Transportation Element
Bicycle Transportation and
Activity Trails Plan

FIGURE TE-3

City of Moses Lake

2012 Comprehensive Plan Updates



Legend

- Streets
- City Limits
- UGA Boundary
- LAKE

N

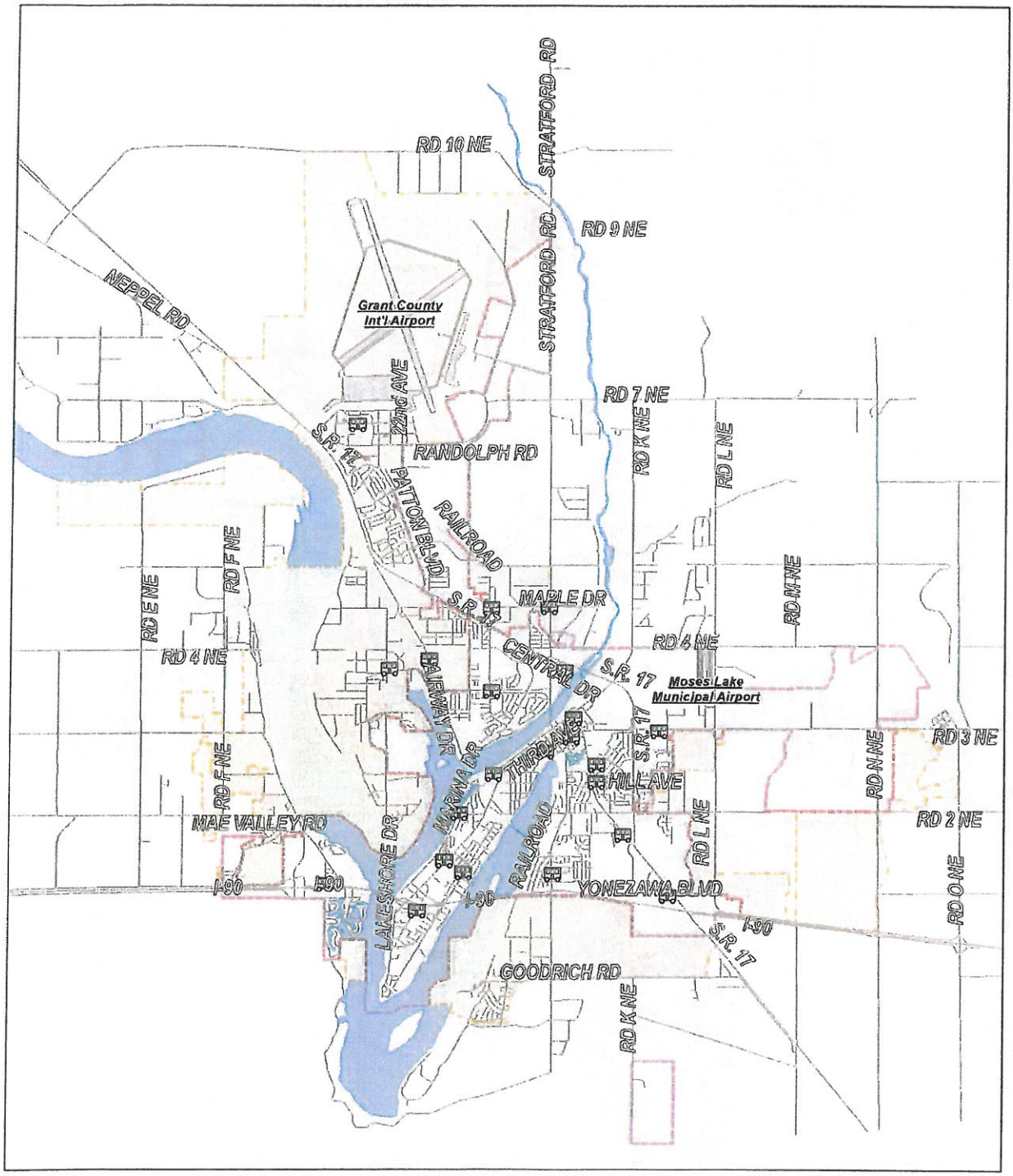
Transportation Facility Location Map

FIGURE TE-4

- BUS STOP
- PARK & RIDE

City of Moses Lake

2012 Comprehensive Plan Updates



Legend

- Streets
- City Limits
- UGA Boundary
- LAKE

N

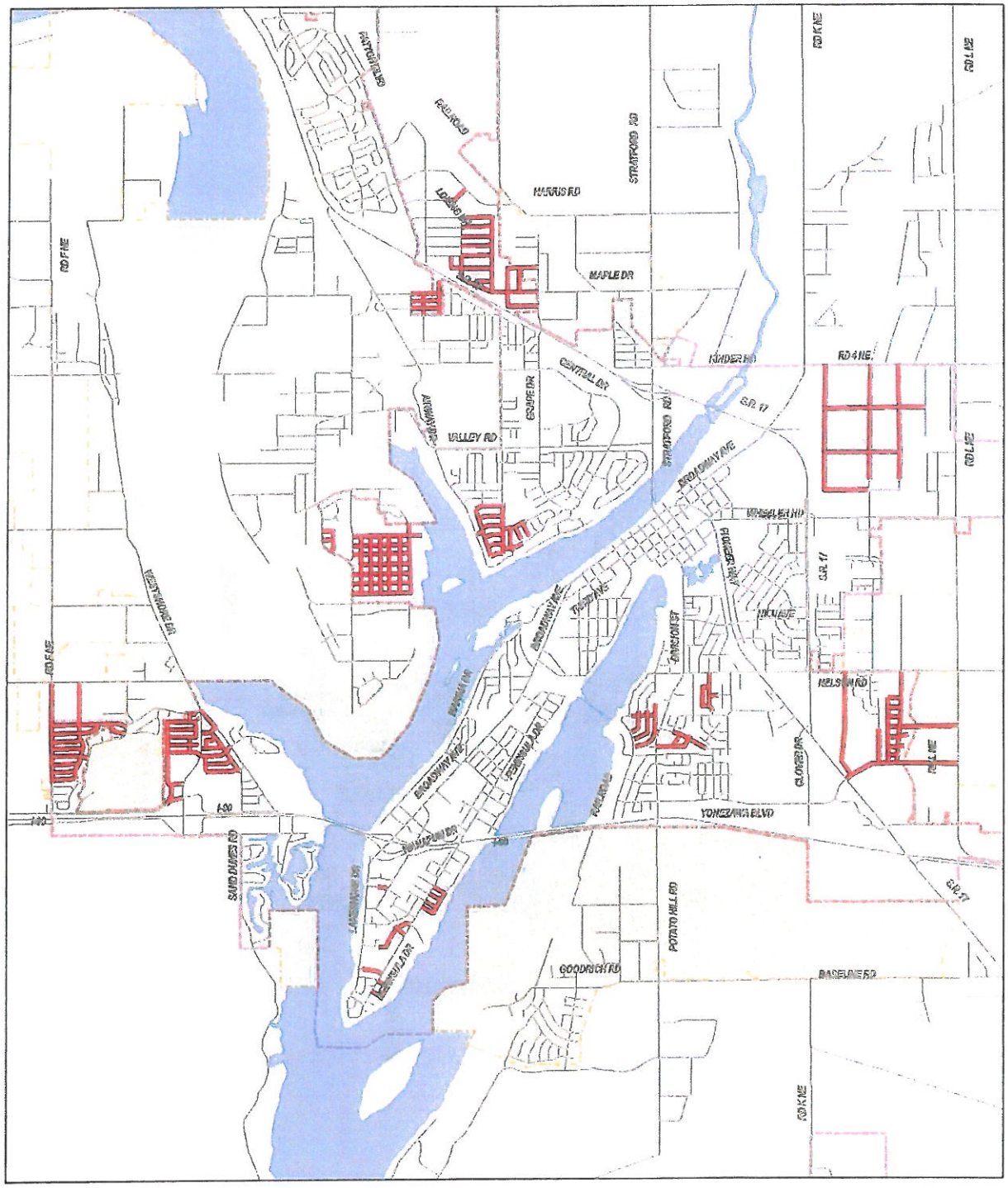
Grant Transit Authority
Scheduled Bus Stops

GTA STOP

FIGURE TE-5

City of Moses Lake

2012 Comprehensive Plan Updates



Legend

- Streets
- City Limits
- UGA Boundary
- LAKE

N

FUTURE STREETS

FUTURE STREET PLAN

FIGURE TE-6

7

Capital Facilities

Section 7.1 -Introduction

Purpose

The Growth Management Act requires that a Capital Facilities Element be prepared which addresses capital facility needs in the City and Urban Growth Area (UGA). This Capital Facilities Element was developed to be consistent with the County Wide Planning Policies and integrated with all other plan elements to ensure consistency throughout the Comprehensive Plan.

The Capital Facility Chapter establishes policies to guide the development of the City's capital investment program in support of the City's vision for the future. The policies are designed to guide the actions of public agencies, such as the City , as well as private decisions related to individual developments. It assures that adequate public facilities are provided to support anticipated growth.

The Capital Facility Chapter accomplishes long term planning goals by:

- Providing a clear definition of the role and purpose of the City's capital investment program.
- Assuring that capital facility investments are prioritized to support growth in the locations targeted in the Land Use Plan.
- Identifying service standards for capital facilities which meet community expectations for municipal service delivery, and
- Requiring that adequate long-term financial capacity exists to provide capital facilities needed to support expected growth while maintaining adopted service standards.

The Capital Facilities Element prioritizes capital improvements for the first planning period, ~~2000 - 2005~~ 2012 - 2012 and the second planning period, ~~2006 - 2020.~~ 2018 - 2032. Long-range financial planning enables the City to schedule projects so that the steps in development logically follow one another based on relative urgency, economic desirability, and community benefit. The identification of adequate funding sources results in the prioritization of needs and allows tradeoffs between projects to be evaluated explicitly. The Capital Facilities Element will guide decision-making to achieve the community goals as defined in the Comprehensive Plan.

A critical concept on which the success of the Comprehensive Plan hinges is that of "plan level concurrency." Simply put this term means that the City has the financial capability to construct adequate facilities at the time they are required in support of growth anticipated by the adopted Land Use Plan through the planning period. Demonstration of "plan-level concurrency does not require that the details or timing of every

capital project be identified in advance. Rather it calls for general comparison of anticipated capital improvements to be made against reasonably expected revenues to make sure that they are in balance. New financial mechanisms required to generate needed revenues should be identified though they might be instituted only when the financial need arises.

The City must monitor whether "plan-level concurrency" is being maintained by reassessing its long range capital needs and expected revenues. Should they become out of balance the City must either identify additional revenues for capital projects, reassess the Land Use Plan to either temporarily or permanently reduce the need for capital facilities, or modify service standards.

With the exception of transportation concurrency assessment, concurrency determination shall not be required at the project level. The standards used to determine adequate public facilities as defined by the Moses Lake Municipal Code and Community Street and Utility Standards will be applied during project review to all projects to insure compliance with state and federal health and safety regulations. However, transportation concurrency shall be evaluated on a project basis with threshold exemptions allowed. A Transportation Concurrency Ordinance shall be contained within the development regulations update following adoption of this plan. Plan level concurrency will be assessed in conjunction with Comprehensive Plan updates.

The State Growth Management Act (GMA) requires that the Capital Facilities Chapter include the following:

- An inventory of existing capital facilities of existing capital facilities owned by public entities showing their locations and capacities.
- A forecast of the future needs for such capital facilities.
- Proposed locations and capacities of expanded or new capital facilities.
- At least a six-year plan for financing such capital facilities within projected funding capacities that clearly identifies sources of public money for such purposes, and
- A requirement to reassess the Land Use Element if the funding falls short of meeting capital facilities needs, and to ensure consistency between the Land Use Element and the Capital Facilities Element and associated Finance Plan. Park and recreation facilities shall be included in the Capital Facilities Element.

The Capital Facilities Element documents all capital projects needed to accommodate projected growth. The Finance Plan identifies the sources and level of financial commitment and revenues necessary to meet the concurrency requirements of the GMA. Concurrency means that adequate public facilities are available at the time of development or within a reasonable time following development

The capital facilities covered in this element are as follows:

- Parks and recreation facilities
- Municipal Facilities
- Police Services
- Fire Services
- Transportation Facilities
- Wastewater Facilities
- Water Facilities
- Library Facilities
- Schools

Analysis of Existing Facilities

Data collection involved collection and analysis of existing reports, records, and documents with some field verification and data collection. For some facilities a significant amount of data

collection and analysis and capital improvement planning was done within other elements of the Comprehensive Plan such as the Transportation and Utilities Elements as well as other documents. In these cases the facility descriptions are brief and the reader should consult the documents listed at the conclusion of this chapter for more detailed information.

Development of Level of Service (LOS) Standards

The development of standards for public infrastructure is an important step in the capital facilities analysis. Service standards represent a yardstick against which to measure the performance of a particular type of capital facility as well as the level of investment which must be made to maintain the standards. Service standards may be defined by state law, recommended by national professional associations, or locally defined based on community preferences.

Analysis of Future Facility Needs

LOS standards are applied to the collected inventory data to determine infrastructure deficiencies or surpluses. Under GMA any deficiencies must be corrected through a combination of existing financing, project phasing, or through adjustments to revenue, land use designations, and /or level of service standards. Analysis to identify future deficiencies were performed using the population projections based on the 3% growth rate identified within the Land Use Chapter.

Section 7.2 - Goals and Policies

Goals and Policies Developed for the Comprehensive Plan

The following goals and policies developed for the Comprehensive Plan apply to all capital facilities:

GENERAL CAPITAL FACILITIES GOAL AND POLICIES

GOAL 1: PROVIDE PUBLIC FACILITIES AND SERVICES IN A MANNER THAT PROTECTS INVESTMENT IN EXISTING FACILITIES, MAXIMIZES THE USE OF EXISTING FACILITIES, EXPANDS FACILITIES IN A COST EFFICIENT MANNER, AND PROMOTES ORDERLY URBAN GROWTH.

POLICIES

1.1 Construct municipal facilities to correct existing deficiencies, to replace worn out or obsolete facilities, and to accommodate planned growth.

1.2 Require the provision of essential public facilities and services that meet adopted LOS standards concurrent with development.

1.3 Require future development to bear a fair share of capital facility improvement costs (except where precluded by agreement) concurrent with development in order to achieve and maintain the adopted LOS standards for essential capital facilities.

1.4 Use a mitigation based fee system for each affected City function as determined in the State Environmental Policy Act evaluation of individual development applications.

1.5 Consider the use of funding mechanisms including, but not limited to grants, loans and impact fees, from developer's contribution to capital facilities.

1.6 Set aside City funds for the City's share of improvements required by growth to achieve the adopted level of service for essential capital facilities. Apply for grants whenever feasible to finance capital facilities.

1.7 In order to direct and encourage infill into the city's vacant residential areas, the city should participate in the cost to construct a lift station in areas where it appears that private sector investment is unlikely to occur due to this. Maximum residential densities should be encouraged in areas benefitting from the lift station. The City shall collect reimbursement fees.

1.8 Manage City debt in a way that ensures effective use for capital facilities while preserving at least part of non-voted general obligation debt for emergencies.

1.9 Use bonded indebtedness as a funding alternative when there is a general long-term benefit to the respective enterprise fund.

CAPITAL FACILITY INVESTMENT POLICIES

Goal 2: FUNCTIONAL PLANS FOR CITY OPERATED CAPITAL FACILITIES, SUCH AS THE COMPREHENSIVE WATER SYSTEM PLAN, PARKS AND RECREATION COMPREHENSIVE PLAN, AND

THE SEWER SYSTEM MASTER PLAN, ETC., SHALL GUIDE THE DEVELOPMENT OF CAPITAL PRIORITIES AND INVESTMENT DECISIONS WITHIN EACH FUNCTIONAL AREA.

POLICIES

1.10 To the maximum extent that fiscal considerations permit the City should consider development and regular update of functional area plans for the following functional areas:

A. Fire Protection
B. Police Protection
C. Water System
D. Sewer System
E. Parks, recreation, and open space
F. Transportation
G. General government facilities

1.11 Functional area plans shall be developed or amended as necessary to ensure consistency generally with the adopted Comprehensive Plan and specifically with its planning assumptions, growth projections, service area, and annexation policies.

1.12 The City shall consider impact fees as a funding mechanism to pay for capital facility improvements. Any imposition of impact fees on new development by the City shall adhere to the following guidelines:

A. Fees shall be imposed only for system improvements that are reasonably related to the new development
B. Fees shall not exceed a proportionate share of the costs of system improvements that are reasonably related to the new development.
C. Impact fee revenues must be balanced with other public revenue sources in order to finance system improvements which serve new development within a six year period
D. Proceeds shall be used for system improvements that will reasonably benefit the new development.
E. Proceeds shall not be used to correct any existing capital facility deficiencies.

1.13 When adopting any impact fee ordinance the City shall consider exempting from payment of impact fees certain land uses which have broad public purpose (i.e. low income housing).

CAPITAL FACILITY FINANCIAL PLAN POLICIES

GOAL 3 : THE CITY SHALL PROVIDE ESSENTIAL PUBLIC SERVICES CONSISTENT WITH THE EXPECTATIONS OF THE COMMUNITY AS EXPRESSED IN THE CITY'S DECLARED LOS..

POLICIES

1.14 Capital facility service standards shall be established for the following types of facilities in order to determine long-term facility and funding requirements as follows:

- Water system: As described in Policy UE 30 of the Utilities Chapter.
- Sewer System: As described in Policy UE 34 of the Utilities Chapter.
- Transportation facilities: As described in Policy ~~5.3~~ 5.5 of the Transportation Chapter.
- Parks and Recreation facilities: Core Community Park System: 6.25 acres

per 1,000 population.

- Fire Protection: The average response time shall be five minutes. Staff levels shall be maintained at an adequate level to maintain average response times ~~or alternatively at 1.26 firefighters per 1,000 population~~.
- Police Services: Police services are guided by the objective of providing ~~1.44~~ 1.53 commissioned officers per 1,000 population and an average five minute response time to high priority calls.

1.15 A long term Financial Plan shall be maintained which demonstrates "plan-level" concurrency. Plan level concurrency shall mean the demonstrated financial capacity to provide adequate capital facilities in support of the adopted Land Use Plan, 20 year growth targets, and facility service standards. The Financial Plan is incorporated into this section and represents the City's Capital Facility Plan.

1.16 To the extent that the City has an adopted Comprehensive Plan Capital Facility Plan which demonstrates "plan level" concurrency, concurrency determinations shall not be required at the project level. This policy does not apply to transportation concurrency assessments whose requirements are defined in the Transportation Chapter, Policies 5.1 through ~~5.6~~ 5.8.

1.17 The Capital Facility Plan (CFP) shall be reassessed at least biennially to confirm that long-term financial capacity exists to provide adequate capital facilities and to ensure consistency between the CFP and the Land Use plan. In the event that financial capacity to provide necessary capital facilities for all or part of the City is found to be insufficient the City shall take one or more of the following actions:

A. Reassess the Land Use Plan to adjust the capacity for growth.
B. Institute mechanisms for phasing or deferring growth, and /or
C. Reassess service standards for capital facilities.

1.18 The City's six year Capital Improvement Program (CIP)shall serve as the short term budgetary process for implementing the long-term CFP. Project priorities, funding allocations, and financing strategies incorporated in the CIP shall be consistent with the long-term CFP.

Grant County County-Wide Planning Policies

The Grant County County-Wide Planning Policies are a written policy statement that provides a framework for the development of City and County comprehensive plans. This framework is to ensure that City and County comprehensive plans are consistent, as required by GMA. Grant County 's County-Wide Planning Policies pertaining to capital facilities are as follows:

Policy 8 An Analysis of the Fiscal Impact

I. Fiscal Impact
   A. In order to ensure that our county-wide policies and future individual growth plans and capital facilities funding programs adequately address cumulative potential impacts on the revenues of local government, a joint fiscal impact study should be conducted, focusing on:
      1. Capital facility debt financing capabilities and burdens of the individual local governments, and the options and potential for sharing debt capacity and responsibility for capital

facility financing among and between local governments, special purpose districts, and the private sector.

2. The structure of revenues that operate local government and the potential for new revenues or an alternate system of distributing existing funds.

II. Impact Fees

A. Each jurisdiction is encouraged to adopt fair and reasonable impact fee ordinances to ensure that new growth pays its fair share of the cost of capital facilities, such as transportation improvements, parks, and schools.

Section 7.3 - Parks, Recreation Facilities, and Open Space

This section is primarily based on the City of Moses Lake's ~~December 2001~~ 2009 Parks, Recreation, and Open Space Plan ~~and May 12, 2004 Addendum #1~~. The City Council adopted the plan on ~~March 25, 2003, and adopted the addendum on May 25, 2004~~ February 23, 2010.

This section contains goals and policies, inventories of existing parks, recreation facilities, natural areas, gardens, and open space; desired levels of service for several categories of parks and a sports complex; future needs for parks, recreation facilities, and open space; and recommendations for achieving those future needs.

The following Comprehensive Plan provisions pertain to this section: Parks and Recreation Facilities section of the Finance Plan (located at the end of this chapter); Goal 11 and Policies of the Land Use Element, Section 3.2; Public Facilities Future Land Use Designation, Section 3.3; and Open Space of the Environment section, Section 3.6.

Goals and Policies

GOAL 1: THE CITY WILL ADOPT ANY NEW GOALS AND POLICIES ESTABLISHED IN A REVISED PARKS, RECREATION, AND OPEN SPACE PLAN TO BE CONSISTENT WITH RCW 36.70A.070 AND AS AN ELEMENT OF THE COMPREHENSIVE PLAN.

POLICIES

1.1 The City will regularly update and maintain a Parks, Recreation, and Open Space Plan for park and recreation facilities and programs. The plan will be based on community needs and public participation.

GOAL 2: THE CITY WILL PROVIDE AN INTEGRATED SYSTEM OF PARKS, RECREATION FACILITIES, TRAILS, GREENBELTS, AND OPEN SPACE AS COMMUNITY ASSETS, BOTH IN FORM AND FUNCTION.

POLICIES

2.1 The City will develop a process for dedication of land or fee payment to acquire park land on a periodic basis to ensure that existing and future park needs will be met.

2.2 The City will acquire land and resources within the city and the unincorporated UGA as necessary to provide high quality, convenient park, recreation, and open space facilities before the most suitable sites are lost to development.

GOAL 3: THE CITY'S STRATEGY FOR INVESTING IN NEW OR ENHANCED PARK AND RECREATION FACILITIES WILL BE BASED ON DIVERSIFYING RECREATION OPPORTUNITIES FOR RESIDENTS AND VISITORS, BETTER UTILIZING WATERFRONT AND NATURAL OPEN SPACE ASSETS, INTEGRATING THE PARK AND TRAIL SYSTEM TO SUPPORT CITY BEAUTIFICATION EFFORTS, AND RESPONDING TO COMMUNITY NEEDS ACCORDING TO ESTABLISHED STANDARDS AND AVAILABLE RESOURCES.

POLICIES

3.1 The City will support the creation of water-

oriented development and cultural and recreational facilities designed to enhance and diversify Moses Lake's recreational opportunities and attract tourism.

3.2 The City will work with other government jurisdictions, private organizations, developers, and individuals to create, operate, and maintain new or enhanced park and recreation facilities.

GOAL 4: PARK AND RECREATION FACILITIES WILL BE PROVIDED IN ACCORDANCE WITH STANDARDS OF THE NATIONAL RECREATION AND PARKS ASSOCIATION AS ADJUSTED FOR THE COMMUNITY'S CHARACTERISTICS, USE PATTERNS, AND ECONOMIC CAPABILITIES.

POLICIES

4.1 In order to offset the initial costs of increased demand for parks and recreation facilities, methodologies should be established which standardize the impact to public facilities and equitably distribute the cost of facilities to all users at the time of development.

4.2 In order to equitably share park facilities costs among all who benefit, inter-jurisdictional agreements shall be encouraged which assess proportional contributions for residential development within the unincorporated UGA.

GOAL 5: INCORPORATE UNIQUE ECOLOGICAL FEATURES AND RESOURCES INTO THE PARK SYSTEM TO PROTECT THREATENED SPECIES, PRESERVE HABITAT, AND RETAIN MIGRATION CORRIDORS THAT ARE UNIQUE AND IMPORTANT TO LOCAL WILDLIFE.

POLICIES

5.1 Identify and conserve critical wildlife habitat including nesting sites, foraging areas, and migration corridors within or adjacent to natural areas, open spaces, and the developed urban areas.

5.2 Preserve especially sensitive habitat sites that support threatened species and urban wildlife habitat - such as the shoreline areas in Lewis, Parker, and Pelican Horns and on Crest, Gaileys, Goat, and Marsh Islands.

5.3 Preserve and protect significant environmental features including unique wetlands, open spaces, woodlands, shorelines, waterfronts and other characteristics that support wildlife and reflect Moses Lake resource heritage - such as Crab Creek.

5.4 Provide public access to environmentally sensitive areas and sites that are especially unique to the Moses Lake area - such as Three Ponds.

GOAL 6: DEVELOP A HIGH QUALITY, DIVERSIFIED PARK SYSTEM THAT PRESERVES AND ENHANCES SIGNIFICANT ENVIRONMENTAL RESOURCES AND FEATURES.

POLICIES

6.1 Define and conserve a system of open space corridors or separators to provide definition between natural areas and urban land uses within the Moses Lake developing area.

6.2 Increase natural area and open space linkages within the developed area, particularly along the Chicago, Milwaukee, Saint Paul, & Pacific Railroad corridor (currently owned by Burlington Northern Santa Fe Railroad which leases to Columbia Basin Railroad).

6.3 Preserve environmentally sensitive areas as natural area linkages and urban separators, particularly along the shorelines that define Parker and Pelican Horns.

6.4 Preserve unique environmental features or areas in future land developments and increase public use and access. Cooperate with other public and private agencies, and with private landowners to set aside unique features or areas as publicly accessible resources - particularly within the Cascade Valley.

GOAL 7: DEVELOP A HIGH QUALITY, DIVERSIFIED PARK SYSTEM THAT PRESERVES SIGNIFICANT HISTORICAL OPPORTUNITY AREAS AND FEATURES.

POLICIES

7.1 Identify, preserve, and enhance Moses Lake's multi-cultural heritage, traditions, and cultural features including historical sites, buildings, artworks, views, and monuments within the downtown and historical districts and park sites.

7.2 Identify and incorporate significant historical and cultural lands, sites, artifacts, and facilities into the park system to preserve these interests and provide a balanced social experience - such as Larson Air Force Base and Mon-road Railroad.

7.3 Work with the Moses Lake Columbia Basin Allied Arts and other cultural groups to incorporate community activities into the park and recreational program.

7.4 Incorporate interesting manmade environments, structures, activities, and areas into the park system to preserve these features and provide a balanced park, recreation, and open space experience - such as Chicago, Milwaukee, Saint Paul, & Pacific Railroad improvement (currently owned by Burlington Northern Santa Fe Railroad which leases to Columbia Basin Railroad).

7.5 Work with property and facility owners to increase public access and utilization of these special features.

GOAL 8: DEVELOP A HIGH QUALITY SYSTEM OF MULTI-PURPOSE PARK TRAILS AND CORRIDORS THAT ACCESS SIGNIFICANT ENVIRONMENTAL FEATURES, PUBLIC FACILITIES AND DEVELOPED LOCAL NEIGHBORHOODS AND BUSINESS DISTRICTS.

POLICIES

8.1 Create a comprehensive system of multi-purpose off-road trails using alignments through WDFW, BLM, DNR, and WSDOT land holdings as well as cooperating private property owners where appropriate.

8.2 Create a comprehensive system of on-road bicycle routes for commuter, recreational, and touring enthusiasts using scenic, collector, and local road rights-of-way and alignments through and around Moses Lake.

8.3 Link residential neighborhoods to

community facilities like McCosh Park and Paul Lauzier Athletic Fields, among others.

8.4 Work with WSDOT, Grant County, Washington State Park & Recreation Commission, and other appropriate parties to link and extend trails around the south end of Moses Lake and through the Sand Dunes and Potholes Reservoir.

8.5 Link trails with elementary and middle schools, downtown business districts. as well as other commercial and retail activity centers within the Moses Lake urban growth area.

8.6 Extend trails through natural area corridors like Crab Creek that will provide a high quality, diverse sampling of area environmental resources.

8.7 Furnish trail systems with appropriate supporting trailhead improvements that include interpretive and directory signage systems, rest stops, drinking fountains, restrooms, parking and loading areas, water and other services.

8.8 Where appropriate, locate trailheads at or in conjunction with park sites, schools, and other community facilities to increase local area access to the trail system and reduce duplication of supporting improvements.

8.9 Install telephones, emergency call boxes, or other means by which trail users can summon fire, emergency aid, police, and other safety and security personnel should the need arise.

8.10 Develop trail improvements of a design and development standard that is easy to maintain and access by maintenance, security, and other appropriate personnel, equipment, and vehicles.

GOAL 9: DEVELOP A HIGH QUALITY, DIVERSIFIED RECREATION SYSTEM THAT PROVIDES FOR ALL AGE AND INTEREST GROUPS.

POLICIES

9.1 Cooperate with Grant County, WSDOT, WDFW, and other public and private agencies to acquire and preserve additional shoreline access for waterfront fishing, wading, swimming, and other related recreational activities and pursuits.

9.2 Develop a mixture of watercraft access opportunities including canoe, kayak, sailboard, and other non-power boating activities, especially on the Moses Lake, Lewis Horn, Parker Horn, and Pelican Horn shorelines and islands.

9.3 Develop athletic facilities that meet the highest quality competitive playing standards and requirements for all age groups, skill levels, and recreational interests.

9.4 Concentrate on field and court activities like soccer, football, baseball, basketball, tennis, and volleyball that provide for the largest number of participants.

9.5 Develop, where appropriate, a select number of facilities that provide the highest competitive playing standard, possibly in conjunction with the Moses Lake School District, local church and private school organizations, and other public and private agencies.

9.6 Develop multiple use indoor community centers that provide arts and crafts, music,

video, classroom instruction, meeting facilities, eating and health care, daycare, latch key, and other spaces for all age groups including preschool, youth, teens, and seniors on a year-round basis.

9.7 Maintain and expand multiple-use, indoor recreational centers that provide aquatic, physical conditioning, gymnasiums, recreational courts, and other athletic spaces for all age groups, skill levels, and community interests on a year-round basis.

9.8 Support the continued development and diversification by the Moses Lake School District, Big Bend Community College, and other organizations for special meeting, assembly, eating, health, and other community facilities that provide general support to school age populations and the community-at-large at elementary, middle, and high schools within the Moses Lake urban growth area.

9.9 Develop and operate special indoor and outdoor cultural and performing arts facilities that enhance and expand music, dance, drama, and other audience and participatory opportunities for the community-at-large.

GOAL 10: DEVELOP HIGH QUALITY SPECIAL PURPOSE FACILITIES THAT MEET THE INTERESTS OF ALL SEGMENTS OF THE COMMUNITY.

POLICIES

10.1 Where appropriate and economically feasible (self-supporting), develop and operate specialized and special interest recreational facilities like golf courses, swimming pools and aquatic centers, ice arenas, convention and theater facilities, and marinas for these interests in the general population.

10.2 Where appropriate, initiate joint planning and operating programs with other public and private agencies to determine and provide for special activities like golf, water parks and marinas, and camping on a regional basis.

GOAL 11: DEVELOP HIGH QUALITY RECREATIONAL PROGRAMS AND SERVICES THAT MEET ALL COMMUNITY GROUP NEEDS.

POLICIES

11.1 Support arts and crafts, classroom instruction in music and dance, physical conditioning and health care, meeting facilities, daycare, latch key, and other program activities for all cultural, age, physical and mental capability, and income groups in the community.

11.2 Support soccer, baseball, softball, basketball, volleyball, tennis, and other instruction and participatory programs for all age, skill level, and income groups in the community.

11.3 Assist historical and cultural societies to develop and display artifacts, reports, and exhibits; and conduct lectures, classes, and other programs that document and develop awareness of Moses Lake's heritage.

GOAL 12: DEVELOP HIGH QUALITY, DIVERSIFIED CULTURAL ARTS FACILITIES AND PROGRAMS THAT INCREASE COMMUNITY AWARENESS, ATTENDANCE, AND PARTICIPATION OPPORTUNITIES.

POLICIES

12.1 Support successful collaborations between the Columbia Basin Allied Arts, Moses Lake Chamber of Commerce, business community, service groups, schools, arts patrons, and artists that optimally utilize artistic resources and talents.

12.2 Develop strategies that will support and assist local artists and art organizations. Where appropriate, support policies and programs that encourage or provide incentives that attract and retain artists and artworks within the Moses Lake urban growth area.

12.3 Acquire public artworks including paintings, sculptures, exhibits, and other media for indoor and outdoor display to expand resident access and to appropriately furnish public places.

GOAL 13: DESIGN AND DEVELOP FACILITIES THAT ARE ACCESSIBLE, SAFE, AND EASY TO MAINTAIN, WITH LIFE CYCLE FEATURES THAT ACCOUNT FOR LONG-TERM COSTS AND BENEFITS.

POLICIES

13.1 Design outdoor picnic areas, fields, courts, playgrounds, trails, parking lots, restrooms, and other active and supporting facilities to be accessible to individuals and organized groups of all physical capabilities, skill levels, age groups, income, and activity interests.

13.2 Design indoor facility spaces, activity rooms, restrooms, hallways, parking lots, and other active and supporting spaces and improvements to be accessible to individuals and organized groups of all physical capabilities, skill levels, age groups, income, and activity interests.

13.3 Design and develop facilities that are of low maintenance and high capacity design to reduce overall facility maintenance and operation requirements and costs.

13.4 Where appropriate, use low maintenance materials, settings or other value engineering considerations that reduce care and security requirements, and retain natural conditions and experiences.

13.5 Implement the provisions and requirements of the American Disabilities Act (ADA) and other design and development standards that will improve park facility safety and security features for park users, department personnel, and the public-at-large.

13.6 Develop and implement safety standards, procedures, and programs that will provide proper training and awareness for department personnel.

13.7 Define and enforce rules and regulations concerning park activities and operations that will protect user groups, department personnel, and the general public-at-large.

13.8 Where appropriate, use adopt-a-park programs, neighborhood park watches, park police patrols, and other innovative programs that will increase safety and security awareness and visibility.

GOAL 14: CREATE EFFECTIVE AND EFFICIENT METHODS OF ACQUIRING, DEVELOPING, OPERATING AND MAINTAINING FACILITIES AND

PROGRAMS THAT ACCURATELY DISTRIBUTE COSTS AND BENEFITS TO PUBLIC AND PRIVATE INTERESTS.

POLICIES

14.1 Investigate innovative, available methods, such as growth impact fees, land set-a-side or fee-in-lieu-of-donation ordinances, and inter-local agreements, for land acquisition, and facility financing, development, maintenance, and operating needs in order to reduce costs, retain financial flexibility, match user benefits and interests, and increase facility services.

14.2 Consider joint ventures with other public and private agencies such as Grant County, the Moses Lake School District, regional, state, federal, and other public and private agencies including for-profit concessionaires, where feasible and desirable.

14.3 Create a comprehensive, balanced park, recreation, and open space system that integrates Moses Lake facilities and services with resources available from Grant County, Moses Lake School District, and other state, federal, and private park and recreational lands and facilities in a manner that will best serve and provide for resident area interests.

14.4 Cooperate with Grant County, Moses Lake School District, and other public and private agencies to avoid duplication, improve facility quality and availability, reduce costs, and represent resident area interests through joint planning and development efforts.

14.5 Define existing and proposed land and facility levels-of-service that differentiate requirements due to population growth impacts versus improved facility standards, neighborhood versus community nexus of benefit, city versus the combination of city, county, school, and other provider agency efforts in order to effectively plan and program park, recreation, and open space needs within the urban growth area boundary.

14.6 Create effective and efficient methods of acquiring, developing, operating, and maintaining park and recreational facilities to accurately distribute costs and benefits to public and private user interests - including the application of growth impact fees where new developments impact existing level-of-service standards.

14.7 Develop and operate lifetime recreational programs that serve the broadest needs of the population recovering program and operating costs with a combination of registration fees, user fees, grants, sponsorships, donations, scholarships, volunteer efforts, and the use of general funding.

14.8 Where appropriate, provide recreational programs like golf and archery ranges for those interested groups who are willing to finance the cost through user fees, registration fees, volunteer efforts, or other means and methods.

GOAL 15: DEVELOP, STAFF, TRAIN, AND SUPPORT A PROFESSIONAL PARKS, RECREATION, AND ARTS STAFF THAT EFFECTIVELY SERVES THE COMMUNITY IN THE REALIZATION OF THE ABOVE LISTED GOALS AND POLICIES.

POLICIES

15.1 Employ a diverse, well-trained work force that is motivated to achieve department and citywide goals.

15.2 Encourage teamwork through communications, creativity, positive image, risk taking, sharing of resources, and cooperation toward common goals.

15.3 Where appropriate, provide staff with education, training, and modern equipment and supplies to increase personal productivity, efficiency, and pride.

Existing Conditions

City Portion of UGA

Parks and Recreation Department and Engineering Staff

The City of Moses Lake's parks and recreation activities, operations, maintenance, and programming are administered by the Parks and Recreation Department. The Department is under the direction of the City Manager who coordinates with the Moses Lake City Council. Also, the department is guided by the Parks and Recreation and Tourism Commissions which advise the City Council on related policy and planning matters. The department also coordinates with other departments for support, such as the Finance Department for budgeting, the Municipal Services Department for engineering and public works services, and the Community Development Department for planning.

The Park and Recreation Department is responsible for planning, developing, and maintaining parks and recreation facilities, trails and routes, and open space areas; developing and administering recreational and tourism programs; providing tree/brush chipping service to reduce waste; and operating the Moses Lake Museum and Art Center, including the Adam East Collection and special exhibits. The museum is located at ~~228 West Third Avenue~~ 401 S. Balsam Street and is open 11 a.m. to 5 p.m. Monday~~Tuesday~~ through Saturday.

Existing City-Owned Parks and Recreation Facilities, Natural Areas and Gardens, Open Space, and Activity Trails

The City operates 22 ~~14~~ parks and 9 ~~11~~ recreation facilities that are ~~-~~located throughout the city. There are a total of 194 ~~83.8~~ developed and 187 ~~184.15~~ undeveloped park acres. These include traditional parks of all sizes and facilities for various sports, as well as specialized facilities such as a water park, museum, campground, community gardens, amphitheater, and Japanese Garden. See Table CF-1, CF-2, CF-3, and Figure CF-1.

~~There are 82.55 acres of city-owned recreation facilities, both inside and outside of city-owned parks. See Table CF-2.~~

~~There are 14.61 acres of city-owned natural areas and gardens. See Table CF-3.~~

There are no city-owned lands designated for open space, although undeveloped park acres, other city-owned lands that are undeveloped, and natural areas may be considered open space.

The city maintains a system of sidewalks, bikeways, and multi-use paths. See the non-motorized system components portion of the Transportation Element, Section 6-3 of the Comprehensive Plan, and Figure TE-3 for a description of these existing facilities.

Table CF-1
City-Owned Parks

Park by type	Acres Developed	Acres Undeveloped
Mini		
Carl T Ahlers Park	0.5	
Gillette Park	1.0	
Juniper Park	~~1~~ 0.5	
Carpenter Park	1.5	
Hayden Park	0.5	
Peninsula Park	1.0	
Power Point Park	2.65	
Vista Park	2.65	
Barrington Point Park		0.5
Total Area Mini Parks	10.3	0.5
Neighborhood		
Knolls Vista Park	4.0	
Lakeview Park	5.0	
Montlake Park	5~~4~~.0	5.0
Civic Center Park	9~~8~~.0	
Harrison K. Dano Park	4.75	
Yonezawa Park	5.0	
Basin Homes Park		10.0
Crossroads Park		3.65
Golden Gate Park		9.0
Laguna Park		7.08
Longview Park		5.0
Vista II Park		5.0
Total Area Neighborhood Parks	32.75	44.73
Community		
Cascade Park ~~excluding~~ including campground	30 ~~20.9~~	
Lower Peninsula	3.0	19.0
McCosh Park ~~excluding~~ tennis courts, Surf 'n Slide Water Park ~~Aquatic Center~~, basketball court, and Centennial Amphitheater	22 ~~8.9~~	
Larson Playfield (19.7 ac ballfields, 1.6 ac picnic area)	21.3	
Paul Lauzier Athletic Complex (ballfields)	34.0	
Total Area community Parks	110.3	19.0
Regional ~~Park~~		
Blue Heron Park	23.0	55.0
Adjacent to Municipal Airport/City Operations Complex		67.6
Total Area Regional Parks	23.0	122.6

Table CF-1 City-Owned Parks		
Linear ~~Park~~ Neppel Landing Marina Park	 2.5 0.5	
~~Reserve Park Sites~~ ~~Lot 1, Municipal Tract No.12 excluding 600' x 850' area for future Operations Complex~~ ~~Basin Homes Park (Tract 42, Park Orchard Tracts)~~ ~~Laguna Park (Between Sage and Prichard Roads)~~ ~~Dano Park~~ ~~Vista Park (Evelyn and Central Drives)~~		~~83.6~~ ~~9.5~~ ~~6.7~~ ~~4.5~~ ~~2.85~~
Total Park Acres	~~83.8~~ 179.35	~~186.15~~ 186.83
~~Core Park System Excluding Recreation Facilities~~ ~~(Mini, Neighborhood, and Community Parks)~~	~~58.3~~	~~24.0~~

Table CF-2 City-Owned Recreation Facilities	
	ACRES
Skate Park	0.5 ~~0.25~~
~~Campground in Cascade Park~~	~~8.4~~
~~Kvamme Soccer Fields in Cascade Park~~	~~17.2~~
~~Paul Lauzier Athletic Complex (ballfields)~~	~~34.0~~
~~Larson Playfield (19.7 acres ballfields and 1.6 acre picnic area)~~	~~21.3~~
Larson Recreation Center, Batting Cages, Skating Rink, Remote Control Track, LOFT (Learning Opportunities for Today) and BMX Park	~~7.1~~ 7.5
TLC (The Learning Center) Multi-Purpose Classroom	1.0
Sinkiuse Square: Stage, Fountain, and Restroom	0.5
Community Gardens	1.0

Table CF-2 City-Owned Recreation Facilities	
Three Ponds Japanese Peace Garden	4.0
Museum & Art Center	--
~~Family Aquatic Center, tennis courts, Centennial Amphitheater, and basketball court in McCosh Park~~	~~11.5~~
Total Acres of Recreation Facilities	14.5 ~~82.55~~
Core Developed Park System Including Recreation Facilities	192.85 ~~140.85~~

Table CF-3 Natural Areas ~~and Gardens~~ Inventory	
	ACRES
Three Ponds Natural Area and Wetlands	12.00 ~~9.89~~
~~Three Ponds Japanese Gardens~~	~~1.71~~
~~Community Gardens~~	~~2.00~~
John Calbom Park on Crest Island	5.00 ~~0.50~~
Total Acres	17.00 ~~14.10~~

In 2001, the Washington State Department of Health (DOH) was awarded funding from the Center for Disease Control and Prevention (CDC) to develop a Healthy Communities program aimed at the promotion of nutrition and physical activity for the prevention of chronic disease and obesity. Moses Lake was selected as the ideal community for the pilot project because of its diversity, rural setting, active community groups currently working on the issues and strong community leadership. This project represented an opportunity to build a model community that other cities and towns in Washington could replicate. The local Healthy Communities program consisted of three projects, one of which was to assess the community and its trail/path system. A local Trail Planning Team was formed in 2002, and continues to be active. The Trail Planning Team ~~has~~ drafted an Activity~~ies~~ Trails Master Plan, which was adopted by City Council in 2005.

~~and is working toward city adoption and implementation~~ The purpose of the plan is to provide an integrated system of activity trails within and outside the UGA. The activity trails are~~will be~~ a system of bike~~ways~~ lanes, multi-use paths, sidewalks, sharrows, and any other routes designated by the City of Moses Lake with appropriate signing and informational route markers.

Other Facilities

The Moses Lake School District has 197 acres of school grounds and 10 acres at the Columbia Basin Secondary School. South Campus Athletic Club and Moses Lake Athletic Club provide member services. Hylander Greens is a 9-hole public golf course and driving range. The Boys and Girls Clubs of the Columbia Basin engages youth in diverse activities with adults, peers, and family members. There are two local facilities: The Larson Clubhouse at 4306 Arnold Drive NE, and the Downtown Clubhouse at 410 W. Third Avenue. Columbia Basin Youth Dynamics is a Christian organization which operates "The Bridge" youth center for high school-aged students on an open door basis. The center is located at 106 E. Third Avenue and includes a kitchen/dining area, a basketball court, stage area including a large screen and projector, table games, and video game area.

Unincorporated Portion of UGA

The Links at Moses Pointe's 18-hole golf course and the Moses Lake Golf and Country Club are within the western portion of the unincorporated UGA. Both are private golf courses.

Grant County operates the Grant County Fairgrounds. The fairgrounds provides both indoor and outdoor arenas with seating, a covered pavilion, and facilities for outdoor events and equestrian activities. The fairgrounds has recently completed ~~is currently undergoing~~ a major renovation to modernize its facilities.

Big Bend Community College has athletic fields and indoor facilities available for public use.

Cascade Marina, located at 8138 Scott Road NE, has a boat launch, dock, boat storage, fuel, and other services.

No other formal parks or recreation facilities lie within the unincorporated UGA. However, several residential subdivisions contain several parcels designated as common areas or community parks. These parcels are restricted to the associated property owners and have no formal designation for park or recreation use.

Adjacent to UGA

The Moses Lake Irrigation and Rehabilitation District operates Connelly Park that includes a boat launch, restrooms, picnic area, and playground. The park is located between SR 17 and McConihe Road NE.

Level of Service

The Park, Recreation, and Open Space Plan, prepared in 2009 ~~December 2001~~ and adopted by the City Council on February 23, 2010, ~~March 25, 2003~~ includes 2010 ~~2001~~ existing and 2020 proposed level-of-service standards (ELOS/PLOS)for parks and recreation facilities and open space. The standards are intended to provide a desirable level of service of parks and recreation facilities and open space as demand increases. Since there are no public park facilities within the UGA, the City must plan for park facilities for the underserved population as the UGA is annexed. As a result, the analysis considers both City and UGA population projections and park needs.

In addition to the need to consider the total acres of park land, the 2009 Park, Recreation, and Open Space Plan also points out the need to consider the location of the park in relation to the population

served by that park.

~~The 2004 Parks Plan Addendum recognized that there were deficiencies in the 2001 Parks Plan level-of-service standards, specifically the 2001 Parks Plan inclusion of county lands when there is no Grant County park system, the inclusion of Moses Lake School District properties which are primarily used for school functions and activities, and the inclusion of the Sand Dunes ORV area. Therefore in the Addendum, the PLOS for the core park system (which includes mini parks, neighborhood parks, community parks, and recreation facilities) was changed to 10.5 developed acres per 1,000 population to offset the exclusion of the Sand Dunes ORV area (which is outside of the UGA), the Grant County Fairgrounds (which is not designed for traditional public recreation use), and Moses Lake School District properties (which are primarily for school functions and activities).~~

~~In order to be consistent with the other planning periods in the Comprehensive Plan, the first planning period will be up to 2005 and the second planning period 2006-2020.~~ The 2009 Comprehensive Parks, Recreation & Open Space Plan only addresses the time period up to 2020.

National Recreation and Park Association Standards

The core park system PLOS is based on National Recreation and Park Association (NRPA) standards~~. The upper limit of the NRPA standards for a core park system is~~ of 10.5 acres per 1,000 population. The NRPA planning guidelines provide ranges for desirable size, location, and amount of developed park lands since each community varies in its inventory, relationship to other jurisdictions which provide parks and recreation facilities, and local needs.

City of Moses Lake PLOS Standard for Parks

Table CF-4 contains the proposed level-of-service standard for the Moses Lake core park system, park location and size criteria for the three categories of parks in the core park system, and NRPA planning guidelines (level-of-service ranges) for those three categories of parks.

Table CF-4
Proposed Level of Service Standard for Core Park System, Location and Size Criteria, and NRPA Planning Guidelines

Core Park System PLOS: 10.5 Acres/1000 Population					
Category	**General Description**	**Location Criteria**	**Size Criteria**	**NRPA Planning Guidelines**	**Proposed Level of Service**
Mini Park	Used to address limited, isolated, or unique recreational needs	~~Less than~~ 1/4 mile radius~~distance~~ in residential setting	Between 2500 sq. ft. and one acre	.25-.50 acres/1000 population	0.22 ac/1000 population
Neighborhood Park	Remains the basic unit of the park system and serves as the recreational and social focus of the neighborhood. Focus is on informal active and passive recreation.	~~1/4 to~~ ½ mile radius~~distance~~ and uninterrupted by non-residential streets or other physical barriers	5 acres minimum size; 5-10 acres optimal	1-2 acres/1000 population	1.45 ac/1000 population
Community Park	Serves a broader purpose than a neighborhood park. Focus is on meeting community-based needs as well as preserving unique landscapes and open spaces	Determined by the quality and suitability of the site. Usually serves two or more neighborhoods and 1 ~~½~~ to 3 mile distance.	As needed to accommodate desired uses. Usually between 30 to 50 acres.	5-8 acres/1000 population	4 ac/1000 population

Existing Deficiencies and Mitigation

The Moses Lake core park system compared to the low end of the NRPA planning guidelines indicates that the City essentially provides park lands within the NRPA range and identifies no current deficiencies in mini, neighborhood, or community park area within the City limits. See Table CF - 5, 6, 7, and 8. However, total park area need is not met in developed acres, so undeveloped park acres will need to be converted to parks as the population grows. In addition, there are current deficiencies within the UGA. Furthermore, many neighborhoods do not have neighborhood or mini parks. These parks are meant to be within walking distance of the population they serve. The adequate service areas of the community parks do not relieve the need for appropriate coverage by neighborhood and mini parks. Figures CF-1A and CF-1C clearly identify sizeable community deficiencies in neighborhood and mini-park coverage, but Figure CF-1B shows adequate community park coverage. The current five-year capital improvements program will address some of the existing park and recreation facility deficiencies listed in Table CF-7 ~~6~~. See Table CF-~~7~~ 9 for the capital improvement program.

~~Table CF-5~~
~~Existing Core Park System Compared to NRPA Planning Guidelines for 2005 City Population~~

~~Core Park System~~	~~2004 Inventory Developed Acres~~	~~Acres Over (or Below) Minimum NRPA Guidelines~~	~~Acres Over (or Below) Maximum NRPA Guidelines~~
~~Mini Parks~~	~~4.5~~	~~0.36~~	~~(3.7)~~
~~Neighborhood Parks~~	~~21~~	~~4.44~~	~~(12.13)~~
~~Community Parks including recreation facilities~~	~~115.35~~	~~35.52~~	~~(17.18)~~

~~Table CF - 6~~
~~Population-Based Demand For Core Park System, 1999-2005 and 2006-2020~~

~~PLOS STANDARD AND DEFICIENCIES~~				~~NRPA PLANNING GUIDELINES~~			
~~Area by Year~~	~~Existing Acres, Developed~~	~~Acres Required, PLOS~~	~~Acres over (or below) standard~~	~~Park Category~~	~~Existing Acres, Developed~~	~~Acres Required, NRPA Range, 2005~~	~~Acres over (or below) Low End of Range, 2005~~
~~City~~ ~~2005~~ ~~2020~~	~~140.85~~	~~173.9~~ ~~271.0~~	~~(33.0)~~ ~~(130.15)~~	~~Mini park~~ ~~Neighborhood~~ ~~Community~~	~~4.5~~ ~~21.0~~ ~~115.35~~	~~4-8~~ ~~16-33~~ ~~82.8-132.5~~	~~.5~~ ~~5.0~~ ~~32.55~~
~~Entire UGA~~ ~~2005~~ ~~2020~~	~~140.85~~	~~278.0~~ ~~439.7~~	~~(138.0)~~ ~~(298.85)~~	~~Mini park~~ ~~Neighborhood~~ ~~Community~~	~~4.5~~ ~~21.0~~ ~~115.35~~	~~7-13~~ ~~27-53~~ ~~133-212~~	~~(2.5)~~ ~~(6.0)~~ ~~(17.65)~~

Table CF-5: Park Lands Inventory

	Mini Park Acres	Neighborhood Park Acres	Community Park Acres	Total Core Park Acres	Facilities, Regional & Linear Parks	Total Parks & Facilities
Developed	10.3	32.75	110.3	153.35	40.5	193.85
Undeveloped	0.5	44.73	19.0	64.23	122.6	186.83
Total	10.8	77.48	129.3	217.58	163.1	380.68

Table CF-6 Total Park Acres Needed

Year	Projected Population		Mini Park (0.22 ac/1000)		Neighborhood Park (1.45 ac/1000)		Community Park (4 ac/1000)		Total Core Park Acres Needed (Mini + Neighborhood + Community)		Total Acres Needed at 10.5 ac/1000	
	City	UGA	City	UGA	City	UGA	City	UGA	City	UGA	City	UGA
2010	20,366	31,865	4.5	7	29.5	46.2	81.5	127.5	115.5	180.7	213.8	334.6
2017	25,047	39,186	5.5	8.6	36.3	56.8	100.2	156.7	142.0	222.1	263.0	411.5
2022	29,037	45,431	6.4	10.0	42.1	65.9	116.2	181.7	164.7	257.6	304.9	477.0
2027	33,661	52,667	7.4	11.6	48.8	76.4	134.6	210.7	190.8	298.7	353.4	553.0
2032	39,023	61,056	8.6	13.4	56.6	88.5	156.1	244.2	221.3	346.1	409.7	641.1

Table CF-7: Additional Developed Park Acres Needed

Year	Mini Park		Neighborhood Park		Community Park		Core Park (Mini + Neighborhood + Community)		Total Park System	
	City	UGA	City	UGA	City	UGA	City	UGA	City	UGA
2010	0	0	0	13.45	0	17.2	0	30.65	19.8	140.75
2017	0	0	3.55	24.05	0	46.4	3.55	70.45	69	217.65
2022	0	0	9.35	33.15	5.9	71.4	15.25	104.55	111	283.15
2027	0	1.3	16.05	43.65	24.3	100.4	40.35	145.35	159.4	359.15
2032	0	3.1	23.85	55.75	45.8	133.9	69.65	192.75	216	447.25

Table CF-8: Additional Park Acres Needed to be Acquired

Year	Mini Park		Neighborhood Park		Community Park		Core Park (Mini + Neighborhood + Community)		Total Park System	
	City	UGA	City	UGA	City	UGA	City	UGA	City	UGA
2010	0	0	0	0	0	0	0	0	0	0
2017	0	0	0	0	0	27.4	0	27.4	0	30.82
2022	0	0	0	0	0	52.4	0	52.4	0	96.32
2027	0	0.8	0	0	0	81.4	0	82.2	0	172.32

2032	0	2.6	0	11	0	114.9	0	128.5	29	260.42

Future Deficiencies

~~Methodology~~

Population projections were used to calculate future needs for park land for the ~~first and second~~ planning period. Starting with the 2010 Census figures for the City and the UGA, population was projected to grow at 3% per year. ~~The 2005 city population is projected to be 16,566, and 25,809 for the 2020 population. The 2005 population for the entire UGA is projected to be 26,561, and 41,879 for the 2020 population.~~ The same PLOS is used for the city as well as the entire UGA.

As shown in Table CF-7, the City will need to develop at least 3.55 acres of neighborhood park by 2017 to meet the level of service standard that has been set for the core park system. In addition, the City will need to develop 69 acres by 2017 to meet the level of service standard for the total park system of 10.5 acres/1000 population. By acres/1000 population, the City's current supply of mini-park acres is adequate through the end of the planning period; however, as previously discussed, a simple calculation of acres per population does not account for the location of the park in relation to the population served. The City will need to continue to develop neighborhood and community parks as well as other park facilities in order to keep up with the level of service that has been set. By 2032, the City will need to develop 23.85 acres of neighborhood parks and 45.8 acres of community parks. These parks would be included within the 216 acres of additional developed park lands needed by 2032 to serve the City's population by that time. Serving the needs of the UGA requires significantly more developed acres.

~~The city's existing inventory of developed core park system acres appears to be adequate to meet future demands of city residents through the year 2020, but it is not adequate for the entire UGA. The city currently has an inventory of 140.85 developed acres in the core park system which includes mini parks, neighborhood parks, community parks, and recreation facilities. Therefore, the analysis focuses on future increased demand based due to population growth within the city and within the unincorporated UGA.~~

As shown in Table CF-8, the City currently has adequate land available to meet almost all the population-based park needs for the planning period. However, to serve the UGA, an additional 31 acres is needed by 2017, and 260 acres by 2032. In order to meet these needs and to provide parks within walking distance of all residents, the City should continue to acquire park lands in underserved areas, acquire land suitable for community and regional parks or specialized facilities, and focus on developing existing undeveloped parks.

Park and recreation facilities are typically provided in units; for example, a park may be developed with playground equipment, picnic tables, and restroom. The cost for parks and recreation facilities depends on many factors including material costs, acquisition costs, labor, and existing site improvements.

In determining planning level costs for parks and recreation facilities, it is assumed that the facilities would be developed on city-owned land, land traded for city land, or land dedicated by developers. Cost estimates for providing facilities are based on costs developed in support of an ordinance establishing dedication or payment of fees for parks, recreation, and open space land. An average park development cost of $120,000 ~~90,000~~ per acre is assumed. This cost includes land acquisition.

Population Based Demand

~~Demand for park and recreation facilities and open space is determined by the PLOS standard of 10.5 acres per 1,000 persons multiplied by the 2005 and 2020 populations of the city and the entire UGA. Table CF-6 identifies the number of developed core park system acres required in the year 2005 and 2020 for the city and the entire UGA, as well as any deficiencies of park categories based on NRPA planning guidelines.~~ The current five-year capital improvements program will address some of the future park and recreation facilities deficiencies listed in Table CF-~~6~~ 7 and 8. See Table CF-~~7~~ 9. The city anticipates the development of at least 20 acres of undeveloped park land within the next five years~~the 107.15 acres of park reserve lands and possibly some of the existing 79 acres of undeveloped park lands over the next 20 years~~. This will~~could~~ achieve the PLOS for the core park system within the City for the next five years ~~for the entire UGA into the second planning period, but not the entire second planning period~~.

Table CF-~~7~~ 9
Five-Year Capital Improvements Program
(~~8-11-2011~~ ~~01-26-2005~~)

Project	Cost	Project	Cost	Project	Cost
~~Japanese Gardens~~	~~$33,000~~	~~Tennis Courts Resurfacing~~	~~$20,000~~	Neppel North Acquisition	$100,000
Self-Help Funds	~~$30,000~~ $210,000	Lower Peninsula Development ~~Fees~~	~~$300,000~~ $1,000,000	~~Covered ice Arena~~	~~$?~~
Vista Park ~~Development~~ Staging/Parking	~~$15,000~~ $70,000	Kvamme Soccer Complex Lights	~~$50,000~~ $220,000	Covered Sports Field	$?
~~Three Ponds Acquisition~~	~~$48,000~~	~~Dano Park Development~~	~~$100,000~~	Community Center - New	$?
Basin Homes Park Development	~~$67,800~~ $82,000	Pave Entry Road At Cascade Park	$80,000	~~Aquatic Center Improvements~~	~~$?~~
Replace Lights At Larson M Field	$40,000	~~Three Ponds Acquisition~~	~~$?~~	Blue Heron Park Campground Development	~~$25,000~~ $2,300,000
Replace Lights Larson B Field	~~$60,000~~ $80,000	Montlake Acquisition - SW	~~$40,000 to~~ $50,000	BMX Street Course Park	$150,000
Skating Rink Sales/Rental Building	$250,000	Montlake Acquisition - NE	$50,000	Access to Parker Horn Acquisition & Development	$50,000
Greenhouse	$50,000	Ice Rink Dressing Room & Restrooms	$250,000	Covered Tennis Courts	?
Vista II Park Development	$48,000	Yonezawa Park Staging/ Parking Areas	$70,000		

Location of Parks and Recreation Facilities

In addition to specifying park acreage per 1,000 persons, NRPA standards specify service area radius, a measure of how close park facilities

should be to each other to adequately serve residential areas. The city's existing parks do not meet these standards for much of the existing population, with the exception of community parks. Most of the city's neighborhood parks are located in association with elementary schools which are located in older neighborhoods. The mini parks are scattered predominantly in the older neighborhoods. Fewer parks and recreational facilities serve rapidly growing areas within the city and unincorporated UGA. Table CF-4 shows the service area for each type of park. ~~Therefore, Parks Plan Addendum #1 establishes service areas per the location criteria in Table CF-4, and refers to~~ Figures CF-1A, CF-1B, and CF-1C ~~to~~ illustrate the gaps in service areas. ~~Also, on April 13, 2005, the Parks and Recreation Commission recommended to City Council to actively pursue as a top priority the acquisition of property in six areas currently in the city limits, including Longview Park, Gateway Estates Park and Skyline Park as mini parks; and Montlake East Park, College Heights Park, and Campus Park as neighborhood parks. See Figure CF-1D. On April 26, 2005, the City Council passed a motion accepting the recommendation, with the addition of Crestview South as a mini park.~~

Recommendations

Park, recreation, and open space needs will be met through pro-active long-term planning. The City's goals and policies will promote the expansion of existing park land and open space, consider park planning in conjunction with new development, support the creation of cultural and recreational facilities, ensure the allocation of land for parks in residential areas, and ensure that PLOS standards are met. The city will meet the State's concurrency requirement that local jurisdictions have facilities available as demand develops.

The following recommendations have been incorporated into this section:

- Modify PLOS standard to a level that the city can support financially and politically.
- Recognize that Grant County does not operate a park system to serve residents in the unincorporated portion of the county, which increases demand on the city's system.
- Recognize that the Sand Dunes ORV Park, the fairgrounds, and Moses Lake School District facilities are either outside of the UGA, or are special use facilities, or offer limited availability to the general public, or are unsuitable for traditional park purposes.
- The Parks Plan goals and policies are incorporated to ensure that park and recreation facilities development, improvements, and acquisitions are provided and funded concurrently with new development.
- Continue to require dedication of land or fee in lieu of dedication for new residential developments to help the parks system keep up with demand created by new residents.
- Provide a park within walking distance of all residents.

Park and recreation facilities development and park lands acquisition is recommended to mitigate the impacts of residential growth in new and developing neighborhoods.

Further measures that could be used to address deficiencies in parks and recreation facilities are:

- ~~Re-evaluate developer impact fees to help pay for improvement needs associated with new development~~
- ~~Re-evaluate the process for developer land dedication~~

- Establish policies to deal with park and recreation facilities and open space deficiencies as a result of annexations.

- Consider continued park and recreation facilities and open space enhancements to serve commercial areas and the Central Business District, especially with regard to Vision 2020 initiatives.

The City is committed to providing quality parks and recreation facilities to its residents and is committed to meeting the demands and needs of a dynamically growing community. The City should be cautious in adhering to minimum standards as a planning guide as it may lead to underachievement in the community by not ensuring adequate distribution of park facilities. It is important that the City establish a level of service reflective of the community's needs and financial resources. This will be key to a successful Parks Plan.

In addition to PLOS standards, ~~the~~ future updates of the Parks, Recreation, and Open Space Plan should consider ~~re-define~~ park facility locations and appropriate service areas, specify criteria for acquiring park lands, and establish policies to deal with park deficiencies as a result of annexations and heavy regional usage. Aside from residential user needs, the city should consider the needs for continued enhancements to commercial areas and the Central Business District.

~~Other measures include initiating developer impact fees to help pay for improvement needs associated with new development and create a process for developer land dedication.~~

Section 7.4 - Municipal Facilities

The City of Moses Lake provides many services at its municipal facilities throughout the City, many of which are discussed in detail in sections of this Capital Facilities Element and the Utilities Element. This section describes the City of Moses Lake's ~~civic center administrative buildings, public works operations, shop facilities, and firing range including City Hall, Police Justice Building, and the old Fire Station~~ Civic Center, Civic Center Annex, Fire Stations, Police/Parks Building, the Public Works and Parks Operations Facility, Central Operating Facility (COF), Wastewater Treatment Plants, and Larson Recreation Center and police substation.

Information presented includes an inventory of existing municipal facilities within the City~~UGA~~, LOS standards, an analysis of deficiencies, and recommendations for improvements.

Goals and Policies Developed for the Comprehensive Plan

The City has not developed any ~~no~~ specific goals and policies to reflect the direction municipal facilities would take during the ~~2000-2005~~ 20112 - 2017 planning period. The city relies on the general goals and policies for Capital Facilities noted previously in this chapter to direct municipal facility improvements and investments.

Existing Conditions

Civic Center

The 41,000 square foot Civic Center, located at 401 South Balsam, was completed in 2012. It is a two-story building with a basement. The first floor contains the Museum & Art Center (MAC), auditorium, City Council Chambers, and the Finance Department's utility billing division. The second floor includes offices for the remainder of the Finance Department and Administration staff, including the City Manager, City Attorney, and Human Resources. City staff that are located in this building also include janitors and some Parks and Recreation staff to operate the MAC. This building was constructed with extra offices for future growth.

Civic Center Annex

The existing 16,000 square foot City Hall was renamed Civic Center Annex after the Civic Center was opened. City staff located in this building are the Community Development Department and City Engineering. The Administration and Finance Departments moved out of this building to the new Civic Center, leaving ample room for the remaining staff and for future growth.

~~City Hall, located at 321 Balsam Street, houses the Community Development Department, Finance Department, Engineering Division, City Manager's , City Attorney's, Human Resource Director's, and Municipal Services Director's offices. The old Fire Department, adjacent to City Hall, is currently used for storage. The Police Justice Building, located at 401 S. Balsam and adjacent to City Hall and the former Fire Station, houses the Council Chambers, Parks and Recreation Department, and Police Department.~~

Public Works and Parks Operations Complex

The Operations Complex, located at 11789 Road 4 NE, was completed in 2007 and consists of three buildings. Building #1 is 22,120 square feet and houses Public Works administrative staff and the Water Division. Building #2 is 9,109 square feet and houses the Streets, Building Maintenance, and Equipment Rental Divisions. Building #3 is 5,531 square feet and houses the Parks and

Recreation Maintenance Division.

The high bidding climate at the time of construction prevented constructing additional offices and accessory buildings. As a result, these additions will need to be constructed in the future.

~~The Public Works Facilities, located at 835 Penn Street, is comprised of three buildings. The Operations building houses Public Works Superintendent's, Streets Supervisor's and Foreman's office, Department Secretary and Assistant office, Building Maintenance Supervisor's office, and the Public Works lunchroom. The Shop Building houses the Water Division, Street Division, and Equipment Rental staff. Repair areas and storage bays are provided for each division. The Parks Building houses the Parks and Maintenance staff office and repair areas.~~

Central Operations Facility

The Central Operations Facility (COF) is located at1303 Lakeside Drive. The site includes sewage pre-treatment facilities, an emergency overflow basin, and Operations Building #4. This building is 5,432 square feet and provides office space for the Wastewater Division. This building was updated and expanded in 2007. It is adequate for future growth, so there are no plans for expansion.

Sand Dunes Wastewater Treatment Plant (WWTP)

The Sand Dunes WWTP is located at 1801 Road K SE. This is the main treatment plant for the city, serving a population of more than 20,000. The site includes a 3,646 square foot testing lab, which was expanded in 2008. There are two wastewater plant operators stationed in this building. This building is adequate for future growth, so there are no plans for expansion.

Larson WWTP

The Larson WWTP is located at 6691 Randolph Road. This is a much smaller facility, serving a population of 3,000. The 1,350 square foot lab building was constructed in 1972. There is one wastewater plant operator located in this building. The building is adequate for future growth, so there are no plans for expanding or remodeling this building.

Fire Stations

The City's Fire Station #1, located at 701 E. Third Avenue, was completed in 1996. The building is 17,920 square feet. The majority of the fire crews and EMTs and all the administrative staff are located in this building. This station is adequate and there are no plans for upgrades or expansion.

The City's Fire Station #2, located at 2401 West Broadway, was completed in 1995 and is 5,416 square feet. This is a satellite station to serve the peninsula and Mae Valley areas. The station is adequate and there are no plans for upgrades or expansions.

Police/Parks Building

The City's Police/Parks Building, located at 411 South Balsam Street, was completed in 1978. The staff that are located in the building are the entire Police staff, and the Parks and Recreation administrative staff. A remodel is planned for the area that was used for council chambers. This remodel would divide this area for the Police and Parks and Recreation Departments. Even with this remodel there is not sufficient space for both departments with the projected growth. A portion of the police staff may be relocated to the future fire station. There are no immediate plans to for expansion to this building.

~~The Firing Range is located east of Randolph Road and north of Tyndale Road in Sections 22 and 27, Township 20 North, Range 28 East.~~

~~The site is not contiguous to the Corporate Limits of Moses Lake and lies approximately 3.5 miles north of the Moses Lake City Limits. The Firing Range is used by the City of Moses Lake Police Department as well as other law enforcement agencies for firearm practice and contains a club house/office space, a mock scene house, and controllable lighting.~~

Staffing for these operations includes 27 employees in the Civic Center, ~~44~~ 29 employees in Civic Center Annex ~~City Hall~~, 47 ~~41~~ employees in the Police Justice Building, 15 ~~27~~ employees at Operations Building #1, 11 employees at Operations Building #2, 7 employees at the COF, 2 employees at the Sand Dunes WWTP, 1 employee at the Larson WWTP, 35 employees at the Fire Stations, and 15 to 30 ~~9~~ employees in the Parks Operations ~~and Shop~~ Building~~s~~. The location of all municipal facilities is shown in Figure CF-2.

Level of Service

Planning for municipal facilities is based on employment trends, current known overcrowding at facilities, and expansion requirements. Space plans are also determined based on the program objectives of individual departments. Therefore, an overall LOS standard is not appropriate for municipal facility needs although recommended space standards should be considered when planning future facilities.

~~However, recent studies do indicate that some municipal facilities within the City of Moses Lake may operate at a substandard LOS due to space needs or structural needs. Currently city hall operates at 460 square feet of building per employee, while Operations operates at 53 square feet of building per employee. The City's 1999 - 2005 Capital Improvement Program identifies the desired municipal facility projects to improve municipal facilities and employee working conditions.~~

~~Existing Deficiencies and Mitigation~~

~~Assessment of FacilitiesCity Hall Complex: City Hall is a 20,245-square foot one story building with two levels. The original city hall was 4,875 square feet with the 15,370 square feet being a major addition in 1986. Despite the high ratio of building square footage to employee this building is experiencing extreme overcrowding due to lack of office spaces. In September of 1999 the city retained Integrus Architecture to design a new City Hall and redesign the existing City Hall and Police Justice Building to efficiently accommodate the remaining departments and divisions once the Finance Department, City Manager's offices and Council Chambers were relocated. The relocation of the Council Chambers from the Police Justice Building will allow for the Parks and Recreation Department and Police Department to expand and provide additional office spaces while the Engineering Division and Community Development Department will occupy the entire existing city hall building. The intent of the on-going design process is to adequately accommodate space needs for both employees and the public. In order to construct a new city hall the old Fire Station Building and Soil Conservation building will need to be demolished. Due to the degraded conditions, both facilities pose potential liability issues for the City.~~

~~**Public Works Facilities**~~

~~The Public Works shop, Operations, and Park Maintenance Buildings have 74,400 square feet, 1,456 square feet, and 2,516 square feet respectively. The original park shop was 1,200 square feet with a 1,316 square foot expansion in 1993. A shop feasibility study was conducted in December 1997 for the expansion of the shop facilities to accommodate a 20 year growth period. The Public works and Parks Maintenance crews have been running out of office and equipment space for the last 5-10 years due to~~

employee growth. This has resulted in reduced space and lowered efficiency for maintenance for all the divisions, moving the Street Supervisor and Foremen in the Operations Building, which has separated them from the maintenance crews, and moving the Building Maintenance Supervisor into the basement. The study recommended that the Operations Building be demolished for the following reasons:

- The building does not provide barrier free access.
- The building requires major electrical upgrades.
- It is financially infeasible to add square footage to the building.
- The concrete footings have a growth on them that is causing deterioration.
- The basement has only one outside door for access.
- The windows need replaced.
- The lighting needs upgraded.
- The building does not provide for interaction between the Public Works Supervisor and the Division Supervisors.

Firing Range

No deficiencies have been identified for the Firing Range and no improvements are proposed.

Improvements Previously Proposed

The Five Year Capital Improvement Plan identified the City Hall/Police Justice Building Remodel and the Public Works Shop project as pending. Should funding become available the following proposed facility improvement projects will be completed.

City Hall Complex: A three floor building, comprised of a basement, first, and second floor, is being designed to accommodate growth over the next 20 years. The gross floor areas anticipated for the new City Hall include 9200 sq. ft. on each level. The Building Design Team has suggested the following layout:

- The Finance Department, Administration and the council chambers be located in the new building.
- Engineering and Community Development would remain in the existing City Hall
- The Parks Department would remain in the Police Justice Building
- The new City Hall would be a two story building, which could be capable of adding a third floor and a full basement with a passageway connecting to the existing City Hall basement
- The Finance Department would be located on the first floor of the new building
- The City Manager, along with his support staff and the Council Chamber would be located on the second floor.

A final design is anticipated during the year 2000.

Public Works Facilities: The 1997 Feasibility Study recommended the Operations Building be demolished and a new Operations Building be constructed on the 4 acres located on the north side of Penn Street. The new building would be a three winged structure with a central hub. The hub would contain the administrative offices for the PW Superintendent, Water Division Supervisor, Street Division Supervisor and the Equipment Rental Supervisor, clerical and service counter. The wings would be the repair and maintenance shops for the water, street, and equipment rental divisions.

The Parks Maintenance staff would occupy the existing shop building and Building Maintenance would occupy the existing Parks Maintenance Building.

The feasibility study focused predominantly on the adequacy of the site for future development. The actual design of the facility is preliminary and should be revisited to ensure that adequate

~~employee growth has been planned for.~~

Future Deficiencies

Municipal facility needs that are affected by growth include equipment and space needs as well as additional staff time to process building permits, conduct development plan reviews, and perform City administrative functions. Future growth and development will place increased demand on the City's municipal facilities and services. However, many factors that influence the need for municipal facilities space do not correlate directly with population growth. With technological advances that affect space demands and the trend toward the "right-sizing" of government it cannot be assumed that municipal facility needs will increase proportionally with growth.

Increased staffing levels during the next 20 year period will require additional municipal facility space. ~~The City is in the process of a comprehensive space planning project to design the new city hall and remodel or redesign the remaining city hall complex facilities, including the police justice building and existing city hall. However, based on a comparison of other cities ranging in population from 16,000 - 20,000 the city may operate at a fairly high level of service of 460 sq. ft. per employee as compared to a range of 75 - 210 sq. ft. per employee~~. The New Public Works ~~Facilities~~ and Operations Complex and ~~City Hall Complex Buildings will be~~ Civic Center were designed to accommodate growth during this time period. ~~While the improvement projects are desirable to improve facilities and working conditions the city does not anticipate deficiencies during the next 20 year planning period~~.

An additional satellite fire station will be required some time in the future to serve the Larson and Port areas. One location that has been proposed is the City property along Central Drive. Police staff may also occupy this future building.

The City's former firing range, located on the City's property along Randolph Road, was abandoned due to the concerns of the adjacent industry. This range was used by the City of Moses Lake Police Department as well as other law enforcement agencies for firearm practice. A new firing range is being proposed to be constructed sometime in the future on the City's property where the Sand Dunes Treatment Plant is located.

Recommendations

The City should consider recommended space standards and develop an appropriate standard for administrative office space per employee to guide future space development. New facilities should be planned for a minimum of 20 years of growth and evaluated each five year period.

The Firing Range is eligible for IAC grant funding. Firearms and Archery Range Recreation facilities do not require a Comprehensive Facility Plan as do other park and recreation facilities. Improvements to the facility may be available through grants. Further analysis of the facility may be warranted to identify desired improvements eligible for grant funding.

Section 7.5 - Fire/ Emergency Facilities

Fire and emergency medical services are a key part of public safety services for the citizens of Moses Lake. Currently the City of Moses Lake has its own fire department, which provides fire protection, fire prevention, fire investigation, rescue, and also operates an advanced life support transport ambulance service. ~~and emergency medical services. Ambulance service is provided by Samaritan Ambulance service which leases space in the existing fire stations.~~

This section describes the Comprehensive Plan goals and policies for fire and emergency service facilities, the current system, the level of service standards, deficiencies, and recommended improvements.

Goals and Policies Developed for the Comprehensive Plan

The following goals and policies were developed to guide capital facility planning for fire and emergency services:

GENERAL PUBLIC SAFETY GOALS

Goal 1: THE CITY WILL PROVIDE EFFICIENT, COST EFFECTIVE, AND CONCURRENT LEVELS OF PUBLIC SAFETY SERVICES DESIGNED TO MAINTAIN QUALITY OF LIFE.

POLICIES

1.1 The City will maintain current community fire prevention education programs to increase the level of community awareness.

1.2 The City will continue cooperation through interlocal agreements with rural fire districts of adjacent jurisdictions and other public safety service providers.

1.3 The City will evaluate the adequacy of its public safety facilities and equipment, mutual aid agreements, and personnel staffing and program needs for the present and for changes in needs with anticipated growth.

1.4 The City will continue to work to improve response times and response safety.

1.5 The City will evaluate the adequacy of special hazards response capabilities with regard to hazardous materials response, and ice, water, and technical rescue needs.

Existing Conditions

The City of Moses Lake operates its own Fire Department composed of ~~both paid and volunteer members~~ career firefighters who provide a full range of fire protection, rescue, public education, inspection, investigation, and emergency medical services from two stations.

Staff and Facilities

Fire Station No. 1, located at 701 E. Third Avenue, houses the administration offices, prevention division, and the majority of the emergency response equipment. The Fire Chief, Assistant ~~Fire~~ Chief/~~,~~ Fire Marshal, Assistant Chief/Training Officer and the Fire Inspector work an 8 a.m. to 5 p.m., 40-hour work week.~~;~~ The three Chief Officer positions rotate weekly to cover the 24-hour on-call duty chief position. ~~while T~~three suppression crews consisting of a

Shift Captain and eight ~~three~~ firefighters each, provide 24-hour coverage with a 50 ~~52~~-hour work week. A Secretary works 40 ~~30~~ hours per week. Minimum staffing is seven: ~~three,~~ a Captain~~,~~ or person acting in that capacity, and six ~~two~~ firefighters.

Fire Station No. 2 is located at 2401 W. Broadway. Fire responses are made from Station No. 2 by ~~off-duty personnel and volunteers that are dispatched by pagers~~ two on-duty firefighters. Table CF-8 lists personnel.

Table CF - 8
Fire Services Staff

Staff	# of Staff
Fire Chief	1
Assistant ~~Fire~~ Chief/Fire Marshal	1
~~Fire Marshal~~	~~1~~
Assistant Chief/Training Officer	1
Fire Inspector	1
Clerk	1
Captain	3
Firefighter	24~~9~~
Single-role EMS Crew	2
~~Volunteer~~	~~15~~
Total Staff ~~(volunteers excluded)~~	35~~17~~

The Moses Lake Fire Department is made up of three~~two~~ primary divisions: (1) Fire Suppression, ~~and~~ (2) Emergency Medical Services, and (3) Fire Prevention.

Existing Services

Suppression and Emergency Medical

The Suppression Division is primarily responsible for emergency response and peripheral duties that support that mission. In addition to fire suppression the department also operates a licensed ~~Basic~~ Advanced Life Support (ALS) ~~aid~~ transport service that is verified for trauma response and responds to all life threatening emergencies within the corporate limits. ~~This service compliments the Advanced Life Support transport service provided by Samaritan Ambulance which also operates out of both City fire stations.~~ All career ~~paid~~ personnel ~~and several volunteer firefighters~~ are either EMT ~~B~~ or Paramedic certified. This level of training meets ~~exceeds~~ that which is required under Department of Health standards for verified Advanced ~~Basic~~ Life Support ~~aid~~ services.

Fire Prevention

The Fire Prevention Division is responsible for fire investigations, annual and special inspections for commercial occupancies, code enforcement, reviewing construction plans for compliance with the ~~Uniform~~ International Fire Code, ~~and~~ the Life Safety Provisions of the ~~Uniform~~ International Building Code, the technical review of fire protection systems, and hazardous materials compliance with nationally recognized standards.

Public Fire Education is overseen by the Prevention Division and consists of school presentations during Fire Prevention Week, assisting businesses with fire extinguisher classes, and the development and implementation of their fire safety plans and hazardous materials risk management plans. Department personnel also deliver fire safety messages when conducting station tours and also provide juvenile fire setter counseling.

Both the Fire Prevention and Suppression Divisions are involved in pre-fire planning which provides critical building information for personnel in the event of a fire. Buildings or facilities that are deemed to be at a higher risk for fire or life safety hazards are preplanned to identify those site-specific hazards that firefighters will be confronted with.

Closely related to pre-fire planning are Hazard Tracking and Analysis. This area involves an integration between the inspection data, fire incident reporting, and hydrant data base coupled with the Computer Aided Management of Emergency Operations (CAMEO) software. Hazard tracking provides trend tracking for

problematic fire alarm and sprinkler systems, allows for geographical tracking of emergency incidents, and is used to identify facilities that manufacture, store, or dispense flammable or hazardous materials. The addition of a laptop computer will enable field units to have this information on hand at incident scenes.

~~**Ambulance Service**~~

~~Samaritan Ambulance provides ambulance service for the City of Moses Lake and the unincorporated UGA. Samaritan leases space in both fire stations for the operation of their ambulance service. Their staffing at Station No. 1 includes the Director, Secretary, a 24-hour ALS crew of two, and a Captain working a 24-hour shift as well. Station No. 2 is also staffed with a 24-hour ALS crew. In addition two crews are on call to cover non-emergency transfers and provide backup coverage while the duty crews are out.~~

Equipment Inventory

The firefighting equipment used by the Moses Lake Fire Department and other support vehicles are listed in Table CF-9.

Table CF-9
Fire Service Equipment Inventory

Equipment	Purchase Year	Description
~~Dodge Intrepid~~	~~1995~~	~~Car 1~~
~~Mercury Sable GS~~	~~1998~~	~~Car 3~~
~~Chevrolet S-10 Blazer~~	~~1988~~	~~Car 2~~
~~Ford F250 Pickup~~	~~1995~~	~~Car 4~~
~~Seagrave Fire Truck~~	~~1974~~	~~Engine 11~~
~~Chevrolet C-70~~	~~1980~~	~~Brush Fire Truck 14~~
Spartan Fire Truck	1982	Engine 12
E-Z Loader	1983	Boat trailer for 421
~~Ford F-350~~	~~1985~~	~~Grass Fire Truck 16~~
GMC 3500 Becker	1991	Grass Fire Truck 15
E-One Hurricane 75'	1993	Ladder 9
~~E-One Cyclone Tilt Cab~~	~~1998~~	~~Engine 10~~
Chevrolet 3500 Becker Salvage	1994	Truck 13
~~Single Axle Trailer SRV~~	~~1998~~	
F250 Regular Cab Pick Up	1995	Car 5
Grass Fire Equip	1997	Cascade Grass Fire E
Pace/Hazmat	1998	Utility Trailer
E-One Cyclone Tilt Cab	1998	Engine 1
Mercury Sable (1998)	1999	Car 4
Ford L8000 Brush Fire(1997)	2007	Truck 14
Navistar/E-One 2000 gal tanker	2001	Truck 19
E-One Typhoon Tilt Cab	2001	Truck 13
E-One Typhoon Tilt Cab	2003	Engine 3
Ford Explorer 4x4	2005	Car 1
Ford Explorer 4x4	2005	Car 2
Chev Colorado Ext Cab 4x4 P/U	2007	Car 3
TopKick C7D Brush Fire (1988)	2008	Truck 2
Zodiac	1993	Rescue Raft
~~18'~~ Rescue Boat		~~Rescue 8~~ Hewescraft Riv Run

Source: Moses Lake Fire Department

Response Times

The Fire Department has an average response time of 4.5 minutes. As a maximum, an average response time for first arriving units should not exceed 5 minutes.

The Moses Lake Fire Department was given an Insurance Service Office (ISO) rating of 5 following an evaluation conducted in 1991 by the Washington Surveying and Rating Bureau. A re-evaluation was conducted in 2011 and the rating was improved to a 4. ISO ratings range from 1 to 10 with lower numbers being better. In order to qualify for a rating of 7 or lower at least 50 percent of the district must have fire hydrants. For ratings below 7 the features in Table CF-10 are also evaluated and points are assigned according to the importance of each feature. The points in the table are relative values identifying the maximum points of deficiency possible. The first three are self-explanatory. The fourth, Fire Safety Control, is a combination of fire

Table CF-10
Elements of the Insurance Grading Schedule

Feature	Points
Water Supply	1,950
Fire Department	1,950
Fire Service Communications	450
Fire Safety Control	650
Total Points	5,000

prevention, inspection code requirements, and enforcement. The City's total deficiency points were 2,480.

~~Table CF-11 details statistics for fire loss and protection since 1993. During this~~ Over time, the population has continued to increase as well as the area protected. The amount of fire loss has fluctuated without correlation to the area or population increases.

~~Table CF-11~~
~~Fire Protection and Loss Numbers~~

~~Year~~	~~Fire Loss (dollars)1~~	~~Housing Units Protected2~~	~~Area Protected (in acres)~~	~~Population Protected2~~	~~Per Capita Loss (dollars)~~
~~1993~~	~~$415,905~~	~~4,787~~	~~6,647.46~~	~~11,700~~	~~$35.54~~
~~1994~~	~~$754,410~~	~~4,944~~	~~6,722.86~~	~~12,190~~	~~$61.89~~
~~1995~~	~~$217,505~~	~~5,556~~	~~6,909.66~~	~~12,490~~	~~$17.41~~
~~1996~~	~~$283,200~~	~~5,486~~	~~6,930.11~~	~~13,130~~	~~$21.57~~
~~1997~~	~~$596,570~~	~~5,556~~	~~7,244.76~~	~~13,330~~	~~$44.75~~
~~1998~~	~~$144,082~~	~~5,796~~	~~7,327.76~~	~~13,710~~	~~$10.50~~
~~1999~~	~~$242,815~~	~~6,086~~	~~7,327.76~~	~~14,190~~	~~$17.11~~

Table CF-12
Fire Services Calls 2002-2011~~1989 - 1999~~

Year	Calls for Service
~~1989~~	~~1498~~
~~1990~~	~~1578~~
~~1991~~	~~1596~~
~~1992~~	~~1648~~
~~1993~~	~~1684~~
~~1994~~	~~1503~~
~~1995~~	~~1681~~
~~1996~~	~~615~~
~~1997~~	~~752~~
~~1998~~	~~783~~
~~1999~~	~~873~~
2002	3661
2003	3529
2004	3706
2005	2869
2006	3110
2007	3397
2008	3711
2009	3396
2010	3384
2011	3681

~~Note: 1989 - 1995 includes ambulance and fire related service calls~~

~~During 1999 the Moses Lake Fire Department received a total of 873 calls for service.~~ A breakdown of the calls from 2002 ~~1989~~ through 2011 ~~1999~~ is given in table CF-12. ~~Until 1996 staffing for ambulance service was provided by the Fire Department. Until that time the number of calls contains both ambulance and fire related service calls.~~

Fire services within the unincorporated UGA are provided by Grant County Fire District No. 5. The City currently is signatory to the County-wide Mutual Aid~~e~~ Agreement which provides additional resources in the event of large scale incidents.

Level of Service

LOS for fire protection is measured in terms of response times and staffing levels~~ (see Table CF-13)~~. Other criteria that can affect service levels

are fire flow requirements and the transportation system. A simple calcuation of the ratio of firefighters per 1000 population is not relevant in calculation LOS for fire services.

~~Table CF-13~~
~~Fire Services Level of Service~~

~~LOS Type~~	~~LOS Standard~~	~~Existing LOS~~
~~Staffing Level~~ ~~Response Time~~	~~1.26 firefighters per 1,000 population~~ ~~5-minute average~~	~~1.127 1~~ ~~4.5 minute average~~

~~1Based on 1999 population of 14, 190~~

~~To maintain the existing LOS of the Fire Department a staffing level of 1.2 to 1.32 firefighters per 1,000 population must be met. This is a conservative range because it includes administrative and prevention personnel. However, this LOS should be adequate provided that the same ratio of commercial and residential occupancies continues as growth occurs. In the event of a significant industrial annexation staffing levels will need to be evaluated on the increased demand that will be imposed on the department as opposed to simply relating manpower levels to population~~. In 1999, the City annexed a major portion of the Wheeler Road industrial corridor. This annexation has placed a significant demand on the Fire Department's capabilities. This increase in risk and fire flow requirements have often affected the Fire Department's ability to respond appropriately. Without personnel to deliver the required amount of fire flow, the risk may not be mitigated. Fire flow is critical to the ability of the Fire Department to adequately fight fires. Sufficient water supply is the key to fire flow delivery. While fire flow is a consideration for all types of construction, it is more of a concern for commercial, and is significant concern for industrial development. It also affects the insurance rating of the City. Fire flow considerations are incorporated in fire codes. All new development is required by statute to meet the requirements for adequate fire flow.

Due to the recent annexations in the Wheeler Road industrial corridor and the Randolph Road annexation to the north, the Fire Department average response time has increased significantly. Response times to facilities such as BMW/SGL and Moses Lake Industries is approximately 11 minutes, nearly 2.5 times the previous average response time. A third fire station is needed to ensure adequate response times and fire flow delivery.

The transportation system also has an effect on the LOS of fire and emergency services. In order to keep response times low the Fire Department depends on an efficient transportation system in good repair. The layout of streets, their widths and conditions, and secondary access routes directly affect response times. Since these considerations are built into future City LOS standards it is assumed that future transportation improvements will promote more efficient fire and emergency service activities.

Future Deficiencies

Growth over the next twenty years will increase

Table CF-14
Projected Staffing Needs and Call Volumes through 2020

Year	Projected Population[1]	Projected Call Volume*	Projected Staffing*
~~2005~~	~~16,450~~	~~1,003~~	~~21 Employees~~
~~2010~~	~~19,070~~	~~1,163~~	~~24 Employees~~
~~2015~~	~~22,100~~	~~1,348~~	~~28 Employees~~
~~2020~~	~~25,809~~	~~1,574~~	~~36 Employees~~
2017	25,047	4,759	48 Employees
2022	29,037	5,517	55 Employees
2027	33,661	6,396	64 Employees
2032	39,023	7,414	74 Employees

[1]Projected Population based on a 3% annual growth rate
~~*Projected Call volume based on 61 calls per 1,000 population~~
~~*Projected Staffing level based on 1.26 firefighters per 1,000 population~~
Source: Moses Lake Fire Department

demands for fire suppression, fire prevention, and emergency medical services. The city will need additional manpower, facilities, and equipment in order to meet the demands of the citizens and provide an acceptable LOS.

As more areas of the UGA are annexed, the city will need to acquire additional facilities in order to provide acceptable response times in those areas. As additional areas in the Wheeler Corridor, Cascade Valley, Larson Subdivision, and Pelican Point areas are annexed the City will need to increase staffing and add additional facilities. ~~acquire the County Fire District facilities that currently provide services to those areas. Those stations will be staffed initially by a Lieutenant and a combination of resident and volunteer firefighters.~~ As the industrial base and population grow, additional ~~paid~~ firefighters will need to be added to bolster the response from outlying stations. Responses to areas protected by the outlying stations will be coupled with a concurrent response from Fire Station No. 1 with an engine, ladder, or support vehicles as necessary. Second alarms will be covered with manpower and equipment from remaining stations and call-in personnel as needed. In the event of a large scale incident, mutual aid will be requested from Grant County Fire District No. 5 and any additional units from other jurisdictions as per the County-wide Mutual Aid Agreement.

As additional areas are annexed and facilities are obtained, the City will need to add one engine, ~~and~~ one brush fire truck, and possibly one ambulance per station. ~~Water tender response for non-hydranted areas will be provided through an agreement with the local fire district or by acquiring tenders directly. In some cases, such as the area of East Broadway, water mains can be extended North to Road 4 NE to provide hydrant coverage and fire flow.~~

~~Based on the 1.26 firefighters per 1000 population LOS an additional 5 firefighters will be required by the year 2005 and an additional 16 firefighters by the year 2020.~~ Table CF-14 lists the projected staffing and call volume in relation to population projections of an annual 3% growth rate and increased commercial and industrial development.

Recommendations

The City will need to address deficiencies in fire and emergency service facilities that result from ongoing development. This could involve all of the improvements described previously and/or some of the following options:

- Compliance with the goals and policies in the Comprehensive Plan.
- Requiring that future development proposals assess and mitigate any impact on fire and emergency medical services.
- Forging new and renewing old interlocal agreements to continue support from adjacent fire and emergency service jurisdictions.

Section 7.6 - Police Facilities

The City of Moses Lake currently has it's own Police Department to provide law enforcement services within the city limits. Law enforcement within the unincorporated UGA is currently provided by the Grant County Sheriff's Office.

This section describes comprehensive plan goals, policies and objectives for Police services, the current level of service standards, future deficiencies, and recommended improvements.

Goals and Policies Developed for the Comprehensive Plan

The following goals and policies apply to capital facility planning for police services from ~~2000 - 2020~~ 2012-2032:

GENERAL PUBLIC SAFETY GOALS

GOAL 1: THE CITY WILL PROVIDE EFFICIENT COST EFFECTIVE LEVELS OF PUBLIC SAFETY SERVICES DESIGNED TO MAINTAIN QUALITY OF LIFE.

POLICIES

1.1 The City will maintain current community education programs on crime prevention and community policing to increase the level of awareness.

1.2 The City will emphasize continued cooperation through interlocal agreements with law enforcement agencies of adjacent jurisdictions and other public safety service providers.

1.3 The City will evaluate the adequacy of its public safety facilities and equipment, mutual aid agreements, and personnel staffing and program needs for the present and for changes in needs with anticipated growth.

1.4 The City will maintain its accreditation with the Washington Association of Sheriffs and Police Chiefs (WASPC), to assure policies and procedures are updated and current.

1.5 The city will assure all police employees receive comprehensive training and appropriate equipment.

1.6 The City will hold all police employees accountable to uphold the core values of the department.

GOAL 2: THE CITY WILL ~~REDUCE THE RISK OF~~ DETER CRIME AND PROVIDE RESIDENTS WITH SECURITY BY MAINTAINING AN ADEQUATE POLICE FORCE~~ OF POLICE OFFICERS BY PHYSICAL PLANNING TO MAXIMIZE SURVEILLANCE AND MINIMIZE OPPORTUNITIES FOR CRIMES AND BY CREATING A HIGH LEVEL OF PUBLIC AWARENESS AND SUPPORT FOR COMMUNITY POLICING CRIME PREVENTION~~ AND OFFERING EFFECTIVE POLICE SERVICES.

City of Moses Lake Police Department - Mission, Vision, Goals, and Objectives

The following mission, vision, and core values ~~goals~~ were taken from the City of Moses Lake's Police Department Policy and Procedures Manual dated December 2011 ~~1999~~.

Mission Statement: We the members of the

Moses Lake Police Department are dedicated to preserving our citizens' integrity and safety by providing timely, professional, and effective police service. We recognize this mission can only be accomplished by working in partnership with our citizens to problem-solve with innovative solutions. We constantly work to reach our vision, given the resources available ~~We, the members of theMoses Lake Police Department, are committed to being responsive to our community in the delivery of quality services. Recognizing our responsibility to maintain order, while affording dignity and respect to every individual. Our objective is to improve the quality of life through community partnership, which promotes a safe and secure environment.~~

~~**Organizational Vision Statement:** We, the employees of the City of Moses Lake Police Department, believe that providing superior service to the citizens of Moses Lake is our primary goal, and that all of our work should be structured with that vision in mind. We further believe that in meeting this vision, we should be responsible to decisions make by the City Council and the citizens of our community. In order to achieve and maintain superior standards in both our work product and our work performance, we are committed to the following values:~~

~~Strong planning and decision making involving employee and community participation to the greatest extent possible.~~

~~Excellence in delivery of service to the public, to repress crime, along with promoting traffic safety and community based prevention programs.~~

~~Respect the dignity of the public we serve, along with recognition of individual employee contributions and initiative.~~

~~Vigorous pursuit of competency, by promoting professional development of Police Department employees.~~

~~Integrity and honesty in all aspects of service.~~

~~Communication achieved and information shared in constructive and openly supportive manner.~~

~~Equitable treatment of the community we serve.~~

Vision Statement: We are devoted to make Moses Lake the safest community in Eastern Washington by implementing effective strategies, through education, technology and accountability.

Core Values: The Moses Lake Police Department's core values articulate the type of police department we are. Our core values are our beliefs and actions as individuals and as a department. These values establish a foundation for everything we do and are confirmed by the actions of every member of the department. We the members of the Moses Lake Police Department, value:

PROFESSIONALISM: with character and pride.

INTEGRITY: with honesty and truth fullness.

COMPASSION: with valor and dedication.

SERVICE: with competency and teamwork.

In order to meet this mission and vision statement, the following goals have been identified in the Policy and Procedures Manual:

Goal 1: CONTINUE TO PROVIDE SOLVING TECHNIQUES TO PREVENT OR RESPOND TO NEIGHBORHOOD AND COMMUNITY PROBLEMS.

Objectives

1.1 Provide prompt ~~aggressive~~ response and competent investigations of ~~to reported~~ crimes and ~~or other such~~ requests for ~~police~~ service~~s~~.

1.2 Provide special programs, such as Block Watch, commercial crime prevention, traffic safety, personal safety, school resource officers, and respond to special community needs.

1.3 Utilize innovative and pro-active policing techniques such as the Street Crimes Unit.

Goal 2: PROVIDE POLICE SERVICE SUPPORT TO NEIGHBORING COMMUNITIES WHEN NEEDED.

Objectives

2.1 Assign ~~Maintain~~ one Moses Lake Police Officer to INET (Interagency Narcotics Enforcement Team)

2.2 Manage the Moses Lake Regional Tactical Team.

2.3 Maintain Mutual Aid agreements with other law enforcement agencies in our region~~s~~, including the Central Basin Traffic Safety Task Force, Columbia Basin Investigative Team, and the Northwest Violent Offender Task Force ~~and response accordingly to requests~~.

Goal 3: PROMOTE FAVORABLE POLICE/COMMUNITY RELATIONS.

Objectives

3.1 Support our schools by assigning commissioned personnel for the School Resource Officer program ~~Provide quality DARE and TEAM - School Resource (Safe Streets) education programs in our schools~~.

3.2 Coordinate and participate in community events.

3.3 Provide speakers or demonstrations as requested by community groups.

3.4 Offer educational seminars concerning crime trends as well as crime prevention resources.

3.5 Respond promptly to calls for police services.

Existing Conditions

System Description

~~Within Moses Lake City Limits~~

The Moses Lake Police Department provides all law enforcement services for the City of Moses Lake and operates a ~~main~~ police station at 411 ~~401~~ Balsam. ~~The Police Department currently operates a Community Policing sub-station at 2401 West Broadway. Current plans call for offices located in the Boys and Girls Club located on Third Avenue between Dogwood and Cedar Streets in the year 2000. The City is divided into four patrol districts: Central, East, West and North. (See Figure CF-3)~~

In the year 2011,~~2000~~ the department employed 34 ~~26~~ commissioned officers and 8~~5~~ civilian employees. Based on a 2011 ~~1999~~ population of 20,640 ~~14,190~~, ~~this equates to 1.83~~ the City has 1.65 commissioned Officers per 1,000 population.

The traditional means of measuring crime trends is to assess and evaluate the FBI Uniform Crime

Report. Each agency submits ~~sends in~~ monthly crime stats to the Washington Association of Sheriffs and Police Chiefs (WASPC). ~~After they are compiled in State the~~ Rreports are subsequently sent to Washington D.C. ~~The final report from the preceding year is not available until June. The crime comparison as indicated in~~ Table CF-15 shows crime statistics for 2010 and 2011. ~~constitutes 1997-1998. Information for 1999 is not available.~~

Table CF-15
Moses Lake Crime Numbers and Rates

Year	Total Crimes	Total Crime Rate[1]	Violent Crimes	Violent Crime Rate[1]	Property Crime	Property Crime Rate[1]
~~1997~~	~~1532~~	~~114.9~~	~~106~~	~~8.0~~	~~1426~~	~~107~~
~~1998~~	~~1704~~	~~124.3~~	~~89~~	~~6.5~~	~~1615~~	~~117.8~~
2010	1,599	82.2	83	4.3	1516	77.9
2011	1,529	74.1	69	3.3	1460	70.7

[1] Per 1,000 Residents
Source: Crime in Washington Annual Report 2011 ~~1998~~

Table CF-16 lists police services personnel employed by the City in 2011 ~~2000~~. The Departments vehicle inventory is presented in Table CF-17.

Table CF-16
Police Services Personnel, 2000

Title	Staff Number
Police Chief	1
~~Assistant Chief~~ Captain	2~~1~~
Department Secretary	1
Sergeants	4
Corporals	3
Detectives	~~4~~3
Patrol	16~~12~~
~~DARE Officer~~	~~1~~
~~Community Resource Officer~~	~~1~~
Community Services Coordinator	1
Clerks ~~Communication~~	~~4~~5

~~Current~~ An average response time~~s~~ to a high priority call~~s~~ range~~s~~ from 1 to 5 minutes depending on the ~~type of call and~~ location. ~~The~~ Ppriority categories of police response ~~to calls for service~~ are as follows:

A. Highest priority is given to incidents ~~calls~~ where the safety of an individual ~~persons~~ is threatened ~~involved~~. ~~Officers will respond with all urgency using emergency response equipment when justified.~~ This is a Code 3 response (all emergency equipment).

B. In progress calls where the perpetrator is present also receive a high priority response., ~~again using emergency equipment when justified.~~ Depending on the severity of the incident, this may also be a Code 3 response, or a Code 2 response (emergency lights authorized, however obey traffic laws).

C. Calls for response to a crime where the perpetrator is no longer present will be handled as soon as possible but will have lower priority than category A or B calls. This is a Code 1 response (no emergency equipment, must obey all traffic laws). These are the vast majority of calls MLPD patrol responds to. ~~Officers answer category C calls at first opportunity, however, calls in this category may sometimes become backlogged.~~

D. Calls for Police service ~~assistance~~ on matters not included in the preceding three categories receive the lowest priority. Police assistance for non criminal non traffic calls will receive a response after all category A, B, and C calls are cleared.

~~Within the unincorporated UGA~~ Llaw enforcement is provided by the Grant County Sheriff's Office outside the city limits of Moses Lake. The City of Moses Lake and the Grant County Sheriff's Office have signed a Mutual Aid Peace Officer powers in accordance with the Washington Mutual Aid Peace Officer Powers

Table CF - 17
Police Services Vehicle Inventory 2000

Equipment	Year	Number	Assignment
Ford CV	1998	1	Administration
Ford CV	1997	1	Sergeants - Patrol
Ford Taurus	1995	1	Sergeant - Detective
Chevrolet Caprice	1991	1	Detectives
Plymouth Vol	1980	1	Detectives
Ford CV	2000	5	Patrol
Ford CV	2000	2	Traffic
Ford Aerostar	1986	1	Community Policing-Crime Prevention
Ford Aerostar	1990	1	DARE
Chevrolet Camero	1986	1	Safe Streets - School Res.
GMC Sonoma	1999	1	Parking Enforcement - Animal Control
Ford Crown Vic	2008	1	Administration
Ford Crown Vic	1998	1	Administration
Toyota Prius	2005	2	Detectives
Honda Accord	2009	1	Detectives
Dodge Charger	2009	1	Detectives
Ford Crown Vic	2008	5	Patrol
Ford Crown Vic	2009	4	Patrol
Ford Crown Vic	2010	1	Patrol
Chevrolet Cap	2012	1	Patrol
Chevrolet Colorad	2009	1	Community Services
Chevrolet P/U	2003	1	Police Specialist
Ford F350	1989	1	TRT

Act (Chapter 10.93 RCW). By signing this agreement the jurisdictions agree to provide cooperative enforcement of the law beyond their territorial boundaries as requested by the jurisdiction in need of assistance.

The Moses Lake Police Department has a number of interlocal agreements with area law enforcement, including the Central Basin Traffic Safety Task Force, Columbia Basin Investigative Team, and the Northwest Violent Offender Task Force.

Level of Service (LOS)

LOS for police protection is expressed in terms of response times and staffing level as shown in Table CF - 18. The main factors affecting LOS are the population served and the number of calls for service. In determining future needs for police services within the City of Moses Lake the statewide average of 1.53 ~~1.44~~ commissioned officers per 1,000 population (2011 ~~1998~~) for cities of similar size (10,000-25,000 residents) will be used. The 2012 ~~2000~~ LOS staffing ratio is 1.65 ~~1.83~~ commissioned officers per 1,000 population. For response time LOS an average response time goal of 5 minutes for high priority calls will be used. The existing 1-5 minute response time meets this LOS.

Table CF - 18
Police Services Level of Service

LOS Type	LOS Standard	Existing LOS
Staffing Level	1.53 ~~1.44~~ Commissioned Officer per 1,000 population	1.65 ~~1.83~~ Commissioned Officers per 1,000 population
Response Time	5 Minute, Ave. High Priority Call	1-5 minute response time

Future Deficiencies

The city of Moses Lake has grown significantly over the past 12 years, approximately 45%. The current Urban Growth Area (UGA) population is approximately 31,865. Those residing outside the city limits utilize city and retail services. Consequently, the calls for police services have also increased. Manpower levels have increased to meet the needs of growth in the city limits. However, the following should be considered as growth continues:

~~Under the policies of the comprehensive plan, the Police Department will act aggressively to meet LOS standards for the provision of public safety. Future growth will increase demand for police protection services and police department~~

~~community programs, e.g. DARE/TEAM/SRO/ CRIME PREVENTION. The demand for additional Police Officers will result in a related need for equipment, facility expansion, and support staff. Expected increases in the demand for key police functions and associated costs are based on the assumption that the population will grow by 3%. The projected population for total planning area to the year 2020, is 41,879. Based on the current average of 1.44 commissioned Officers per thousand population, an additional 34 Officers would be needed under the current rate. Staffing and associated costs are projected as follows:~~

- **Additional calls:** In 1999 the Police Department received and responded to 13, 321 calls for service~~ to one degree or another. Taking into consideration the population would be increasing by 3%, through the year 2020 both within the City limits and the unincorporated UGA boundaries, the call load would increase significantly.~~ In 2011, the Police Department responded to 16,001 calls for service, an increase of approximately 20%, or 1.6% per year. If this trend continues, we can anticipate an additional 4,466 calls by 2030.

- **Additional Personnel:**~~ 0 officers through 2005 and 32 officers by 2020. This is based on an average of 1.44 commissioned officers /1000 population. This would include two Captains positions and one additional Sergeant. The year 2000 annual salary for an Officer is $38,959 (23 positions at $896,027), and a Sergeant is $43,347. The projected annual salary for a Captain would be $50,000, for a total of an additional $946,057 annually.~~ To maintain our current ratio of 1.65 commissioned officer per 1,000 population in 2032, with anticipated population of 39,023, the police department will need an additional 31 commissioned officers. This would include an additional administrative position, four sergeants, 23 police officers, and three detectives.

- **Additional Clerical Support Staff:** The increase in ~~service area and~~ commissioned o~~O~~fficers would call for a minimum of four additional ~~the increase in~~ clerical ~~support~~ staff. ~~Using an assumed level of 0.133 support staff per Officer, this would equate to 8.~~ Our current staffing level is 4 ~~5~~ with one supervisor. Four ~~Three~~ additional positions are necessary by 2032. ~~The 2000 salary schedule is $32,000 per year.~~

- **Additional Community Service Officers~~Animal Control~~:** Currently the Department employs two~~one~~ civilian positions ~~which is~~ assigned to animal control and parking. By 2032 ~~2020~~ an additional position will be required ~~at an annual salary of $36,000. This would be equivalent to the Sheriff's Office staffing level for this position~~.

- **Crime Analyst:** This would be a new position. A crime analyst is necessary to conduct research on crime trends and allocation of resources. This position would also assist with computer technology and provide support to detectives and operations personnel.

- **Evidence Technician:** This would be a new position. Currently, this task is being performed by the Police Specialist. This position would be responsible for maintaining the evidence

- **Annexations:** If areas with large populations, such as the Larson Housing area were to be annexed, additional personnel would be required at the 1.65 officers/1,000 population ratio. ~~annexations~~

~~are accomplished within a reasonable time frame, the Police Department should be able to accommodate the increase in population and response area without significantly affecting police services. This is based on the assumption that the Department will implement the increase in personnel and equipment as growth becomes a reality.~~

- **Vehicles:** Patrol vehicles are a vital necessity for police service. To accommodate 31 additional commissioned personnel, at least 10 vehicles would be required.

- **Facilities:** The current police facility was constructed in 1978. It does not meet the needs of the Police Department at this time. Expansion and remodeling has been planned. Cost for expansion project is approximately $800,000.
  A new police/fire substation is planned for construction within the next three years. The substation will be constructed on the north end of Moses Lake. Approximate cost 2.5 million. Replacement firing range has been scheduled for construction the past 2 years. Cost 1 million.

~~As the department grows in personnel, additional offices will be needed for the required additional Officers. With the additional space comes the necessary office and support equipment. Currently the City is in the initial planning stages for expansion, remodel, and additional space. The Police Department is currently planning for expansion, which would meet these space needs for the next 20 years. As mentioned earlier, there are plans to implement a Community Policing substation strategically located in the outer corporate limits. The areas under consideration are Fire Station Two on West Broadway, and the area located by the Vista baseball fields on Grape Drive. This would service those areas across the lake North of the Central area. The main station would service the Central and areas located East and South of that location.~~

Recommendations

The City will need to address any deficiencies in police services that result from growth and development. ~~This could involve all the improvements described above and /or some of the following suggestions and options:~~

- ~~Compliance with goals and policies of this plan.~~
- ~~Plan for expansion to meet growth.~~
- ~~Continued support of the Police Department five year Capital Improvement Plan.~~
- ~~Continued support and promotion of our Community Policing and Crime Prevention programs and projects.~~

The police department's primary deficiency is that its outgrown current facilities. The main station has not been expanded since it's original construction (1978), when the department served a population of 10,000. The department's firing range was taken out of service to accommodate industrial expansion. It's important to replace the facility to assure compliance with accreditation standards and meet the needs of the community as well as its employees.

The strength of the police department is its many interlocal agreements with area law enforcement agencies, and local partnerships. Those relations have enabled the department to expand its expertise and resources, which is a direct benefit to the community.

Another source of pride is the department's accreditation with the Washington Association of Sheriff's and Police Chief's since 1991. MLPD is one of approximately 40 accredited law enforcement agencies in the state.

Current manpower levels are acceptable, and exceed the state averages. However, the city must

continue to plan for growth. Significant investments must be made in facilities for both police and fire.

Library Facilities

This section presents the goals and policies for library facilities, an inventory of existing facilities within the City of Moses Lake and the UGA, level of service standards, a deficiencies analysis, and recommendations.

Goals and Policies Developed for the Comprehensive Plan

The following goal and policy statements were prepared by the City of Moses Lake to indicate continued support to the Library System:

GOAL 1: THE CITY WILL PROVIDE A LIBRARY FACILITY THAT HOUSES RESOURCES NECESSARY TO MEET THE PERSONAL, EDUCATIONAL, AND PROFESSIONAL NEEDS OF MOSES LAKE CITIZENS AND SERVE AS A LEARNING AND REFERENCE CENTER FOR THE COMMUNITY.

Objectives

1.1 The City will maintain adequate library facilities for Moses Lake's population, circulation, technology, books, and material resources.

Existing Conditions

The Moses Lake Public Library located at 5th and Pioneer Way has been operating since 1956. In 1962 the library became a branch of the North Central Regional Library. Currently the library houses over ~~50,000~~ 69,626 volumes but as an affiliate branch of the North Central Regional Library system the local library retains access to ~~nearly 446,000~~ 775,244 volumes which are continuously rotated throughout the system at the request of the users.

Current hours of operation are Monday through Thursday 9:00 ~~10:00~~ a.m. to 8:00 ~~9:00~~ p.m.; Friday ~~through Saturday~~ 9:00 a.m. to 6:00 ~~5:00~~ p.m.; Saturday 9:00 a.m. to 5:00 p.m.; and Sunday 1:00 p.m. to 4:00 ~~5:00~~ p.m. (school year only). Some services provided by the facility include reference materials, audio books, e-books, videos, DVDs, free wireless Internet, reading programs, and special children's story hours. The library currently has 18 user computers, 2 catalogue computers, and 2 children's computers. ~~A 2,350 square foot auditorium with a maximum capacity of 80 people is located in the basement and available for community use.~~ The library is administered by a five member Library board.

The City of Moses Lake owns the facility and the grounds which the library is located on. The city pays all costs related to the facility including the monthly utilities and some maintenance costs. North Central Regional Library Services owns the materials, pays for staffing, and maintenance expenses.

Level of Service

Currently there are no adopted LOS standards for the Moses Lake Public Library. Without established LOS standards it is not possible to present a quantitative analysis of system deficiencies. However, the mission statement of the Library will serve as the guide to providing library service. The mission statement is as follows:

PROVIDE LIBRARY AND INFORMATION SERVICES TO

MEET THE DIVERSE EDUCATIONAL, VOCATIONAL, AND RECREATIONAL NEEDS OF ITS CURRENT AND POTENTIAL USERS.

In fulfilling its mission the library will:

- Provide and maintain organized collections of books and related library materials.
- Promote and make library services conveniently available.
- Serve as a source for reliable information within and beyond the library's service area.
- Encourage self education and life long learning.
- Support and defend the library user's freedom to read.
- Cooperate with other organizations, agencies and institutions with similar goals.
- Maintain a strong and financially secure library system.

Existing Deficiencies and Mitigation

~~No deficiencies in facilities have been identified at this time.~~ Past ~~Recent~~ improvements to the facility have included new tile and carpet in 1999, reroofing in 1998, and the installation of automatic doors in 1997. Library staff have identified the need for ADA-compliant restrooms and more electrical outlets as current deficiencies.

Future Deficiencies

~~No deficiencies have been identified.~~
The Moses Lake Public Library Foundation is raising money for a remodel and expansion of the existing library to address the following items:

- Compliance with the Americans with Disabilities Act for the restrooms and basement.
- Add flexible meeting and study space so that programming and events will no longer interfere with other patrons using the library.
- Update the wiring, windows, etc. to make the building more energy-efficient and to better meet the needs of modern and future library users.
- Open up the ends of the building to increase space and visibility of the surrounding park and the 5 Corners area.
- Add space for collection expansion and computing and future growth.

Recommendations

It is recommended that the Library Board develop a detailed LOS standard for the library facilities. These standards should enable the Board to identify facility deficiencies and plan for necessary improvements. The Comprehensive Plan's goal and policy will help ensure that improvements and acquisitions for library facilities are provided for and funded concurrently with new development.

Transportation Facilities

The City of Moses Lake is served by a variety of transportation facilities, ranging from bicycle - pedestrian paths to a network of arterials and highway facilities. The City is primarily responsible for the maintenance of facilities such as streets, traffic control hardware, sidewalks, bicycle lanes. The Washington State Department of Transportation is responsible for maintenance and future improvements to SR-17 and I-90 as well as any associated LOS issues. New street construction is typically developer driven and paid for by the developer. Public transportation is provided by Grant County Transit Authority.

The Transportation Element of the Comprehensive Plan provides a more complete reference to existing and planned transportation facilities in the City. LOS Standards are discussed and facility improvements identified to maintain the standards for the next 20 years.

Water Facilities

Water Facilities serving the City of Moses Lake are developed and maintained by the City. Water is supplied by local wells. Moses Lake's water system consists of 20 ~~16~~ wells and 12 ~~11~~ water storage tanks, serving over 8,100 ~~6,700~~ residential, commercial, and industrial accounts. Service is provided throughout the city and into areas of the unincorporated UGA. Private water purveyors are located throughout the UGA providing residential service. A more complete discussion of the City's water system is included in the Utilities Chapter of the Comprehensive Plan. The City of Moses Lake Comprehensive Water System Plan should also be consulted for detailed discussions.

Wastewater System Facilities

The City of Moses Lake owns and operates two independent collection, treatment, and disposal systems. They are the City/Sand Dunes System and the Larson System. The City/Sand Dunes System serves the entire service area except for the Larson area which is essentially the old Air Base. The Larson System was and continues to be independent of the City/Sand Dunes System.

The collection systems are unique as they have a higher than average number of pumping stations due to the rolling topography in the area. The Sand Dunes System has 26 ~~21~~ pump stations and the Larson System has six. The treatment plants include aeration basins and settling basins to treat sewage to the secondary level.

In the Sand Dunes System the Central Operations Facility (COF) provides pretreatment for most of the flows in the form of screening and grit removal. Treated wastewater disposal is accomplished at both treatment plants through infiltration basins. A more complete discussion can be found in the Utilities Element of the Comprehensive Plan. The City of Moses Lake Sewer System Master Plan should also be consulted for detailed discussions.

School Facilities

The Growth Management Act requires that all capital facilities develop a six year financing plan to help determine when new facilities will be needed and what funds will be available for facilities. WAC 365-195-315(2)(a) recommends that schools be included in the Capital Facilities Inventory even though not funded by the City. The City of Moses Lake is served by School District 161 for public elementary, middle, and high school education.

~~At this time the district has not prepared such a plan~~. The District has a Ten Year Facilities Plan (2010 - 2020) which does not include specifics on costs and funding.

This section of the Capital Facilities Element is based on information provided by the Moses Lake School District. It lists the city's goal specific to school facilities, provides an inventory of the District's facilities, and describes future system deficiencies and scheduled recommended improvements.

Goals and Policies Developed for the Comprehensive Plan

The Comprehensive Plan includes the following capital facilities goal for schools:

GOAL 1: THE CITY WILL WORK WITH THE MOSES LAKE SCHOOL DISTRICT TO MAKE INVESTMENTS IN UPGRADING SCHOOL FACILITIES.

1.1 The City of Moses Lake has the authority to impose impact fees to pay for new school facilities that are necessitated by future growth if the school district has a school capital facility plan and shall consider the process at the District's request.

1.2 In consideration of the request the City shall ensure that the School District facility plans are consistent with the amount and location of growth envisioned in the City's Comprehensive Plan, as well as determine if the standards used by the School District are consistent with community expectations and values.

1.3 The School District must have a capital facility plan which contains the following information:

A. A long range plan for capital improvements and construction needed to support the City's 20 year growth targets.
B. A demonstration of how facility and service needs are determined.
C. At least a six-year finance plan, to be updated on an annual basis, that demonstrates how capital needs are to be funded.
D. Population projections consistent with those used in developing the City's Comprehensive Plan.
E. An assessment and of the condition and functional characteristics of school facilities within the District.

Existing Conditions

The Moses Lake School District serves children from the City of Moses Lake and unincorporated Grant County. ~~With the exception of Larson Heights Elementary, North Elementary and the Columbia Basin Alternative High School, all Moses Lake Schools are within the city limits.~~ Moses Lake School District currently has ten ~~eight~~ elementary schools, two ~~three~~ middle schools, a 6th - 12th grade alternative school, and a comprehensive ~~two~~ high school~~s~~. With the exception of Larson Heights Elementary, North Elementary and the Columbia Basin Alternative High School, all Moses Lake Schools are within the city limits. Tables CF-19 and CF-20 describe facilities in the district including special purpose facilities such as libraries, theaters, and gymnasiums. (See Figure CF-4 for facility location)

The district has two cooperative construction projects currently in progress on 29 acres south of the Moses Lake High School: a transportation facility and a Skills Center for high school students. The Skills Center is expected to greatly assist students' preparation for careers, apprenticeships, and postsecondary education.

Table CF-19
SCHOOL BUILDINGS

	Building Area (square feet)	Grounds (Acres)	Classrooms	Portable Classrooms
Moses Lake School District				
Elementary Schools				
Peninsula	40,333	10	21	4~~2~~
Knolls Vista	33,195	8	16	4~~1~~
Lakeview Terrace	32,103	15	16	4~~2~~
Midway	32,103	10	16	16~~1~~
Larson Heights	34,402~~34,492~~	10	16~~20~~	4~~2~~
Garden Heights	33,407	15	18	4~~2~~
Longview	41,243	10	21	4~~2~~
North	34,494~~34,394~~	14	16	4~~2~~
Sage Point	46,851	10	22	0
Park Orchard	46,851	10	22	0
Middle Schools				
Frontier	91,875	12	34	0
Chief Moses	106,523~~94,452~~	21	38	10~~0~~
Columbia Basin Secondary School~~Moses Lake Alt.~~	31,173~~5,000~~	8	12~~8~~	0~~3~~
High Schools				
Moses Lake High School	226,000	56	61	10~~0~~
~~Moses Lake Alt. High School (leased)~~	~~15,000~~	~~8~~	~~7~~	~~0~~

Source: Moses Lake School District, 2012 ~~2000~~

Table CF - 20
MOSES LAKE SCHOOL DISTRICT SPECIAL-PURPOSE FACILITIES

School	Gymnasiums	Auditoriums	Cafeterias	Libraries
Peninsula	1	0	1	1
Knolls Vista	1	0	1	1
Lakeview Terrace	1	0	0~~1~~	1
Midway	1	0	1	1
Larson Heights	1	0	0~~1~~	1
Garden Heights	1	0	0~~1~~	1
Longview	1	0	0~~1~~	1
North	1	0	1	1
Sage Point	1	0	1	1
Park Orchard	1		1	1
Frontier	1~~2~~	0	1	1
Chief Moses	2~~3~~	0	1	1
Columbia Basin Secondary School~~Moses Lake Alt. Middle~~	1	0	0~~1~~	1
Moses Lake High School	4	1	1	1
~~Moses Lake Alt. High School (leased)~~	~~0~~	~~0~~	~~1~~	~~0~~

Source: Moses Lake School District, 2012 ~~2000~~

The Moses Lake School District has an inventory of threefour undeveloped sites that could be developed, traded, or sold depending on the student housing needs.

- ~~Site 1:Lower Peninsula - 10 acres, South of I-90.~~
- ~~Site 2:Knolls Vista - 10 acres, East of Grape Drive.~~
- Site ~~1~~3:Cascade Valley - 10 acres
- Site ~~2~~4:South of Moses Lake High School - 11 ~~60~~ acres~~,~~ contiguous to high school property and 20 acres across Yonezawa Boulevard.
- Site 3: East of Stratford Road

~~The district also has miscellaneous smaller parcels that are not suitable for school facility development at this time.~~

~~Student full-time equivalent (FTE) enrollment in the Moses Lake School District was 6,103 for the '99-00 School Year~~. The Moses Lake School District ended the 2011-2012 school year with a full-time equivalent (FTE) student enrollment at just over 7,200 students (See Table CF-21). This is up from 6, 150 students just ten years ago. ~~The district has experienced some overcrowding in the last few years. The problem has been alleviated on a short term basis through the use of leased facilities and portable classrooms. The long term solution will be addressed through the passage of a bond issue to modernize and construct facilities. The construction process was completed in 1999, which eliminated the need to lease facilities for unhoused students. The only exception is the Columbia Basin Alternative High School. That facility is leased from Big Bend Community College for $1 per year.~~

The district has experienced growth through the years. To alleviate overcrowding, a number of short- and long-term solutions have been implemented, including the passage of a construction bond in 1993 to modernize and construct facilities, and the passage of a construction bond in 2007 to build two elementary schools, a gym at Chief Moses Middle School, and a transportation support facility as well as purchasing portables to provide more classroom space. The district is currently working with the community to develop alternative strategies to deal with crowding at the secondary level.

The district had a staff of 475 ~~380~~ certificated employees and 308 ~~446~~ classified employees during the 2011-2012 ~~2000-2001~~ school year. The district staff size ~~will~~ increases or decreases based on ~~as~~ enrollment ~~increases~~ and state funding.

Level of Service

Existing LOS Standards

The district bases its space needs on the state formula for school facilities. That includes space allotments of 90 ~~80~~ square feet/elementary student; 117 ~~100~~ square feet/middle school student; and 130 ~~120~~ square feet/high school

Table CF-21
Student Enrollment, 2011-2012 ~~1999-2000~~

Grade	K	1	2	3	4	5	6	7	8	9	10	11	12
Students	369 ~~226~~	684 ~~547~~	595 ~~480~~	618 ~~539~~	607 ~~504~~	631 ~~514~~	616 ~~540~~	595 ~~505~~	553 ~~516~~	684 ~~540~~	571 ~~485~~	407 ~~358~~	304 ~~349~~

Source: Moses Lake School District, 2012 ~~2000~~

student. Additional square foot allotments are granted for vocational and special education students.

Capacity

Each school will be designed to accommodate the following:

- Elementary: 400-600 students.
- Middle School: 700~~650~~-900 students.
- High School: 1250-1600 students.

Program Capacity

The actual capacity of a school will depend on the current curriculum and student/teacher ratio. Changes in the curriculum or student/teacher ratio will change the capacity of a building. Leasing space or using portable classrooms are temporary solutions ~~may be necessary~~ to address growth ~~on a temporary basis~~. Other temporary solutions will be explored with the community.

Curriculum

The District has adopted e~~E~~ducational s~~S~~pecifications for each ~~of the~~ school~~s in the modernization plan~~. The school facilities ~~shall~~ support the District's curriculum. Therefore, the curriculum planning will continue to provide guidance for adequate planning and financing of facilities.

Capital Facilities

~~*Elementary Schools*~~

Besides the general classrooms required for regular instruction, the following specialized areas are identified in the educational specifications for ~~each elementary~~ schools:

Elementary Schools

- Learning Resource Center
- Computer Lab
- Gymnasium
- Multipurpose Room
- Music Room
- Special Education Room
- Play fields
- Therapy Room

Secondary Schools

~~Besides the general classrooms required for regular instruction the following specialized areas are identified in the educational specifications for each secondary school:~~

- Learning R~~r~~esource C~~c~~enter
- Computer L~~l~~abs
- Special E~~e~~ducation R~~r~~ooms
- Gymnasiums
- Vocal/I~~i~~nstrumental M~~m~~usic R~~r~~ooms
- Art R~~r~~ooms
- Vocational C~~c~~lassrooms
- Science L~~l~~abs
- Technology R~~r~~ooms
- Play fields
- Performing A~~a~~rts

School Safety

Schools will be designed with personal and property safety in mind. Students, teachers, administrators, maintenance staff, and members of the community will help maintain and protect school property to provide an emotionally and physically safe and healthy learning environment for all~~in which to learn~~.

Existing Deficiencies and Mitigation

The Moses Lake School District projects enrollment annually. The district utilizes cohort survival data provided by the state and historical data to project ~~both district and building~~ enrollment for each school and for the district. The Cohort Survival Method uses a five year average of the percent of students progressing from grade to grade. The average over five years is used to project the enrollment for the next five years. ~~The district has experienced an average growth of 2.8% over the past five years.~~

The district superintendent is a member of the Moses Lake Chamber of Commerce and the Grant County Economic Development Council. ~~Response Team which includes representation from local government and private industry. The team is very much aware of~~ Each of these organizations is very involved in business~~es~~ relocation services and new start-ups ~~considering relocating in the area~~ which can~~could~~ have an impact on enrollment.

Current enrollment data would indicate that there are adequate facilities to handle the immediate student housing needs of elementary students. The district has approximately 400 unhoused students at the secondary level, which will require community involvement in planning for solutions that utilize the current facilities to meet the needs of the students in the short term until additional facilities can be built. ~~will complete the update of their long-range facility plan in June 2000. The data from that plan will be included in any updated versions of the comprehensive plan.~~

In February, 2012, the District ran a bond measure to build another high school and two elementary schools. The plan was to relieve crowding at the middle school by moving the 6th graders back to elementary schools, making room for just grades 7 and 8 in the current middle school buildings and reducing the grades 9-12 crowding by adding another high school. The bond needed 60% to pass, but received 50.4%. Instead of re-running the bond, the School Board has decided to hold a series of community meetings to receive input on how to address educational needs using existing facilities. The Board plans for a recommendation by April 2013 for implementation in the 2013/2014 and 2014/2015 school years. Another bond may also be proposed.

In the past, ~~T~~the district has addressed ~~will meet any~~ unanticipated growth by using portables, leasing appropriate space in the community, and~~or~~ transporting students between elementary service areas.

Future Deficiencies

The ~~growth in~~ student population is expected to grow ~~associated with the plan is estimated at 3,262~~ over the next 20 years. This growth will have it greatest impact at the middle and high school~~elementary~~ level but will be felt throughout the system. Proposals that have been discussed to accommodate this growth include building a new high school, rolling back 6th grade to the elementary schools, and alternate schedules such as year-round school or double shifts. ~~Schools most likely to be affected under the plan are Garden Heights Elementary, Lakeview Terrace Elementary, Peninsula Elementary, Midway Elementary, and Chief Moses Middle School. It is anticipated that the new plan will include expansions of existing elementary school facilities, construction of one or more new elementary schools, or both. The latter portion of the School District capital projects plan could include construction of new secondary schools.~~

The District uses the 2005 Roadmap to the Future: Long Range Facility Plan, based on community input, to plan for future needs. Items from this plan that have not yet been implemented are as follows:

- Reconfigure Moses Lake High School parking
- One to two more elementary schools
- New middle school
- Expand core facilities for high school students including commons, theater, and a multi-use community room adjacent to the commons
- Substantial addition to Moses Lake High School or a second high school for 650 new students by 2015-2020
- Maintain current facilities and technology
- Update mechanical, heating and cooling, and plumbing systems

Recommendations

The Moses Lake School District's Long Range Facilities Planning Committee have been meeting since March 2010. The group reviewed current facilities as well as information from the Roadmap to the Future work that was done in 2005. The committee analyzed data on school sizes, test scores, and graduation rates. They looked at "lessons learned" from districts that have experienced secondary growth. They had surveys of the community and 8th grade students, and looked at rules and status of new construction, unhoused student formulas, and projected bond tax rate information. Based on much discussion and research, the committee made the following recommendations to the School Board on May 26, 2011:

- Secondary building on property that the board determines most suitable to meet the educational needs of secondary students today and into the future
- Moses Lake High School facility upgrades to make educational modifications, update the building, and reconfigure parking and acreage south of MLHS
- Two new elementary schools
- Roll 6th grade students back to elementary schools, to create space for grades 7-8 in current middle school facilities, maximize state matching funds, provide space for full-day kindergarten, and help relieve crowing that will occur at elementary schools
- Facilities upgrades
- Technology upgrades at all facilities
- Purchase of property for future or current school sites
- The board should include line items that allow for prioritization of repair or upgrades to athletic facilities and facilities used community-wide, such as pool cover and heating system, bathhouse access and size, replace tennis courts at MLHS and CMMS, and resurface track
- Items the board determines necessary to provide for safety at the current facilities

~~is charged with developing a long-range strategic plan to outline facility needs, plan for additions to existing facilities, and plan for new facilities. Future school needs should be identified in the District's ongoing planning process. The School District should use population and housing projections included in the Comprehensive Plan. It should also monitor the rate of student enrollment growth to verify planning assumptions. It is recommended that the District develop goal and policy statements ensuring that upgrades, expansions, and construction of school facilities are provided for and funded concurrently with new development.~~

Additional Capital Planning References

The following references may be consulted for more detailed information regarding existing and planned facilities, service standards, and facility development issues:

- City of Moses Lake Comprehensive Water System Plan.
- City of Moses Lake Parks and Recreation Comprehensive Plan.
- City of Moses Lake Capital Improvement Program.
- City of Moses Lake Sewer System Master Plan.
- Transportation Chapter of the City of Moses Lake Comprehensive Plan .
- Utilities Chapter of the City of Moses Lake Comprehensive Plan.

Finance Plan

The Land Use Element, Utilities Element, and Capital Facilities Element identify capital improvements that address the adequacy of roads, fire and police protection, parks, schools, other public facilities and services that are necessary to protect the public health, safety and welfare of residents within the corporate limits and residents within the Urban Growth Area. The Growth Management Act requires that we identify capital improvements and detail how we expect to fund such improvements.

A finance plan provides for fiscal planning by identifying funding sources to assure adequate public facilities and services. By planning for adequate public facilities and services the City can ensure that they are provided as the community grows and can reduce costs to the public by encouraging maximum possible use of existing facilities and cost effective

~~Summary of Capital Improvement Costs and Available Financing (2000-2005)~~

~~Capital Facility Category~~	~~Existing Improvement Costs (2000-2005)~~	~~Future Improvement Costs (2000-2020)~~	~~Currently Available Financing~~	~~Funding Shortfall (2000-2005)~~
~~Parks and Recreation Facilities~~		~~3,218,000~~	~~3,218,000~~	~~0~~
~~Municipal Facilities~~	~~0~~	~~6,000,000~~	~~6,000,000~~	~~0~~
~~Fire/Emergency Facilities~~	~~0~~	~~0~~		~~0~~
~~Police Facilities~~	~~0~~	~~0~~		~~0~~
~~Library Facilities~~	~~0~~	~~0~~		~~>0~~
~~Transportation Facilities~~	~~3,000,000~~	~~3,000,000~~	~~6,000,000~~	~~0~~
~~Water Facilities~~	~~6,314,000~~	~~3,000,000~~	~~9,314,000~~	~~0~~
~~Wastewater System Facilities~~	~~8,920,000~~		~~8,920,000~~	~~0~~
~~School Facilities1~~	~~4,100,000~~		~~4,100,000~~	~~0~~
~~Total~~	~~22,334,000~~	~~15,218,000~~	~~37,552,000~~	~~0~~

~~1Schools are not City's Responsibility~~

Summary of Capital Improvement Costs and Available Financing (2012-2032)

Capital Facility Category	Existing Improvement Costs (2012-2017)	Future Improvement Costs (2018-2032)	Currently Available Financing	Funding Shortfall (2012-2032)
Parks and Recreation Facilities	2,240,000	2,700,000	4,940,000	0
Municipal Facilities	0	0	0	0
Fire/Emergency Facilities	0	$500,000	500,000	0
Police Facilities	$1,000,000	$500,000	1,500,000	0
Library Facilities	0	0	0	0
Transportation Facilities	7,250,000	47,300,000	54,550,000	0
Water Facilities	2,920,000	9,557,000	12,477,000	0
Wastewater System Facilities	7,000,000	800,000	7,800,000	0
School Facilities[1]				0
Total	20,410,000	61,357,000	81,767,000	0

[1]Schools are not City's Responsibility

service extensions.

Parks and Recreation Facilities

Currently the city exceeds the National Recreation and Parks Association (NRPA) standards for a core community park system within the City limits; however there is a deficiency of 19.8 acres to meet the NRPA standard of 10.5 acres/1000 population. In addition, there are deficiencies within the unincorporated UGA and deficiencies in the walking distances to parks. By 2017, there are additional deficiencies. Many of the deficiencies can be corrected by developing lands already designated for parks. ~~which is the LOSadopted for this plan. No additional park lands are necessary during the first planning period and therefore no improvements required. An eight acre deficiency of developed park land is identified for the second planning period. The city currently has 127 acres of park reserve land.~~ The following improvement projects and reasonably anticipated funding are identified below. While these projects are not linked to a specific time period they will be realized as funding becomes available during the 20 year period. Future improvements will strive to ensure adequate facilities for both corporate limits and the unincorporated UGA population.

Parks and Recreation Facilities Improvements and Fund Sources 2012-2032~~2000-2020~~

Facilities	Cost	Funding Source	Amount
~~Ice Arena~~	~~$400,000~~	~~Capital Improvement Fund~~	~~$208,000~~
~~Water Front Acquisition~~	~~$300,000~~	~~Private Grants/Donations~~	~~$1,260,000~~
~~Park Acquisition/~~	~~$350,000~~	~~Tourism Fund~~	~~$750,000~~
~~Park Development~~	~~$1109,000~~	~~Other Fees~~	~~$250,000~~
~~Park: Vista Playfield Improvements~~	~~$225,000~~	~~Capital Improvement Fund~~	~~$400,000~~
~~Park: Basin Homes~~	~~$50,000~~	~~Private Grants and Donations~~	~~$100,000~~
~~Park: Carl T. Ahlers Improvements~~	~~$15,000~~	~~Tourism Fund~~	~~$250,000~~
~~Park: Knolls Vista Improvements~~	~~$4,000~~		
~~Park: Lakeview Improvements~~	~~$4,000~~		
~~Park: Sinkiuse Square~~	~~$5,000~~		
~~Park: Larson Playfield Improvements~~	~~$40,000~~		
~~Park: Lower Peninsula Improvements~~	~~$8,000~~		
~~Park: Peninsula Improvements~~	~~$8,000~~		
~~Park: Three Ponds Improvements~~	~~$150,000~~		
~~Park: Equipment~~	~~$100,000~~		
~~Street Trees~~	~~$150,000~~		
~~Park: Lower Peninsula Improvements~~	~~$300,000~~		
Parks Development			
Lower Peninsula	$1,000,000	General Fund	$1,000,000
Basin Homes	$82,000	General Fund	$82,000
Vista II	$48,000	General Fund	$48,000
Park Improvements			
Cascade Valley entry road	$80,000	General Fund	$80,000
Vista staging/parking areas	$70,000	General Fund	$70,000
Yonezawa staging/parking areas	$70,000	General Fund	$70,000
Skating Rink Sales/Rental Building	$250,000	General Fund	$250,000
Ice Rink Dressing Room/Restrooms	$250,000	General Fund	$250,000
Ballfield Lighting			
Larson	$120,000	General Fund	$120,000
Kvamme	$220,000	General Fund	$220,000
Greenhouse	$50,000	General Fund	$50,000
Facilities Subtotal	$2,240,000 ~~$3,218,000~~		$2,240,000 ~~$3,218,000~~

Parks and Recreation Facilities Improvements and Fund Sources 2012-2032~~2000-2020~~			
Shortfall for Facilities			$0

Parks and Recreation Facilities Improvements and Fund Sources 2017-2032			
Facilities	Cost	Funding Source	Amount
Blue Heron Park Campground	$2,300,000	General Fund	$2,300,000
BMX Street Course Park	$150,000	General Fund	$150,000
Montlake Acquisition	$100,000	General Fund	$100,000
Neppel Acquisition	$100,000	General Fund	$100,000
Parker Horn Acquisition	$50,000	General Fund	$50,000
Facilities Subtotal	$2,700,000		$2,700,000
Shortfall for Facilities			$0

Municipal Facilities

No improvements for existing deficiencies have been identified for municipal facilities. No municipal facility improvements are required during the six year Capital Improvement Projects CIP planning period.

Additional ~~Desired~~ municipal facilities~~y~~ will be required in ~~improvements costs are included for~~ the 20 year planning period. Funding has been identified to finance the needed ~~existing~~ improvements. ~~Should funding become available these projects may be initiated at once.~~

The projects and reasonably anticipated funding sources are as follows:

Municipal Facility Improvements and Fund Sources 2000 - 2020			
Facilities	Cost	Funding Source	Amount
City Hall Construction	$3,000,000	Councilmanic GO Bonds	$3,000,000
Public Works/Shop Complex		Water/Sewer Construction Fund	$1,000,000
	$3,000,000	Building Maintenance Fund	$500,000
		Equipment Rental Fund	$500,000
		Street Fund	$500,000
		General Fund	$500,000
Facilities Subtotal	$6,000,000		$6,000,000
Shortfall for Facilities			$0

Municipal Facility Improvements and Fund Sources 2012 - 2032			
Facilities	Cost	Funding Source	Amount
Firing Range	$1,000,000	General Fund	$1,000,000
Satellite Police/Fire Station	$5,000,000	General Fund	$5,000,000
Facilities Subtotal	$6,000,000		$6,000,000
Shortfall for Facilities			$0

Fire/Emergency Facilities

No improvements for existing deficiencies or the first six year Capital Improvement Projects (CIP) planning period. ~~No municipal improvements are required based on future demand.~~ The needed fire station is included in the Municipal Facilities table. Additional vehicles will also be required. Future staffing costs are not included in this projection.

Police Facilities

No additional officers, vehicle, support staff, equipment, or facility improvements have been identified to address existing deficiencies. No municipal facility improvements are required for the first six year CIP planning period. Facility improvements beyond the six year period are included in the Finance Plan for Municipal Facilities. Staffing and costs ~~beyond the six year planning period~~ are not included.

Library Facilities

No improvements for existing deficiencies ~~or future demands~~ are identified for library facilities. No municipal facility improvements are required for the first six year CIP planning period.

Transportation Facilities

No improvement projects to correct existing facilities deficiencies were identified. Improvement projects to correct deficiencies within the first six years are estimated at $7,250,000 ~~3,000,000~~. Funding has been identified to finance the deficiencies.

Transportation facility improvement costs are included for the 20 year planning period. Reasonably anticipated funding has been identified to finance the future improvements.

~~**Transportation Facilities Improvements and Fund Sources 1999-2005**~~

~~Facilities~~	~~Cost~~	~~Funding Source~~	~~Amount~~
~~Traffic Signalization and Intersection Improvements at Wheeler Road Intersections~~	~~$ 500,000~~	~~Street Improvement Fund~~	~~$ 500,000~~
~~Yonezawa Boulevard~~	~~2,500,000~~	~~Federal/State Grants~~	~~2,500,000~~
~~Existing Facilities Subtotal~~	~~$3,000,000~~		~~$3,000,000~~
~~Shortfall for Existing Facilities~~		~~$0~~	

Transportation Facilities Improvements and Fund Sources 2012-2018

Facilities	Cost	Funding Source	Amount
Overlay and/or Seal Coat	$4,800,000	Street Improvement Fund	$4,800,000
Lakeshore Dr. Reconstruction	$1,200,000		$1,200,000
Wheeler Rd. Intersections	$750,000	Street Improvement Fund	$750,000
Build Lark Ave.	$500,000	Street Improvement Fund	$250,000
		Developer Contribution	$250,000
Existing Facilities Subtotal	$7,250,000		$7,250,000
Shortfall for Existing Facilities			$0

~~Transportation Facilities Improvements and Fund Sources 2006-2019~~			
~~Facilities~~	~~Cost~~	~~Funding Source~~	~~Amount~~
~~Cascade Valley Arterial~~	~~$2,500,000~~	~~Street Improvement Fund~~	~~$1,000,000~~
			~~$2,000,000~~
~~Valley Road/Stratford Road - Add Turn Lanes~~	~~$500,000~~	~~Grant County Participation~~	
~~Pioneer Way/Wheeler Road/Fifth Avenue - Phase signal lights 1~~			
~~Future Facilities Subtotal~~	~~$3,000,000~~		~~$3,000,000~~
~~Shortfall for Existing Facilities~~		~~$0~~	
~~1Operation and Maintenance Cost - No Facility Improvements Required~~			

Transportation Facilities Improvements and Fund Sources 2018-2032			
Facilities	Cost	Funding Source	Amount
Valley Road/Stratford Road - Add Turn Lanes	$1,000,000	Street Improvement Fund	$1,000,000
Division/Nelson Signal	$300,000	Street Improvement Fund	$300,000
3rd Avenue Reconstruction	$1,000,000	Street Improvement Fund	$1,000,000
Additional Lake Crossing	$42,000,000	Street Improvement Fund	$1,000,000
		State & Federal Grants	$41,000,000
5 Corners curb/ramp/sidewalks	$1,000,000	Street Improvement Fund	$1,000,000
Railroad right-of-way acquisition	$2,000,000	Street Improvement Fund	$2,000,000
Future Facilities Subtotal	$47,300,000		$47,300,000
Shortfall for Existing Facilities			$0

Water Facilities

Improvement projects to correct for existing facility deficiencies are estimated at $2,920,000 ~~7,000,000~~. Funding has been identified to finance the existing deficiencies and is based on the January 2011 ~~March 2, 1999~~ Capital Improvement Program.

Water supply facility improvement costs are included for the 20 year planning period. Funding has been identified to finance future improvements.

The projects and anticipated funding sources are as follows:

Water Supply Facilities Improvements and Fund Sources 2000 - 2005			
Facilities	Cost	Funding Sources	Amount
Well Remodels — Well # 3, 4, 8, 9, 31	$2,000,000	Revenue Bonds	$2,000,000
Reservoir Rehabilitation Paint Project — Reservoir - Continuation of Paint Project	$300,000	Water/Sewer Fund	$300,000
Waterline Replacement — Wapato Bridge — Broadway Avenue — Alder Fill and Stratford Road	$400,000	Water/Sewer Fund	$400,000
Transmission Line Replacement — Montlake Transmission Line	$60,000	Water/Sewer Fund	$60,000
New Water Main Construction — Basin Homes Water System — Lakeway Drive — Longview Tracts - Loop Main — Wheeler Road to Clover Dr. — Well 12 to Wheeler Rd. — Loop Water Main Projects — Balsam - Install PRV	$884,000	Revenue Bonds	$884,000
New Well Construction and Water Mains — Well 18 and Pump Station — Well Construction and Water Rights purchase in Odessa Sub Basin	$2,600,000	Revenue Bonds	$2,600,000
Well Maintenance — Well #31 - Seal Casing — Well #29 - Convert to Water Lube	$70,000	Water Sewer Fund	$70,000
Existing Facilities Subtotal	$6,314,000		$6,314,000
Shortfall for Existing Facilities			$0

Water Supply Facilities Improvements and Fund Sources 2006-2020			
Facilities	Cost	Funding Sources	Amount
New Well Construction — Well and Pump Station — Water Right Purchase	$3,000,000	Water/Sewer Construction Fund Revenue Bonds	$3,000,000
Future Facilities Subtotal	$3,000,000		$3,000,000
Shortfall for Future Facilities	$0		$0

Water Supply Facilities Improvements and Fund Sources 2012 - 2016			
Facilities	Cost	Funding Sources	Amount
Remove Tanks #2, #3, #4	$300,000	Water/Sewer Fund	$300,000
Rebuild/Replace Pump Houses #12, #4	$800,000	Water/Sewer Fund	$800,000
Water Main Replacement Lakeshore Broadway	$510,000	Water/Sewer Fund	$510,000
Inspect All Tanks for Structural Strength	$30,000	Water/Sewer Fund	$30,000
Pave Well Yards & Driveways Well 8, 9, 10, 11, 12, 21, 23	$30,000	Water/Sewer Fund	$30,000
Redrill Well #4	$400,000	Water/Sewer Fund	$400,000
Raise Reservoir #7	$700,000	Water/Sewer Fund	$700,000
System Improvements	$150,000	Water/Sewer Fund	$150,000
Existing Facilities Subtotal	$2,920,000		$2,920,000
Shortfall for Existing Facilities			$0

Water Supply Facilities Improvements and Fund Sources 2016-2032			
Facilities	Cost	Funding Sources	Amount
New Well Construction	$5,300,000	Water/Sewer Fund	$5,300,000
New Reservoir Construction			
Moses Pointe	$600,000	Private Developer	$600,000
Peninsula	$1,800,000	Water/Sewer Fund	$1,800,000
New Water Main Construction	$972,000	Water/Sewer Fund	$972,000
Transmission Line Replacement	$60,000	Water/Sewer Fund	$60,000
Water Main Replacement	$270,000	Water/Sewer Fund	$190,000
Maintenance	$190,000	Water/Sewer Fund	$190,000
Future Facilities Subtotal	$9,192,000		$9,192,000
Shortfall for Future Facilities	$0		$0

Wastewater System Facilities

Improvement projects to correct for existing facility deficiencies are estimated at $7,000,000 ~~9,000,000~~. Funding has been identified to finance the existing deficiencies and is based on the Capital Improvement Program dated July 5, 2011. ~~February 14, 2000.~~

Wastewater system facility improvement costs have not been identified at this time.

The projects and anticipated funding sources are as follows:

~~Wastewater Supply Facilities Improvements and Fund Sources through 2005~~

~~Facilities~~	~~Cost~~	~~Funding Sources~~	~~Amount~~
~~Lift Station Rehabilitation and New Construction~~ ~~— Nelson Lift Station - New~~ ~~— Carnation Lift Station - Replace~~ ~~— Wheeler Lift Station - New~~ ~~— Westlake Lift Station - Replace~~ ~~— Clover Lift Station~~ ~~— Winona Lift Station~~	~~$1,160,000~~	~~Water/Sewer Construction Fund~~	~~$1,160,000~~
~~Gravity Sewer Line Replacements~~ ~~— Gravity Line Improvements~~ ~~— Gravity Sewer Main on Division~~ ~~— Parker Horn Siphon~~	~~$2,210,000~~	~~Water/Sewer Construction Fund~~	~~$2,210,000~~
~~Force Main Replacements and New Construction~~ ~~— WSDOT Construction~~ ~~— Knolls Vista Lift Station~~ ~~— Montana Lift Station~~	~~$450,000~~	~~Water/Sewer Construction Fund~~	~~$450,000~~
~~Larson STP Improvements~~	~~$2,000,000~~	~~Revenue Bonds~~	~~$2,000,000~~
~~Sand Dunes WWTP Improvements~~	~~$100,000~~	~~Water/Sewer Fund~~	~~$100,000~~
~~COF Improvements~~	~~$3,000,000~~	~~Revenue Bonds~~	~~$3,000,000~~
~~Existing Facilities Subtotal~~	~~$8,920,000~~		~~$8,920,000~~
~~Shortfall for Future Improvements~~			~~$0~~

Wastewater Facilities Improvements and Fund Sources through 2017			
Facilities	Cost	Funding Sources	Amount
Lift Station Rehabilitation K-mart Westlake Lift Station Sage Bay Winona Lift Station	$700,000	Water/Sewer Construction Fund	$700,000
By-Pass Manifolds for Pumping Main Wheeler Peninsula Sage Bay Knolls Vista	$300,000	Water/Sewer Construction Fund	$300,000
Collection System: Lining, Laterals, and Manhole Repairs	$1,000,000	Water/Sewer Construction Fund	$1,000,000
Mae Valley Improvements	$1,200,000	Water/Sewer Construction Fund	$1,200,000
Install Force Main COF to WWTF	$4,000,000	Water/Sewer Construction Fund	$4,000,000
Existing Facilities Subtotal	$7,000,000		$7,000,000
Shortfall for Future Improvements			$0

Wastewater Water Supply Facilities Improvements and Fund Sources 2016-2032			
Facilities	Cost	Funding Sources	Amount
Sewer Main Lake Crossing	$800,000	Water/Sewer Fund	$800,000
Future Facilities Subtotal	$800,000		$800,000
Shortfall for Future Facilities	$0		$0

School Facilities

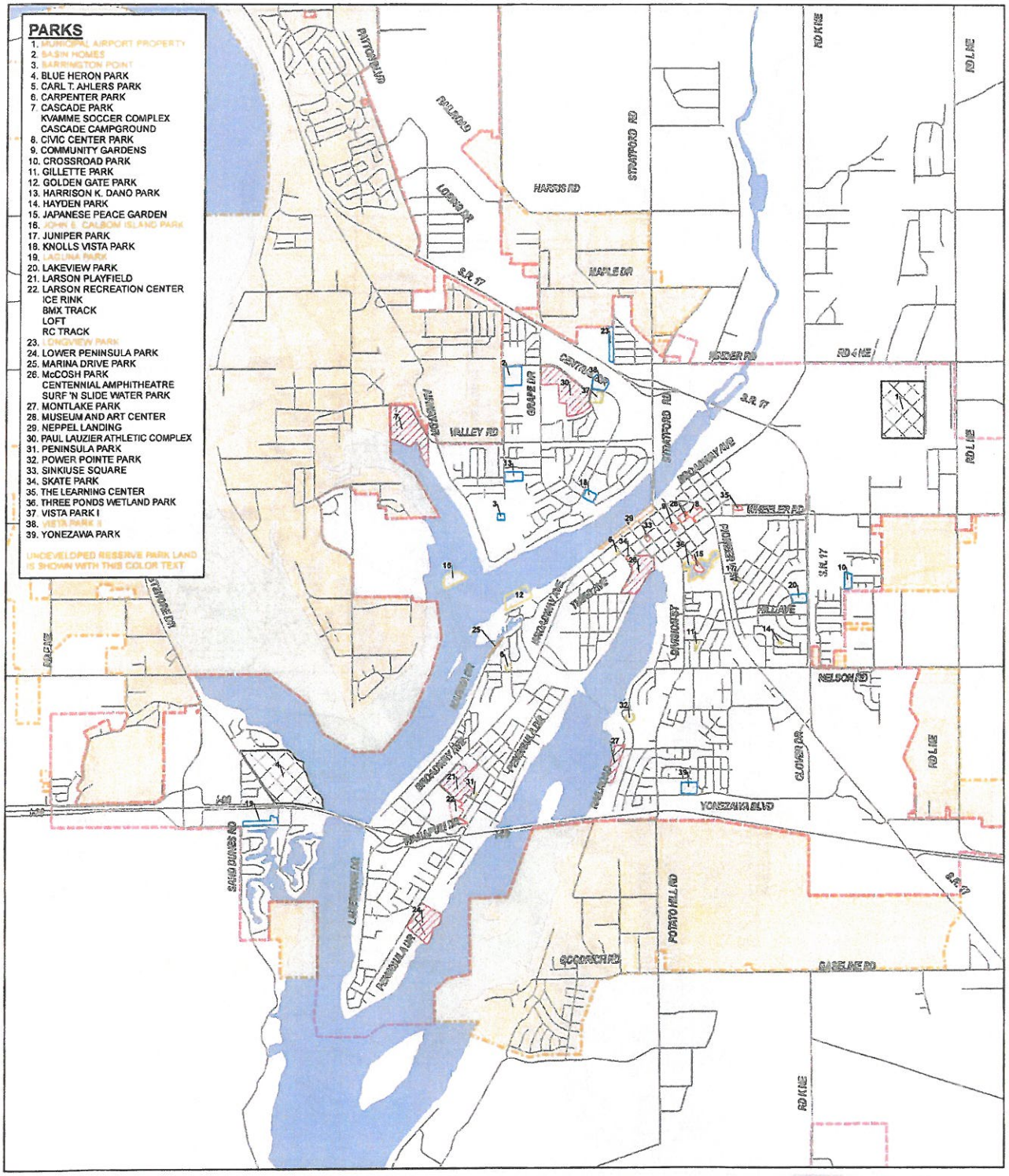
~~Expansion and improvement projects were identified for the 2000- 2005 time period. Anticipated funding sources and costs are listed. Long range projects were not identified.~~ The School District is currently going through a planning process to identify how to address overcrowding at the middle school and high school level. At this time, not enough is known about what the eventual solutions will be that cost estimates have not been generated.

~~School Facilities Improvements and Fund Sources: 2000 - 2005~~

~~Facilities~~	~~Cost~~	~~Funding Sources~~	~~Amount~~
~~Columbia Basin Alternative High School - New construction of 27,000 square feet~~	~~$3,000,000~~	~~Bond Issue~~ ~~State Funds~~	~~$1,500,000~~ ~~$1,500,000~~
~~Modernization and Expansion of Lions Field - Expand capacity, new team facilities and other support facilities~~	~~$1,100,000~~	~~Bond Issue~~ ~~Interest Earnings~~	~~$1,100,000~~
~~Facilities Subtotal~~	~~$4,100,000~~		~~$4,100,000~~
~~Shortfall for Facilities~~			~~$0~~

City of Moses Lake

2012 Comprehensive Plan Updates

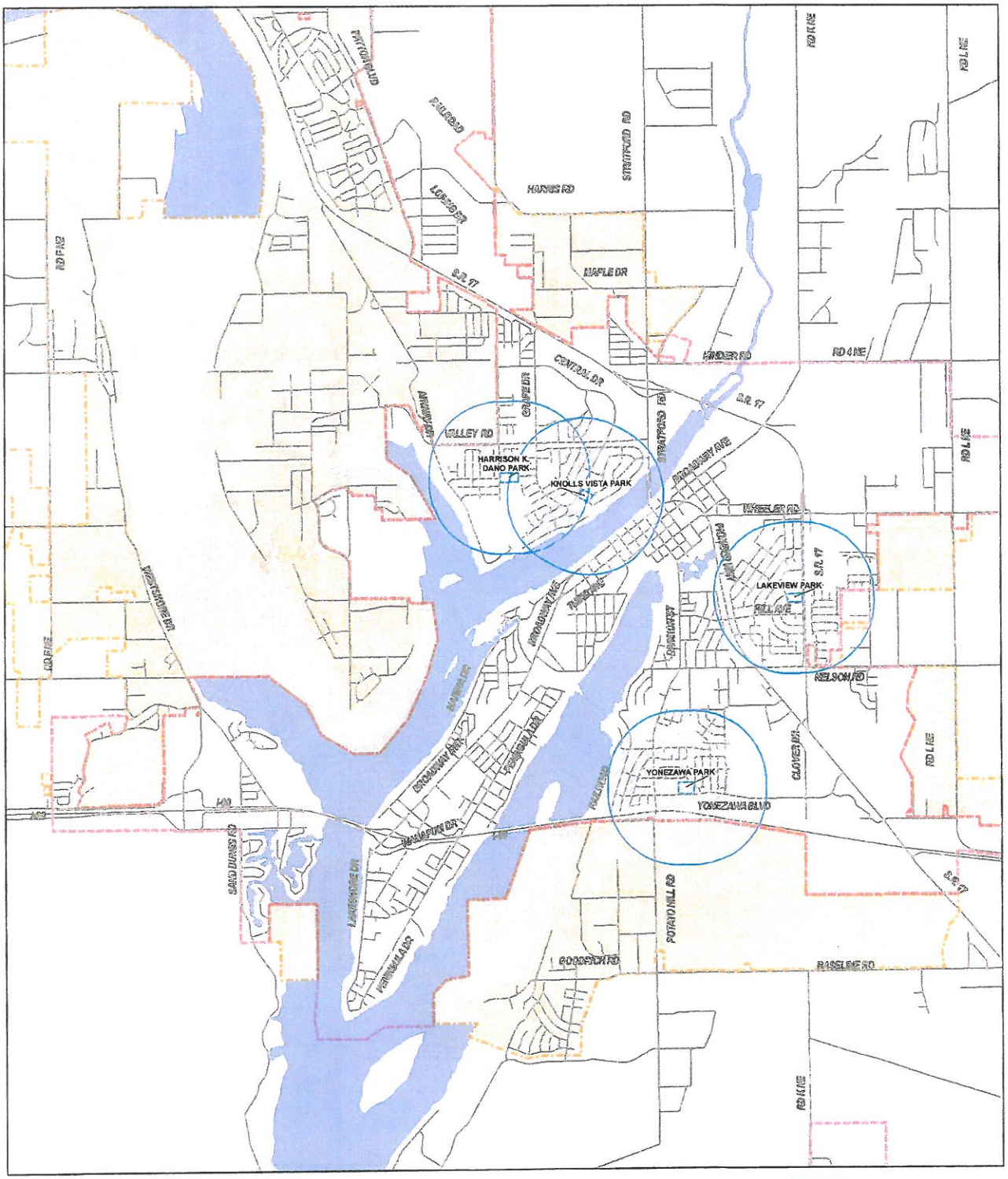


CAPITAL FACILITIES ELEMENT
EXISTING PARK FACILITIES

FIGURE CF-1

City of Moses Lake

2012 Comprehensive Plan Updates



Legend

- Streets
- City Limits
- UGA Boundary
- LAKE

N

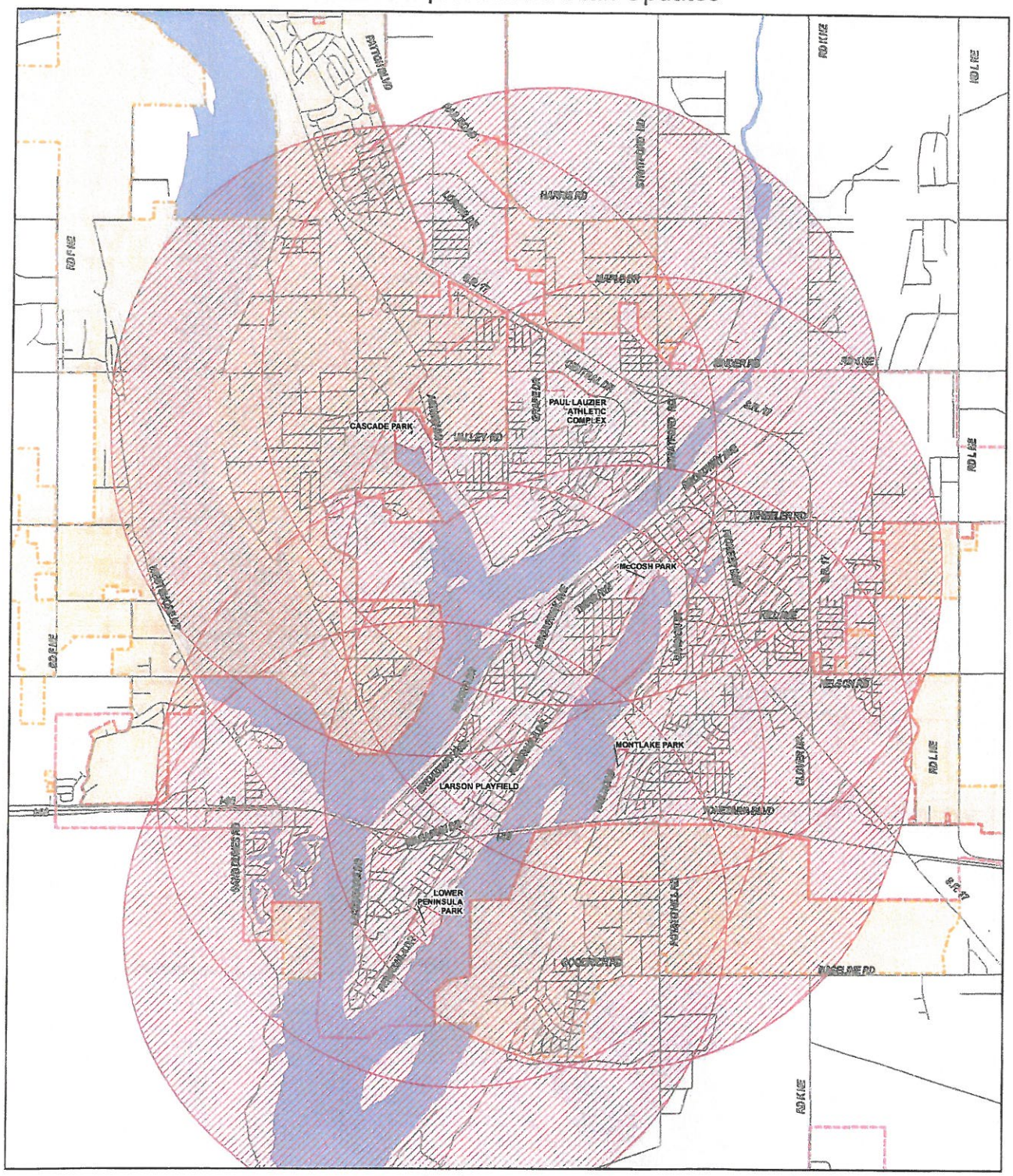
CAPITAL FACILITIES ELEMENT
NEIGHBORHOOD PARK
SERVICE AREA

FIGURE CF-1A

- COMMUNITY (CP)
- NEIGHBORHOOD (NP)
- MINI (MP)
- SPECIAL USE (SU)
- REGIONAL (RP)
- NATURAL (NOS)
- LINEAR (LP)

City of Moses Lake

2012 Comprehensive Plan Updates



Legend

- Streets
- City Limits
- UGA Boundary
- LAKE

N

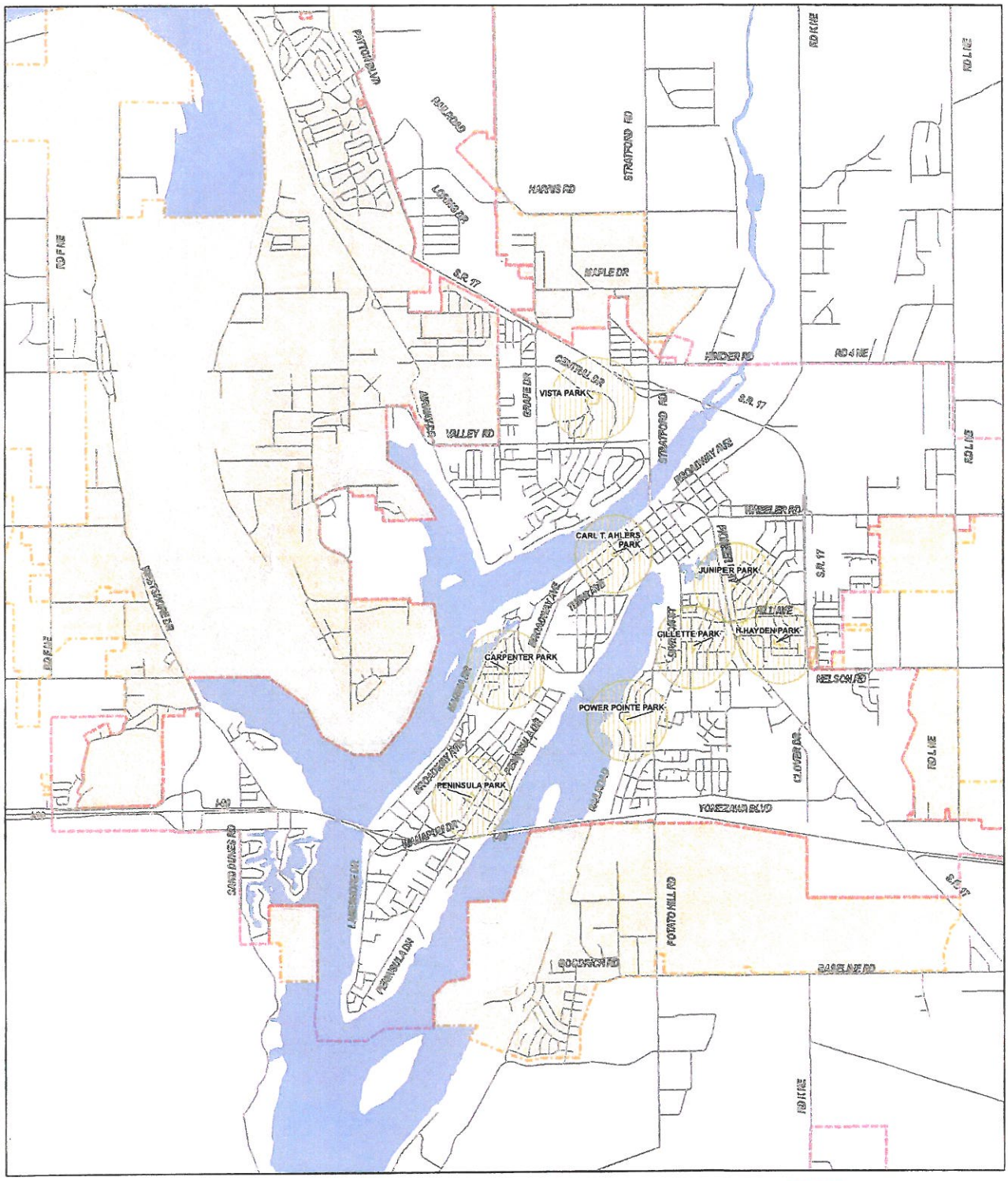
CAPITAL FACILITIES ELEMENT
COMMUNITY PARK
SERVICE AREA

FIGURE CF-1B

- COMMUNITY (CP)
- NEIGHBORHOOD (NP)
- MINI (MP)
- SPECIAL USE (SU)
- REGIONAL (RP)
- NATURAL (NOS)
- LINEAR (LP)

City of Moses Lake

2012 Comprehensive Plan Updates



Legend

- Streets
- City Limits
- UGA Boundary
- LAKE

N

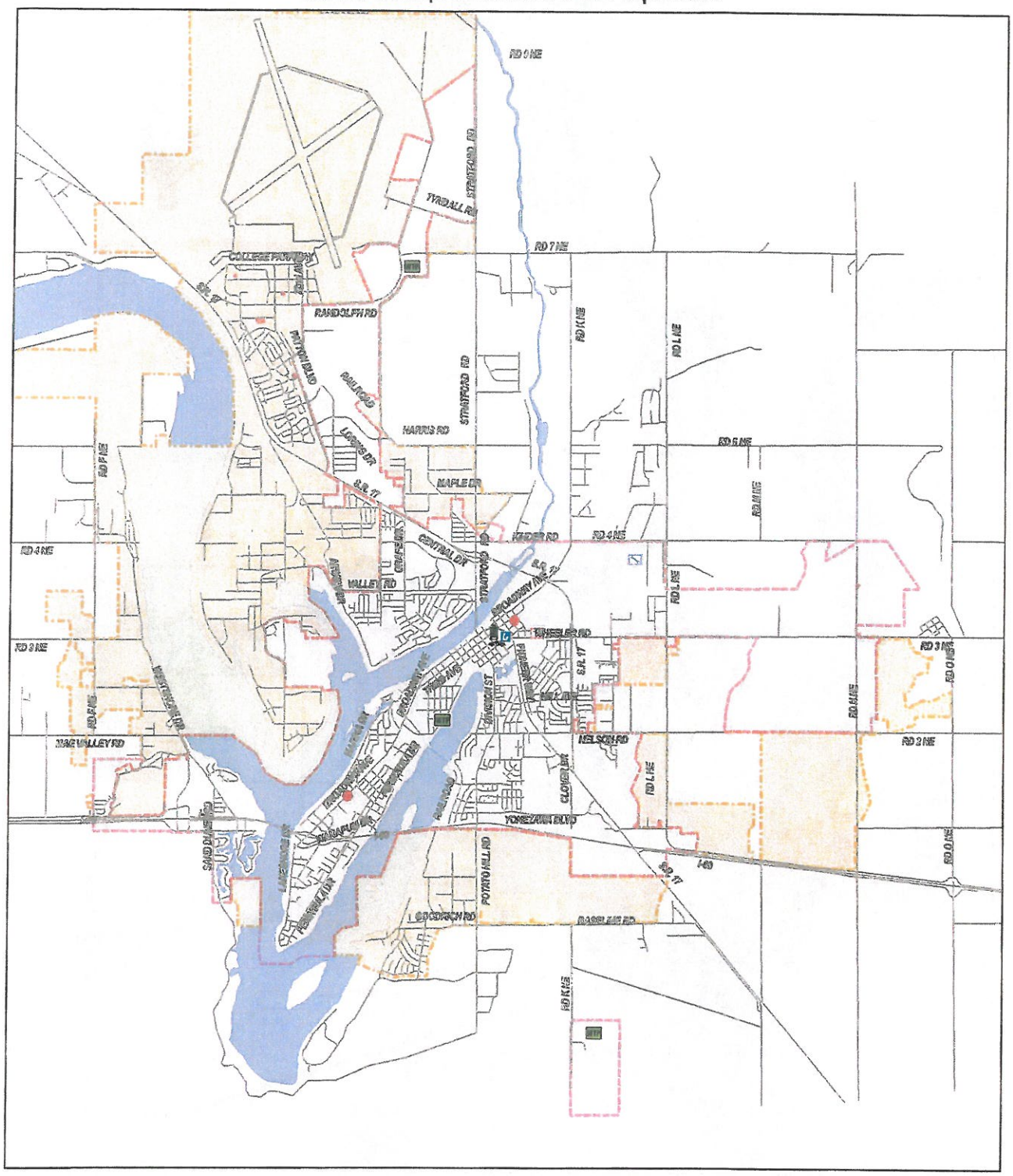
CAPITAL FACILITIES ELEMENT
MINI PARK
SERVICE AREA

FIGURE CF-1C

- COMMUNITY (CP)
- NEIGHBORHOOD (NP)
- MINI (MP)
- SPECIAL USE (SU)
- REGIONAL (RP)
- NATURAL (NOS)
- LINEAR (LP)

City of Moses Lake

2012 Comprehensive Plan Updates



Legend

- Streets
- City Limits
- UGA Boundary
- LAKE

N

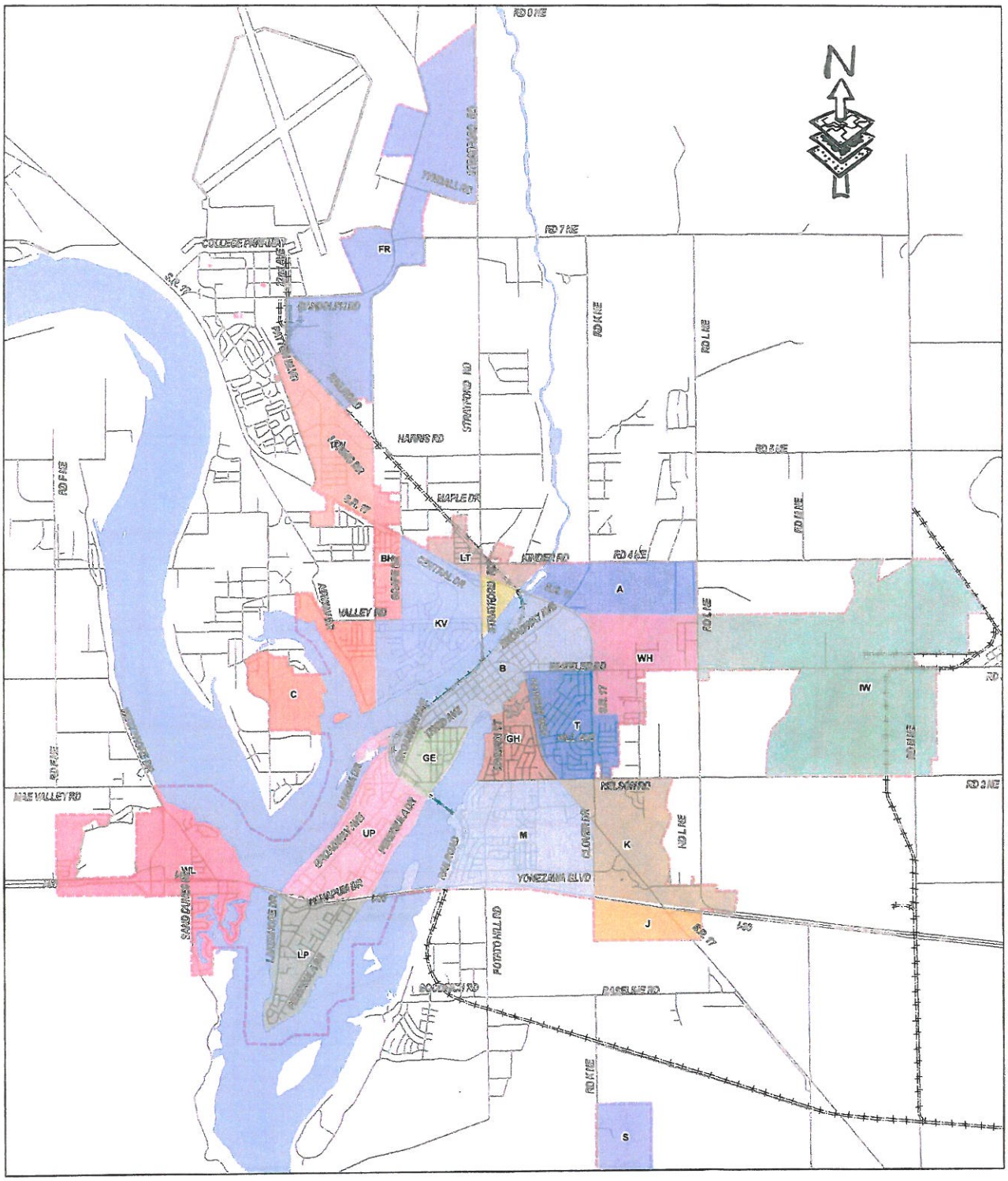
CAPITAL FACILITIES ELEMENT
CITY MUNICIPAL FACILITIES

FIGURE CF-2

- WASTE WATER FACILITIES
- CITY HALL
- FIRE STATION
- LIBRARY
- POLICE
- MUNICIPAL OPERATIONS COMPLEX
- OLD OPERATIONS FACILITY

City of Moses Lake

2012 Comprehensive Plan Updates



Legend

- Streets
- City Limits
- UGA Boundary
- LAKE

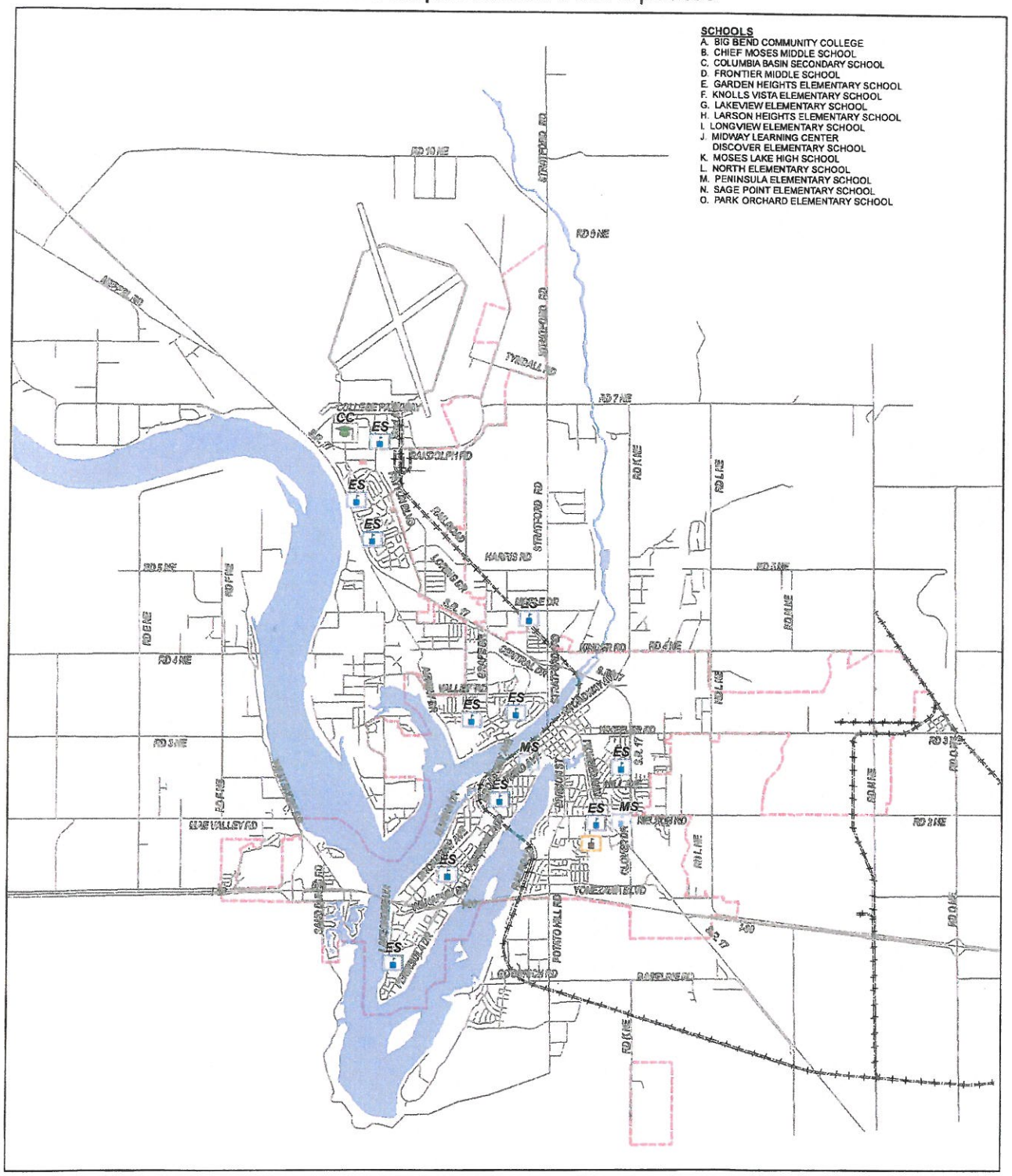
CAPITAL FACILITIES ELEMENT
CITY POLICE DISPATCH ZONES
FIGURE CF-3

DISPATCH ZONE

Basin Homes, Firing Range, Garden Heights, Guffin Eccles, Industrial Wheeler, Kittelson, Knolls Vista, Longview Tracts, Lower Peninsula, Montlake, Pac West, Panhandlurocks, Sand Dunes, Terrace, Upper Peninsula, Westlake, Wheeler, Zone A, Zone B, Zone C, Zone J

City of Moses Lake

2012 Comprehensive Plan Updates



Legend

- Streets
- City Limits
- UGA Boundary
- LAKE

N

CAPITAL FACILITIES ELEMENT
MOSES LAKE SCHOOL FACILITIES
FIGURE CF-4

PUBLIC SCHOOLS

TYPE

- CC=COMM COLLEGE
- ES= ELEM SCHOOL
- HS=HIGH SCHOOL
- MS=MIDDLE SCHOOL