Lauzier Park, Quincy (photo: Deb Sill, courtesy of Google Earth)

Quincy UGA, Washington

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Quincy Comprehensive Plan

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Ordinance Number 18-516

City of Quincy

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Annual Amendments

Quincy Municipal Code Section 17.17, pursuant to RCW 36.70A and 35A.63, permits amending the Comprehensive Plan once per year following the annual review process established in Section 17.17.040.

The following is a list of annual amendments made since the Periodic Update was completed in 2018:

2021 – 2022 Annual Cycle (Ordinance No. 22-571)

- Amendments to the Future Land Use Map and accompanying text

2022 – 2023 Annual Cycle (Ordinance No. 23-598)

- Amendments to the Future Land Use Map and corresponding text
- Adoption of the Quincy Downtown Revitalization Plan by reference, the Quincy Master Parks Plan by reference, and the Non-Motorized Transportation Plan by reference.
- Addition of two projects relating to the Intermodal Yard to the Economic Development Chapter of the Comprehensive Plan.

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1. INTRODUCTION

This comprehensive plan was prepared by the City of Quincy in accordance with the Growth Management Act of Washington State, as amended. This plan represents the community's policy plan for growth over the next twenty years.

I. *Quincy's Vision Statement*

The City of Quincy is a rural community that is both firmly rooted in its farming history and growing to include new industries and technologies. It is surrounded by the starkly beautiful landscape of Central Washington and by the agricultural context for its economic and social history. It is a friendly place where people take time to know their neighbors and help each other. New growth and prosperity is inclusive and benefits the entire community. Local business is vibrant and encourages new opportunities. Facilities exist to serve pedestrian safety and comfort while transportation corridors are designed to reduce conflicts. The community provides recreational activities for youth and families and continues to grow as a gateway for regional recreational activities. The City celebrates its agricultural roots while welcoming new members of the community.

1. Vision Goals

The following goals amplify Quincy's vision statement and are deemed to be essential in maintaining a satisfactory quality of life and maintaining essential community services. These goals will provide overarching guidance as the comprehensive plan is implemented, specific measurable tasks are accomplished, and changes occur.

GOAL V 1.1 The City of Quincy should encourage both the local economy and emerging technologies by providing a predictable development atmosphere, emphasize diversity in the range of goods and services, and ensure that as the economy changes, employment opportunities are balanced with a wide range of housing opportunities.

GOAL V 1.2 The City of Quincy should encourage local involvement in community actions and to enhance sense of community pride. This should include continued encouragement of public and private involvement in community traditions, as well as encouragement of volunteerism and activism.

GOAL V 1.3 The City of Quincy should encourage improvements that promote livability and pedestrian orientation, reduce traffic congestion and noise pollution, and improve appearance of downtown and main highway corridors. In addition, the City of Quincy should identify the responsibilities of public and private agents at the local and regional level for providing emergency and social services.

GOAL V 1.4 The City of Quincy should be a leader in environmental stewardship to improve water quality, and to conserve land, water, and energy resources. This should include further collaboration with local, state, and private entities.

GOAL V 1.5 The City of Quincy should enhance and diversify the opportunities for recreational and cultural activities to address the needs the whole community.

II. *Quincy: A Changing Community*

2. A Brief History of the City of Quincy

Early History

According to tribal legend, "Quincy Flats" was once a lake. Glacial floods deposited thousands of cubic yards of volcanic soil. Today, the Quincy Valley has been designated the "Ancient Lakes Region.” In the late 1800s the arid land of this region was used by Lord Thomas Blythe, a Scottish nobleman, solely for cattle and horse ranges. In 1892, Jim Hill, known as the Empire Builder, built the Great Northern Railroad which opened the area to settlers. The first railroad camp was located at Trinidad, while Quincy had only a short section of low-speed track, and the word “Quincy" was a sign on a post. (The story is told that Jim Hill's daughter named the City, sight unseen, from a list of names given to her by her father as he brought the railroad west.) The original Quincy was located north of the railroad tracks where Joe Clay staked out the first homestead in 1900. Settlers first arrived at Quincy in the early 1900's to claim homesteads and work the land. Others quickly followed John Clay’s first claim in 1902, compelling the first school opening in 1903. Records show the first teacher, Mr. Huffman, earned $50 per month.

The growing population passed a measure to incorporate the City on March 3, 1907. By that time the settlement had reached a population of 303. Homesteaders continued to file claims and "prove up the land" by building homes and clearing the land. Only a few wells provided the scarce water in early days. Residents hauled cooking and bathing water. Wells were common within a few years, but there was seldom enough water for the crops, leaving the land free to blow in dust storms. Dreams of pumping water from the Columbia River to the thirsty land were never realized in the early days but invariably attempted. Quincy Irrigation District was formed in 1913, with the unsuccessful hope of lifting water at Rock Island with steam engines and windmills. Other notions included piping water from Lake Wenatchee or Lake Pend Orielle, also without success.

Quincy's first electric system was implemented by an enterprising individual who set up a gasoline propelled generator in 1916. Wire strung from house to house furnishing power for electric lights from sunset to midnight at a cost of I S cents per kilowatt hour. Washington Water Power became the first service provider in 1923 and was replaced by Grant County Public Utility District in 1945.

The Growth of an Agricultural Center

The pivotal event in Quincy's history occurred in 1952 with the arrival of the first irrigation water from the Columbia Basin Irrigation Project in Block 72. Prior to that time the City had struggled with marginal crops and businesses for over forty years. The population jumped from 804 in 1950 to 1,332 in 1952; 1,561 in 1953; 1,777 in 1954 and 2,710 in 1955. Thousands of acres of sagebrush were cleared and the countryside became a dust bowl once again. Gradually the water and crops brought the blowing dust under control, stabilizing both the land and economy.

Irrigation increased the variety of crops produced by the fertile soils. Potatoes and beans replaced wheat as staple crops and soon sugar beets became another cash crop. In 1965 Erroll Brown and Percy Kelly established the first food processing plant in the valley. The French fry plant was purchased by Lamb-Weston in 1966 and has since undergone both expansion and ownership changes. Quincy Valley farmers continue to support a large food processing industry, as many processors outside the area contract with local farmers for peas, sweet corn, potatoes, carrots and most recently even cucumbers. In addition, both Columbia Foods and JR Simplot process fresh frozen vegetables locally.

As economic conditions stabilized, and hardships lessened, community groups organized to further improve conditions. Various fraternal and service groups have made many significant contributions to the community over the past 85 years, particularly since the 1950's. The Masonic Lodge was chartered in 1907 and is the oldest continuous organization in Quincy, along with the Order of Eastern Star. The Quincy Women's Club was formed some years later and had its own hall which served as a meeting place, library and weekend dance hall. Old-timers can recall many festive occasions at the Women's Club Hall. The Quincy Grange was another organization which provided sock al and community service functions. The Chamber of Commerce was organized in about 1946 and ten years later the Lion's Club, Rotary Club, Hospital Auxiliary, Sigma Beta Phi sorority, Moose Lodge, Kiwanis and Activities Booster Club, to name several of the groups which have served the area.

Historically, the Quincy economy has been based on agriculture and the industries that support agriculture. The 125,000 acres in production yield over seventy different types of crops, fruits, livestock, and livestock products. The major crops raised include potatoes, wheat, alfalfa hay, and vegetable crops. The fruit industry is also flourishing in the Quincy Valley, with an increase in the number of orchards planted, add optional CA controlled storage facilities, and packing plants. The supporting agricultural industries that have established in Quincy include fertilizer companies, processing, cold storage, and packing plants. Low power rates and the City's modern industrial sewage treatment plant will continue to attract additional supporting agricultural companies to Quincy.

Recent Changes in Quincy

The growth in agricultural activity led to a growth in and diversification of the population. Census estimates indicated the 2010 population of the Quincy area to be 6,750 people, and The Washington State Office of Financial Management estimates Quincy's 2017 population to be

7,370 people. The City's 2010 census estimated approximately 74% of the population to be Hispanic or Latino, up from 37% in 1990. There is also a large migrant farm worker population that spends part of the year in Quincy that was not included in the census.

The City of Quincy derived from its history a vision for its future. The spirit of community, ingenuity, and the courage to dream, will sustain the citizens of Quincy through the future as it did in the past.

III. *The Planning Process*

3. Why is the City of Quincy Planning?

Promote Desired Changes

As can be seen by this plan, the city has chosen to take a proactive role in its development. This role in planning will meet the needs of its citizens, prioritize alternative uses of land and public resources, and identify the impact proposed developments will have on the community. Recognition of the type of changes that are occurring and readiness to make decisions in light of such changes will allow the city to take advantage of positive opportunities and to address the effects on the quality of life.

It is the intent of this Comprehensive Plan to give the city focus and direction to guide its future development. The Comprehensive Plan consists of an evaluation of existing infrastructure capacity with current demand and project capacity supply to direct future development to ensure that it meets the city's standards.

Implement the Growth Management Act

The Growth Management Act directs local governments to identify the concerns and goals of its community, to set priorities, and to determine how these goals will be achieved. While the Act requires the city to complete several planning tasks, and comply with state law, the outcome of the planning effort is in the hands of the community. Quincy has created a comprehensive plan that establishes a policy road map to be used to develop and interpret local regulations.

Maintain Local Decision-Making Power

The city believes that the most effective way to maintain local control is to become more actively involved in planning. Policy decisions made at the federal, state, and regional level have the potential to influence the quality of life in the Quincy. In addition, the Growth Management Act requires state agencies to comply with local comprehensive plans and development regulations. Therefore, the comprehensive plan and the implementing regulations allow the city to assert local control over certain issues with the assurance that state agencies will respect their decisions in a manner that will reinforce the desired character, scale, and identity of the city.

Address Changes in Community Needs

Surrounded by farmland, Quincy is directly impacted by changes in the agricultural industry. Agricultural activity in Grant County has increased; especially in the number of orchards coming into production and the need for industrial processing facilities. As this is a labor-intensive activity, the impact on the City of Quincy has been an increased need for housing for the labor force. Additionally, new technology-based industry is developing within the City. These changes will have an impact on all areas of the City development.

Among other changes impacting Quincy is an increase in the number and size of the concerts held at the nearby MGA-Gorge Amphitheater. Concerts by nationally renowned artists bring thousands of visitors to the area most weekends during the summer. The caps on the number and size of the concerts have recently been lifted. The City is opportunely situated to take advantage of this influx of visitors. Quincy faces the challenge of serving the tourist sector, while maintaining the small city quality of life its residents currently enjoy.

4. What is the Purpose of the Comprehensive Plan?

This comprehensive plan was developed in accordance with Section 36.70A.070 of the Growth Management Act to plan for the next 20 years of growth in the City of Quincy and the adjacent Urban Growth Area. The city of Quincy is interdependent with many other jurisdictions. In such circumstances, the long-term planning for the city needs to be adaptable to unexpected or rapid changes. Therefore, rather than simply placing priority on actions, this plan assists in the management of the city by providing policies to guide decision-making. The plan includes the following elements:

- Land Use
- Housing
- Open Space and Recreation
- Economic Development
- Transportation
- Utilities
- Capital Facilities

5. How is the Plan Implemented and Monitored?

Implementation and monitoring the goals and policies of the comprehensive plan will ensure that the community's visions are realized. The Comprehensive Plan is implemented through the zoning code, development regulations, subdivision code, and other codes and ordinances adopted by the City. The following will help ensure that the Comprehensive Plan continues to act as a viable base for new/changing governing regulations. The City should:

- Update appropriate base-line data (population projections and capital facilities) and measurable goals, every year;

- Identify the accomplishments, every seven years, describing the degree to which the goals, and policies have been successively reached;
- Determine obstacles or problems which resulted in the under achievement of goals and policies;
- Utilize the update process to add new or modified goals and policies needed to address and correct discovered problems; and
- Establish a means of ensuring a continuous monitoring and evaluation of the plan.

Historically, a comprehensive plan has been viewed as a policy document with implementation through land development regulations and other ordinances. However, the Growth Management Act encourages a variety of innovative implementation methods, regulatory and non-regulatory. The City will continue its public education program following plan adoption in order to inform the entire community about the rationale and goals of the plan, as well as the changes that will take place in the City because of the plan's implementation. The City believes that broad support for the plan is crucial for effective implementation.

Existing development regulations must be consistent with the Comprehensive Plan. In reviewing regulations for consistency, the City should ensure that the development patterns sought in the plan are supported by zoning and additional regulations will be enacted as necessary to implement the land use plan.

6. How is the Plan Amended?

Amendments to the comprehensive plan can be requested by the City council, planning commission, or by any affected citizen or property owner. However, the plan may not be amended more than once a year, and therefore, requests for amendment can be deferred to the time of the annual public hearing. However, there may be times when a proposed change or revision to any part of the comprehensive plan arises from a situation that necessitates the immediate preservation of the public health, safety and welfare. Such “emergency amendments" also include court ordered changes. They will follow State regulations but might not follow an established Comprehensive Plan amendment timeline.

At a minimum the State requires a periodic review and update, as necessary, every seven years. From the legislative perspective, the purpose for the required review and update process is to ensure that comprehensive plans and development regulations stay current and up-to-date with state law. From a community's perspective, it is important to review and update the comprehensive plan and development regulations to ensure that they continue to reflect the current and projected needs and wants of the community. To that end, the 2017 Update followed a twostep process: I) a technical review of the community's documents against the current language in applicable State Laws; and 2) a public review process where the community identified potential issues of concern.

The Planning Commission shall review the comprehensive plan and propose any needed amendment. A public hearing will then be held to solicit comment. After further review a formal recommendation will be made to the City council. The Council will hold a public hearing, make modifications if necessary, and adopt the proposed amendment to the comprehensive plan. By reviewing and updating the plan on a regular basis, Quincy can rely on this document in decision making, and can maintain public interest and support of the planning process.

IV. *Public Participation Plan*

The City of Quincy has made every effort to include its citizens in the comprehensive planning process to ensure that the decisions reflect the vision of Quincy area residents. Local individuals, businesses, and groups along with regional, state, and national organizations can add distinctive and valuable input to the planning process. The Growth Management Act states that public participation shall have a wide range of input; it shall have a "broad dissemination of proposals and alternatives, opportunity for written comments, public meetings after effective notice, provision for open discussion, communication programs, information services, and consideration of and response to public comments." Amendments to the Comprehensive Plan should include early and continuous public input. To accomplish these objectives a variety of public participation techniques may be necessary. The following methods were used during the 2018 periodic update.

- Notice
  - Newspaper legal notices and special advertisement
  - Postings at post office or other areas known to attract people
  - Newsletters and/or utility flyers – including Spanish translation
  - Invitations to specific groups or interested parties
  - Direct emailing
- Meetings
  - Council and Planning Commission Meetings and Workshops
  - Public Hearings
  - Open House or workshops
- Written Comment
  - Survey
  - Written Comment

Techniques for public participation varied in scale, technology, structure, and timing for the 2017 periodic update. The primary means of participation was the traditional public meeting, but because not all interested citizens could attend public meetings, it was essential to provide alternate means of communication. City staff and the Planning Commission encouraged involvement from a wide audience as early as possible in the process.

The City hosted a Public Open House in May 2016 that was well attended by a range of community members. The meeting was advertised via both English and Spanish flyers and public notice in local papers. The Open House included a short presentation on the update process, but primarily the event featured a range of table top activities that allowed attendees to provide substantive comment on their vision for the future of Quincy. Over 100 written comments were collected at the meeting, and many one-on-one discussions were held with Staff.

In addition to the Open House, a community survey was distributed in English and Spanish, both online and in paper copies distributed at key points around the City. Many business owners participated in the survey initially. After reviewing the first round of over 80 responses, the Planning Commission decided to push a second round of the survey in Spring 2017 to community organizations, such as *Communities that Care*, to specifically attempt to capture responses from the Hispanic and Latino communities. Over 80 additional responses were collected in this second round.

V. *Summary of Open House and Survey Results*

A large majority of Open House attendees either live or work in Quincy. The feedback they gave emphasized the importance of Quincy's agricultural roots while expressing a desire by many to update the long term vision to include newer technologies. Quite a lot of emphasis was placed on addressing pedestrian and traffic safety. And many people placed a high importance on increasing the range of recreational opportunities in ways that would be inclusive for the whole community, with particular consideration for activities for youth and seniors. Community members from the downtown business core presented ideas for needed improvements to the business district.

Approximately three quarters of survey respondents suggest that growth, particularly in the technology sector, be incorporated into the vision that currently emphasizes preserving Quincy's small-town character and agricultural orientation. Survey responses elucidated the tension between balancing Quincy's rural roots with new technology and corporate influences, proving growth management to be of critical importance as the City weighs priorities for the next 20 years.

Around two-thirds of survey respondents enjoy a high quality of life in Quincy. Those who reported below average and poor quality mainly attribute this to health care provision, traffic problems, crime, racial and ethnic divisions, and insufficient amenities, recreation, and entertainment. Elements that contribute to a high quality of life include Quincy's rural setting and sense of community, school quality, public parks and trails, and public safety. To best align the Comprehensive Plan with those values, survey respondents stated their support for strategies to establish safe routes to school, manage traffic, enhance recreation opportunities, and invest in local business. Overall, survey results indicate that residents would like the City to facilitate inclusive community activities that will continue to build strong civic engagement as Quincy grows and changes.

2. GROWTH MANAGEMENT ACT

Grant County and the City of Quincy plan under the Growth Management Act (GMA) (RCW.36.70A), as amended. Along with inventory and analysis, goals and policies of land use, housing, transportation, utilities, economic development, parks & recreation, and capital facilities, the GMA requires the identification of an Urban Growth Area, the protection of critical areas and a process for siting essential public facilities. The GMA also requires that the comprehensive plans be consistent and compatible with neighboring jurisdictions and that the goals of the GMA have been considered and incorporated where applicable; for this reason, County-wide Planning Policies and the GMA have been used to guide each element of this Comprehensive plan. See UGA Map.

I. *Urban Growth Area*

The City of Quincy began discussions with county officials on the designation of the UGA in 1992. After the county and City reached an informal agreement on the proposed designation public hearings and workshops were held on the proposed Interim Urban Growth Area. The county, as the lead agency, is charged with adoption of the UGA; therefore, it held a public hearing and adopted Quincy's first Urban Growth Area May 16, 1995.

The intent of the UGA designation is to encourage growth in areas where public services and facilities are already in place, or easily available for the 20-year planning horizon. The GMA requires the UGA designation be based on the population projections determined by the Office of Financial Management for the county with enough area to accommodate greenbelt and open space needs. The following population projections are used throughout the comprehensive plan to determine land use and housing needs.

II. *Population Analysis*

Demographic Summary

In the most recent 2010 Census, the City of Quincy's population was estimated to be 6,750. The City's racial demographics show an increasing Hispanic or Latino population. In 1990, 37% of the population identified as Hispanic or Latino; by 2010, 74% did. The 2010-2014 American Community Survey estimated that 29% of Quincy's population speaks only English, while 71% speaks Spanish. Furthermore, the Census cannot account for the large migrant population that spends part of the year in Quincy.

According to the Census, Quincy's average household size is 3.51, up from 3.38 in 2000. Meanwhile, the average family size is 3.87, which also represents a small increase from 2000's measure of 3.79. Of Quincy's 2,020 housing units estimated by the 2010 Census, 95% are occupied. Of those, 54% are owner-occupied while 46% are renter-occupied. The rental vacancy rate is approximately 5%. The proportion of renters has increased slightly from 2000 to 2010, rising 6%, while the rental vacancy rate has seen a slight decrease, falling 2%. The median monthly housing cost for all occupied housing units was found to be $730.00 by the 2010-2014 American Community Survey.

Population Projection

This Comprehensive Plan covers a twenty-year planning horizon, to the year 2038. Grant County allocated a percentage of the County population projections to each community in their most recent comprehensive plan. It represents the dispersal of populations throughout the County. Based on those findings and the more recent 2017 OFM projections for the 2038 County-wide population, Quincy is projected to have 8,681 people in 2038.

Population Projection and Allocation within the UGA

Jurisdiction	Census 2010 Data Area*	Percent of County	Adopted Population Allocation for 2038	Percent of County	2017 OFM Projected High for 2038
Quincy	6,750	7.57%	10,075	7.58%	12,379
Grant County	89,120	100.00%	132,929	100.00%	163,311

*The UGA covers portions of several Census blocks (in block group 7, census tract 9814, Grant County, Washington).

Employment Analysis

In recent years Quincy's employment base has changed to include a larger share of technology based jobs. Still, agriculture-based occupations make up over one third of total jobs.

Employment by Occupation Type

Occupation Types	Number of Employees	Percent of Employees
Management, Business, and Financial Occupations	211	7.2%
Computer, Engineering, and Science Occupations	59	2.0%
Education, Legal, Community Service, Arts, and Media Occupations	297	10.2%
Healthcare Occupations	61	2.1%
Service Occupations	383	13.2%
Sales and Office Occupations	423	14.5%

Natural Resources, Construction, and Maintenance Occupations (Includes Farming, Fishing and Forestry Occupations)	910	31.3%
Production, Transportation, and Material Moving Occupations	568	19.5%
Totals	2,912	100.0%

Source: 2014 ACS 5-Year Estimates: Occupation by sex and median earnings in the past 12 months (in 2014 inflation-adjusted dollars) for the civilian employed population 16 years and over.

Recognizing the need to develop in areas where adequate public facilities and services exist, and to reduce the inappropriate conversion of undeveloped land into sprawling low-density development, the City will encourage growth first within the existing corporate limits, where public services may be extended in the immediate future. Growth is then to be directed into the adjacent Urban Growth Area. Recognizing the benefits and cost savings of infill, the City will encourage development within the existing corporate limits, where services and utilities currently exist. Growth will then be directed to the urban growth area.

III. *Siting Essential Public Facilities*

Certain public facilities, due to their size or function, may be difficult to site in a community. Typically, these are airports, state education facilities, state or regional transportation facilities, state or local correctional facilities, solid waste handling facilities and in-patient facilities including substance abuse facilities, mental health facilities, group homes, transportation facilities of state-wide significance, and secure community transition facilities.

When considering such a facility for siting in a community, it is imperative there be a process for public involvement and input. The City of Quincy will implement the process defined in the comprehensive plan if such a facility is identified by the Office of Financial Management as needed within the Quincy Urban Growth Area. The City also recognizes that no policy or regulation may preclude the siting of essential public facilities.

Process for Siting Essential Public Facilities

Essential public facilities which are determined by the State Office of Financial Management (OFM) will be subject to the following siting process. When essential public facilities are proposed the City will appoint an advisory Site Evaluation Committee composed of citizen members selected to represent a broad range of interest groups and expertise. The advisory committee may have representation from outside of the City. The committee is also required to include one individual with technical expertise relating to the particular type of facility. The committee will develop specific siting criteria for the proposed project and identify, analyze, and rank potential project sites. The Committee will work with OFM and County officials and establish a reasonable work schedule for completion of this task.

Considerations in Evaluating Project Sites

The Site Evaluation Committee will at a minimum consider the following:

- Existing City standards for siting such facilities
- Existing public facilities and their effect on the community
- The relative potential for reshaping the economy, environment, and the community character
- The location of resource lands or critical areas
- Essential public facilities should not be located beyond the Urban Growth Area unless they are self-contained and do not require the extension of urban governmental services

Community Involvement

Participation will follow, as applicable, the Public Participation Program established in the Comprehensive Plan along with any state or federal mandates to ensure that the public has the opportunity to participate in establishing all essential public facilities.

IV. *Consistency with Existing Plans and Regulations*

Although the City's Comprehensive Plan and development regulations will not preclude the siting of essential public facilities. The City will adopt a process including standards in order to ensure reasonable compatibility and consistency.

V. *Consistency*

The data used to develop this comprehensive plan is to the greatest extent possible the best available data. The City considered the Growth Management Act's fourteen goals and has incorporated them where applicable. It has also coordinated its plan with that of adjacent jurisdiction, Grant County-wide Planning Policies and the Quad County Regional Transportation Planning Organization in order to achieve compatibility and consistency. Furthermore, all of the planning elements have been integrated into a single internally consistent plan. The City of Quincy believes the comprehensive plan as a whole will be effective in working toward community goals in an economically feasible manner.

VI. *Growth Management Act Goals*

The City will strive to address the Growth Management Act's fourteen state goals and has incorporated them into the comprehensive plan. The fourteen state goals are as follows:

- ***Urban Growth -*** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

- ***Reduce Sprawl* -** Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

- ***Transportation* -** Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and City comprehensive plans.

- ***Housing* -** Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing.

- ***Economic Development* -** Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth, all within the capacities of the state's natural resources, public services, and public facilities.

- ***Property Rights -*** Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

- ***Permits -*** Application for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

- ***Natural Resource Industries* -** Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries.

- ***Open Space and Recreation* -** Encourage the retention of open space and development of recreational opportunity, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

- ***Environment -*** Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

- ***Citizen Participation and Coordination* -** Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

- ***Public Facilities and Services* -** Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

- ***Historic Preservation* -** Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

- ***Shorelines of the State* -** The goals and policies of the Shoreline Management Act (RCW 90.58.020) are adopted by reference as a goal of the GMA.

3. LAND USE ELEMENT

This Land Use Element has been developed in accordance with section RCW 36.70A.070 of the Growth Management Act to address land uses for the City of Quincy. Its purpose is to ensure the next 20 years of growth and development in Quincy are guided by policies consistent with the Growth Management Act, Grant County's Countywide Planning Policies (CPPs), and other city goals and policies within this comprehensive plan.

Current and future land uses generate the need for utilities, transportation and other public facilities or services; therefore, the goals and policies of this Land Use Element should be read in conjunction with the other subject-area elements of the plan. All the elements are meant to work together when planning and budgeting for Quincy's needs. The goals and policies in this Plan are intended to protect the natural elements that contribute to quality of life, without being overly prohibitive to development potential and private property rights. The Land Use Element will be implemented through land use development policies and regulations, and thus it is the key element in this Comprehensive Plan.

The Land Use Element specifically considers the general distribution and location of current land uses (illustrated on the Future Land Use Map]), taking into consideration the current development trends as well as costs and benefits of growth. Development patterns and population changes will affect land use needs. In order to ensure appropriate land is available for the community's needs, the City will review the Urban Growth Area (UGA) every 10 ten years or every 7 years with State required Comprehensive Plan updates.

I. *Goals & Policies*

The City of Quincy is located in a rich agriculture area with large tracts of open land both in the City and surrounding it. Though currently not constrained by the availability of land, the City is constrained by availability of financial resources and hopes to maintain a high quality of development going forward. Coordination between the Land Use Element and the Capital Facilities Element will be essential to ensuring future growth is supported by adequate, high quality infrastructure. The Land Use Element will guide decision making to achieve the community goals as outlined in the Vision Statement (see Chapter 1: Introduction and Vision) and articulated in the following Goals and Policies. The element will be organized based on these areas of specific emphasis:

- ***Orderly and Efficient Land Use*.** Managing growth so that the delivery of public facilities and services will occur in a fiscally responsible manner to support development and redevelopment in the City;

- ***Infrastructure*.** Assisting in improvements to the infrastructure in order to support industrial and related development including transportation and utilities;

- ***Economic Development*.** Encouraging economic stability for the community by providing for large industrial development thereby attaining a stable and diversified economy and supporting the smaller enterprises which are the fabric of the community;

- ***Land Use Designations*.** Encourage land use planning techniques to achieve a balanced community, including designating land uses to allow housing for all economic levels, a variety of commercial and business opportunities, and adequate land for industrial uses.

- ***Environment****.* Provide for the protection of public health and safety and the natural and human environment through careful planning and mitigation. The City will achieve urban development while preserving and protecting the resource of the surrounding farm lands;

- ***Thriving Neighborhoods*.** Achieving a well-balanced and well-organized combination of open space, commercial, industrial, recreation, and public uses served by a convenient and efficient transportation network while protecting the fabric and character of residential neighborhoods

1. Orderly and Efficient Land Use

GOAL LU 1.1 Encourage an orderly and efficient land use pattern that supports activities of the residents of the City, local industries, and the employees of those industries.

GOAL LU 1.2 Encourage the distribution and of land use density and intensity by identifying lands suitable for developed or redeveloped through the following policies.

Policy LU 1.2.1 Establish zoning policies and zoning districts that allow for a variety of uses including varying densities for commercial, industrial, residential and mixed-use development.

Policy LU 1.2.2 Address code violations and nuisances quickly through code enforcement or other regulatory efforts to avoid negative impacts on residential neighborhoods.

Policy LU 1.2.3 Encourage the location of new businesses within the existing business district to promote the revitalization of the downtown area.

Policy LU 1.2.4 Promote harmony between business, industry, and residential areas, through balanced zoning and open public input.

Policy LU 1.2.5 Prevent development from occurring on land determined to be contaminated until mitigation has been completed.

GOAL LU 1.3 Coordinate growth and development with adjacent jurisdictions to promote and protect inter-jurisdictional land use interest.

Policy LU 1.3.1 Coordinate inter-jurisdictional review of land use activities in the adopted Urban Growth Area.

2. Infrastructure

GOAL LU 2.1 Build and maintain water and sewer infrastructure systems capable of supporting additional industrial and related development.

Policy LU 2.1.1 Through user fees and infrastructure requirements for new developments, ensure the maintenance and expansion, as necessary, of the industrial sewer and water systems to accommodate the needs of industrial facilities. Cooperation with other agencies, as necessary.

Policy LU 2.1.2 Coordinate the improvement of the transportation system to support large truck traffic on designated truck routes.

Policy LU 2.1.3 Condition development upon facilities being available concurrent with the impacts of the development.

Policy LU 2.1.4 Locate public facilities and utilities to: (a) maximize the efficiency of services provided; (b) minimize their costs; and (c) minimize their impacts upon the natural environment.

Policy LU 2.1.5 Do not issue any development permits which fail to meet minimum Level of Service (LOS) standards for the public facilities identified in the Capital Facilities Element.

GOAL LU 2.2 Avoid discharge into the groundwater of the City that would contribute contaminants or facilitate the degradation of groundwater used for public water supplies.

3. Economic Development

GOAL LU 3.1 Foster the development of industrial land uses through local economic development strategies and implementation of the Economic Development Element. The City will encourage the local economy by providing a predictable development atmosphere, emphasizing diversity in the range of goods and services, and ensuring that as the economy changes employment opportunities are balanced with a range of housing opportunities.

Policy LU 3.1.1 Encourage development of a wide range of commercial uses to support local and regional needs, including those of visitors to Quincy.

GOAL LU 3.2 Support the Quincy Airport and future airport expansion through land use and economic considerations.

Policy LU 3.2.1 Encourage the protection of the airport from adjacent incompatible uses and/or activities that could impact the present and/or future use of the airport as an Essential Public Facility (EPF) and increase risk exposure to people on the ground.

Policy LU 3.2.2 Encourage open space and utilize innovative development options on land adjacent to the airport.

Policy LU 3.2.3 Support the notice on title or disclosure statement for new or substantial redevelopment of lots, buildings, structures, and activities that the property is located adjacent to the airport and may experience low overhead flights, odor, vibrations, noise and other similar aviation impacts.

See also: Chapter 6: Economic Development Element

4. Land Use Designations

This Land Use Element addresses 5 land use categories found within the City of Quincy and its Urban Growth Area (UGA) in unincorporated Grant County: Commercial, Light Industrial, Industrial, Residential, and Community Parks.

Commercial

Commercial areas include the Business District (B-D) zone inside the city limits and UGA areas in Grant County's Commercial Zone. These goals and policies apply to both the City of Quincy and unincorporated Quincy-UGA areas.

GOAL LU 4.1 Support the vibrancy of Quincy's business district as a retail business area providing shopping and business services to the entire community.

GOAL LU 4.2 Maintain a safe, aesthetically pleasing, and accessible business district that allows diverse economic development and which contributes to a sound economic base for the community and maintains a quality environment.

Policy LU 4.2.1 Maintain existing business district zoning to discourage conversion to other uses.

Policy LU 4.2.2 Limit the expansion of the business district to lands adjacent to the existing business district boundary, when there is a demonstrated need for additional commercial land.

Light Industrial

The light industrial areas provide a location for low-impact industrial and incidental commercial uses of a light intensity. Light Industrial areas are intended to foster a wide variety of business, heavier commercial, and light industrial services within buildings and as open air uses. Such areas are protected from the invasion of heavier manufacturing and industrial processes. Developments in this zone are characterized by parklike grounds and attractive buildings, which are compatible with nearby residential and commercial land uses.

Industrial

Quincy's industrial areas are intended to preserve land for industrial purpose within the working areas of the City. The two designated industrial zone are General Industrial (G-1) and Light Industrial (LI).

GOAL LU 4.3 Provide regional industrial activities in a safe, efficient working environment within the City.

Policy LU 4.3.1 Maintain facilities in a manner to support industrial activities.

Policy LU 4.3.2 Provide a buffer, when possible, between industrial activities and other land uses.

Policy LU 4.3.3 Promote coordinated development of industrial land to minimize impacts on public land and resources.

Policy LU 4.3.4 In the Light Industrial zone, locate a variety of business and heavier commercial enterprises and services within buildings and as open air uses.

Policy LU 4.3.5 Encourage light industrial land uses that are compatible with existing land uses.

Residential

Quincy's residential areas provide a range of housing types and densities. In the City limits, the two designated residential zones are Single and Two Family Residential District (R-1) and Multiple Residential District (R-M). The R-1 district is intended to promote and protect sound urban residential neighborhoods at a density of six families per acre. The R-M zone is intended to facilitate development of apartments and other group living quarters, well related to shopping and employment areas; at a maximum density of 44 units per acre. The Quincy-UGA contains areas zoned Residential M and Residential High.

GOAL LU 4.4 Maintain a sufficient number and variety of safe, aesthetically pleasing/attractive, housing units by providing new and enhancing/refurbishing existing housing in a variety of neighborhoods that are served by adequate public facilities and utilities for people of all income levels.

Policy LU 4.4.1 Protect residential districts from excessive noise, visual, air, and water pollution caused by non-residential land uses by establishing performance standards and mitigating potential impacts to residential areas during permitting.

Policy LU 4.4.2 Within the zoning code establish and maintain maximum building heights for all types of structures according to what is appropriate in residential areas.

Policy LU 4.4.3 Policy LU 8.3.8: Encourage innovative and flexible design for residential developments, especially for multifamily units, to provide a range of choices.

Policy LU 4.4.4 Policy LU 8.3.9: Allow for different types of daycare facilities within the residential areas of the community, and mitigate potential impacts to the community performance standards or permit conditions.

Policy LU 4.4.5 Require owners of vacant parcels and/or structures within all land use classifications to maintain said parcels in a manner which does not promote or create fire or safety hazards, noxious weeds and/or public nuisance, and which does not detract from the quality of the neighborhood.

Policy LU 4.4.6 Review and alter land use regulations as necessary to ensure provisions are made for locating manufactured housing in residential locations, subject to special criteria, including state standards, designed to protect the integrity of established residential neighborhoods.

GOAL LU 4.5 Prior to annexation of new areas for residential purposes, encourage redevelopment and in-fill of existing municipal boundaries, where feasible.

Policy LU 4.5.1 Encourage residential growth to occur in areas where public utilities exist or may be provided at reasonable costs.

Policy LU 4.5.2 Conserve housing by investing in local infrastructure, such as storm drainage, right of way improvements, and recreational amenities.

See also: Chapter 3 Housing Element

Community Parks

This area is established to protect land suitable for parks, recreation, open space and other green/natural spaces from more intense uses, reserving land for both existing and future spaces for community parks and recreation services.

> ***GOAL LU 4.6*** Preserve natural and agricultural land in reserve areas within the City jurisdiction to provide recreation, open space, and space for future growth.
>
> > **Policy LU 4.6.1** Assemble large or contiguous parcels to enable more efficient use of natural and agricultural land.
> >
> > **Policy LU 4.6.2** Designate Urban Reserve Areas for low intensity land uses, such as single-family residential.

Community Facilities

This area is established to designate land suitable for public or governmental uses to ensure the city can continue to supply adequate community services. Community facilities include governmental offices, public schools, the cemetery, and the library.

GOAL LU 4.7 Ensure there is a sufficient amount of publicly-owned land within the City so the City can supply adequate community services.

Overlays

Residential Transition Overlay

These areas will act as buffers between Industrial and Housing land uses, specifically on the north side of town. The underlying land uses still apply, but land within these areas must consider a greater degree of buffering to mitigate impacts of incompatible land uses being located adjacent to one another. These zones ultimately ensure proper distance and/or barriers between industrial and residential land uses.

5. Environment

The GMA requires local governments to classify, designate and protect critical areas. Critical areas, as defined by RCW 36.70A.030, include the following areas and ecosystems: Wetlands; Critical Aquifer Recharge Areas; Fish and Wildlife Habitat Conservation Areas; Frequently Flooded Areas; and Geologically Hazardous Areas.

Identification of Critical Areas

Based on existing studies and maps, the City of Quincy does not have any mapped Wetlands or Critical Aquifer Recharge Areas, or Frequently Flooded Areas. A detailed analysis of the County's critical areas can be found in Appendix A: Land Use Element.

Quincy Municipal Code contains development regulations which were adopted to implement these goals policies.

GOAL LU 5.1 Use best available science to classify and designate critical areas and resource lands.

Policy LU 5.1.1 Conserve the inherent economic, social, and cultural values of resource lands.

Policy LU 5.1.2 Develop appropriate regulatory and non-regulatory strategies to Protect environmentally sensitive areas and the functions they perform.

Policy LU 5.1.3 If wetlands are identified, use regulatory measures to protect wetlands as they are identified.

Policy LU 5.1.4 If critical aquifer recharge areas are identified, protect these areas through application of the with the well head protection manual and development regulations.

Policy LU 5.1.5 If frequently flooded areas are identified in the future, protect these areas from development that would increase flooding intensity or duration and/or negatively impact the health, safety and welfare of residents and visitors

Geologically Hazardous Areas

The City has a low level of geological hazards. One area of potential hazard is erosion associated with clearing and grading activities.

GOAL LU 5.2 The City will provide appropriate measures to either avoid or mitigate significant risks that are posed by geologic hazard, particularly those associated with erosion hazard areas, to protect public and private property, as well as public health and safety.

Policy LU 5.2.1 Grading and clearing for both private developments and public facilities/services will be limited to the minimum necessary to accomplish engineering design, with reclamation of disturbed areas being a top priority at the completion of the construction project.

Policy LU 5.2.2 To minimize blowing soil during development, appropriate water and/or mulch material will be required on any areas without a vegetative cover, as indicated in the approved erosion control plan.

Fish and Wildlife Habitat

There are no priority habitat species within all of Quincy's UGA; however, east of the UGA is a known nesting area for burrowing owls. Additionally, the lack of official data on the presence of fish and wildlife species does not rule out the possibility that fish and wildlife may need protection within the Quincy UGA.

GOAL LU 5.3 Protect fish and wildlife habitat areas, as they may be defined in the future, as an important natural resource.

Policy LU 5.3.1 Consider the impacts of new development on the quality of land, wildlife and vegetative resources as part of its environmental review process.

Policy LU 5.3.2 Land uses adjacent to naturally occurring habitat areas will not negatively impact the habitat areas. If a change in land use occurs, adequate buffers based on the best available science will be provided to the habitat areas.

6. Thriving Neighborhoods

GOAL LU 6.1 Conserve the character of residential neighborhoods by designating land for recreational and cultural activities and maintaining and supporting these activities.

Policy LU 6.1.1 Promote recreational and cultural activities for all ages.

Policy LU 6.1.2 Increase collaboration with the School Board to establish joint use agreements to increase available park land and facilities.

Policy LU 6.1.3 Conduct and maintain an inventory and evaluation of cultural resources within the Urban Growth Area. The results of this inventory and evaluation process shall be mapped for use by the City in implementing growth management policies and attaining historic preservation goals, still to be defined.

Policy LU 6.1.4 Assess whether land in public ownership could be used for pedestrian/bicycle trails or other recreational activities.

GOAL LU 6.2 Develop an integrated open space system that offers the urban dweller opportunities for physically active, and/or passive recreation in the surroundings of the natural environment.

Policy LU 6.2.1 The City will seek to develop a trail system of pathways for walkers, joggers, bicyclists, and others. The focus will be upon connection with a greenway path system so that users of the Quincy park system have a safe access to this pathway and park facilities.

Policy LU 6.2.2 Require new development to participate in the linked system and provide land area where appropriate.

4. HOUSING ELEMENT

Population projections for the next 20 years assume a slow growth rate for Quincy of 1.5%. Under this growth scenario, approximately 646 additional housing units will be needed to meet the housing demands of this population growth. It is anticipated that the anticipated growth in housing need can be accommodated under the existing zoning and available land.

During the Comprehensive Plan process, some community members expressed concerns that renters and low-income families had difficulty finding housing. This element of the Comprehensive Plan demonstrates the commitment of the City of Quincy to plan for the anticipated housing needs for all income levels, but especially low and moderate income households, during the next 20 years as required by the Growth Management Act.

I. Goals & Policies

GOAL H 1 Maintain a sufficient number and variety of safe, aesthetically pleasing/attractive, housing units by providing new and enhancing/refurbishing existing housing in a variety of neighborhoods that are served by adequate public facilities and utilities for people of all income levels.

Policy H 1.1 Maintain high standards for residential development, construction and maintenance. Such standards should include a diverse choice of housing types, quantities and designs including those for senior citizens, physically challenged and low income persons.

Policy H 1.2 Require, through building codes, the construction of sound, safe and sanitary dwelling units.

Policy H 1.3 Develop incentives that work to preserve and protect historic sites and buildings.

City Assistance in Affordable Housing

GOAL H 2 Actively promote and assist in development of affordable housing on all residentially zoned City-owned properties.

Policy H 2.1 Allow municipally owned properties suitable for residential development to be sold at reduced cost to those developers who will construct affordable housing.

Policy H 2.2 Explore a Housing Authority and/or a housing committee to guide the implementation of the housing element goals and objectives of the Quincy Comprehensive Plan.

Affordable Housing Techniques

GOAL H 3 Apply land use planning techniques to promote new residential development at densities that will allow cost-savings and consolidation of services.

Policy H 3.1 Adopt a Planned Unit Development ordinance with density bonuses for inclusion of low/moderate income units.

Policy H 3.2 Develop an ordinance allowing development on existing platted lots that do not meet current minimum area requirements.

Policy H 3.3 Review zoning ordinances to consider the development of an ordinance for accessory dwelling units in residential zones as long as the unit maintains the appropriate residential character and quality living environment.

Policy H 3.4 Review zoning ordinances in regards to senior housing to allow for flexibility as it pertains to density, parking requirements, open space, and unit size.

Mixed Use

GOAL H 4 Encourage the development of multi-family housing within existing retail commercial areas in particular in existing commercial or community structures as long as the street level use remains commercial.

Policy H 4.1 Regularly review zoning rules to ensure they support of mixed use development.

Planning for Housing

GOAL H 5 Increase the opportunity for all residents to purchase or rent affordable, safe and sanitary housing.

Policy H 5.1 Carefully examine the needs of the current residents, in order to direct new housing development, rehabilitated housing, and assisted housing to where it is most needed. Specifically consider the earning potential of all residents, particularly the employees of agriculturally oriented businesses and industries.

Policy H 5.2 Prepare a local Comprehensive Housing Affordability Strategy (CHAS) or similar evaluation that will identify the assess the current conditions, determine needs and shortfalls of current housing stock, and identify strategies to address the housing needs of the community.

Policy H 5.3 Incorporate the appropriate priorities of the Washington State Community Housing Affordability Strategies (CHAS) into its planning, with specific consideration given to home-ownership programs, rehabilitation of existing structures, and new construction.

Policy H 5.4 Cooperate with Grant County and other agencies in a county-wide housing needs assessment, which will address the affordability and availability of housing as it relates to the economy and work force of the area.

Policy H 5.5 The City will review state and federal housing programs and make recommendations regarding future grant applications that will assist in providing affordable housing. Emphasis will be given to programs which involve partnerships between the public and private sector in the development of housing.

Prevent Incompatible Land Uses

GOAL H 6 Protect the public health and safety by preventing the encroachment of incompatible land uses.

Policy H 6.1 Require buffers between new residential areas and arterial roads and between areas zoned for different uses.

Policy H 6.2 Encourage cluster developments. Where cluster developments occur, they shall be placed off main arterial roads, with buffer strips between homes and arterial roads.

Policy H 6.3 Use buffers to minimize nuisances between existing farmlands and residential areas.

Encourage Rehabilitation

GOAL H 7 Encourage the preservation of the existing housing stock through rehabilitation efforts.

Policy H 7.1 Coordinate with neighborhood-based groups or other volunteer organizations to promote housing rehabilitation and community revitalization efforts.

Policy H 7.2 Review state and federal housing programs and make recommendations regarding future grant applications that will assist in establishing City or non-profit operated housing rehabilitation and weatherization programs.

Diversity in Housing

GOAL H 8 Encourage stability of neighborhoods by encouraging diversity of the housing stock.

Policy H 8.1 While encouraging the provision of affordable housing, seek to disperse low to moderate income housing and all special needs housing developments throughout the community.

Policy H 8.2 Encourage home occupations consistent with residential neighborhoods, such as daycares, as viable uses that provide needed employment and community services.

Policy H 8.3 Allow a variety of housing types in residential zones, including government assisted housing, low-income housing, group homes, and foster-care facilities.

5. OPEN SPACE ELEMENT AND RECREATION

The City of Quincy enjoys a variety of open space and recreation opportunities. The Open Space Inventory below shows existing facilities.

I. *Open Space and Recreation Inventory (46.05 Acres)*

	Reservoir	**North East**	**O' Connell**	**East**	**South**	**North**	**Lauzier**
Size (Acres)	1.7	1.57	0.58	15.7	2.9	2.1	21.5
Trees	Yes		Yes	Yes			Yes
Open Fields		Yes		Yes	Yes		Yes
Softball Field				1 Lighted		1	2 Lighted
Baseball Field					2		
Soccer Field				1	1		3
Basketball Courts				1			4
Basketball Backstop						1	
Tennis Courts				4 Lighted			4 Lighted
Outdoor Ball Courts				2			
Bike Track				1			
Ice Skating Area					1		
Public Rest Rooms				Yes			Yes
Walking Paths				Yes			Yes
Picnic Shelters				2			Yes
Picnic Tables	3		2	25	6	2	Yes
Fire Pits				6	1		
Big Toys				1		1	
Climbing Toy				2		1	Yes
Swings	1		1	2		1	
Slide	1			1			
See Saw				4			
Merry-go-round				1		1	
Misc. Toys	3			6		Yes	
Horseshoe Pits					6	1	
Swimming Pool				1			

II. *Goals & Policies*

In order to preserve and enhance the quality of life, the City of Quincy has prepared this open space and recreation element to preserve open space, provide diverse park and recreation facilities, promote the proper management of recreation resources, and encourage diverse recreational opportunities. The Open Space and Recreation element will address:

1. **Community Character.** The City will maintain the general appearance and aesthetic quality of the community through the use of open space and buffer areas.

2. **Recreation Areas.** The City will seek to preserve, acquire and enhance open space areas to provide diverse park and recreation facilities and opportunities to meet the needs of Quincy area residents. The City will promote the proper management of recreation resources and facilities.

3. **Geological Features.** The City will preserve vistas which are dominant in the landscape and aesthetically pleasing.

4. **Incompatible Land Uses.** The City will use open space and buffer areas to separate incompatible land uses.

5. **Open Space Links.** The City will develop a plan to encourage links between open space areas that provide a variety of functional recreational uses. The plan will also develop links between open space areas and other uses such as schools and commercial areas in order to encourage pedestrian oriented transportation.

6. **Recreational Opportunities.** The City will encourage public and private programs which promote varied recreation activities, skill development, and participation to all persons including the physically handicapped, elderly, youth and economically disadvantaged.

7. **Promote Public Awareness**. The City will promote an understanding of the various recreation and arts opportunities available.

1. Community Character

GOAL OS 1 Preserve the existing character of the community and its many passive and active recreational opportunities

Policy OS 1.1 Develop a safe system of pedestrian corridors and bicycle paths with buffers to encourage pedestrian orientation and discourage noise, pollution and traffic congestion.

A. The accomplishment of the adopted Quincy Sidewalk Master Plan will provide most of the necessary linkages.

Policy OS 1.2 Maintain parks and sports fields to provide opportunities for organized sports and playground activities.

2. Recreational Areas

GOAL OS 2 Seek to achieve a variety of recreational settings to enable the development of diverse program activities.

Policy OS 2.1 Incorporate local park planning priorities into capital facilities development.

Policy OS 2.2 Investigate the acquisition of additional properties to develop park, recreational and open space opportunities and priorities, including additional acreage in the southwest for open space and stormwater.

Policy OS 2.3 Seek to acquire right-of-way and construct a walking path from East Park to Lauzier Park. Explore methods and funding mechanisms to provide a safe crossing of Highway 281 for the walking path.

Policy OS 2.4 Adopt a regular maintenance/improvements schedule for the parks and equipment which prioritizes needed improvements and replacements and a time line for implementing and completing them.

Policy OS 2.5 Acquire and conserve open space, historic areas, and areas of ecological significance within the community.

Policy OS 2.6 Promote open space and recreational activities to provide opportunities for physical activities, habitat understanding, agricultural awareness, and science-based learning.

3. Unique Geological Features

GOAL OS 3 The hills and mountains surrounding Quincy provide a dramatic backdrop to the City, contributing positively to its quality of life. The City will seek to preserve this view shed in its natural state and develop recreation areas to take the greatest advantage of these vistas.

Policy OS 3.1 Develop view protection development standards for identified locations which give the best perspective of the vistas.

Policy OS 3.2 Ensure that new parks and recreation facilities take advantage of the vistas when practical.

4. Incompatible Land Uses

GOAL OS 4 The City will ensure the separation of incompatible land uses through the development of buffer areas and standards.

Policy OS 4.1 Identify existing land areas which will benefit from the development of vegetated or natural buffer areas.

Policy OS 4.2 Identify existing lands adjacent to incompatible uses and rezone as necessary to ensure that buffer areas are provided.

Policy OS 4.3 Use buffer and landscaping standards for new development.

5. Provide Open Space Links

GOAL OS 5 Develop an integrated open space system that offers the urban dweller opportunities for physically active, and/or passive recreation in the surroundings of the natural environment.

Policy OS 5.1 Seek to develop a trail system of pathways for walkers, joggers, bicyclists, and others. The focus will be upon connection with a greenway path system so that users of the Quincy park system have a safe access to this pathway and park facilities.

Policy OS 5.2 Require new development to participate in the linked system and provide land area where appropriate.

6. Recreational Opportunities

GOAL OS 6 Determine the role parks should play in the future revitalization/economic development plans prepared for the City, then provide a sufficient budget over a long-term time frame to accomplish capital improvements.

Policy OS 6.1 Increase the range recreational opportunities available to youth.

Policy OS 6.2 Implement a method to continually monitor the recreational needs of citizens of all ages and abilities and provide inclusive access to recreation.

Policy OS 6.3 Make the parks a focal point for promoting tourism and recreational activities that contribute to economic growth.

Policy OS 6.4 Implement a six-year capital improvements plan for parks and recreation with annual review and make it a readily available management tool for which the Recreation and Arts Commission may plan future improvements.

Policy OS 6.5 Encourage programs which promote varied recreation activities, skill development, and participation opportunities.

Policy OS 6.6 The City will evaluate the need to staff and fund a parks and recreation department in cooperation with other community service agencies.

Policy OS 6.7 Foster additional partnerships with local, state, and private entities to achieve open space goals and policies.

Policy OS 6.8 Implement the Quincy Master Parks Plan, which shall be adopted by reference in this Comprehensive Plan.

GOAL OS 7 Provide recreation programs that meet the needs of the greatest number of people.

7. Promote Recreation and Arts Awareness

GOAL OS 8 The City will provide recreation programs that allow for artistic and cultural development; socialization; development of muscular coordination and strength and increased physical stamina; enrichment of skills and knowledge.

Policy OS 8.1 Ensure the public is apprised of current program information.

Policy OS 8.2 The City will provide the media with information about recreational programs and the development of parks and their facilities.

Policy OS 8.3 The City will provide the public opportunities for input into the decision-making process.

6. ECONOMIC DEVELOPMENT ELEMENT

The Citizen's Advisory Committee (CAC) surveyed local businesses to ascertain that community's views on the future of economic development in the City. Businesses and local economic development agencies were asked for input regarding strategies that could be employed to make a favorable climate for economic development and the role for key players such as the City and the Quincy Port District.

The businesses were also invited to a CAC meeting for insight on their organizations' future plans and potential for growth, and to share their views on impediments to economic development and other issues that needed to be addressed in the economic development element of the comprehensive plan.

Fifty percent of those surveyed responded, representing eight businesses with a total of 478 employees. There has long been a concern in the City that too many employees are forced to live out of City due to the unavailability of housing. The response from these employers validates those concerns, as they indicate that 53% of their employees live outside the City limits.

Those representatives who attended the CAC meeting identified both strengths and weaknesses of the community. The City owned industrial sewer system is recognized as the community's greatest asset towards economic development. Maintaining this facility for future users was identified as a priority for the community

The City of Quincy recognizes that implementing an economic development strategy will benefit the future vitality of the community. Generating economic activity in Quincy will increase employment opportunities, expand the tax base, increase disposable incomes, and provide additional tax revenues. Increased development will also have the potential to cause adverse impacts on the community, such as traffic congestion, increased demands for housing, and additional demands on the water supply and sewer services. Therefore, it is crucial for the City to develop an economic strategy that facilitates improvements and maintenance of capital facilities, transportation needs, and coordinates land use and housing policies with the economic development policies.

The Economic Development Goal of the Growth Management Act is: Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth all within the capacities of the state's natural resources, public services and public facilities.

Grant County Port District - Intermodal Yard

The Port established the intermodal yard to serve the container traffic of area shippers, both east bound and west bound, by truck, rail, or a combination of the two. Currently the yard is managing approximately forty (40) containers daily out to the Ports of Seattle and Tacoma. Also available is the ability to plug into approximately 130 reefer sharing units, while awaiting shipping availability at the Seattle or Tacoma ports. Shippers have expressed the need to expand the yard to provide additional space to sort and unload dry containers as well as empty refrigerator containers. The Port is collaborating with shippers on three major projects to facilitate additional shipping opportunities along with additional storage capabilities, and to address security concerns. The following projects will help meet the requirements of RCW 82.14.370(3)(a), in order to be eligible to seek funding through the Strategic Infrastructure Program of Grant County.

PROJECT 1: Increase the loading, unloading, and storage capacity by adding additional area to the existing yard. The additional area will consist of excavating approximately two acres to the east of the existing yard and fill with three feet of crushed surfacing base course to establish a solid surface.

PROJECT 2: The Port is considering adding a cross dock facility at the intermodal yard. The purpose will be to allow rail car cargo to be delivered to the intermodal yard to be unloaded into trucks for shipping or vice versa. The use of rail will reduce the cost of shipping cargo for shippers, as well as increase the efficiency of cargo movement. These projects are widely supported as evidenced by letters of support received by the Port. The estimated cost, including design and construction is $812,293.

I. *Goals & Policies*

GOAL ED 1 Assure that there is infrastructure in place to accommodate orderly growth for the 20-year planning period.

Policy ED 1.1 Maintain the industrial sewer system at a level of capacity at which it will serve the existing needs and be available for future users. The City will continue to pursue funding mechanisms to expand the sewer system as necessary.

Policy ED 1.2 Maintain a capital facilities improvement program and a long-range public facilities and services plan that will allow for the provision of appropriate public facilities and services to commercial, industrial and residential lands beyond the immediate planning period.

Policy ED 1.3 Protect or acquire water rights and maintain the ability to provide water to meet all projected residential, commercial and industrial needs.

Policy ED 1.4 Establish funding priorities for future infrastructure projects to further economic development.

Policy ED 1.5 Prioritize geographical areas for infrastructure expenditures and invest in public infrastructure in a timely way that supports economic development.

Policy ED 1.6 Identify new funding mechanisms that will spread infrastructure costs over time to minimize up-front costs.

GOAL ED 2 Encourage public and private sector endeavors that will foster the expansion of the tourism industry.

Policy ED 2.1 Maintain working relationships with Grant County Tourism and local and regional economic development agencies in order to market the City and attract new retail businesses.

Policy ED 2.2 Implement the parks and recreation facilities plan as prioritized on an annual basis.

Policy ED 2.3 Explore feasibility of developing jogging/pedestrian trails along the canal.

Policy ED 2.4 Form a tourism task force to explore the development of hotels, motels, RV parking facilities, and bed and breakfast inns, to capture some of the market brought into the county by the music concerts in the gorge.

GOAL ED 3 Support efforts to create a retail and commercial area revitalization program.

Policy ED 3.1 Seek mechanisms to fund and develop a downtown revitalization plan, which shall be adopted by reference in this Comprehensive Plan.

Policy ED 3.2 Investigate and if feasible, develop a low-interest loan program for improvements that would reinvest in commercial buildings, enhance appearance of the business districts, corridors, and downtown area, and create a cohesive image for the downtown area and entryway corridors.

Policy ED 3.3 Investigate and if feasible, develop plans for redevelopment/ beautification of the central business district.

Policy ED 3.4 Explore water infrastructure improvements to provide easier water access to landscaped bumpouts in Downtown.

GOAL ED 4 Coordinate efforts with the Port of Quincy, local economic development councils, and other entities in the economic development arena to attract new commerce and industry.

> **Policy ED 4.1** Cooperatively develop a program to support the port in marketing their facilities.

> **Policy ED 4.2** The City will develop a program to diversify the local economy by encouraging a variety of industrial and commercial businesses.

GOAL ED 5 The City will implement the recommendations of the housing element in order to provide a range of affordable housing.

GOAL ED 6 The City will strive to maintain a cooperative relationship with the hospital district in order to insure adequate health care remains available in Quincy.

GOAL ED 7 The City will encourage the local economy by providing a predictable development atmosphere, emphasizing diversity in the range of goods and services, and ensuring that as the economy changes employment opportunities are balanced with a range of housing opportunities.

> **Policy ED 7.1** The City will seek economic development assistance from the Grant County Economic Development Council, Big Bend Economic Development Council, State Department of Community and Economic Development, and other entities in the economic development arena.

> **Policy ED 7.2** The City will coordinate efforts with the Port of Quincy in a marketing campaign to attract additional industries to Quincy.

> **Policy ED 7.3** Promote the development of commercial activities oriented to the needs and desires of the area’s residents.

7. UTILITIES ELEMENT

The City of Quincy has historically been an agriculturally-based economy. In recent years, a shift toward technology-based industries has led to a change in the demands on utilities. Data centers require large supplies of electricity to power plants, water to cool plants, and back-up generators in case of power outages. High-speed internet infrastructure is needed to support both industries and the changing demands of Quincy residents.

The Utilities and Services Inventory, included in Appendix 7, lists all services provided, planned for, paid for, and delivered by providers other than the City of Quincy. An inventory of services available provides necessary information to the community as it plans for growth and new development.

This element is intended to be consistent with other elements in the comprehensive plan, the County-wide Planning Policies, and the Growth Management Act. Capital improvements and expenses for utilities are considered in the Capital Facilities Element

Going forward, the City's utility planning will place a special emphasis on the following strategies:

- ***Coordination with the Land Use Element:*** as the City grows and changes, utilities should be provided to meet the demands of industry and population growth.

- ***Energy Conservation and Conversion:*** the City should explore converting to cleaner and more efficient forms of energy as these become available and price competitive.

- ***Implement Timely Processes:*** there are many utility service providers in Quincy that must coordinate their work within rights-of-way and utility corridors. The City can should assist in coordinating the work of these utility providers to assure the community can access their services.

I. *Utilities and Service Inventory*

Electricity

Electrical service is provided in Quincy by Public Utility District No.2 of Grant County (Grant PUD). Energy is generated primarily by hydroelectric sources: the Priest Rapids Project, which constructed two hydro-electric dams on the Columbia River — Priest Rapids and Wanapum; the Quincy Chute; and the Potholes East Canal hydroelectric projects. Grant PUD also holds contracts for a 12.54 percent share of the power from the Nine Canyon Wind Project owned by Energy Northwest.

Grant PUD has forecasted that energy requirements for Grant County will continue to grow, and the largest share of that growth with be in the industrial sector. Quincy-specific data was not available, but according to a Grant PUD spokesperson, there are indications that Quincy will continue to experience future demand for electricity driven particularly by the presence of data centers. Grant PUD is planning for this future "load growth."

Natural Gas

Natural gas service is provided by Cascade Natural Gas. . As of 2018, Cascade served more than 282,000 customers in 68 Washington Communities. Interstate pipelines transmit Cascade's natural gas from production areas in the Rocky Mountains and western Canada to sites in Oregon and Washington. The Cascade headquarters is in Kennewick, Washington.

Telecommunications

Local telephone service is provided by Frontier Communications. Quincy is also served by several cellular providers, including: Verizon; Sprint; AT&T; and T-Mobile.

Internet/Broadband Networking

Grant PUD maintains and operates advanced fiber-optic communications systems. High-speed Internet access is available to customers in portions of the county through several fiber-optic service providers, including iFiber and LocalTel Communication. Satellite television is provided by Dish or DirecTV. Internet providers include HughesNet (satellite internet) and Frontier (DSL internet).

II. *Goals & Policies*

1. Coordination with the Land Use Element

GOAL U 1 Facilitate the development of all utilities at the appropriate levels of service to accommodate growth that is anticipated to occur in the City.

Policy U 1.1 Coordinate City land use planning with the non-municipal utility service provider's planning and adopt procedures that encourage providers to utilize the Land Use Element and Urban Growth Area in planning future facilities.

Policy U 1.2 Continue to utilize maps of the existing and proposed utility facility corridors and capacity to determine consistency of such designations with the elements of the comprehensive plan.

Policy U 1.3 Assure that the comprehensive plan designates areas available for the location of utility facilities.

Policy U 1.4 Strive to serve and provide adequate levels of service to all utility customers.

Policy U 1.5 Require new developments with high energy demands, such as data centers, to provide adequate primary and back-up energy infrastructure at their project.

2. Energy Conservation and Conversion

GOAL U 2 Facilitate the provision of utilities that are environmentally sensitive, safe and reliable, aesthetically compatible with the surrounding land uses, and available at reasonable economic costs.

Policy U 2.1 Promote and encourage conservation of resources to delay the need for additional facilities for electrical energy and water resources and achieve improved air quality.

Policy U 2.2 Encourage the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources.

Policy U 2.3 Support development of a widespread gaseous fuel infrastructure to provide more options to reduce vehicular pollution (City fleet to cleaner fuels).

3. Implement Timely Processes

GOAL U 3 Process permits and approvals for utility facilities in a fair and timely manner and in accord with the development regulations and state law.

Policy U 3.1 Promote, when reasonably feasible, co-location of new public and private utility distribution facilities in shared trenches and coordination of construction timing to minimize construction-related disruptions and reduce the cost of utility delivery.

Policy U 3.2 Provide timely effective notice to utilities to encourage coordination of public and private utility trenching activities for new construction and maintenance and repair of existing roads.

Policy U 3.3 Encourage provision of an efficient, cost effective and reliable utility service by ensuring land will be made available for the location of utility lines, including location within transportation corridors.

Policy U 3.4 Promote the extension of distribution lines to and within the Urban Growth Area. Coordinate land use and facility planning to allow eventual siting and construction of distribution lines to and within the Urban Growth Area. Coordinate land use and facility planning to allow eventual siting and construction of distribution lines within rights-of-way which are being dedicated or within roads which are being constructed or reconstructed.

Policy U 3.5 Encourage communication among the Washington Utilities and Transportation Commission (WUTC) and utilities regulated by the WUTC regarding the requirements of the Growth Management Act, especially the requirement that service be provided concurrently with or in advance of demand.

Policy U 3.6 Encourage system design practices intended to minimize the number and duration of interruptions to customer service.

8. TRANSPORTATION ELEMENT

I. *Purpose and Role of Transportation Element*

The Transportation Element has been developed to be consistent with governing regulations including the Growth Management Act, County-wide Planning Policies, as well as internally consistent with all other comprehensive planning elements and City regulations.

II. *Concurrency Requirement*

Land use changes have a direct impact on transportation. Growth Management states that as new development takes place it shall not negatively affect the current level of service defined by the community. If a proposed development will have a negative effect on the transportation system, then mitigation measure should include transportation demand management strategies.

III. *Coordination & Certification*

Land use activities and changes to the transportation system can impact neighboring jurisdictions. Therefore, large development or transportation changes made within the city are benefited by intergovernmental coordination efforts. The Quad County Regional Transportation Planning Organization works to ensure an effective transportation system plan for its region is in place. Quincy supports this effort by transmitting their transportation plan to the Quad County Regional Transportation Planning Organization for certification.

IV. *Existing Conditions*

1. Roadways

The streets of a City are very visible and the most used facility within the community. The City of Quincy has 31.83 miles of paved streets and .75 miles of graveled streets. The preceding Federal Functional Route Classification MAP illustrates the Quincy Street System and the level of service provided by this system:

- Urban Principal Arterial (SR 28 /F Street and SR 281/Central Ave.: 2.68 miles
- Urban Major Collector: 4.42 miles
- Urban Minor Arterial: 5.33 miles
- Urban Minor Collector: 2.15 miles
- Local Access: 30.33 miles

Local Traffic Circulation

The City of Quincy grew around the junction of State Routes 28 and 281, which intersect near the geographic center of the City. SR 28, (F Street within the corporate limits), runs east and west through the commercial center of Quincy, parallel to the industrial areas and dividing the City in half. SR 281 enters the City (Central Ave) from the south to intersect with SR 28 and split the southern I /2 of the City into equal sections. The 1994 Traffic Pattern (Counts) MAP illustrates the traffic circulation in the area.

Regional Traffic Circulation

SR 281 leads traffic south to lnterstate-90. This provides the connection to western Washington and the eastern U.S. SR 28 provides the link west to Wenatchee, north-central Washington, and Canada. Travelling east on SR 28 provides the link to the communities of Ephrata, Moses Lake, Wenatchee, and the Tri-Cities.

The following Average Annual Daily Traffic Volumes were reported by the Washington State Department of Transportation for State Routes 28 and 281.

	1998	2002	2004	2010	2013
SR 28 (mile post 28.75)	6,700	7,000	7,500	7,700	7,600
SR 281 (mile post 10.55)	7,200	7,000	7,800	7,100	6,900

2. Public Transportation

Bus Service

Greyhound bus service is available in Quincy at 812 Central Ave S. In addition, Fronteras del Norte is a bus service available at 726 Central Ave N in Quincy. For local bus service Grant Transit Authority (GTA) offers rides between Grant County cities as well as Ellensburg and Wenatchee. Services to Wenatchee terminate at Columbia Station in Wenatchee connecting with the Link Transit System extending services to Chelan and Leavenworth. GTA continues monitoring transit level of service to improve local transit. Transit for farm laborers is available as part of the farm labor program.

Park and Ride

The nearest Department of Transportation Park and Pool lot to Quincy is located at the City of George, 10 miles to the south on Interstate 90. The City of Quincy is exploring adding an additional park and ride location in the city limits.

3. Rail Road

The industrial area of Quincy is served by a main Burlington Northern rail line. Passenger service is available at Ephrata, 20 miles away.

The City of Quincy participated in the Quad County Regional Transportation Organization (QuadCo RTPO). The regional agency identified transportation issues that affect all four participant counties (Adams, Lincoln, Grant, Kittitas) and the communities within those counties. A complete list of the RTPO transportation issues is included in the QuadCo Comprehensive Plan. Some of the identified issues which affect the City of Quincy, or its UGA:

4. General Roadway Issues

- Center striping of roads.
- Limited sight distance at intersections.
- WSDOT-noted deficiencies.
- Aging of bridge structures.
- Road paving in orchard areas.
- Regional effects of the development of new north-south corridors.
- Access through, to, and around cities.

5. Trucking Issues

- Hazardous materials movement.
- Haul road conditions, including improved classification.
- Re-surfacing of City streets leading to grain terminals.
- Imbalance between roads being funded for oiling and those most heavily used.
- Increased peaking of industrial traffic in some locations with steady increases in other areas.
- Long-term routing trends of agricultural traffic.

6. Auto Traffic Issues

- Transit study issues
- Institute package express service connecting the smaller communities with the regional centers.
- Transit service for farm labor.
- Institute transit or paratransit service. Non-motorized Issues
- Bicycle and pedestrian safety in conflicts with trucks during harvest period.
- Lack of a coordinated non-motorized system, especially related to ADA.

7. Rail Issues

- Poor maintenance of rail spurs.
- Utilize existing rail corridors for local passenger service.
- Lack of coordination with BNSF on improvements of crossings.

8. **General Issues**

- Lack of supportive infrastructure for nonmotorized travel.

Please refer to the Quad County Regional Transportation Comprehensive Plan for a detailed discussion of the identified issues.

The following Goals, Objectives and Policies are the core of the Transportation Element for the Quincy UGA. In addition, the Land Use Plan and Regional Transportation Plan were utilized to prepare this element of the Comprehensive Plan.

V. *Goals & Policies*

GOAL T 1 Provide an effective roadway network with adequate capacity to meet, at the adopted level of service, the demand for travel in the City, and support robust pedestrian and nonmotorized options.

GOAL T 2 Provide safe, convenient, and efficient transportation for all residents and visitors to the City. This will include improvements to existing facilities as well as extensions of transportation to new developments.

Policy T 2.1 Develop and maintain appropriate directional signage for truck traffic and assess the need for a truck route ordinance.

Policy T 2.2 Examine opportunities to expand the County's Public Benefit Transportation Area to provide regional transportation through cooperation with regional transit systems.

Policy T 2.3 Maintain up to date standards for right-of-way improvements.

Policy T 2.4 Review designs of parking elements on site plans submitted through the development review and construction processes.

GOAL T 3 Provide avenues for non-motorized travel, including bike and pedestrian routes, according to the adopted Quincy Non-Motorized Transportation Plan.

Policy T 3.1 Incorporate regular and routine consideration of bicycles in accordance with the Washington Department of Transportation, and the American Association of State Highway and Transportation Officials (ASSHTO) standards in all transportation improvements.

Policy T 3.2 Continue to cooperate with the school district in assessment of sidewalk and crossing need and identification of funding sources.

Policy T 3.3 Continue efforts to install new sidewalks or paths in pedestrian corridors considered by the community to be high priority (i.e., parks and areas potentially used by elderly or disabled persons). All new sidewalks will be barrier free.

Policy T 3.4 Protect bike and pedestrian safety by locating paths and trails away from truck routes and encourage complete streets where conflicts exist.

GOAL T 4 Make efforts to maintain current low accident rates.

Policy T 4.1 Identify specific high accident intersections on both the collector and arterial system and plan for infrastructure to improve safety.

Policy T 4.2 Provide required maintenance activities related to traffic control devices and roadway material within guidelines established by the City public works department.

Policy T 4.3 Maintain needed traffic data such as traffic counts and accident data to support studies, planning and operational activities for the Department of Public Works.

Policy T 4.4 Continue efforts to identify standards that enhance the safety of pedestrians and motorists in regard to sidewalk design and maintenance, lighting requirements, signs, and access to properties, and update Sidewalk Master Plan annually.

Policy T 4.5 When designating truck routes, avoid schools, parks, and residential areas, when feasible.

Policy T 4.6 Limit the movement of hazardous materials to designated truck routes, except when travel off a truck route is required for pick-up or final delivery.

GOAL T 5 The City will insure that the transportation system is adequate to serve all existing and future land uses. This will require coordination with the Land Use Plan and with the transportation plans of adjacent jurisdiction. In addition, to ensure that a consistent level of service is provided, the City will develop a concurrency management system, will explore alternatives for demand management, and will secure adequate financing for transportation.

Policy T 5.1 The City will review all development proposals, rezoning and vacating petitions, variance request, subdivision plats, and commercial construction site plans to ensure coordination with the Transportation Element.

GOAL T 6 Coordinate review of all future proposed roadway corridors with the county, with respect to critical areas land to minimize adverse impacts.

Policy T 6.1 New roads will be routed to avoid traversing publicly owned natural preserves, parks and recreation areas, significant cultural resources, and areas identified as critical wildlife habitat, except in cases of overriding public interest.

Policy T 6.2 All road construction projects will meet or exceed the minimum requirements of the Department of Ecology's Stormwater Management Manual for Eastern Washington. Reference the 2010 Comprehensive Stormwater Plan as drafted by Hammond Collier Wade Livingstone.

Policy T 6.3 Adopt an official right of way map identifying future right-of-way needs based on the Transportation Element. The City will coordinate the selection of the criteria used to establish future right of way across sections of the state highway system with the Washington Department of Transportation, Burlington Northern, and other transportation carriers and agencies.

GOAL T 7 Provide a cost affordable Level of Service for Quincy's roadway network.

Policy T 7.1 Use the Link (AF) Level of Service standards as a minimum criteria for the quality of service provided at peak hours for roadway segments on all four arterials that handle significant levels of local traffic. The evaluation of Level of Service will be conducted using the ratio of "peak hourly demand volume" to "peak hourly capacity."

LOS A Primarily free-flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delays are not bothersome. Drivers are not generally subjected to appreciable tensions. Volume/Capacity Ratio less than or equal to 0.60.

LOS B Reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tensions. Volume/Capacity Ratio greater than or equal to 0.60 and less than or equal to 0.70.

LOS C Stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds. Motorists will experience appreciable tension while driving. Volume /Capacity Ratio greater than 0.70 and less than or equal to 0.80.

LOS D Small increases in traffic flow may cause substantial increases in approach delays and, hence, decreases in speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combinations of these. Volume/Capacity Ratio greater than 0.80 and less than or equal to 0.90.

LOS E Significant delays in traffic flow operations and lower operating speeds. Conditions are causes by some combination or adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing. Volume/Capacity Ratio greater than 0.90 and less than or equal to 1.00.

LOS F Traffic flow operations at extremely low speeds. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse signal progression is frequently a contributor to this condition. Volume /Capacity Ratio greater than 1.00.

Policy T 7.2 Maintain an annually updated listing of analyzed and prioritized road improvement needs based on the Transportation Element, in order to assure consistency with the associated Level of Service standard by year, or with the capacity of the existing and programmed roadway network as adopted by the City.

Policy T 7.3 Upon the annual date of adoption, the City's concurrency management system will be revised as part of the annual review and amendment of the comprehensive plan.

Policy T 7.4 Adopt and enforce ordinances that prohibit development approval without necessary mitigation, if the development causes the Level of Service on the transportation facility to decline below Level of Service D, as adopted in this element.

Policy T 7.5 Coordinate consistency and compatibility between transportation plans with Quad-Co (Grant, Adams, Lincoln, and Kittitas Regional Transportation Organization).

GOAL T 8 Encourage the use of transit, carpools, and non-motorized travel as an alternative to single occupancy vehicles.

Policy T 8.1 Study establishing additional bus routes to and from Wenatchee.

Policy T 8.2 Study the feasibility of establishing a park and ride in the City of Quincy, including locating potential locations.

Policy T 8.3 Study establishing local passenger rail service within Grant County.

9. CAPITAL FACILITIES ELEMENT

Capital facilities are the durable goods portion of governmental service. They have a long-term useable life and can cost considerable amounts of tax dollars to purchase or construct. The process of obtaining capital facilities can require years of design, public involvement, budgeting and construction. Once constructed, capital facilities tend to become permanent, requiring an ongoing operations/maintenance cost.

As a result of the high cost for capital facilities, it is important for the government to prioritize and plan capital facilities as far ahead as possible. Yet a community's ability to fund projects will continue to change. Lack of funding often results in some worthwhile projects being delayed as more urgent problems are addressed. This element of the comprehensive land use plan was prepared to comply with the Growth Management Act. The Act stipulates that the City must estimate which new or improved capital facilities will be needed for the next twenty years to support the probable growth in population.

Planning future capital facilities involves estimating the future needs for a variety of facilities and services. Each year, as part of the city's budgeting process, the capital facilities projections should be revised to recognize new needs or revised plans/costs. An annual review will assist in updating the highest priority projects.

The Capital Facilities Element (CFE) is intended to serve as an objectively derived guide for the orderly growth and maintenance of the community. It will serve as the framework for coordinating capital improvement projects that implement the vision of the community expressed in the other elements of this comprehensive plan. It is designed to be a valuable tool of the City Council and private citizens, which enables the community to:

- Gain a better understanding of their existing public works systems and capacities;
- Identify potential problems associated with limited revenues and increased public demands for better services;
- Identify potential sources and programs that may be used to fund needed improvements; and
- Create a continuing process of setting priorities for needed capital improvements, based on consistent background information.

It is understood that some capital needs may go beyond the resources available through the general City revenues. Furthermore, future issues may develop quickly in response to citizens' desires or a change in community standards or circumstances. The CFE is designed to be flexible to these situations by identifying different possibilities for funding beyond the norm, as well as attempting to identify which foreseeable needs will require some future action in order to be completed.

While some departmental accounts are funded with fairly reliable and adaptable revenue sources such as utility fees and legislatively designated taxes, other reserve accounts should be created with regular City revenues when possible. Additionally, the availability of optional funding sources such as bond issues, levies, tax and/or rate increases, loan or grant applications, etc., do exist. If the community is unable to contribute the full amount planned for in the CFP in any one year, the plan is not abandoned but instead reviewed and amended to reflect changing circumstances.

I. *Financing*

There are numerous potential financing options the City will need to consider for implementing the CFP, which include private, local, state and federal.

Local Funding

Local funding for projects will come primarily from the City's General Fund, or from specific reserves built from utility rate revenues. The City may also need to consider bonds, levies and other revenue sources as needed for specific projects. The City's ability to finance identified improvements through many funding sources will depend partly on its current indebtedness. Revising the rate structures for utilities will also help provide the revenue needed to generate local match for state and/or federal dollars.

State/Federal Funding

Funding from state and/or federal sources, as well as others, may be available to provide portions of the funding necessary to implement improvements contemplated in this plan. Timely and up-front contact with the appropriate agencies should be made early in the planning process for a project to determine the applicability of the proposed funding source. This plan has been prepared with the understanding that the City will most likely be unable to finance significant infrastructure improvements without state and/or federal assistance. To obtain this type of funding it is important for the community to attempt to fund projects on its own to document the need for this assistance, as well as demonstrating an ability to at least generate some revenues for local matching funds.

II. *Goals & Policies*

GOAL CP 1 Provide needed public facilities to all Quincy residents in a manner that protects investments in existing facilities, maximizes the use of existing facilities, and promotes orderly compact urban growth.

Provide Capital Facilities

GOAL CP 2 Capital improvements will be provided to correct existing deficiencies, to replace worn out or obsolete facilities and to accommodate desired future growth, as indicated in the Six-Year Schedule of Improvements.

Policy CP 2.1 Capital improvement projects identified for implementation in the other elements of this plan and determined to be of relatively large scale and high cost ($10,000) will be included in the Six-Year Schedule of Improvement of this element, Capital Improvement Program and the annual capital budget.

Policy CP 2.2 Proposed capital improvement projects will be evaluated and prioritized using all of the following criteria:

a) Whether the project is needed to correct existing deficiencies, replace needed facilities or to provide facilities needed for future growth;

b) Elimination of public hazards;

c) Elimination of capacity deficits;

d) Financial feasibility;

e) Site needs based on projected growth pattern;

f) New development and redevelopment;

g) Plans of state agencies;

h) Local budget impact; and

i) Location and effect upon natural and cultural resources.

Share Cost of Facility Improvements

GOAL CP 3 Future development will bear a fair share of facility improvement cost necessitated by the development in order to achieve and maintain adopted Level of Service standards and measurable objectives standards.

Policy CP 3.1 New development will be prohibited if it negatively impacts the adopted LOS standards without adequately mitigating such impacts concurrently with development.

Policy CP 3.2 The city will verify that transportation impact fees are sufficient to address the fair share of transportation improvement costs necessitated by new development.

Policy CP 3.3 Appropriate funding mechanisms for development's contribution of a fair share of other public facility improvements (such as recreation, drainage and solid waste) will be considered for implementation as they are developed by the city.

Fiscal Resource Management

GOAL CP 4 Manage fiscal resources to support the provision of needed capital improvements for previously issued development orders and for future development and redevelopment.

Policy CP 4.1 Continue to adopt an annual capital budget and a six-year Capital Improvement Program as part of its budgeting process.

Policy CP 4.2 Efforts will be made to secure grants or private funds whenever available to finance the provision of capital improvements.

Policy CP 4.3 Fiscal policies to direct expenditures for capital improvements will be consistent with comprehensive plan elements.

Capital Facilities Level of Service Standards

GOAL CP 5 The city will coordinate land use decisions and financial resources with a schedule of capital improvements to meet adopted Level of Service standards, while providing existing and future facility needs.

Policy CP 5.1 The city will support and encourage the joint development and use of cultural and community facilities with other governmental or community organizations in areas of mutual concern and benefit.

Policy CP 5.2 The city will use the following LOS standards in reviewing the impacts of new development and redevelopment upon public facility provision:

a) **Recreation and Open Space**: Neighborhood and Community 6.34 acres per 1,000 residents; Open Space 10% of total city area.

Facility	Unit of Measure
Playgrounds (I supervised)	Per 1,000 residents (age 5-14)
Baseball Diamonds (I diamond)	Per 6,000 residents
Softball Diamonds (I diamond)	Per 3,000 residents
Football/Soccer Fields (I field)	Per 10,000 residents
Tennis Courts (I court)	Per 1,000 residents (age 9-70)
Handball/Racquetball Courts (I court)	Per 10,000 residents (age 9-59)
Swimming (450 sqft surface water)	Per 1,000 residents (all ages)
Community Centers (I facility.2miles)	Per 25,000 persons (all ages)

b) **Drainage**: Dry wells 25-year, 24-hour storm event; Storm Water Management Systems- retain on-site the runoff from 25-year, 24-hour storm at peak discharge rates. Development will be regulated to ensure that its post-development run-off to city systems does not exceed the pre-development discharge volume and/or rate.

c) **Traffic Circulation**: Roadway link specific for all roadways in the city's jurisdiction. The LOS by segments is indicated in the Transportation Element.

  i. Major Arterial LOS at peak hour traffic

  ii. Collectors and Local Roads Design Standards d.

d) **Sanitary Sewer:** 205 gallons per capita per day

e) **Potable Water:** Yearly average 190 gallons per capita per day (gpcd) raw water source 9.1 million gallons per day pumping capacity

f) **Solid Waste:** Residential 6.1 pounds per capita per day (pcpd)

Policy CP 5.3 Proposed plan amendments and requests for new development or redevelopment shall be evaluated according to the following guidelines as to whether the proposed action would:

a) Contribute to a condition of public hazards;

b) Exacerbate any existing condition of public facility capacity deficits;

c) Generate public facility demands that exceed capacity increase planning in the Six-Year Schedule of Improvements;

d) Conform with future land uses as shown on the future land use map of the Land Use Element;

e) Accommodate public facility demands based upon adopted LOS standards and attempt to meet specified measurable objective, when public facilities are developer provided;

f) Demonstrate financial feasibility, subject to this element, when public facilities are provided, in part or whole, by the city;

g) Affect state agencies' facilities plans a siting of essential public facilities; and

h) Affect significant cultural and scenic resources and critical natural areas.

Policy CP 5.4 Prioritize geographical areas for infrastructure expenditures and invest in public infrastructure in a timely way that supports economic development.

Policy CP 5.5 Identify new funding mechanisms that will spread infrastructure costs over time to minimize up-front cost.

Infrastructure for Future Growth

GOAL CP 6 Assure that there is infrastructure in place to accommodate orderly growth for the 20-year planning period.

Policy CP 6.1 Maintain the industrial sewer system at a level of capacity at which it will serve the existing needs and be available for future users. The City will continue to pursue funding mechanisms to expand the sewer system as necessary.

Policy CP 6.2 Maintain a capital facilities improvement program and a long-range public facilities and services plan that will allow for the provision of appropriate public facilities and services to commercial, industrial and residential lands beyond the immediate planning period.

Policy CP 6.3 Protect or acquire water rights and maintain the ability to provide water to meet all projected residential, commercial and industrial needs.

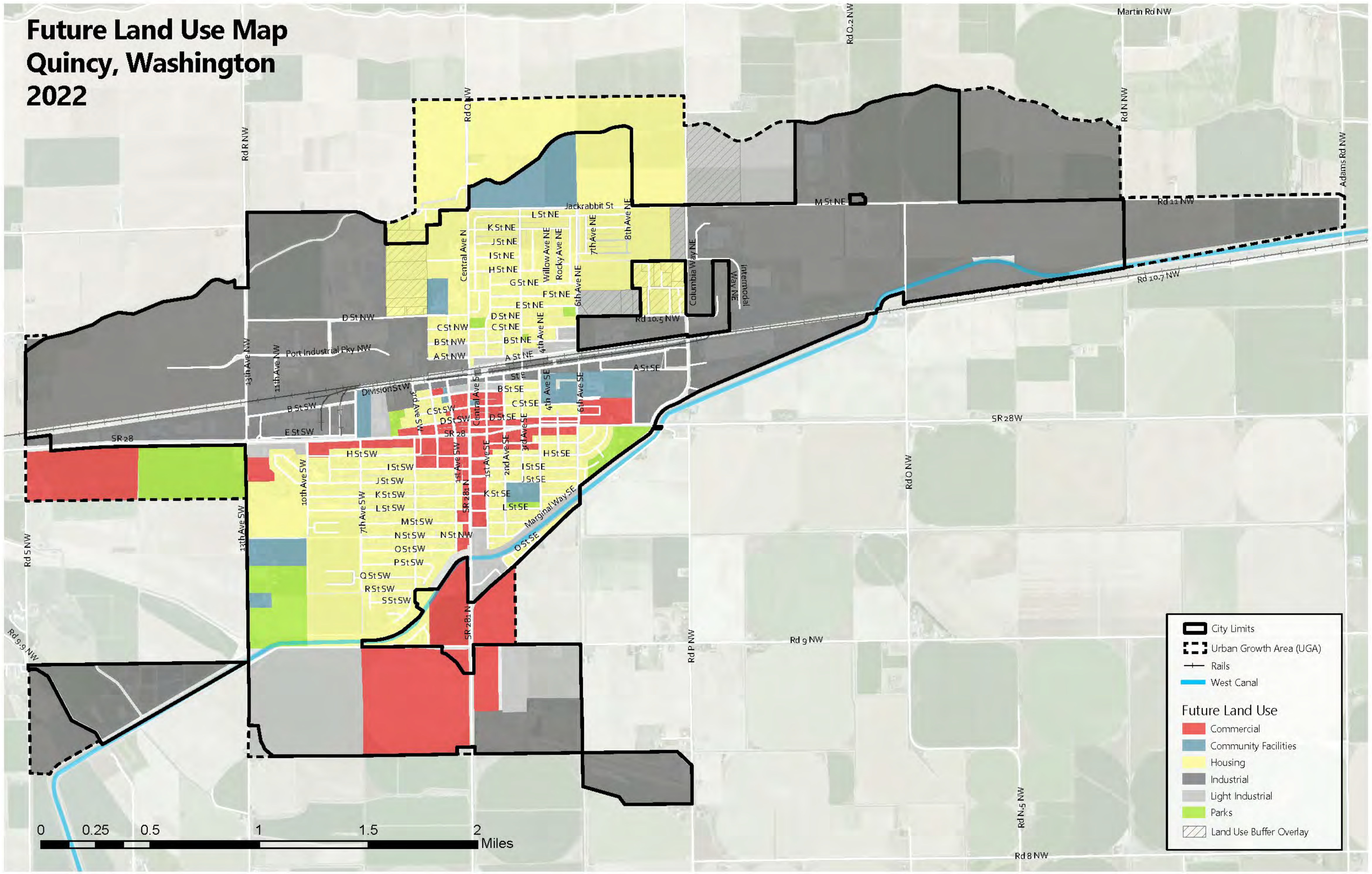
Policy CP 6.4 Establish funding priorities for future infrastructure projects to further economic development.

See Appendix C for Capital Facilities descriptions, inventory, and analysis.

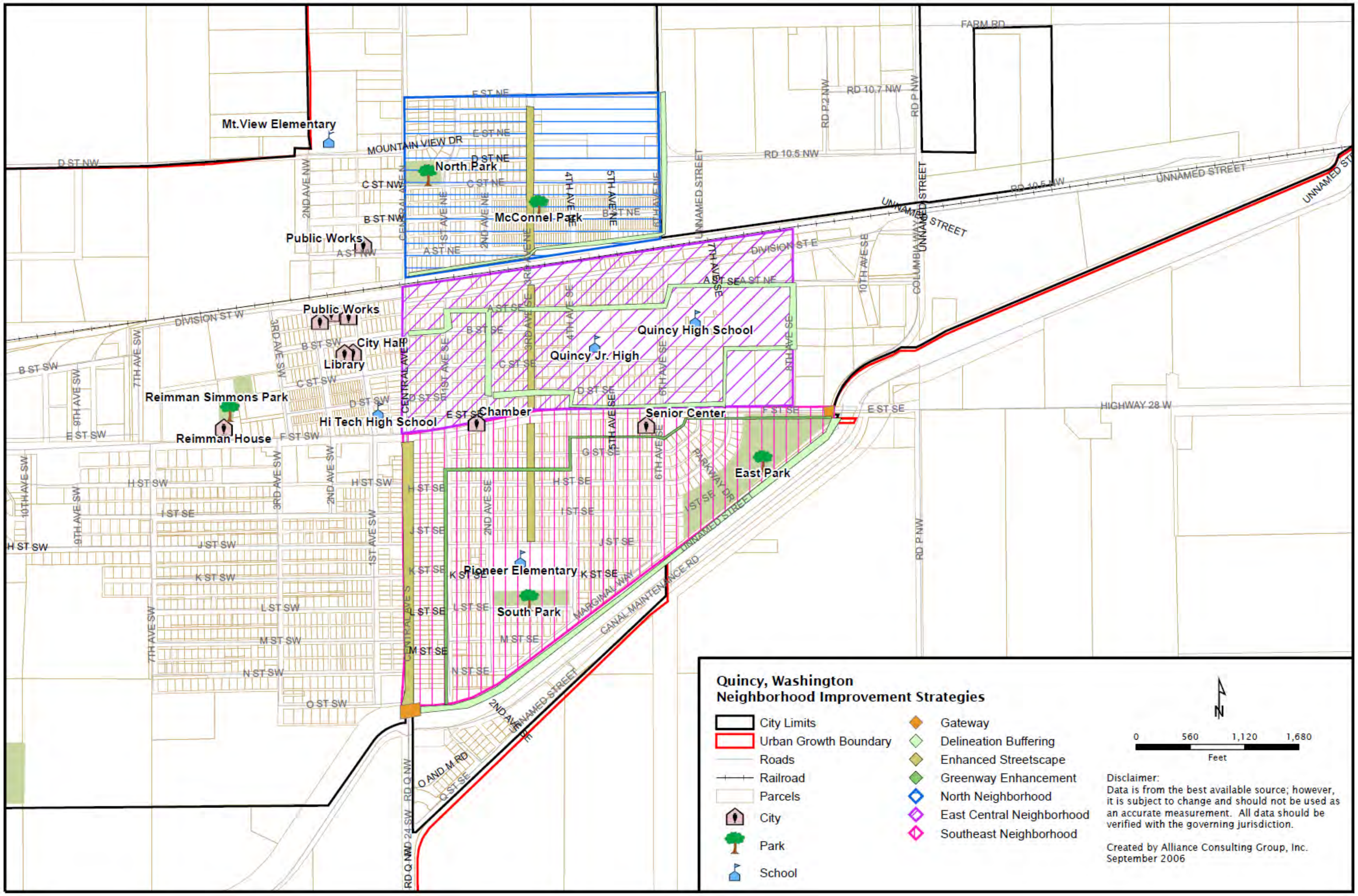
10. Map Folio

1. **Future Land Use Map**
2. **Neighborhoods Map**
3. **Public Land Use Map**
4. **Quincy Functional Road Classification Map**

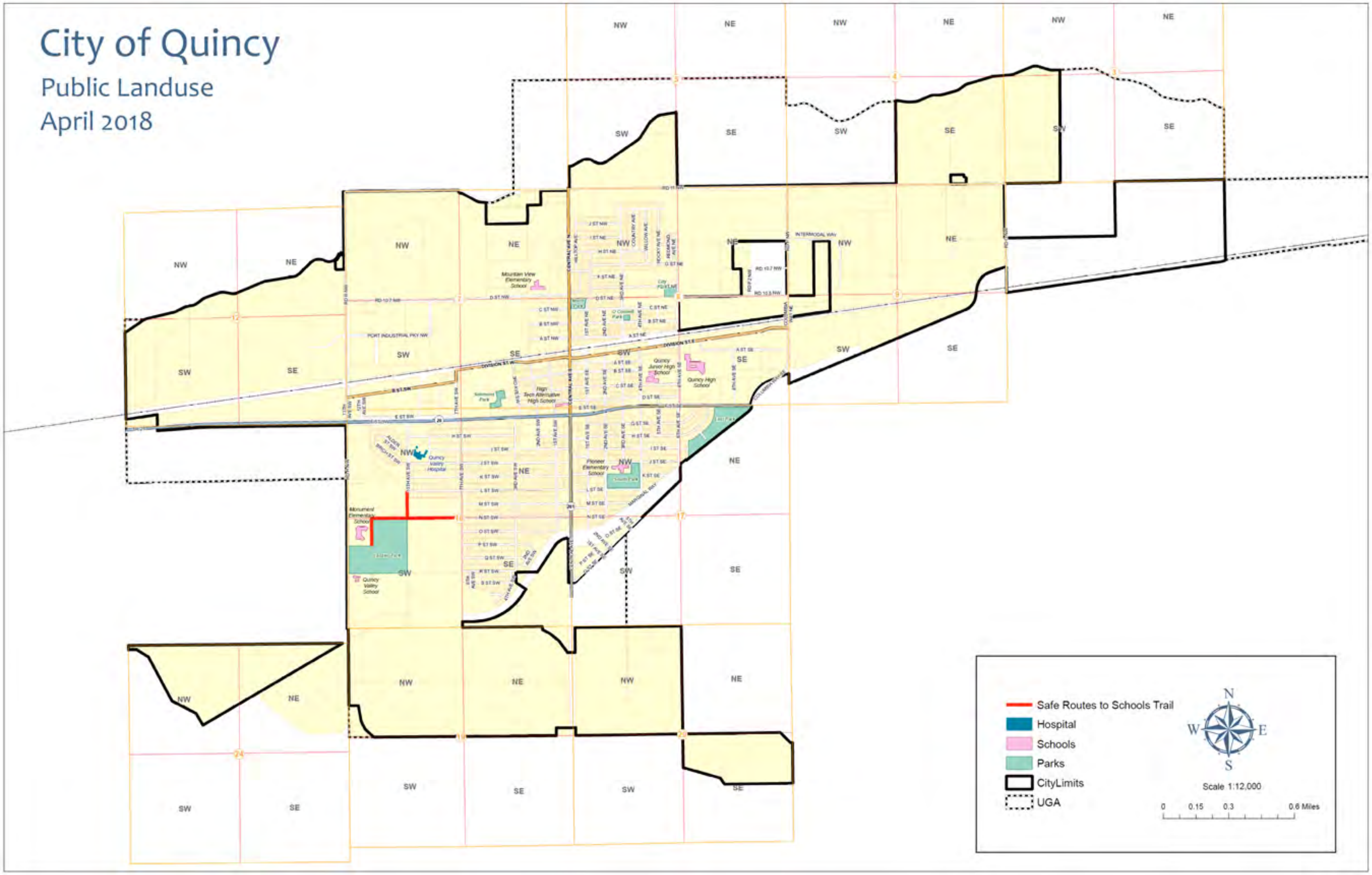
1. Future Land Use Map



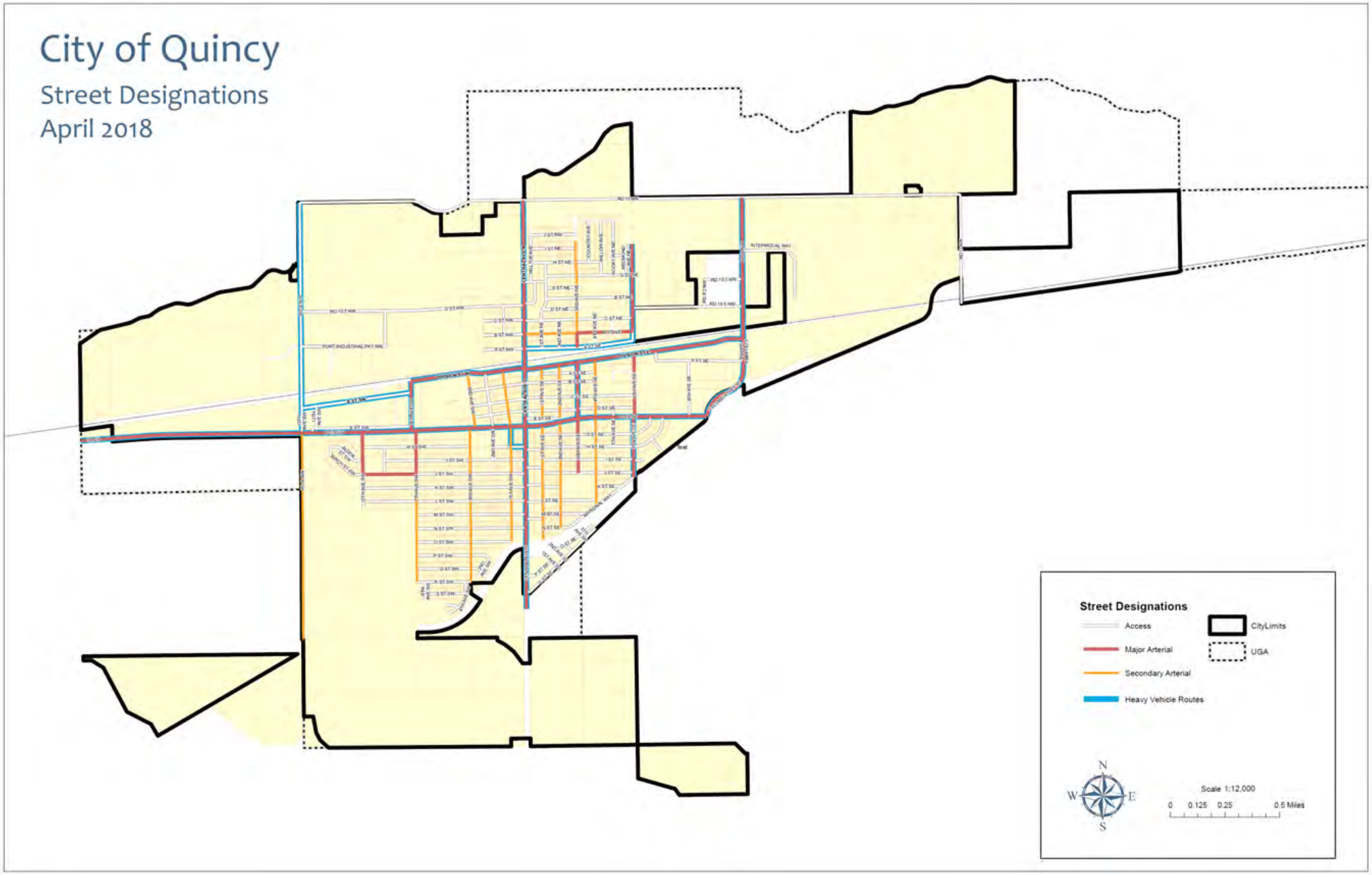
2. Neighborhoods Map



3. Public Land Use Map



4. Quincy Functional Road Classification Map



Appendix A. Land Use

Introduction

The analysis presented in this appendix summarizes the information used in the planning process while developing the Land Use Plan for the City of Quincy. The data reflects the general development pattern, physical characteristics, environmentally sensitive areas, and specific types of land use within the Quincy Urban Growth Area. Based on the existing and proposed development, projected population, natural environmental conditions, and current land use including vacant properties, the data shows there is adequate land for expected growth. The City of Quincy UGA contains some geologically hazardous areas, namely those associated with erosion, and may contain areas near protected fish and wildlife habitats.

I. *Population Trends*

1. Historical Growth

The Office of Financial Management's (OFM) 2017 population estimate for the City of Quincy is 7,370 people. Table A-1 presents the past 10 years of OFM population estimates for the City. Note this population data is not is not inclusive of the unincorporated UGA.

Table A-1: Population Growth Over 10 Years, City of Quincy

	Population	Annual Growth Rate
2006	5,655	
2007	5,760	1.82%
2008	6,126	6.35%
2009	6,489	5.93%
2010	6,750	4.02%
2011	6,815	0.96%
2012	6,945	1.91%
2013	7,000	0.79%
2014	7,235	3.36%
2015	7,270	0.48%
2016	7,345	1.03%
2017	7,370	0.34%
10 Year Annualized Growth Rate 2007 - 2017		2.5%

2. Growth Projections

a. Population Growth

The Quincy population growth analysis was last updated in 2006. The Grant County 2006 Comprehensive Plan projected an average annual growth rate of 2% for the Quincy UGA. The 2017 City population was projected to be 6,899. The actual 2017 population as estimated by OFM is 471 people higher than projected, at 7,370. In the course of the County's population projections and growth analysis for the 2018 GMA periodic update, the County has allocated a growth rate of 1.5% for Quincy. Because the City has experienced an actual annualized growth rate of 2.5% over the past 10 years, Quincy will analyze a range of growth scenarios.

Table A-2 presents three potential population growth scenarios for the City of Quincy's growth in the 20-year planning time horizon, using Grant County's projected 1.5% annual growth rate, the City's projected 2.0% growth rate, and the historical 2.5% growth rate. Expected population growth is estimated to be between 2,705 and 5,009 people by 2038.

Table 2: Potential Population Growth Scenarios in 2038, City of Quincy

Year	Projected Population Growth						
	1.5%		2.0%		2.5%		Difference
2017	**7,370**	**-**	7,370	-	7,370	-	-
2037	**9,926**	**2,556**	10,951	3,581	12,077	4,707	1,125
2038	**10,075**	**2,705**	11,170	3,800	12,379	5,009	1,208

b. Housing Growth

The OFM 2017 housing unit estimate is 2,214 units for Quincy. Table A-3 presents the past 10 years of OFM housing unit estimates for the City. Note this data is not inclusive of the unincorporated UGA.

Table 3: Total Housing Units Over 10 Years, City of Quincy

Year	Housing Type			Total Housing Units
	Single Unit	Two or More Units	Other	
2007	1,006	417	300	1,723
2008	1,130	435	302	1,867
2009	1,188	450	302	1,940
2010	1,237	457	326	2,020
2011	1,261	457	326	2,044
2012	1,278	467	326	2,071
2013	1,297	467	326	2,090
2014	1,319	514	328	2,161
2015	1,331	514	328	2,173
2016	1,359	514	328	2,201
2017	1,369	516	329	2,214

The growth in projected housing units was established by dividing the projected population by an average household size of 3.51 (based on 2010 Census). Table A-4 presents three housing growth scenarios for the City of Quincy in the 20-year planning time horizon, using the projected 1.5% and 2% annual growth rates and the historical 2.5% growth rate. Expected housing growth is estimated to be between 743 and 1,313 units by 2038.

Table 4: Potential Housing Growth Scenarios, City of Quincy

Year	Projected Housing Unit Growth						
	1.5%		2.0%		2.5%		Difference
2017	2,214	-	2,214	-	2,214	-	-
2037	2,913	699	3,120	906	3,341	1,227	321
2038	2,957	743	3,182	968	3,527	1,313	344

I. Land Capacity

1. Residential Capacity Analysis

Grant County is not required to conduct a review of buildable lands. However, the 2006 Quincy Comprehensive Plan included an analysis of available developable and residential densities to determine land necessary for residential growth. The land capacity analysis has been updated using Grant County Tax Assessor parcel data, zoning and tentative FLUM designations, and aerial imagery. Further review will be necessary once additional zoning.

The 2006 buildable land analysis stated that new development was likely to occur on vacant or agricultural lands. Following this conclusion, vacant and agricultural parcels within residential zones were identified for the updated analysis. Vacant parcels were identified as parcels with an assessed building value of $0, and agricultural parcels were identified by the Tax Assessor's current use classification. The selection was further reviewed for accuracy using aerial imagery. Consistent with the 2006 analysis, a reduction factor of 40-percent was used to account for land not likely to develop due to public use (road dedications, easements, parks, etc.), unknown unbuildable areas, or land remaining in agricultural use. After accounting for the 40% reduction factor, the net buildable area in acres is shown on the far right of Table A-5: 207 acres within the City limits and 249.4 acres in the unincorporated UGA.

Table 5: Results from Residential Buildable Lands Analysis (Net Buildable Area)

Quincy UGA – Residential Lands	Buildable Land (acres)			
	Vacant	Agricultural	Gross Area	Net Area
City				
Residential 1 (R-1)	215.1	38.8	253.9	152.3
Residential Multi-Family (R-M)	89.8	1.4	91.1	54.7
City Subtotal	304.8	40.2	345.0	207.0
Unincorporated UGA				
Residential	15.4	400.3	415.7	249.4
Quincy UGA Total	320.2	440.5	760.7	456.4

To determine whether there is sufficient buildable residential land to accommodate the projected population growth, the maximum permitted densities based on the zoning code and actual densities based on Grant County Assessor data were applied to the net buildable area. These results are shown in Table B-6. For areas in the unincorporated UGA, an assumed allowed and actual density of 6 housing units per acre was applied. This density reflects a low-density development scenario likely over the next 20 years.

To establish the ultimate population capacity, the 2010 Census average household size value of 3.51 was applied to the allowed and actual housing unit estimates within each residential zone.

Table 6: Quincy Population Capacity Based on Allowed and Actual Density

Quincy UGA – Population Capacity	Unincorporated UGA (Allowed)			Incorporated UGA (Actual)		
	Density	Housing Units	Population Capacity	Density	Housing Units	Population Capacity
City						
Residential 1 (R-1)	6	914	3,208	5	762	2,673
Residential Multi-Family (R-M)	12	656	2,303	6	328	1,151
City Subtotal	-	1,570	5,511	-	1,090	3,825
Unincorporated UGA						
Residential	6	1,497	5,253	6	1,497	5,253
Quincy UGA Total	-	3,067	10,764	-	2,586	9,078

Based on the above analysis, the land in the Quincy UGA has a growth capacity for 2,586 housing units and up to 9,078 additional people over the next 20 years. The estimated housing and population growth during the same period will be up to 1,313 additional housing units and an additional 5,009 people. Therefore, there is a sufficient supply (capacity) of residentially zoned land within the City and its unincorporated UGA to accommodate 20 years of projected population growth.

2. Urban Growth Area (UGA)

There does not appear to be a need for UGA expansion based on current growth projections. However, expansions to the UGA may be explored on a case-by-case basis if warranted.

II. Environment

The City of Quincy is located in one of the prime farming areas of the Columbia Plateau in Eastern Washington. The Columbia Basin Irrigation Project moderates the high desert conditions by providing an abundance of water for irrigation, domestic and recreation purposes. Quincy is located in Grant County, 17 miles west of Ephrata, 35 miles west of Moses Lake, and 35 miles east of Wenatchee. Additional information is available in the Critical Resource Section.

1. Natural Environment Characteristics

a. Topography

Quincy is located in the Quincy Valley; the generally flat lands are bounded by the Beezley Hills to the north, and the Frenchman Hills to the south. There are no large streams or creeks running through the land and the drainage is not well defined. The relatively flat nature of the area leads to ponding of the occasional heavy rain or snow melt.

b. Geology

The principal rock units underlying the Quincy Basin are basalt formations overlain with basalt gravel and recent glacial deposits. These basalt formations are typical of the lava flows throughout Eastern Washington. They vary in thickness to over 100 feet and are hard or dense on the center of the flows, but fractured and porous in the upper and lower surfaces where the lava cooled rapidly. Water seeps rapidly through these surfaces into aquifers or reservoirs along the center of each lava flow.

The lava flows in the Quincy area are covered with highly permeable coarse sand and gravel deposits which were deposited from outwash of a period of glaciation. There are glacio-fluvial deposits of loose unconsolidated sands, gravels, silts and clays. These deposits are very permeable and prone to rapid erosion when exposed to surface weather conditions. Water that percolates through the soils into these deposits is quickly dispersed. Generally, there is unlimited capacity within these deposits of sand and gravel beneath the Quincy Urban Area.

c. Soils

The load-bearing capacity of soil, the hydric properties, erosion potential, and characteristics with respect to shrink-swell all play a significant role in development of land. The Soil Survey explains in great detail each soil's suitability for agricultural, residential, recreational, wildlife habitat and other land uses.

The primary soils in the Quincy UGA are Warden Silt Loam with 0 to 2 percent slopes. This is a very deep, well-drained soil. The native vegetation is mainly grasses and shrubs. Permeability of this Warden Silt Loam soil is moderate. Available water capacity is high, and effective rooting depth is 60 inches or more. Runoff is slow, and the hazard of water erosion is slight.

d. Stormwater

The soil type and geology of the area combined with an average annual precipitation of seven inches per year adequately handle stormwater through "dry wells" for surface runoff in addition to the amounts that may percolate through the soil. The occasional heavy rainfall is quickly absorbed by the deep soils, or collects in natural ponds and quickly evaporates in the dry climate. The Land Use Plan Element can be implemented with relatively minor facilities required to manage the stormwater runoff on-site and only require a very limited regulatory effort to manage the occasional excess precipitation that may accumulate on impermeable surfaces within the Urban Growth Area.

e. Climate

The area is characterized by cold winters, warm springs, hot summers and cool fall conditions. The climate in the Quincy area is considered "High Plains Desert." The City is located within the rain shadow of the Cascade Mountains. The average annual precipitation is about 7 inches, with most of that coming during the cool fall and cold winter seasons of the year. The average annual temperature is around 50 degrees F, and the average frost-free season is about ISO days.

2. Critical Areas

a. Wetlands

Wetlands are areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. Wetlands may include those artificial wetlands intentionally created from non-wetland areas created to mitigate conversion of wetlands. (RCW 36.70A.030 (21). There currently are no identified wetlands in the Quincy UGA.

Any future wetland identification will be delineated using the approved federal wetland delineation manual and applicable regional supplements.

Wetland Finding: There are no mapped wetlands in the Quincy UGA.

b. Critical Aquifer Recharge Areas

Critical Aquifer Recharge Areas (CARAs) include but are not limited to areas with soils with rapid permeability, and the presence of potential sources of contamination. Discharge in to the groundwater of the City shall not contribute contaminants nor facilitate degradation of recharge areas. Development approvals shall ensure that all best management practices are employed to avoid contributing pollutants in to aquifer recharge areas. The requirement for a site analysis shall be based on detailed information on the following items:

1. Hydro-geologic susceptibility to contamination and contamination loading potential
2. Depth to groundwater
3. Hydraulic conductivity and gradient
4. Soil (texture, permeability, and containment attenuation)

CARA Finding: There are no identified critical aquifer recharge areas in the Quincy UGA.

c. Frequently Flooded Areas

Frequently Flooded Areas are those subject to a one percent or greater chance of flooding in any given year as identified by the Federal Emergency Management Administration. These areas may include, but are not limited to, streams (including intermittent ones), rivers, lakes, wetlands and the like. The best guide for frequently flooded areas is the Federal Insurance Rate Map often called FIRM data; it indicates no frequently flooded areas within the UGA boundary. Flooding Frequency Classes (complied by US Dept. of Agriculture Natural Resources Conservation Service) are based on the interpretation of soil properties and other evidence gathered during soil survey field work. It also indicates that there are no such areas identified within Quincy.

Frequently Flooded Areas Finding: There are no frequently flooded areas within the Quincy UGA.

d. Geologically Hazardous Areas

Geologically hazardous areas include areas susceptible to erosion, sliding, earthquake, or other geological events. They pose a threat to the health and safety of citizens when incompatible commercial, residential, or industrial development is sited in areas of significant hazard. Some geological hazards can be reduced or mitigated by engineering, design, or modified construction or mining practices so that risks to health and safety are acceptable. When technology cannot reduce risks to acceptable levels, building in geologically hazardous areas is best avoided. (WAC 365-190-080 (4))

Erosion Hazard Areas

Erosion is relatively common within certain areas of City, due to hydrologic and geologic characteristics, vegetative conditions, wind and human land use. By minimizing the negative impacts of human land use on these areas, the damage to the natural environment as well as to human-built systems is reduced. The two major factors for erosion are related to wind and water activity.

Volcanic Hazard Areas

The City is beyond the range of most volcanic activity, except ash fall, virtually eliminating the hazards of damage to people and/or property.

Earthquake Hazard

All of Quincy has soil identified by the Liquefaction Susceptibility and Site Class Maps for Washington State classified D - moderate liquefaction susceptibility.

Soil Hazard

The NRCS has identified soils with severe building limitations for houses with full basements, based on soil types/properties (WAC 365-190-080(4)(d)(i)(A)). Quincy does not have any limiting soils.

Geologically Hazardous Areas Finding: The City of Quincy has a low level of geologic hazards associated with erosion.

e. Fish and Wildlife Habitat

The Central Washington area is fortunate to have natural resources encompassing a large variety of environments. As demonstrated in national studies, many people participate in recreational activities that involve wildlife, including hunting, fishing, photography of wildlife, bird watching and feeding, among other things. Recreationally oriented tourist activities may provide a possible avenue for economic development in the area, capitalizing on these numerous natural resources. To that extent, as well as for the inherent importance of wildlife and the natural environment to the quality of life, it is the intent of these policies to recognize the importance of protecting fish and wildlife habitat conservation areas.

Fish and Wildlife Habitat Area Finding: There are no priority habitat species within all of Quincy's UGA. However, just east of the UGA is a burrowing owl nesting area near the highway that should be considered if/when Quincy expands the UGA. Additionally, the general lack of data does not limit Quincy in designating areas of protection based on local data and scientific research.

III. Land Use Designations

When determining how best to use the limited land resource within the City and UGA boundary it is important to understand the changing dynamics of the population, community's culture and land uses.

1. Existing Land Uses

The existing land uses table (Table A-7 below) shows the share of various land uses within the Quincy UGA, as determined by parcel-level data provided by the Grant County Tax Assessor.

See the Map Folio for the Future Land Use Map.

Table A-7: Existing Land Uses

Land Use Category	CITY		UGA		CITY + UGA	
	Acres	Percent	Acres	Percent	Acres	Percent
Residential	665.4	20.9%	91.9	6.4%	757.3	16.3%
Commercial/Industrial	1220.2	38.3%	130.7	9.0%	1350.9	29.1%
Education	86.4	2.7%	0.0	0.0%	86.4	1.9%
Public	286.6	9.0%	0.0	0.0%	286.6	6.2%
Parks	39.3	1.2%	0.0	0.0%	39.3	0.8%
Agricultural	756.6	23.7%	1221.8	84.5%	1978.3	42.7%
Other	134.9	4.2%	2.3	0.2%	137.2	3.0%
Total	3189.4	100.0%	1446.7	100.0%	4636.1	100.0%

From the table we can see that the largest share of land in the Quincy UGA in terms of acres is occupied by commercial/industrial sues, agricultural uses, and residential uses. Whereas most of the commercial/industrial and residential acreage is located within the City limits, most of the agricultural uses are outside the City in the unincorporated UGA. It is important to recognize that this table represents the existing land use, and not the land use designated by the City in its 20-year planning horizon or the existing zoning.

2. Comprehensive Plan Future Land Use Designations

The Comprehensive Plan Land Use Element establishes the City's goals for land uses over 20 years of projected growth. Under the Growth Management Act, cities are required to establish a Future Land Use Map (FLUM) showing the City and UGA limits and a general distribution of various land uses anticipated by the Comprehensive Plan over then 20-year planning horizon. The FLUM is also known as the Comprehensive Plan Land Use Map. Quincy identifies the following land use designations:

a. Commercial
b. Light Industrial
c. Industrial
d. Residential
e. Community Parks
f. Community Facilities

The FLUM also identifies one overlay zone:

a. Residential Transition Overlay

The City is obligated to adopt zoning designations consistent with the Land Use Map, and specific zoning rules that implement the policies of the Comprehensive Plan. Zoning rules can be found in the Quincy Municipal Code. The zoning authority in the unincorporated Quincy UGA is Grant County.

Master Planned Industrial

Outside the eastern portion of the UGA, the County has designated a master planned industrial land. It is consistent with the development within the UGA and City. Industrial land is not only a large consumer of land but a major economic base of Quincy. As such, the City maintains a separate industrial wastewater facility. The City and County will continue to work together to ensure that development is accomplished in a manner that ensures adequate public facilities and a good quality of life for residents.

Quincy Airport

Other land uses include the airport to the south. Airports service provides an important transportation function to communities around the state. This is especially true in for rural airports that provide such services as jobs and emergency medical transportation. The protection of these facilities is important to the economic and social needs of the surrounding communities. In order to ensure consistent land use and transportation needs are met, all plans and regulations related to airports are reviewed by the Department of Transportation Aviation Division.

Airports are defined by the state as essential public facilities (EPF). The state is interested in the preservation, safety, capacity and environmental protection of airports as they face conflicting land uses and increasing capacity demands. While cities are concerned about these issues, they must also consider the needs of the community and how best to meet state and local interest.

Quincy's airport is annexed within the City limits. It is classified as a "short general aviation runway" because it is less than 4,000 feet. The land is leased to the Grant County Port District #1 (Port of Quincy), which operates the airport services and has an interest in future development to expand services and activities. As of 2006, the airport had about 15% local aviation and 85% transient.

Land Use Requirements for the Airport

Jurisdictions are required to discourage incompatible development around the airport. Compatible land uses are regulated by either multiple-zoning, single zoning with special review of all projects, or overlay zoning which examine height hazards, noise, and safety (accident) areas.

Appendix B. Housing

I. *Affordable Housing & Neighborhood Improvement Strategies*

In November 1995, an "Affordable Housing & Neighborhood Improvement Strategies, Resources & Implementation Plan" program completed for the City of Quincy concluded that Quincy is a community in transition. It is becoming more of a full-service economy in support of its changing agricultural base. A more complete range of industries that support agriculture are locating in the Quincy area. Additional orchards are being planted with more intensified growing techniques requiring more warehouse, cold storage and processing facilities to be developed in the Quincy area, such as wineries. As a consequence of these changes, more people are working in or around Quincy.

The changes occurring in the community require multifaceted and concerted involvement and direction from the City's civic groups, leaders and citizens. Quincy already has a great deal of civic pride and altruism evident in the City's extensive volunteer beautification effort and the compassion shown in building Habitat for the Humanity homes.

Increasing the percentage of home ownership is the cornerstone to strengthening Quincy's community fabric. Neighborhood improvement is a key component in attracting home buyers and new residents. Improving neighborhoods requires a variety of strategies that will have a synergistic effect in improving the quality of life in Quincy.

All the City's programs and policies need to work in tandem to make Quincy a place where families can afford to buy a house. The City's Comprehensive Plan, Zoning and Subdivision Codes, road standards, policies toward maintaining City-owned property, and procedures aimed at eliminating blight are some of the tools available for improving the quality of life for Quincy's citizens. These programs and policies should consistently follow these principles:

- Have a strong commitment to property maintenance.
- Design streets to accommodate vehicles, but not at the expense of pedestrians.
- Create well defined edges for residential neighborhoods.

The need for a home repair program was evident based on a survey of external housing conditions which showed that 74 housing units need to be rehabilitated and another ISS are structurally sound but need to be repaired. An infrastructure funding program to support building affordable housing and home improvements can be accomplished by the City with the aid of grants and special programs provided by other agencies.

See the Map Folio for the Neighborhoods Map.

II. *Strategies & Actions*

Goals and Policies of the City's Comprehensive Plan will be implemented through a series of Neighborhood Action Plans, proposed for each of the three neighborhoods as illustrated by the preceding maps. These plans include re-designating areas from commercial to residential, enhancing and upgrading sidewalks, limiting truck traffic, and site-specific buffering. The Land Use Element and Housing Element reflect these strategies.

Ten strategies are recommended for improving the City's quality of a sense of place, for redeveloping these three neighborhoods, and for making housing more affordable in the Quincy area. The strategies and action plans associated with them are:

Strategy 1: Make it easier for moderate-income families to own a home in Quincy.

Action Item 1.1 Establish a repair program for homeowners.

Action Item 1.2 Re-examine the manufactured housing standards.

Action Item 1.3 Continue to support private home ownership efforts like Habitat for Humanity.

Action Item 1.4 Aggressively support programs for first time home buyers.

Action Item 1.5 Work with the Housing Authority of Grant County to create a down payment assistance program for Quincy families.

Strategy 2: Ease the demand for all types of rental units by increasing the supply.

Action Item 2.1 Encourage efforts to have "tax credit" rental units built in Quincy.

Action Item 2.1 Initiate efforts to improve the appearance and condition of poorly maintained rental housing units.

Strategy 3: Create neighborhood edges/boundaries.

Action Item 3.1 Establish methods to make effective transitions between commercial/industrial and residential uses.

Action Item 3.2 Use other techniques to delineate residential neighborhoods.

Action Item 3.3 Restrict truck traffic through residential neighborhoods.

Action Item 3.4 Seek funding to upgrade the commercial corridors which are part of the east central and south east neighborhoods.

Strategy 4: Create private/public partnerships for upgrading and building infrastructure to provide affordable housing.

Action Item 4.1 Submit a Community Development Block Grant application to upgrade and add infrastructure to a 6 square block area in the North Neighborhood.

Strategy 5: Promote infill housing development on available vacant land within the targeted neighborhoods.

Action Item 5.1 Update the Zoning Code to permit innovative solutions to affordable infill housing.

A full housing needs assessment is planned when additional funding is available.

III. *Housing Analysis*

1. Projected Housing Units

As noted in Appendix A. Land Use, the population growth rate allocated to the Quincy UGA during Grant County's comprehensive planning process was 1.5%. Past growth indicates a rate of around 2.5%. As a conservative measure, we have used the higher 2.5% growth rate to project housing unit need. Table B-1 shows an estimated housing need of 1,683 units over then 20-year planning horizon.

Table B-1: Project Housing Units Needed 2018 - 2038

Jurisdiction	Persons per Household*	Housing Units*	2017 Total Housing Units**	2038 Projected Housing Unit Need***	Adjusted for 5% Vacancy Rate* (+176)	Additional Housing Units Needed 2018-2038
Quincy	3.51	2,020	2,214	3,537	3,703	1,683

* Source: 2010 US Census ** Determined by the number of building/manufactured housing permits issued from 2000 through 2005 *** The 2018 population projection, assuming 2.5% growth rate (12,379 people), divided by the persons per household (3.51) yields the number of housing units needed.

2. Household Density

Quincy has a higher than average number of persons per household at 3.51 compared to Grant County at 2.93. This level of density is expected to continue. Using the population projections and the persons per household we can determine that an additional 994 housing units will be needed to meet the needs of the projected population. However, additional factors show a need to expect more housing units.

3. Vacancy

The spring of 2010 US Census showed the vacancy rate at five percent (5%). The annual influx of seasonal workers stresses the demands on Quincy's available rental housing, particularly during the later summer and early fall months. Though there is no available data, it is assumed that the vacancy rate at this time of year is significantly less than that shown in the spring Census counts.

4. Conditions

As shown in Table B-2 below, the majority of housing in Quincy is well maintained; however, 27.8% of housing dates before 1960 and may need significant repairs and/or replacement. Such work will occur on existing lots; therefore, it does not affect the total number of projected housing units needed.

Table B-2: Condition of Quincy Housing

City of Quincy Housing Data	Owner	Renter	Total	Percent
Built 2010 to 2013	22	82	104	5.2%
Built 2000 to 2009	141	69	210	10.6%
Built 1980 to 1999	284	232	516	25.9%
Built 1960 to 1979	274	333	607	30.5%
Built 1940 to 1959	384	168	552	27.8%
Number of Occupied Housing Units	1,105	884	1,989*	100%

Source: Physical Housing Characteristics for Occupied Housing Units: 2012-2016 American Community Survey 5-Year Estimates.
*Note: Due to difference of data sources, this value diverges from the 2010 Census estimate of 2,020 units used elsewhere in this Appendix.

5. Future Housing Needs

Table B-3 below shows the types of housing being built in Quincy. Assuming that the ratio of current housing types will remain somewhat constant, this ratio was used to project the number of housing types that will be needed in the future.

Manufactured homes can be placed anywhere traditional single-family homes are built, providing they meet similar requirements. Therefore, the "Manufactured Home Park" counts were dispersed evenly between Suburban Residential, Single Family Low Density and Multiple Residential zones.

Table B-3: Future Housing Need

TYPE	2010 Census	Permits Issued [2016*]	Percent of Total	Projected Units Needed - 2038
Single Family	1,042	41	52.6%	513
Manufactured Home/ Park	561	-	27.8%	276
Multi Family**	248	6	12.3%	122
Apartment Complex	169	-	8.4%	83
Totals	2,020	47	100%	994

Source: Physical Housing Characteristics for Occupied Housing Units: 2012-2016 American Community Survey 5-Year Estimates. *ACS 2016 estimate. **Multi Family consists of 2-4 units.

Table B-4: Housing Need by Current Zoning

Type	% of total housing	Projected additional units in 2038
Single Family Low Density	70%	696
Multiple Residential	30%	298
Totals	100%	994

6. Land Needed for Housing

As identified in the Land Use Element, Quincy does not need to expand its UGA boundary to provide necessary housing for the 20-year planning horizon. Until that time, the City will review infill and density options as well as development standards to prepare for housing needs.

Appendix C. Capital Facilities

I. *General Government Capital Facilities*

Quincy has a full range of general government facilities. All rates and times of operations for the various services are provided on the city website. The following is a summary of the facilities and desired projects.

1. Sewer

According to the Comprehensive Sewer and Wastewater Facility Plan, the original collection system was constructed in 1940 and, as of 2018, 85consists of approximately 215,000 feet of mostly 8-inch diameter concrete gravity sewers. In 1987 existing facilities were abandoned, and a new facility was constructed and updated numerous times since. Currently, Quincy owns two wastewater treatment facilities, one for industrial processing and the other for domestic needs. Both are operated by a private company. There are no current expansions expected at the existing facilities. However, the City is planning on Updating Plans for each facility to account for recent growth.

2. Water

The City of Quincy water supply system consists of five wells, all located within the City.

Item	Location	Reservoir sizes
Well #l	104 B St. SE	100,000 gallon
Well #2	21 A St NW	20,000 gallon
Well #3	West Division and 7th Ave NW	20,000 gallon
Well #4	South of Division between 3rd Ave SW and 7th Ave SW	Two- 1 million gallon
Well #5	300 Columbia Way	10,000 gallon
Tank	Road Q- one mile north of city limits	One- 1 million gallon

Each of the sites has a well pump, aeration or reservoir tank, and either one or two booster pumps. The City has approximately 290,140 lineal feet of supply line, serving over 2,100 hookups.

3. Transportation

The City has recently completed a 6-year Transportation Improvement Plan process with the State of Washington Department of Transportation. A copy of the 6-year Transportation Plan is available at City Hall.

4. Police

As of 2018, the Quincy Police Department has 29 employees to serve our community. On the commissioned law enforcement side of the department we have 13 patrol officers, 2 school resource officers, 2 detectives, 3 sergeants, 1 captain and 1 chief. The non-commissioned personnel are 2 records specialists, 1 administrative assistant, 1 animal control/community relations officers, 1 animal shelter manager and 2 animal shelter specialists. As a team we provide numerous services to the community including crime prevention, traffic safety, drug interdiction and several educational outreach programs.

The department averages 3,400 calls for service per year. Average response time is 5 minutes.

The QPD is looking forward to introducing a K9 program to the city that will assist in the reduction of drug crimes and fleeing subjects. In addition, we are embracing technology with permanently mounted cameras in order to assist police in keeping the community safe by reducing criminal activity. We anticipate expansion in the number of staff in the long term as the city continues to grow but part of that expansion will include volunteer staff including a public information officer, social media monitor, chaplain and a citizens-on-patrol group.

5. Fire/Emergency Medical

Currently, Quincy contracts with Grant County Fire District #3 for Fire Protection. The services provided under this contract include: Fire Suppression Response, Hazardous Material Response, Fire Prevention, Public Education, Fire Code Enforcement, Fire and Life Safety Inspections for Businesses, New Construction Plan Review, and Post Fire Investigation. The City maintains the fire hydrants and monitors for adequate water supply and pressure.

There are 75 fire fighters, comprised of 9 career personnel and 66 volunteers. The department averages 205 calls per year with an average response time of just over 6 minutes.

The City of Quincy and Grant County Fire Dist. # 3 honor Mutual Aid Agreements with all Cities and Fire District's in Central Washington State. Grant County Fire District # 3 encompasses 502 square miles, which surrounds the City of Quincy. The District's facilities include seven fire stations, five career Firefighters and over 80 volunteer Firefighters.

EMS/Ambulance Services are provided by Protection 1 a private ambulance service.

6. Parks

The City of Quincy has seven parks with various levels of service. The two largest parks are Lauzier Park and East Park, which offer the most facilities including, public restrooms, walking paths, picnic shelters/tables, fire pits, play equipment, basketball courts, and soccer and softball fields. East Park has a single lighted softball field and Lauzier Park has lighted tennis courts and basketball courts. The City Aquatic Center located in East Park consists of a lap pool and zero depth pool with water slides. A detailed summary of each park can be found in the Open Space and Recreation Element of this plan.

7. Schools

In the fall of 2019 all elementary schools will reconfigure to K-5 neighborhood schools. In addition, Quincy Junior High will become a 6-8 middle school. The current high school building will be converted a middle school model to house Quincy Middle School. Just this month we have begun the preliminary student count and boundary work. We are anticipating an approximate student count of 290-350 students at each neighborhood elementary school. Our current district enrollment is approximately 2,950 students. We are anticipating an approximated enrollment of 3,100 students at the time of complete district reconfiguration. The school district has a staff of 150 people.

Improvements funded by a $108,000,000 bond passed for school updates are currently underway.

- Construction of a new high school has begun and is slated for completion by June 2019.
- Junior High renovation are underway and expected to be completed by August 2018.
- Additions at George Elementary, and gymnasiums at Pioneer and Mt. View Elementary schools are nearly complete.
- Several renovation and modernization projects at the existing high school have been completed or are in the planning stages. This work will continue through 2019.

8. Compost Facility

Located at 18655 Road 9 NW, the compost facility takes yard waste and sells compost.

9. Library

The library, located at 208 Central Ave S. was constructed in 2011 and opened in 2012. It is a 9087 square foot library constructed with city and grant funding. It is one of the many libraries in the North Central Washington Regional Library system. The libraries rotate books, tapes, videos, and other supplies. It offers computer stations for public use.

10. Garbage/Recycling Center

Consolidated Disposal Service Inc. provides the City with curb side pickup of trash. A separate recycling center provides recycling of newspaper and cardboard.

11. Stormwater Facilities

The City of Quincy has three storm water ponds north of the BNSF Railroad for street storm water for early developments in the City of Quincy. Since the early developments, storm water systems are the responsibility of the developer as identified in the City of Quincy Development Code. Storm water retention systems are designed to the Department of Ecology Storm Water Manual for Eastern Washington and the City of Quincy 2010 Comprehensive Stormwater Plan.

II. *Inventory of Existing*

The City has been diligently working to compile comprehensive inventory data for this comprehensive plan update, in coordination with updates to the water, sewer, and transportation plans. A current comprehensive list can be obtained at City Hall.

1. Inventory of Buildings and Structures

Department	Street Address	Description	Year Built	Total Value
Administration	128 Division St W	Building 1	1965	$ 511,395.00
Administration	128 Division St W	Building 2	1965	$ 1,095,350.00
Administration	21 A St NW	Office/Shop/Storage/Map Room	2003	$ 1,109,895.00
Administration	115 1st Ave SW	Public Services Bldg	2010	$ 1,004,390.00
Animal	216 6th Ave NE	Animal Shelter	2014	$ 837,490.00
Domestic Sewer	Portable	Auxiliary Generator	2001	$ 108,710.00
Domestic Sewer	Portable	Auxiliary Generator	1995	$ 74,025.00
Domestic Sewer	18605 Rd 9 NW	Blower Building	1990	$ 1,191,485.00
Domestic Sewer	16749 Rd 9 NW	Municipal Wastewater Treatment System	1986	$ 1,713,600.00
Domestic Sewer	11th and Port Industrial Park Way	Port Dist. Lift	1995	$ 220,045.00
IGS	21 A St NW	Mechanic Shop	1960	$ 456,410.00
Industrial Sewer	18605 Road 9 NW	Aerator Building W/ Aerator Equipment	1995	$ 1,490,450.00

Department	Street Address	Description	Year Built	Total Value
Industrial Sewer	18605 Rd 9 NW	Aerator Control (Float) L-1	1979	$ 106,480.00
Industrial Sewer	18605 Rd 9 NW	Aerator Control L-3	1979	$ 97,105.00
Industrial Sewer	18605 Rd 9 NW	Control and Storage Building	2005	$ 248,150.00
Industrial Sewer	18605 Rd 9 NW	Cooling Tower and Equipment	2005	$ 393,975.00
Industrial Sewer	201 12th Ave SW	Industrial Waste Water Treatment System	1965	$ 4,077,480.00
Industrial Sewer	18605 Rd 9 NW	L-3 Pump Building	1997	$ 51,847.00
Industrial Sewer	18605 Rd 9 NW	Lift Station #2	1965	$ 133,735.00
Industrial Sewer	18605 Rd 9 NW	Sbr Control Building	2001	$ 359,365.00
Industrial Sewer	20 Columbia Way	Simplot Pump Station	1990	$ 376,220.00
Library	208 Central Ave S	Public Library	2012	$ 2,706,710.00
Parks	638 I St SE	Concession Stand	1999	$ 59,395.00
Parks	638 I St SE	East Park Equipment, Shelters & Restroom	2000	$ 129,850.00
Parks	1600 13th Ave SW	Lauzier Park Equipment	0	$ 265,200.00
Parks	308 Central Ave N	North Park Big Toy-playground equip	2008	$ 14,280.00
Parks	305 B St NE	O'Connell Park Big Toy-playground equip		$ 11,220.00
Parks	724 F St SE	Original Pool/Lap Pool	1956	$ 296,085.00
Parks	North Park	Picnic Shelter	1999	$ 24,270.00
Parks	638 I St SE	Picnic Shelter (2)	1956	$ 54,100.00
Parks	724 F St SE	Pool Shelter/Pumphouse Shelter	2008	$ 17,556.00
Parks	1600 13th Ave SW	Quincy Community Stage	2014	$ 363,600.00
Parks	301 L St SE	Restroom & Storage	1956	$ 102,835.00
Parks	638 I St SE	Restrooms	1956	$ 36,025.00
Parks	@ Rotary Park	Street Clock, S #R30/Rotary Clock	1998	$ 20,020.00
Parks	724 F St SE	Swim Pool Office	1999	$ 346,595.00
Parks	724 F St SE	Water Slides	2000	$ 195,220.00
Parks	724 F St SE	Zero-Depth Pool	2000	$ 500,477.00

Department	Street Address	Description	Year Built	Total Value
Police	223 1st Ave SW	Law and Justice Building	2016	$ 3,774,000.00
Recreation	105 2nd Ave SE	Rec Building	1984	$ 588,335.00
Refuse	18655 Rd 9 NW	Compost Storage	1950	$ 231,395.00
Reuse	224 D St SW	Demineralization System & Holding Ponds	2010	$ 6,687,500.00
Reuse	224 D St SW	Demineralization System & Holding Ponds	2010	$ -
Reuse	18673 Rd 9 NW	Dog Pound Building	2004	$ 169,400.00
Reuse	1106 D St NW	Water Softener Building and Equip	2015	$ 4,284,000.00
Senior	522 F St SE	Senior Center	1965	$ 694,050.00
Tourism	415 F St SW	Simmons House/Heritage Park Equipment	1905	$ 264,300.00
Water	Rd Q NW & Rd 12 NW	Beezley Reservoir	1960	$ 1,215,560.00
Water	18655 Rd 9 NW	Compost Wellhouse	2000	$ 13,530.00
Water	415A F St SW	North Water Tank-City Hall	1982	$ 913,200.00
Water	415A F St SW	South Water Tank-R/Simmons	1982	$ 913,200.00
Water	107 C St SW	Well #1 & Storage	1960	$ 74,123.00
Water	107 C St SW	Well #1 Elevated Storage	1960	$ 296,085.00
Water	21 A St NW	Well #2	1955	$ 43,990.00
Water	11 7th SW	Well #3	1970	$ 64,120.00
Water	415A F St SW	Well #4	1982	$ 112,045.00
Water	Columbia Way	Well #5	1985	$ 103,715.00
Water	415A F St SW	Wellhouse #4	2000	$ 60,845.00

2. Inventory of Vehicles

Year	Make	Model	Value	Department
1969	Seagraves	Fire	$ 90,000.00	Fire Department
1970	DTCHW	Utility Trailer	$ 5,000.00	Streets
1974	Ford	Dump Truck	$ 10,000.00	Streets
1979	IHC	Tank Truck	$ 20,000.00	Streets
1980	Crane Carrier	Garbage Truck	$ 76,000.00	Refuse
1982	IHC	Fire MDL 1700	$ 30,000.00	Fire Department
1986	IHC	Dump Truck	$ 40,000.00	Refuse
1989	Chevy	Dump Truck	$ 40,000.00	Streets
1991	Cummins	LTA10 Fire	$ 400,000.00	Fire Department
1991	HM	Barricade Trailer	$ 5,000.00	Streets

Year	Make	Model	Value	Department
1992	Chevy	C1500 P/U	$ 10,000.00	Facility Maintenance
1993	Dodge	Caravan	$ 14,000.00	Police
1995	E-One	Platform Water Truck	$ 1,000,000.00	Fire Department
1995	IHC	Mdl 2574 Dump Truck	$ 8,000.00	Streets
1995	Wells	Utility Trailer	$ 5,000.00	Sewer
1996	GMC	3500 Van	$ 65,000.00	Sewer
1997	Ford	F150	$ 18,000.00	Refuse
1997	Chevy	1T P/U	$ 21,000.00	Water
1997	GMC	Sonoma	$ 7,500.00	Parks
1997	Ford	F150	$ 18,000.00	Streets
1997	IHC	Mdl 2574 Dump Truck	$ 8,000.00	Streets
1998	Chevy	K2 P/U	$ 13,000.00	Facility Maintenance
1999	SureTrac	Utility Trailer	$ 5,000.00	Streets
1999	Freightliner	Tanker Truck	$ 20,000.00	Streets
1999	SureTrac	Utility Trailer	$ 1,000.00	Streets
1999	Dodge	Ram	$ 3,000.00	Streets
2001	Chevy	K1500 Suburban	$ 15,000.00	Recreation
2002	Johnson	Street Sweeper	$ 130,000.00	Streets
2003	Ford	Excursion	$ 17,500.00	Animal
2004	Dodge	P/U	$ 18,000.00	Animal
2004	Ford	Crown Victoria	$ 25,000.00	Police
2007	Ford	Crown Victoria	$ 13,825.00	Police
2008	Chevy	Colorado Pickup	$ 18,400.00	Building
2008	Chevy	Colorado Pickup	$ 18,400.00	Building
2008	Ford	Expedition	$ 28,000.00	Police
2008	Dodge	Charger	$ 26,000.00	Police
2008	Ford	F1 PU	$ 25,500.00	Streets
2008	Iron Eagle	trailer	$ 1,381.00	Parks
2008	Sullair	Trailer-mounted Compressor	$ 12,000.00	Refuse
2008	Ford	F1 Pickup	$ 18,700.00	Parks
2009	Dodge	Charger	$ 25,500.00	Police
2009	Aztec	Trailer	$ 8,500.00	Police
2009	Micah	Utility Trailer	$ 4,700.00	Parks
2009	Chevy	Colorado	$ 28,000.00	Administration
2010	Dodge	Charger	$ 24,000.00	Police
2010	EHWACHS	Trailer	$ 20,000.00	Water
2010	Ford	Bus	$ 62,500.00	Recreation

Year	Make	Model	Value	Department
2011	Ford	Fusion	$ 16,000.00	Administration
2011	Ford	Escape	$ 17,000.00	Engineering
2011	Dodge	Charger	$ 25,500.00	Police
2011	Ford	Supercab Truck	$ 21,500.00	Water
2011	Nissan	UD Sweeper	$ 194,000.00	Streets
2011	Ford	Ranger	$ 16,000.00	Recreation
2012	Dodge	Charger	$ 25,000.00	Police
2012	Dodge	Charger	$ 25,000.00	Police
2012	Dodge	Charger	$ 25,000.00	Police
2012	Dodge	Charger	$ 25,000.00	Police
2012	International	Vactor 7500	$ 290,000.00	Sewer
2012	C&B	Trailer	$ 5,700.00	Water
2012	Chevy	Truck	$ 21,544.00	IGS
2013	Dodge	Charger	$ 30,000.00	Police
2014	Pierce	Pumper	$ 405,000.00	Fire Department
2014	Dodge	Charger	$ 32,700.00	Police
2014	Dodge	Charger	$ 32,700.00	Police
2014	Dodge	Charger	$ 32,700.00	Police
2014	Ford	F150	$ 23,000.00	Safety
2014	Ford	Escape	$ 23,000.00	Recreation
2015	Ford	F250	$ 27,234.00	Streets
2016	Ford	Explorer	$ 50,000.00	Police
2016	Dodge	Charger	$ 26,100.00	Police
2016	International	Dump truck	$ 140,800.00	Streets
2016	Ford	F150	$ 31,638.00	Streets
2017	Ford	Transit Van	$ 24,093.00	Animal
2016	CBQT	Dump Trailer	$ 8,500.00	Streets/Parks
2017	Ford	Transit Van	$ 24,093.00	Animal
2017	Ford	Explorer	$ 34,380.00	Police
2017	Ford	Explorer	$ 34,380.00	Police
2017	Ford	Explorer	$ 34,380.00	Police
2017	Ford	F250 Pickup Truck	$ 40,930.00	Central Services
2017	Ford	Explorer	$ 35,080.00	Police
2017	CBQT	TLT18-14K FLAT BED	$ 9,000.00	Streets
2018	International	7400 Dump Truck	$ 90,000.00	Streets

4. Inventory of Equipment

Year	Description	Department	ACV
1991	John Deere Tractor 2155	Parks	$ 5,000
2006	John Deere Mower	Parks	$ 50,000
2007	Genie Aerial Lift	Parks	$ 48,000
2008	Harper Lawn Sweeper	Parks	$ 28,000
2009	John Deere Tractor 5203	Parks	$ 12,634
2012	Ditchwitch Trencher	Parks	$ 10,500
2012	Sod Cutter	Parks	$ 3,500
2013	Trackless MT Tractor and attachments	Parks	$ 220,000
2014	Bad Boy Outlaw 72"	Parks	$ 9,500
2016	Bad Boy Mower	Parks	$ 9,500
2013	Interstate Radar Unit attached to a Trailer	Police	$ 13,924
	60 KW Craig Generator	Police	$ 12,000
2000	Toro Progrind 1000	Refuse	$ 75,000
2000	John Deere Loader Mdl 334H	Refuse	$ 40,000
	UF Piping Skid	Reuse	$ 250,000
1986	John Deere Motor Grader	Streets	$ 10,000
2000	Hyundai Loader	Streets	$ 45,000
2005	Clark 30L Forklift	Streets	$ 5,000
2007	Polaris Ranger	Streets	$ 10,000
2011	Case CX36B Excavator	Streets	$ 24,000
2011	Norton Clipper Street Saw	Streets	$ 4,500
2015	CAT CB22B Roller	Streets	$ 36,000
2000	Clipper Concrete Saw	Water	$ 2,500
2002	Cat 420 D Backhoe	Water	$ 65,000
2011	Wacker BS50-45	Water	$ 2,000

III. *Capital Facilities Six-Year Project List- 2018 through 2024*

1. Sewer System

Project	Time Frame	Estimated Value	Potential Funding
System Improvements	2018	$183,000	City, Local & Grants
Sewer Improvements	2018	$390,000	City, Local & Grants
Blower Installation	2018	$19,767	
13th Ave. Sewer Main Construction	2018	$16,713	

2. Water System

Project	Time Frame	Estimated Value	Potential Funding
Fire Hydrant Replacement Program	2018	$20,000	City
Q St. S.E. Construction	2018	$480,000	
ASR Well Construction	2018	$1,200,000	City, Local & Grants

3. Transportation

Project	Time Frame	Estimated Value	Potential Funding
7th Ave. S.W. Curb & Gutter Construction	2018	$11,326	City
Crack Sealing	2018	$15,000	
4th Ave. S.E. Construction	2018	$225,000	City, State & Grant
Safe Routes School Construction 3rd Ave NE Railroad Xing	2021- 2023	$1,500,00	City, State & Grant
13th Ave. S.W. Improvements	2021-2022	$3,500,000	City & State
13th Ave./SR 28 Construction	2018	$1,526,133	City & Grant
13th Ave NW Roadway Improvements	2020-2021	$700,000	City & Grant
Division Street Overlay Construction	2018	$500,000	City & Grant
A St. N.W. Construction	2019	$900,000	City & Grant
Sidewalks	2018	$50,000	
A St. NE Roadway PE	2021	$350,000	City & Grant
A St. NE Roadway CN	2022	$1,500,000	City & Grant
A St SE Road Reconstruction	2020	$1,700,000	City and Local
R St & 10th Ave SW Road Extension	2019-2021	$2,500,000	City
Division St Overlay	2022-2023	$1,200,000	City & Grants
M St NE Road Reconstruction	2020-2022	$3,515,000	City, Local & Grants
Marginal Way & N St. SE Roadway, Path & Stormwater	2020-2021	$850,000	City & Grants

4. Police

Project	Time Frame	Estimated Value	Potential Funding
Impound Facility Property	2019	$250,000	City
Impound Facility	2020	$1,000,000	City
Police Equipment	2018	$238,535	City & Grants
Animal Shelter Improvement	2018	$2,000	City
Animal Shelter Equipment	2018	$12,000	City

5. Fire/Emergency Medical

Project	Time Frame	Estimated Value	Potential Funding
Equipment	2018-2014	$300,000	City
Arial Pumper	2022-2024	$750,000	City
Pumper	2020-2021	$500,000	City
Light Brush Truck	2018	$100,000	City

6. Parks

Project	Time Frame	Estimated Value	Potential Funding
Rec Center	2020	$3,000,000-5,000,000	City and Grants
Covered Athletic Field	2021	$3,000,000	City
Pool Repair or Replacement	2023-2024	$5,750,000	City & Grants
Park Improvements	2018	$125,000	City
Pool Improvements	2018	$28,200	City
Land Acquisition / Storm Drain	2018	$1338,400	City
Pool Equipment	2018	$800	City
Skate/Bike Park	2023-2024	$600,000	City& Grants
East Park to Lauzier Park Trail	2019-2021	1,400,000	City and Grant

7. Compost

Project	Time Frame	Estimated Value	Potential Funding
Compost Equipment	2018	$85,000	City

IV. *Twenty Year Project*

11. Bridge over West Canal at 13th Ave SW and Road 9
12. Pedestrian crossings on canal bridge
13. Well 6 or Reservoir NE above M Street NE

14. Additional pumping capacity and water rights
15. Lift station NW Quincy west of C Street NW
16. Truck Route Improvements to east boundary (Adams Road)
17. Bridge upgrade and infrastructure crossing at M Street NE and Road O
18. Domestic General Sewer Plan Update (Page 3-2 Sewer Comp Plan)
19. RV Park
20. Public Works Upgrade

V. *Capital Facilities Analysis*

This analysis is based on revenues and expenditures from the City's budget. The analysis looks at the patterns in the various accounts and forecasts budgeting for the near term.

1. Current Expense (001)

The current expense fund is a large and complex account. Revenues come from several sources and support a wide variety of the City's operating expenses and some capital projects.

Current Expense Fund 001 - Actual

Current Expense Fund 001	2013	2014	2015	2016	2017	2018 (Budgeted)
Beginning Cash and Investments						
Beg Fund Bal-Reserved	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Beg Fund Bal-Unreserved	$6,066,363.34	$8,863,447.78	$5,435,777.72	$8,685,059.70	$9,204,065.55	$7,825,434.62
Prior Period Adjustments, net	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Operating Revenues						
Taxes	$6,883,296.49	$6,302,586.85	$9,588,911.74	$9,135,302.46	$6,744,139.29	$5,624,040.00
Licenses and Permits	$350,181.40	$528,494.19	$576,392.47	$601,919.08	$262,587.33	$138,600.00
Intergovernmental Revenues	$688,955.24	$368,157.05	$457,950.52	$489,475.11	$491,420.85	$433,684.00
Charges for Goods and Services	$191,719.94	$318,743.68	$467,417.51	$466,725.43	$382,269.75	$239,100.00
Fines and Penalties	$2,837.83	$1,470.00	$3,210.34	$11,793.50	$19,117.66	$2,500.00
Miscellaneous Revenues	$53,906.82	$57,736.14	$60,425.89	$97,857.26	$151,641.17	$44,221.00
Total Operating Revenues:	$8,170,897.72	$7,577,187.91	$11,154,308.47	$10,803,072.84	$8,051,176.05	$6,482,145.00
Operating Expenditures:						
General Government	$267,479.99	$361,502.60	$387,325.36	$460,524.64	$534,572.57	$717,170.00
Public Safety	$3,039,940.40	$3,178,795.62	$3,384,045.12	$3,599,311.42	$3,707,276.15	$4,266,703.00
Utilities	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Transportation	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00

Current Expense Fund 001	2013	2014	2015	2016	2017	2018 (Budgeted)
Economic Environment	$204,369.11	$244,744.99	$283,326.65	$340,961.43	$338,200.74	$421,757.00
Social Services	$60,167.18	$55,301.48	$55,832.57	$57,244.31	$65,481.99	$80,629.00
Culture And Recreation	$663,674.91	$737,187.41	$785,943.01	$736,431.52	$898,646.13	$896,128.00
Intergovernmental Payments	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Total Operating Expenditures:	$4,235,631.59	$4,577,532.10	$4,896,472.71	$5,194,473.32	$5,544,177.58	$6,382,387.00
Net Operating Increase (Decrease):	$3,935,266.13	$2,999,655.81	$6,257,835.76	$5,608,599.52	$2,506,998.47	$99,758.00
Nonoperating Revenues						
Other Financing Sources	$0.00	$0.00	$6,000.00	$1,000.00	$31,000.00	$5,490,133.00
Debt Proceeds	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Transfers-In	$262,711.00	$104,373.00	$335,366.80	$119,956.00	$116,266.64	$36,042.00
Total Nonoperating Revenues:	$262,711.00	$104,373.00	$341,366.80	$120,956.00	$147,266.64	$5,526,175.00
Nonoperating Expenditures						
Other Financing Uses	$0.00	$150.00	$0.00	$2,100,000.00	$2,735,360.00	$400,200.00
Debt Service	$0.00	$0.00	$0.00	$110.16	$156.90	$75.00
Capital Expenditures	$570,164.44	$988,759.04	$965,505.54	$573,373.79	$555,375.69	$681,145.00
Transfers-Out	$830,728.25	$5,542,789.83	$2,384,415.04	$2,537,065.72	$742,003.45	$6,544,851.00
Total Nonoperating Expenditures:	$1,400,892.69	$6,531,698.87	$3,349,920.58	$5,210,549.67	$4,032,896.04	$7,626,271.00
Increase (Decrease in Cash and Investments	$2,797,084.44	($3,427,670.06)	$3,249,281.98	$519,005.85	($1,378,630.93)	($2,000,338.00)
Ending Cash and Investments						
End Fund Bal-Reserved	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
End Fund Balance-Unreserved	$8,863,447.78	$5,435,777.72	$8,685,059.70	$9,204,065.55	$7,825,434.62	$5,825,096.62

Current Expense 001 - Projections

Current Expense Fund 001	2019	2020	2021	2022	2023	2024
Beginning Cash and Investments						

Current Expense Fund 001	2019	2020	2021	2022	2023	2024
Beg Fund Bal-Reserved	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Beg Fund Bal-Unreserved	$5,825,096.62	$5,554,322.71	$5,191,559.51	$508,445.54	$228,485.78	$31,177.67
Prior Period Adjustments, net	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Operating Revenues						
Taxes	$5,905,242.00	$6,023,346.84	$6,324,514.18	$6,451,004.47	$6,773,554.69	$6,909,025.78
Licenses and Permits	$144,144.00	$149,909.76	$155,906.15	$162,142.40	$168,628.09	$175,373.22
Intergovernmental Revenues	*$340,000.00*	$340,000.00	$340,000.00	$340,000.00	$340,000.00	$340,000.00
Charges for Goods and Services	*$248,664.00*	$258,610.56	$268,954.98	$279,713.18	$290,901.71	$302,537.78
Fines and Penalties	$2,500.00	$2,500.00	$2,500.00	$2,500.00	$2,500.00	$2,500.00
Miscellaneous Revenues	$44,663.21	$45,109.84	$45,560.94	$46,016.55	$46,476.72	$46,941.48
Total Operating Revenues:	$6,685,213.21	$6,819,477.00	$7,137,436.26	$7,281,376.59	$7,622,061.21	$7,776,378.26
Operating Expenditures:						
General Government	$731,513.40	$746,143.67	$761,066.54	$776,287.87	$791,813.63	$807,649.90
Public Safety	$4,437,371.12	$4,614,865.96	$4,799,460.60	$4,991,439.03	$5,191,096.59	$5,398,740.45
Utilities	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Transportation	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Economic Environment	$430,192.14	$438,795.98	$447,571.90	$456,523.34	$465,653.81	$474,966.88
Social Services	$80,629.00	$80,629.00	$80,629.00	$80,629.00	$80,629.00	$80,629.00
Culture And Recreation	$914,050.56	$932,331.57	$950,978.20	$969,997.77	$989,397.72	$1,009,185.68
Intergovernmental Payments	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Total Operating Expenditures:	$6,593,756.22	$6,812,766.19	$7,039,706.25	$7,274,877.01	$7,518,590.75	$7,771,171.91
Net Operating Increase (Decrease):	$91,456.99	$6,710.82	$97,730.01	$6,499.59	$103,470.46	$5,206.34
Nonoperating Revenues						
Other Financing Sources	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Debt Proceeds	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Transfers-In	$37,844.10	$38,600.98	$40,531.03	$41,341.65	$43,408.73	$44,276.91
Total Nonoperating Revenues:	$37,844.10	$38,600.98	$40,531.03	$41,341.65	$43,408.73	$44,276.91
Nonoperating Expenditures						
Other Financing Uses	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Debt Service	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00

Current Expense Fund 001	2019	2020	2021	2022	2023	2024
Capital Expenditures	$300,000.00	$306,000.00	$321,300.00	$327,726.00	$344,112.30	$350,994.55
Transfers-Out	$100,000.00	$102,000.00	*$4,500,000.00*	$0.00	$0.00	$0.00
Total Nonoperating Expenditures:	$400,075.00	$408,075.00	$4,821,375.00	$327,801.00	$344,187.30	$351,069.55
Increase (Decrease in Cash and Investments	($270,773.91)	($362,763.20)	($4,683,113.96)	($279,959.76)	($197,308.11)	($301,586.29)
Ending Cash and Investments						
End Fund Bal-Reserved	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
End Fund Balance-Unreserved	$5,554,322.71	$5,191,559.51	$508,445.54	$228,485.78	$31,177.67	($270,408.62)

Current Expense Fund 001 Analysis

Based on current projections, projected expenditures for Fund 001 are funded through 2023. Additional funding sources will need to be identified to meet projected 2014 need.

2. Street Fund 102 and Street Construction Fund 103

The City Street Fund (Fund 102) generates the bulk of its revenue from property and fuel taxes. The fund ensures that streets are maintained, and provides funds for storm drainage, traffic control, snow removal, and street cleaning. The City Construction Fund (Fund 103) handles the bulk of all street construction.

Streets Fund 102 - Actual

Streets Fund 102	2014	2015	2016	2017	2018 (Budgeted)
Beginning Cash and Investments					
Beg Fund Bal-Reserved		$0.00	$683,099.01	$121,966.79	$492,356.61
Beg Fund Bal-Unreserved		$4,004,779.00	$2,554,970.71	$2,340,024.83	$2,017,318.22
Prior Period Adjustments, net	$0.00	$0.00	$0.00	$0.00	$0.00
Operating Revenues					
Taxes	$1,217,753.64	$0.00	$0.00	$912,700.98	$680,000.00
Licenses and Permits	$0.00	$0.00	$0.00	$0.00	$0.00

Streets Fund 102	2014	2015	2016	2017	2018 (Budgeted)
Intergovernmental Revenues	$285,484.76	$375,487.17	$319,967.15	$241,778.67	$245,453.00
Charges for Goods and Services	$1,058.36	$175.04	$607.26	$5,563.62	$200.00
Fines and Penalties	$0.00	$0.00	$0.00	$0.00	$0.00
Miscellaneous Revenues	$8,791.90	$26,331.93	$13,828.08	$32,416.87	$7,950.00
Total Operating Revenues:	$1,513,088.66	$401,994.14	$334,402.49	$1,192,460.14	$933,603.00
Operating Expenditures:					
General Government	$0.00	$0.00	$0.00	$0.00	$0.00
Public Safety	$0.00	$0.00	$0.00	$0.00	$0.00
Utilities	$0.00	$0.00	$0.00	$0.00	$0.00
Transportation	$613,556.88	$609,937.02	$660,509.92	$657,964.06	$822,796.00
Economic Environment	$0.00	$0.00	$0.00	$0.00	$0.00
Social Services	$0.00	$0.00	$0.00	$0.00	$0.00
Culture And Recreation	$0.00	$0.00	$0.00	$0.00	$0.00
Intergovernmental Payments	$0.00	$0.00	$0.00	$0.00	$0.00
Total Operating Expenditures:	$613,556.88	$609,937.02	$660,509.92	$657,964.06	$822,796.00
Net Operating Increase (Decrease):	$899,531.78	($207,942.88)	($326,107.43)	$534,496.08	$110,807.00
Nonoperating Revenues					
Other Financing Sources	$0.00	$0.00	$0.00	$0.00	$0.00
Debt Proceeds	$0.00	$0.00	$0.00	$0.00	$0.00
Transfers-In	$0.00	$0.00	$0.00	$0.00	$800,000.00
Total Nonoperating Revenues:	$0.00	$0.00	$0.00	$0.00	$800,000.00
Nonoperating Expenditures					
Other Financing Uses	$0.00	$0.00	$0.00	$0.00	$0.00
Debt Service	$0.00	$0.00	$130.16	$112.16	$75.00
Capital Expenditures	$109,434.07	$524,882.28	$369,100.76	$417,260.65	$1,259,726.00
Transfers-Out	$90,726.00	$33,884.00	$78,729.00	$65,994.00	$234,536.00
Total Nonoperating Expenditures:	$200,160.07	$558,766.28	$447,959.92	$483,366.81	$1,494,337.00
Increase (Decrease in Cash and Investments	$699,371.71	($766,709.16)	($774,067.35)	$51,129.27	($583,530.00)

Streets Fund 102	2014	2015	2016	2017	2018 (Budgeted)
Ending Cash and Investments					
End Fund Bal-Reserved	$0.00	$683,099.01	$121,966.79	$492,356.61	$285,524.00
End Fund Balance-Unreserved	$4,004,779.00	$2,554,970.71	$2,340,024.83	$2,017,318.22	$1,190,620.83
Transfer to 103					$450,000.00

Streets Fund 102 - Projected

Streets Fund 102	2019	2020	2021	2022	2023	2024
Beginning Cash and Investments						
Beg Fund Bal-Reserved	$285,524.00	$150,000.00	$150,000.00	$150,000.00	$150,000.00	$150,000.00
Beg Fund Bal-Unreserved	$1,190,620.83	$1,169,894.91	$1,011,146.15	$871,703.36	$730,097.80	$609,692.68
Prior Period Adjustments, net	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Operating Revenues						
Taxes	$714,000.00	$728,280.00	$764,694.00	$779,987.88	$818,987.27	$835,367.02
Licenses and Permits	$0.00	$1.00	$2.00	$3.00	$4.00	$5.00
Intergovernmental Revenues	$245,453.00	$245,453.00	$245,453.00	$245,453.00	$245,453.00	$245,453.00
Charges for Goods and Services	$210.00	$214.20	$224.91	$229.41	$240.88	$245.70
Fines and Penalties	$0.00	$1.00	$2.00	$3.00	$4.00	$5.00
Miscellaneous Revenues	$7,950.00	$7,950.00	$7,950.00	$7,950.00	$7,950.00	$7,950.00
Total Operating Revenues:	$967,613.00	$981,899.20	$1,018,325.91	$1,033,626.29	$1,072,639.15	$1,089,025.72
Operating Expenditures:						
General Government	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Public Safety	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Utilities	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Transportation	$839,251.92	$856,036.96	$873,157.70	$890,620.85	$908,433.27	$926,601.93
Economic Environment	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Social Services	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Culture And Recreation	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00

Streets Fund 102	2019	2020	2021	2022	2023	2024
Intergovernmental Payments	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Total Operating Expenditures:	$839,251.92	$856,036.96	$873,157.70	$890,620.85	$908,433.27	$926,601.93
Net Operating Increase (Decrease):	$128,361.08	$125,862.24	$145,168.21	$143,005.44	$164,205.88	$162,423.78
Nonoperating Revenues						
Other Financing Sources	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Debt Proceeds	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Transfers-In	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Total Nonoperating Revenues:	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Nonoperating Expenditures						
Other Financing Uses	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Debt Service	$75.00	$75.00	$75.00	$75.00	$75.00	$75.00
Capital Expenditures	*$200,000.00*	$200,000.00	$200,000.00	$200,000.00	$200,000.00	$200,000.00
Transfers-Out	$234,536.00	$234,536.00	$234,536.00	$234,536.00	$234,536.00	$234,536.00
Total Nonoperating Expenditures:	$434,611.00	$434,611.00	$434,611.00	$434,611.00	$434,611.00	$434,611.00
Increase (Decrease in Cash and Investments	($306,249.92)	($308,748.76)	($289,442.79)	($291,605.56)	($270,405.12)	($272,187.22)
Ending Cash and Investments						
End Fund Bal-Reserved	$150,000.00	$150,000.00	$150,000.00	$150,000.00	$150,000.00	$150,000.00
End Fund Balance-Unreserved	$1,169,894.91	$1,011,146.15	$871,703.36	$730,097.80	$609,692.68	$487,505.47

Street Construction Fund 103 - Actual

Street Construction Fund 103	2014	2015	2016	2017	2018 (Budgeted)
Beginning Cash and Investments					
Beg Fund Bal-Reserved		$2,596,203.00	$1,801,443.85	$972,098.43	$542,097.49
Beg Fund Bal-Unreserved		$231,132.00	$956,454.33	$956,289.30	$1,767,684.91
Prior Period Adjustments, net	$0.00	$0.00	$0.00	$0.00	
Operating Revenues					

Street Construction Fund 103	2014	2015	2016	2017	2018 (Budgeted)
Taxes	$712,711.36	$0.00	$0.00	$998,820.21	$600,000.00
Licenses and Permits	$0.00	$0.00	$0.00	$0.00	$0.00
Intergovernmental Revenues	$862,524.02	$0.00	$0.00	$0.00	$1,177,905.00
Charges for Goods and Services	$0.00	$0.00	$0.00	$0.00	$0.00
Fines and Penalties	$0.00	$0.00	$0.00	$0.00	$0.00
Miscellaneous Revenues	$4,260.38	$7,476.08	$9,513.17	$22,684.55	$5,100.00
Total Operating Revenues:	$3,092,584.42	$409,470.22	$343,915.66	$2,213,964.90	$1,783,005.00
Operating Expenditures:					
General Government	$0.00	$0.00	$0.00	$0.00	$0.00
Public Safety	$0.00	$0.00	$0.00	$0.00	$0.00
Utilities	$0.00	$0.00	$0.00	$0.00	$0.00
Transportation	$7.50	$3.75	$0.00	$0.00	$0.00
Economic Environment	$0.00	$0.00	$0.00	$0.00	$0.00
Social Services	$0.00	$0.00	$0.00	$0.00	$0.00
Culture And Recreation	$0.00	$0.00	$0.00	$0.00	$0.00
Intergovernmental Payments	$0.00	$0.00	$0.00	$0.00	$0.00
Total Operating Expenditures:	$613,564.38	$609,940.77	$660,509.92	$657,964.06	$0.00
Net Operating Increase (Decrease):	$2,479,020.04	($200,470.55)	($316,594.26)	$1,556,000.84	$1,783,005.00
Nonoperating Revenues					
Other Financing Sources	$0.00	$0.00	$0.00	$0.00	$0.00
Debt Proceeds	$0.00	$0.00	$0.00	$0.00	$0.00
Transfers-In	$0.00	$0.00	$0.00	$0.00	$250,000.00
Total Nonoperating Revenues:	$0.00	$0.00	$0.00	$0.00	$250,000.00
Nonoperating Expenditures					
Other Financing Uses	$0.00	$0.00	$0.00	$0.00	$0.00
Debt Service	$24,768.15	$24,470.45	$24,291.84	$24,053.68	$0.00
Capital Expenditures	$1,148,045.42	$52,438.61	$814,731.78	$616,056.41	$3,681,970.00
Transfers-Out	$0.00	$0.00	$0.00	$0.00	$0.00
Total Nonoperating Expenditures:	$1,372,973.64	$635,675.34	$1,288,994.29	$1,126,922.96	$3,681,970.00

Street Construction Fund 103	2014	2015	2016	2017	2018 (Budgeted)
Increase (Decrease in Cash and Investments	$1,106,046.40	($836,145.89)	($1,605,588.55)	$429,077.88	($1,648,965.00)
Ending Cash and Investments					
End Fund Bal-Reserved	$2,596,203.00	$1,801,443.85	$972,098.43	$542,097.49	$144,000.00
End Fund Balance-Unreserved	$231,132.00	$956,454.33	$956,289.30	$1,767,684.91	$966,817.40
Transfer from 102					450000

Street Construction Fund 103 – Projected

Street Construction Fund 103	2019	2020	2021	2022	2023	2024
Beginning Cash and Investments						
Beg Fund Bal-Reserved	$144,000.00	$400,000.00	$400,000.00	$400,000.00	$400,000.00	$400,000.00
Beg Fund Bal-Unreserved	$966,817.40	$896,172.40	$1,085,234.50	$1,283,749.71	$1,486,235.21	$1,698,845.00
Prior Period Adjustments, net						
Operating Revenues						
Taxes	$630,000.00	$642,600.00	$674,730.00	$688,224.60	$722,635.83	$737,088.55
Licenses and Permits	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Intergovernmental Revenues	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Charges for Goods and Services	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Fines and Penalties	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Miscellaneous Revenues	$5,355.00	$5,462.10	$5,735.21	$5,849.91	$6,142.40	$6,265.25
Total Operating Revenues:	$635,355.00	$648,062.10	$680,465.21	$694,074.51	$728,778.23	$743,353.80
Operating Expenditures:						
General Government	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Public Safety	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Utilities	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Transportation	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Economic Environment	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00

Street Construction Fund 103	2019	2020	2021	2022	2023	2024
Beginning Cash and Investments						
Social Services	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Culture And Recreation	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Intergovernmental Payments	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Total Operating Expenditures:	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Net Operating Increase (Decrease):	$635,355.00	$648,062.10	$680,465.21	$694,074.51	$728,778.23	$743,353.80
Nonoperating Revenues						
Other Financing Sources	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Debt Proceeds	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Transfers-In	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Total Nonoperating Revenues:	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Nonoperating Expenditures						
Other Financing Uses	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Debt Service	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Capital Expenditures	*$450,000.00*	$459,000.00	$481,950.00	$491,589.00	$516,168.45	$526,491.82
Transfers-Out	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Total Nonoperating Expenditures:	$450,000.00	$459,000.00	$481,950.00	$491,589.00	$516,168.45	$526,491.82
Increase (Decrease in Cash and Investments	$185,355.00	$189,062.10	$198,515.21	$202,485.51	$212,609.78	$216,861.98
Ending Cash and Investments						
End Fund Bal-Reserved	$400,000.00	$400,000.00	$400,000.00	$400,000.00	$400,000.00	$400,000.00
End Fund Balance-Unreserved	$896,172.40	$1,085,234.50	$1,283,749.71	$1,486,235.21	$1,698,845.00	$1,915,706.98

Street Fund 102 and 103 Analysis

Based on current projections, funding of Street Fund 102 and Street Construction Fund 103 will be adequate through 2014, with an unreserved fund balance of nearly $2 million for Fund 103 in 2024.

3. Water Fund 401

Water Fund 401- Actual

	2013	2014	2015	2016	2017	2018 (Budgeted)
Beginning Cash and Investments						
Beg Fund Bal-Reserved	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Beg Fund Bal-Unreserved	$2,530,561.40	$2,978,083.33	$3,300,143.74	$3,777,991.66	$4,024,473.30	$4,144,123.69
Prior Period Adjustments, net	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Operating Revenues						
Taxes	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Licenses and Permits	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Intergovernmental Revenues	$0.00	$0.00	$0.00	$0.00	$0.00	$1,400,000.00
Charges for Goods and Services	$1,356,277.63	$1,519,975.67	$1,421,467.01	$1,573,151.74	$1,679,481.63	$1,447,500.00
Fines and Penalties	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Miscellaneous Revenues	$24,404.83	$13,654.94	$19,941.65	$29,719.15	$55,809.08	$15,125.00
Total Operating Revenues:	$1,380,682.46	$1,533,630.61	$1,441,408.66	$1,602,870.89	$1,735,290.71	$2,862,625.00
Operating Expenditures:						
General Government	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Public Safety	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Utilities	$685,609.05	$821,838.92	$859,809.20	$1,072,186.68	$1,199,496.79	$1,539,346.00
Transportation	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Economic Environment	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Social Services	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Culture And Recreation	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Intergovernmental Payments	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Total Operating Expenditures:	$685,609.05	$821,838.92	$859,809.20	$1,072,186.68	$1,199,496.79	$1,539,346.00
Net Operating Increase (Decrease):	$695,073.41	$711,791.69	$581,599.46	$530,684.21	$535,793.92	$1,323,279.00
Nonoperating Revenues						
Other Financing Sources	$0.00	$0.00	$8,000.00	$2,000.00	$2,000.00	$2,000.00
Debt Proceeds	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Transfers-In	$0.00	$0.00	$0.00	$0.00	$0.00	$160,500.00

	2013	2014	2015	2016	2017	2018 (Budgeted)
Total Nonoperating Revenues:	$0.00	$0.00	$8,000.00	$2,000.00	$2,000.00	$162,500.00
Nonoperating Expenditures						
Other Financing Uses	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Debt Service	$41,915.47	$41,387.96	$40,862.40	$40,708.11	$40,326.97	$39,887.10
Capital Expenditures	$190,434.76	$327,618.32	$60,760.14	$219,111.46	$350,596.56	$2,070,000.00
Transfers-Out	$15,201.25	$20,725.00	$10,129.00	$26,383.00	$27,220.00	$185,889.00
Total Nonoperating Expenditures:	$247,551.48	$389,731.28	$111,751.54	$286,202.57	$418,143.53	$2,295,776.10
Increase (Decrease in Cash and Investments	$447,521.93	$322,060.41	$477,847.92	$246,481.64	$119,650.39	($809,997.10)
Ending Cash and Investments						
End Fund Bal-Reserved	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
End Fund Balance-Unreserved	$2,978,083.33	$3,300,143.74	$3,777,991.66	$4,024,473.30	$4,144,123.69	$3,334,126.59

Water Fund 104 – Projected

Water Fund 104	2019	2020	2021	2022	2023	2024
Beginning Cash and Investments						
Beg Fund Bal-Reserved	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Beg Fund Bal-Unreserved	$3,334,126.59	$2,880,568.67	$2,425,137.09	$1,967,794.38	$1,508,502.32	$1,047,221.91
Prior Period Adjustments, net	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Operating Revenues						
Taxes	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Licenses and Permits	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Intergovernmental Revenues	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Charges for Goods and Services	$1,476,450.00	$1,505,979.00	$1,536,098.58	$1,566,820.55	$1,598,156.96	$1,630,120.10
Fines and Penalties	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Miscellaneous Revenues	$15,125.00	$15,125.00	$15,125.00	$15,125.00	$15,125.00	$15,125.00
Total Operating Revenues:	$1,491,575.00	$1,521,104.00	$1,551,223.58	$1,581,945.55	$1,613,281.96	$1,645,245.10
Operating Expenditures:						
General Government	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00

Water Fund 104	2019	2020	2021	2022	2023	2024
Public Safety	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Utilities	$1,570,132.92	$1,601,535.58	$1,633,566.29	$1,666,237.62	$1,699,562.37	$1,733,553.62
Transportation	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Economic Environment	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Social Services	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Culture And Recreation	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Intergovernmental Payments	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Total Operating Expenditures:	$1,570,132.92	$1,601,535.58	$1,633,566.29	$1,666,237.62	$1,699,562.37	$1,733,553.62
Net Operating Increase (Decrease):	($78,557.92)	($80,431.58)	($82,342.71)	($84,292.06)	($86,280.41)	($88,308.51)
Nonoperating Revenues						
Other Financing Sources	$2,000.00	$2,000.00	$2,000.00	$2,000.00	$2,000.00	$2,000.00
Debt Proceeds	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Transfers-In	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Total Nonoperating Revenues:	$2,000.00	$2,000.00	$2,000.00	$2,000.00	$2,000.00	$2,000.00
Nonoperating Expenditures						
Other Financing Uses	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Debt Service	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Capital Expenditures	$350,000.00	$350,000.00	$350,000.00	$350,000.00	$350,000.00	$350,000.00
Transfers-Out	$27,000.00	$27,000.00	$27,000.00	$27,000.00	$27,000.00	$27,000.00
Total Nonoperating Expenditures:	$377,000.00	$377,000.00	$377,000.00	$377,000.00	$377,000.00	$377,000.00
Increase (Decrease in Cash and Investments	($453,557.92)	($455,431.58)	($457,342.71)	($459,292.06)	($461,280.41)	($463,308.51)
Ending Cash and Investments						
End Fund Bal-Reserved	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
End Fund Balance-Unreserved	$2,880,568.67	$2,425,137.09	$1,967,794.38	$1,508,502.32	$1,047,221.91	$583,913.40

Water Fund 104 Analysis

Based on current projections, funding of Water Fund 104 is adequate through 2024, with an unreserved fund balance of nearly $600,000 in 2014.

4. Domestic Sewer Fund 410

Sewer Fund 410 - Actual

Domestic Sewer Fund 410	2013	2014	2015	2016	2017	2018 (Budgeted)
Beginning Cash and Investments						
Beg Fund Bal-Reserved	$32,286.66	$48,458.97	$64,631.57	$80,860.78	$97,358.88	$114,403.25
Beg Fund Bal-Unreserved	$1,919,350.08	$2,182,372.34	$2,857,121.49	$3,155,419.14	$3,263,698.40	$2,250,662.11
Prior Period Adjustments, net	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Operating Revenues						
Taxes	$0.00	$0.00	$0.00	$33.72	$12.53	$5.00
Licenses and Permits	$0.00	$0.00	$0.00	$26,339.50	$5,720.00	$0.00
Intergovernmental Revenues	$0.00	$0.00	$0.00	$0.00	$182,250.00	$42,000.00
Charges for Goods and Services	$1,420,318.05	$1,608,124.75	$1,577,907.62	$1,918,305.57	$2,300,089.22	$1,624,100.00
Fines and Penalties	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Miscellaneous Revenues	$8,802.52	$4,558.77	$9,613.73	$14,619.02	$24,354.22	$10,210.00
Total Operating Revenues:	$1,429,120.57	$1,612,683.52	$1,587,521.35	$1,959,297.81	$2,512,425.97	$1,676,315.00
Operating Expenditures:						
General Government	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Public Safety	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Utilities	$489,545.64	$516,326.82	$516,544.80	$677,215.89	$1,920,217.54	$747,744.00
Transportation	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Economic Environment	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Social Services	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Culture And Recreation	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Intergovernmental Payments	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Total Operating Expenditures:	$489,545.64	$516,326.82	$516,544.80	$677,215.89	$1,920,217.54	$747,744.00
Net Operating Increase (Decrease):	$939,574.93	$1,096,356.70	$1,070,976.55	$1,282,081.92	$592,208.43	$928,571.00
Nonoperating Revenues						
Other Financing Sources	$0.00	$0.00	$38,424.00	$9,106.00	$9,000.00	$9,106.00

Domestic Sewer Fund 410	2013	2014	2015	2016	2017	2018 (Budgeted)
Debt Proceeds	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Transfers-In	$1,500.00	$28,351.40	$0.00	$0.00	$0.00	$0.00
Total Nonoperating Revenues:	$1,500.00	$28,351.40	$38,424.00	$9,106.00	$9,000.00	$9,106.00
Nonoperating Expenditures						
Other Financing Uses	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Debt Service	$379,871.89	$373,738.56	$373,738.56	$373,772.88	$373,767.04	$373,763.56
Capital Expenditures	$89,585.37	$39,322.79	$411,006.13	$789,071.67	$1,219,837.31	$409,767.00
Transfers-Out	$192,423.10	$20,725.00	$10,129.00	$3,566.01	$3,596.00	$349,334.00
Total Nonoperating Expenditures:	$661,880.36	$433,786.35	$794,873.69	$1,166,410.56	$1,597,200.35	$1,132,864.56
Increase (Decrease in Cash and Investments	$279,194.57	$690,921.75	$314,526.86	$124,777.36	($995,991.92)	($195,187.56)
Ending Cash and Investments						
End Fund Bal-Reserved	$48,458.97	$64,631.57	$80,860.78	$97,358.88	$114,403.25	$130,827.25
End Fund Balance-Unreserved	$2,182,372.34	$2,857,121.49	$3,155,419.14	$3,263,698.40	$2,250,662.11	$2,039,050.55

Domestic Sewer 410 - Projected

Domestic Sewer Fund 410	2019	2020	2021	2022	2023	2024
Beginning Cash and Investments						
Beg Fund Bal-Reserved	$130,827.25	$147,251.25	$163,675.25	$180,099.25	$196,523.25	$212,947.25
Beg Fund Bal-Unreserved	$2,039,050.55	$2,099,658.55	$2,145,245.73	$2,174,548.63	$2,186,239.99	$2,178,925.95
Prior Period Adjustments, net	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Operating Revenues						
Taxes	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Licenses and Permits	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Intergovernmental Revenues	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Charges for Goods and Services	$1,656,582.00	$1,689,713.64	$1,723,507.91	$1,757,978.07	$1,793,137.63	$1,829,000.39
Fines and Penalties	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00

Domestic Sewer Fund 410	2019	2020	2021	2022	2023	2024
Miscellaneous Revenues	$8,000.00	$8,000.00	$8,000.00	$8,000.00	$8,000.00	$8,000.00
Total Operating Revenues:	$1,664,582.00	$1,697,713.64	$1,731,507.91	$1,765,978.07	$1,801,137.63	$1,837,000.39
Operating Expenditures:						
General Government	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Public Safety	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Utilities	$777,653.76	$808,759.91	$841,110.31	$874,754.72	$909,744.91	$946,134.70
Transportation	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Economic Environment	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Social Services	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Culture And Recreation	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Intergovernmental Payments	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Total Operating Expenditures:	$777,653.76	$808,759.91	$841,110.31	$874,754.72	$909,744.91	$946,134.70
Net Operating Increase (Decrease):	$886,928.24	$888,953.73	$890,397.61	$891,223.35	$891,392.72	$890,865.68
Nonoperating Revenues						
Other Financing Sources	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Debt Proceeds	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Transfers-In	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Total Nonoperating Revenues:	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Nonoperating Expenditures						
Other Financing Uses	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Debt Service	$373,738.56	$373,738.56	$373,738.56	$373,738.56	$373,738.56	$161,238.00
Capital Expenditures	$426,157.68	$443,203.99	$460,932.15	$479,369.43	$498,544.21	$518,485.98
Transfers-Out	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00	$10,000.00
Total Nonoperating Expenditures:	$809,896.24	$826,942.55	$844,670.71	$863,107.99	$882,282.77	$689,723.98
Increase (Decrease in Cash and Investments	$77,032.00	$62,011.18	$45,726.90	$28,115.36	$9,109.95	$201,141.70
Ending Cash and Investments						
End Fund Bal-Reserved	$147,251.25	$163,675.25	$180,099.25	$196,523.25	$212,947.25	$229,371.25
End Fund Balance-Unreserved	$2,099,658.55	$2,145,245.73	$2,174,548.63	$2,186,239.99	$2,178,925.95	$2,363,643.65

Domestic Sewer Fund 410 Analysis

Based on current projections, funding of Domestic Sewer Fund 410 is adequate through 2014, with an unreserved fund balance of over $2 million in 2024.

5. Industrial Sewer and Reuse

Industrial Sewer and Reuse - Actual

Industrial Sewer & Reuse Funds 405 & 406	2013	2014	2015	2016	2017	2018 (Budgeted)
Beginning Cash and Investments						
Beg Fund Bal-Reserved	$740,509.78	$740,509.78	$1,005,249.95	$1,590,383.84	$1,732,094.58	$860,463.11
Beg Fund Bal-Unreserved	$1,237,294.92	$149,363.77	$423,781.10	$1,890,266.71	$326,254.37	$337,790.94
Prior Period Adjustments, net	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Operating Revenues						
Taxes	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Licenses and Permits	$45,271.75	$111,780.75	$120,288.65	$140,520.10	$250,213.43	$285,819.00
Intergovernmental Revenues	$106,986.68	$779,016.40	$2,463,069.38	$966,132.69	$1,705,700.19	$18,769,299.00
Charges for Goods and Services	$2,336,059.79	$3,297,383.12	$3,598,374.40	$4,599,565.86	$6,648,168.14	$4,819,301.00
Fines and Penalties	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Miscellaneous Revenues	$14,709.64	$5,495.57	$4,969.81	$9,757.37	$866,349.33	$3,637.00
Total Operating Revenues:	$2,503,027.86	$4,193,675.84	$6,186,702.24	$5,715,976.02	$9,470,431.09	$23,878,056.00
Operating Expenditures:						
General Government	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Public Safety	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Utilities	$2,491,294.69	$3,366,501.65	$3,342,157.64	$2,886,792.26	$5,146,156.70	$2,938,700.00
Transportation	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Economic Environment	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Social Services	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Culture And Recreation	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Intergovernmental Payments	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00

Industrial Sewer & Reuse Funds 405 & 406	2013	2014	2015	2016	2017	2018 (Budgeted)
Total Operating Expenditures:	$2,491,294.69	$3,366,501.65	$3,342,157.64	$2,886,792.26	$5,146,156.70	$2,938,700.00
Net Operating Increase (Decrease):	$11,733.17	$827,174.19	$2,844,544.60	$2,829,183.76	$4,324,274.39	$20,939,356.00
Nonoperating Revenues						
Other Financing Sources	$0.00	$0.00	$0.00	$2,100,000.00	$2,735,360.00	$400,000.00
Debt Proceeds	$300,000.00	$2,531,363.00	$15,958,204.50	$0.00	$0.00	$0.00
Transfers-In	$893,721.81	$3,834,200.00	$220,000.00	$0.00	$0.00	$0.00
Total Nonoperating Revenues:	$1,193,721.81	$6,365,563.00	$16,178,204.50	$2,100,000.00	$2,735,360.00	$400,000.00
Nonoperating Expenditures						
Other Financing Uses	$0.00	$0.00	$52,424.00	$12,106.00	$42,000.00	$5,263,106.00
Debt Service	$764,546.92	$792,890.59	$6,156,899.53	$1,746,810.58	$1,746,038.66	$1,745,229.72
Capital Expenditures	$1,509,435.50	$5,805,549.70	$10,543,015.07	$4,591,674.79	$6,124,500.63	$4,301,433.00
Transfers-Out	$19,403.71	$55,139.40	$218,791.00	$893.99	$7,190.00	$169,615.00
Total Nonoperating Expenditures:	$2,293,386.13	$6,653,579.69	$16,971,129.60	$6,351,485.36	$7,919,729.29	$11,479,383.72
Increase (Decrease in Cash and Investments	($1,087,931.15)	$539,157.50	$2,051,619.50	($1,422,301.60)	($860,094.90)	$9,859,972.28
Ending Cash and Investments						
End Fund Bal-Reserved	$740,509.78	$1,005,249.95	$1,590,383.84	$1,732,094.58	$860,463.11	$840,510.00
End Fund Balance-Unreserved	$149,363.77	$423,781.10	$1,890,266.71	$326,254.37	$337,790.94	$10,217,716.33

Industrial Sewer and Reuse – Projected

Industrial Sewer & Reuse 405/406	2019	2020	2021	2022	2023	2024
Beginning Cash and Investments						
Beg Fund Bal-Reserved	$840,510.00	$840,510.00	$840,510.00	$840,510.00	$840,510.00	$840,510.00
Beg Fund Bal-Unreserved	$10,217,716.33	$2,745,768.63	$1,711,985.19	$1,353,758.17	$1,055,948.29	$757,022.63
Prior Period Adjustments, net	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Operating Revenues						
Taxes	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00

Industrial Sewer & Reuse 405/406	2019	2020	2021	2022	2023	2024
Licenses and Permits	$285,819.00	$285,819.00	$285,819.00	$285,819.00	$285,819.00	$285,819.00
Intergovernmental Revenues	$7,000,000.00	$400,000.00	$400,000.00	$400,000.00	$400,000.00	$400,000.00
Charges for Goods and Services	$4,915,687.02	$5,014,000.76	$5,114,280.78	$5,216,566.39	$5,320,897.72	$5,427,315.67
Fines and Penalties	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Miscellaneous Revenues	$3,500.00	$3,500.00	$3,500.00	$3,500.00	$3,500.00	$3,500.00
Total Operating Revenues:	$12,205,006.02	$5,703,319.76	$5,803,599.78	$5,905,885.39	$6,010,216.72	$6,116,634.67
Operating Expenditures:						
General Government	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Public Safety	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Utilities	$2,997,474.00	$3,057,423.48	$3,118,571.95	$3,180,943.39	$3,244,562.26	$3,309,453.50
Transportation	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Economic Environment	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Social Services	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Culture And Recreation	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Intergovernmental Payments	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Total Operating Expenditures:	$2,997,474.00	$3,057,423.48	$3,118,571.95	$3,180,943.39	$3,244,562.26	$3,309,453.50
Net Operating Increase (Decrease):	$9,207,532.02	$2,645,896.28	$2,685,027.83	$2,724,942.00	$2,765,654.46	$2,807,181.17
Nonoperating Revenues						
Other Financing Sources	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Debt Proceeds	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Transfers-In	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Total Nonoperating Revenues:	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Nonoperating Expenditures						
Other Financing Uses	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Debt Service	$1,669,479.72	$1,669,479.72	$992,850.85	$931,339.80	$931,339.80	$931,339.80
Capital Expenditures	$15,000,000.00	$2,000,000.00	$2,040,000.00	$2,080,800.00	$2,122,416.00	$2,164,864.32
Transfers-Out	$10,000.00	$10,200.00	$10,404.00	$10,612.08	$10,824.32	$11,040.81
Total Nonoperating Expenditures:	$16,679,479.72	$3,679,679.72	$3,043,254.85	$3,022,751.88	$3,064,580.12	$3,107,244.93
Increase (Decrease in Cash and Investments	($7,471,947.70)	($1,033,783.44)	($358,227.02)	($297,809.88)	($298,925.66)	($300,063.76)

Industrial Sewer & Reuse 405/406	2019	2020	2021	2022	2023	2024
Ending Cash and Investments						
End Fund Bal-Reserved	$840,510.00	$840,510.00	$840,510.00	$840,510.00	$840,510.00	$840,510.00
End Fund Balance-Unreserved	$2,745,768.63	$1,711,985.19	$1,353,758.17	$1,055,948.29	$757,022.63	$456,958.87

Industrial Sewer & Reuse Funds 405/406 Analysis

Based on current projections, funding of Industrial Sewer & Reuse Funds 405/406 is adequate through 2024, with an unreserved fund balance of around $450,000 in 2024.

Appendix D. Open House Report and Survey Responses

I. *May 24, 2016 Open House Report*

Appendix D Figure 1: May 24, 2016 Open House

The City of Quincy hosted an Open House on Tuesday, May 24th to kick off public involvement in the periodic Comprehensive Plan update. The Open House lasted from 4pm to 7pm at City Hall and was attended by 45 people, many of whom completed surveys, left valuable feedback, and had conversations about Quincy's future with City and BHC Consultant staff. Quincy City receptionist Nancy Miller provided refreshments and flowers, and City staff provided Spanish translation of the survey, advertising posters, and public announcements for the event. Building Official Carl Worley attended the meeting and solicited feedback from the community as well.

1. Open House Objectives and Activities

The primary objectives for the event were to share information with the public about comprehensive planning and the update process and to solicit feedback from the public. BHC Consultants prepared a short 15-minute presentation that covered:

- The general requirements of the comprehensive plan periodic update process and how they applied to Quincy,

- Quincy's Comprehensive Plan Update and how public can become involved
- Quincy's Current Plan and Vision
- Population and Housing Forecasts

In return, attendees were asked to provide feedback on their outlook for Quincy's future. BHC prepared a variety of posters and activities to solicit this feedback concerning:

- Quincy's Current Vision and the Planning Commission thoughts on the Vision
- Quality of Life in Quincy
- Future Quality of Life in Quincy.

2. Advertising and Invitation

The Open House was open to the public, and concerted effort was made to widely announce the event and to invite specific stakeholders where possible. Posters in English and Spanish were posted around town to invite Quincy residents, property owners, and business owners.

3. Poster Activity: Evaluating the Vision Statement

Participants were presented with the Vision Statement in Quincy's current comprehensive plan and asked to consider the following questions: *Think about the current vision statement and supporting goals. Are they still relevant or are they outdated? Do they reflect the shared values of the Quincy community? What changes would you recommend? What new ideas would you include?* Many participants completed the community survey to answer these questions. Some attendees at the meeting left sticky notes on the poster at the meeting with comments articulating desire for inclusive economic opportunities, a greater range of recreation, housing availability for all income levels, and relief from traffic congestion

Appendix D Figure 2: Community members giving feedback at table top poster activity stations.

City of Quincy Washington.us

VISION STATEMENT

Preserve the character and identity of Quincy by staying true to its roots of farm-oriented business and industry, and by maintaining a small-City, rural atmosphere.

The five goals identified below aim to maintain a high quality of life for Quincy and maintain essential community services. These goals will endure as the Comprehensive Plan is implemented, tasks are accomplished and changes occur. As the Comprehensive Plan is updated, the vision statement and goals will provide direction and guidance. ***Please think about any changes you would like to see to the vision statement or supporting goals.***

1. **Goal 1.** The City of Quincy should encourage the local economy by providing a predictable development atmosphere, emphasize diversity in the range of goods and services, and ensure that as the economy changes employment opportunities are balanced with a wide range of housing opportunities.
2. **Goal 2.** The City of Quincy should encourage local involvement in community actions and to enhance community pride. This should include continued encouragement of public and private involvement in community traditions, as well as encouragement of volunteerism and activism.
3. **Goal 3.** The City of Quincy should encourage changes that promote livability, pedestrian orientation, improve appearance of downtown and main highway corridors, and limit stress factors such as noise pollution and traffic congestion. In addition, the City of Quincy should identify the responsibilities of public and private agents at the local and regional level for providing emergency and social services.
4. **Goal 4.** The City of Quincy should provide an effective stewardship of the environment to protect critical areas, maintain water quality, and conserve land, air, water, and energy resources by taking advantage of existing plans or ongoing planning activities such as watershed management plans, drainage basin plans, and other regional resource protection plans.
5. **Goal 5.** The City of Quincy should enhance the opportunities for recreational and cultural activities, providing a range of activities for all ages. The enjoyment and educational value of such activities are enhanced by diversity in the available choices.

Think about the current vision statement and supporting goals.

Are they still relevant or they out-dated?

Do they still reflect the shared values of the Quincy community?

What changes would you recommend?

What new ideas would you include?

Please leave your answers by completing the Community Survey.

Appendix D Figure 3: Vision Statement Poster

4. Table Top Visioning Activity

Appendix D Figure 4: Table top visioning poster & responses

Open House attendees gathered around a large 3’x4’ parcel map of Quincy and asked to mark it up in response to the following questions:

What makes What makes Quincy **unique** today?

What places contribute to the current **quality of life** in Quincy?

What would you like to see in Quincy in **20-30 years**?

This was a popular activity that elicited over 90 comments and responses, with the overwhelming majority of responses (88) answering the third question about what people would like to see in Quincy in the future.

Seven topics that got the most comments included:

- A desire for more dedicated biking and walking paths throughout the City
- A desire for safer highway crossings for pedestrians, cyclists, kids, and seniors
- Improved streetscapes in the downtown core, specifically a call to address issues with water, electricity, landscaping, and the sizes of the bump outs
- A desire for increased activities and recreational opportunities for youth and children
- A desire for a center to accommodate indoor recreation
- Concern about truck traffic downtown and along Highway 28
- An aversion to any planned roundabouts

5. Poster Activity: Getting to Know the Attendees

Attendees were invited to add stickers to an aerial map to indicated where they live (blue), where they work (orange/red) and what places in town were special to them (yellow). Refer to Appendix D Figure 5 for poster results

- 17 people marked where they live. Everyone lived either in residential neighborhoods in Quincy or within about a mile of the City limits.

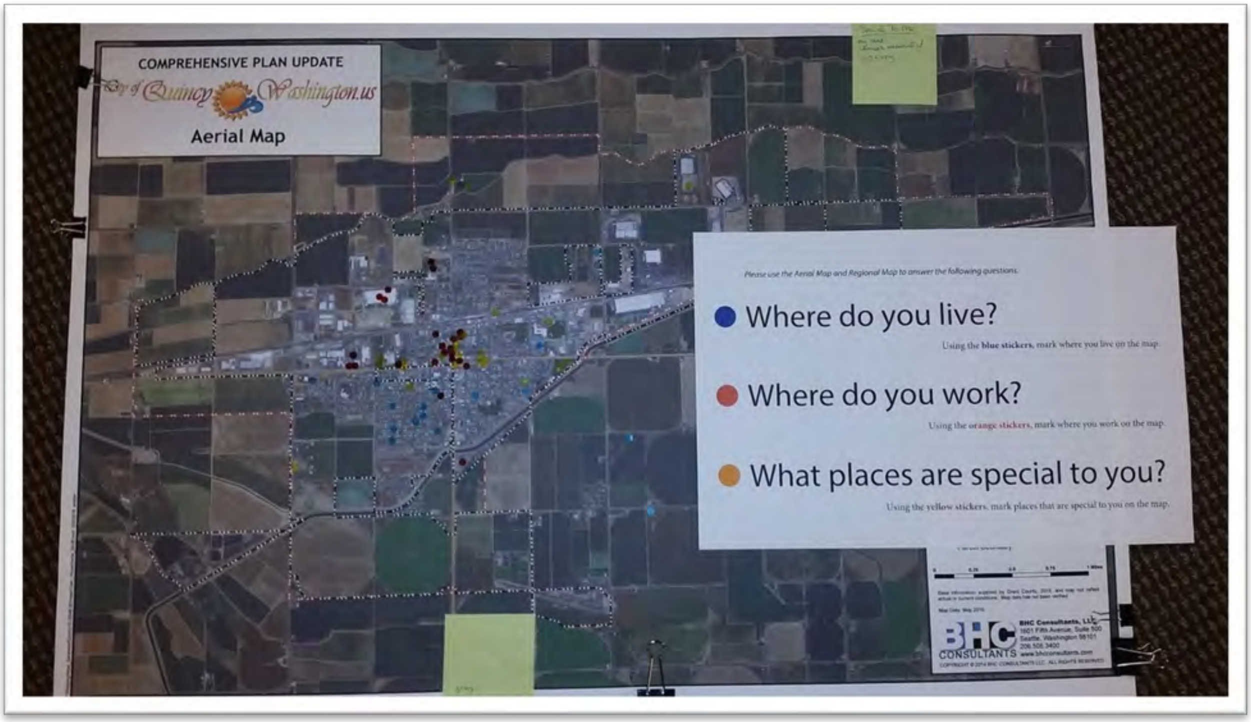
- 24 people marked where they work. All work within Quincy city limits, with the majority working in the Downtown core area or along State Route 28. A few employees from the northern part of town were represented as well.

- 29 stickers mark places that are special to people. Many of these cluster around the Downtown core and at locations along Hwy 28, such as the cemetery, the Veteran’s Memorial, and East Park.

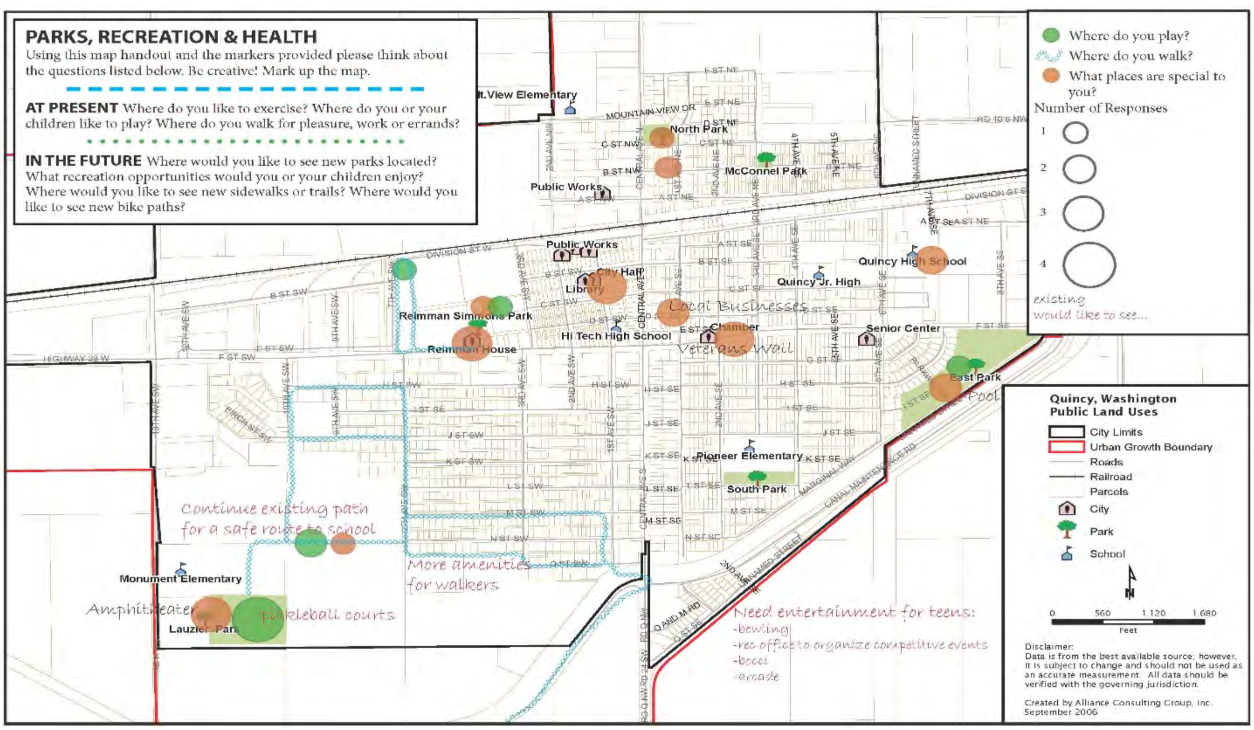
6. Poster Activity: Parks, Recreation, and Health

Participants were asked to mark on the map where they play, walk, and what places were special to them

Responses about what parts of town are special were similar in this activity to the responses to a similar question in the Aerial map activity. Participants felt particularly connected to locations such as the Veteran’s Wall, the City Hall and Library, Reimman House, Lauzier Park, East Park, and Quincy High School. Refer to Appendix D Figure 6 for poster results



Appendix D Figure 5: Where did meeting attendees live or work? What was special to them?



Appendix D Figure 6: Parks, Recreation, & Health mapping. Community feedback transcribed into green and brown dots and red text

7. Flip Chart Activity: Quality of Life

Participants were presented with a poster asking about quality of life. Responses gathered on adjacent flip charts were as follows:

What would you like to see MORE of in 25 years? (16 responses)

- Downtown commercial core aesthetics (8 related responses)
    - Bump-outs and a well-cared for downtown (2)
    - Planned beautification
    - Update electrical system downtown business core – currently it's difficult to maintain existing landscaping or do downtown festival lighting
    - Water system in downtown business core
    - Hire someone besides kids to maintain bump-outs
    - Maintenance on landscaping on bump outs
- Something for at risk youth to do
- Safe ways to cross pedestrians on highway
- Bike paths
- Walking paths
- Historic markers and murals as a unified theme around town
- Art around town (i.e. Ritzville, Wenatchee)
- Town theme for tourism "without water, where would Quincy be"
- Farmers market needs help

What would you like to see LESS of in 25 years? (3 responses)

- Truck traffic in downtown area
- Enforce truck traffic – it shouldn't be on Central Ave
- If truck traffic isn't on Central Ave, where else should it go? All roads lead to Hwy 28!

What opportunities to you see for the community? (5 responses)

- To make a great place to live
- Places to eat and hang out
- Activity locations
- Bring in things for people to be entertained like movies, or bowling
- Youth athletics!

What threats do you see for the community? (4 responses)

- Drugs and gangs still
- Not enough balance between economic growth and quality of life issues
- Traffic
- Not enough stuff for teens

Appendix D Figure 7: Advertising posters in Spanish and English

II. *Survey Analysis and Tabulation*

BHC Consultants prepared and posted an on-line survey to gather public input for the periodic Comprehensive Plan Update. The survey collected 185 responses to thirteen questions.

City of Quincy Washington.us

Comprehensive Plan Update – Community Survey

Over the next year, the City of Quincy will update the Comprehensive Plan. This is necessary to meet the requirements of the state Growth Management Act, as well as to ensure that the future growth of the community is managed properly and that City facilities and services are available to meet future demand. Over the past 10 years, the City of Quincy has grown from 5,465 to 7,270, that's 33 percent. Over the next 20 years the population is expected to reach approximately 11,000. The Comprehensive Plan is a tool the City can use to guide growth and planning activities. We would like your input on how we can plan for new homes, businesses, parks and other public services, while maintaining a high quality of life and staying true to the vision of Quincy.

1. The Comprehensive Plan has a vision statement that emphasizes preserving Quincy's character and identity *"by staying true to its roots of farm oriented business and industry, and maintaining a small, City rural atmosphere."*

   Is this vision statement about right? _____ Out-dated? _____ What changes would you suggest?

2. What makes Quincy unique?

3. The term *Quality of Life* is defined as *"the standard of health, comfort, and happiness experienced by an individual or group."* Overall, how do you rate Quincy's overall quality of life?

   _____ Excellent
   _____ Above Average
   _____ Average
   _____ Below Average
   _____ Poor

   What quality of life improvements would you like to see?

4. What are the top 3 things about Quincy that you value? For example, schools, landscape, rural setting, parks, recreation opportunities, sense of community, public safety, etc.
   1) _____
   2) _____
   3) _____

5. What are the top 3 *issues* facing Quincy today?
   1) _____
   2) _____
   3) _____

6. What are the top 3 things Quincy should accomplish in the next 20 years? For example, new public facilities, more trails and walkways, more community spaces, road improvements, etc.
   1) _____
   2) _____
   3) _____

City of Quincy | **Comprehensive Plan Update** | Community Survey

Appendix D Figure 8: Survey (English) Page 1, Questions 1 through 6.

7. The City provides services and facilities that need to keep pace with community demand. How are we doing in the following areas?

Services & Facilities	Excellent	Good	Fair	Poor
Parks				
Recreation Opportunities				
Community Health				
Public Safety				
Fire Protection				
Zoning				
Utilities				
Traffic				
Transportation				
Sidewalks				
Sanitation				
Maintenance				

Comments: ______________________________

8. There are other services and facilities that the City of Quincy is not responsible for. Do you have any comments for us about schools, telecommunications, highways, etc.?

____

9. Regarding your residence, please select the statement below that is most true.

_____ I am a permanent resident of Quincy
_____ I am a temporary resident of Quincy
_____ I do not live within Quincy city limits
_____ I do not live within Quincy city limits, but consider myself part of the community
_____ Other: ______________________________

10. How long have you lived in Quincy? ______________________________

11. Regarding your employment, please select the statement below that is most true.

_____ I work in Quincy
_____ I travel outside of Quincy for work
_____ I work from home
_____ I am not working at this time
_____ Other: ______________________________

12. How long is your commute to work? Approximate time/distance. ______________________________

13. What other issues should the City consider while updating its Comprehensive Plan?

____

City of Quincy | **Comprehensive Plan Update** | Community Survey

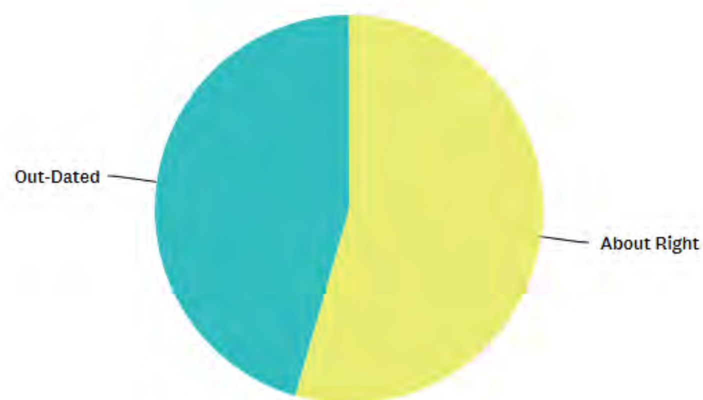
Appendix D Figure 9: Survey (English) Page 2, Questions 7 through 13.

These tabulations sort the raw data into consistent themes arranged and ordered per the number of responses. It is intended to highlight key ideas, concepts and issues to inform the City's Comprehensive Plan update.

8. Responding to the Vision Statement

Question 1 was worded as follows: *"The Comprehensive Plan has a vision statement that emphasizes preserving Quincy's Character and identity 'by staying true to its roots of farm oriented business and industry, and maintaining a small, City rural atmosphere,' Do you think this statement is about right or out-dated?"* 178 people responded, 5 skipped Question 1, and 73 left comments.

Answered: 178 Skipped: 5

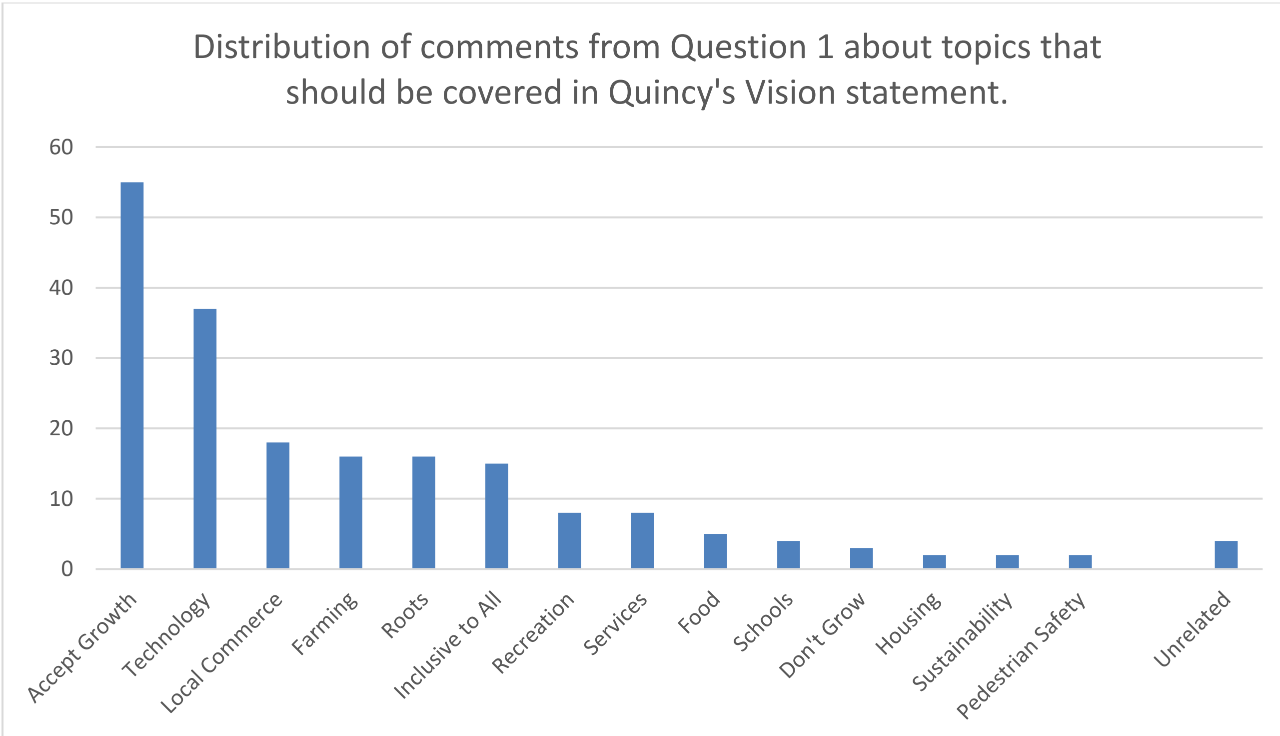


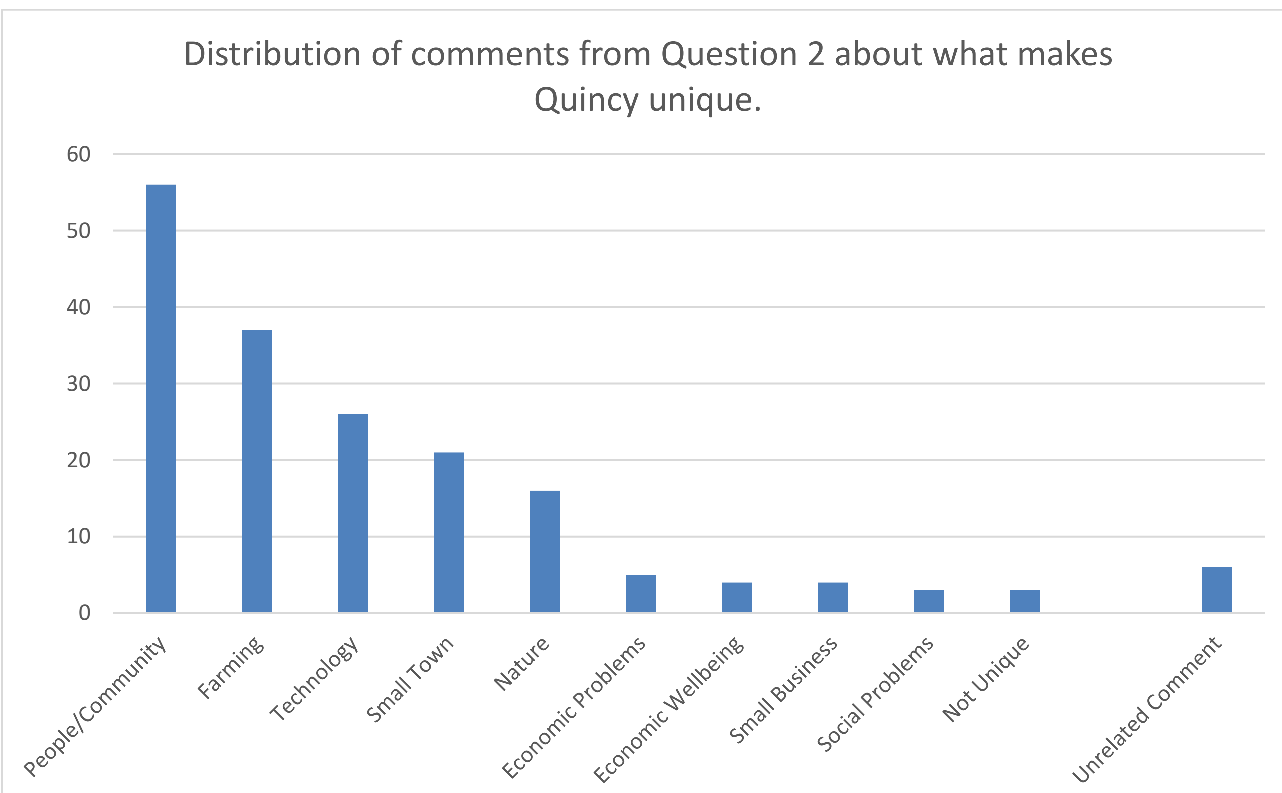
ANSWER CHOICES	RESPONSES	
About Right	54.49%	97
Out-Dated	45.51%	81
TOTAL		178

Appendix D Figure 10: Survey response to Question 1.

Of the 73 survey respondents left additional comments, those who considered the Vision Statement out-dated said it was too narrow and needed to recognize the City's economic diversity.

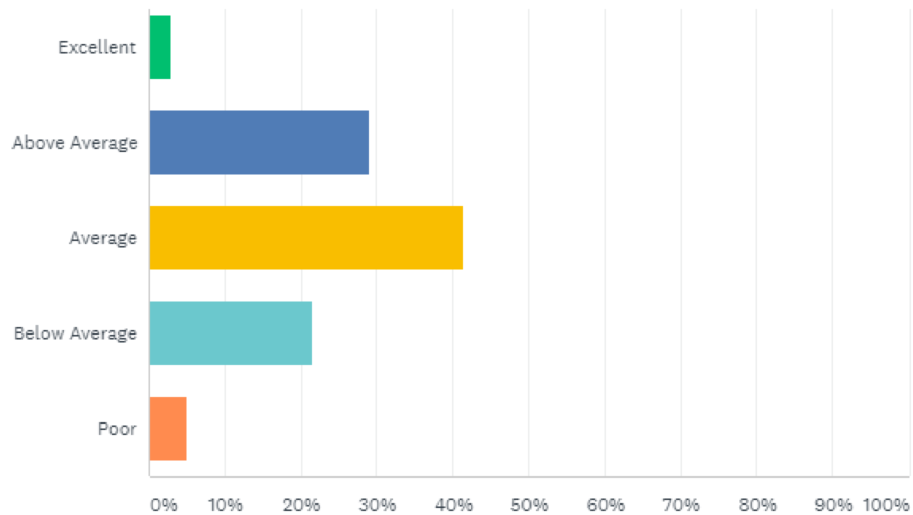
125 responses for the open-ended Question 2, "*What makes Quincy unique?*" show that balancing Quincy's rural, agricultural roots with new technology and corporate influences is a prime concern. Recurring themes from the comments for Questions 1 and 2 are tallied below.


Distribution of comments from Question 1 about topics that should be covered in Quincy's Vision statement.
60
50
40
30
20
10
0
Accept Growth
Technology
Local Commerce
Farming
Roots
Inclusive to All
Recreation
Services
Food
Schools
Don't Grow
Housing
Sustainability
Pedestrian Safety
Unrelated


Distribution of comments from Question 2 about what makes Quincy unique.
60
50
40
30
20
10
0
People/Community
Farming
Technology
Small Town
Nature
Economic Problems
Economic Wellbeing
Small Business
Social Problems
Not Unique
Unrelated Comment

9. Quality of Life in Quincy

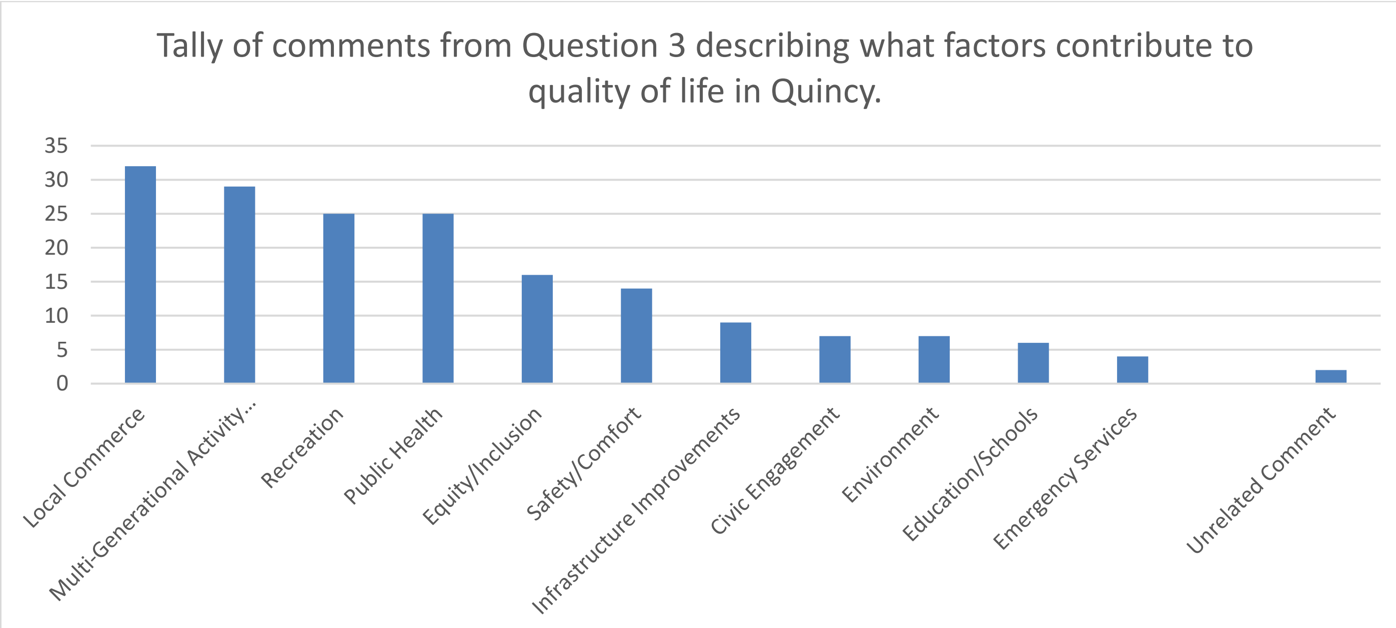
Question 3 asked about quality of life in Quincy; 176 people answered, 7 skipped this question, and 105 people commented. The question was worded as follows *"The term Quality of Life is defined as 'the standard of health, comfort, and happiness experienced by an individual or group.' Overall, how do you rate Quincy's overall quality of life?"*



ANSWER CHOICES	RESPONSES	
Excellent	2.84%	5
Above Average	28.98%	51
Average	41.48%	73
Below Average	21.59%	38
Poor	5.11%	9
TOTAL		176

Appendix D Figure 11: Survey responses to Question 3

Around two-thirds of the survey respondents enjoy a high quality of life in Quincy. Those who left a comment on this question listed the following as factors that contribute to their quality of life in Quincy.



Those who reported below average and poor quality of life attribute this to several issues:

- Access to health care and hospital services
- Traffic problems, including noise and pedestrian safety
- Quality of schools and after-school activities
- Availability of amenities, recreation, and entertainment, especially for youth and families
- Incidence of crime and gang activity

10. Values and Issues

Questions 4 through 6 covered which elements of life in Quincy survey respondents value the highest. A few key themes emerged:

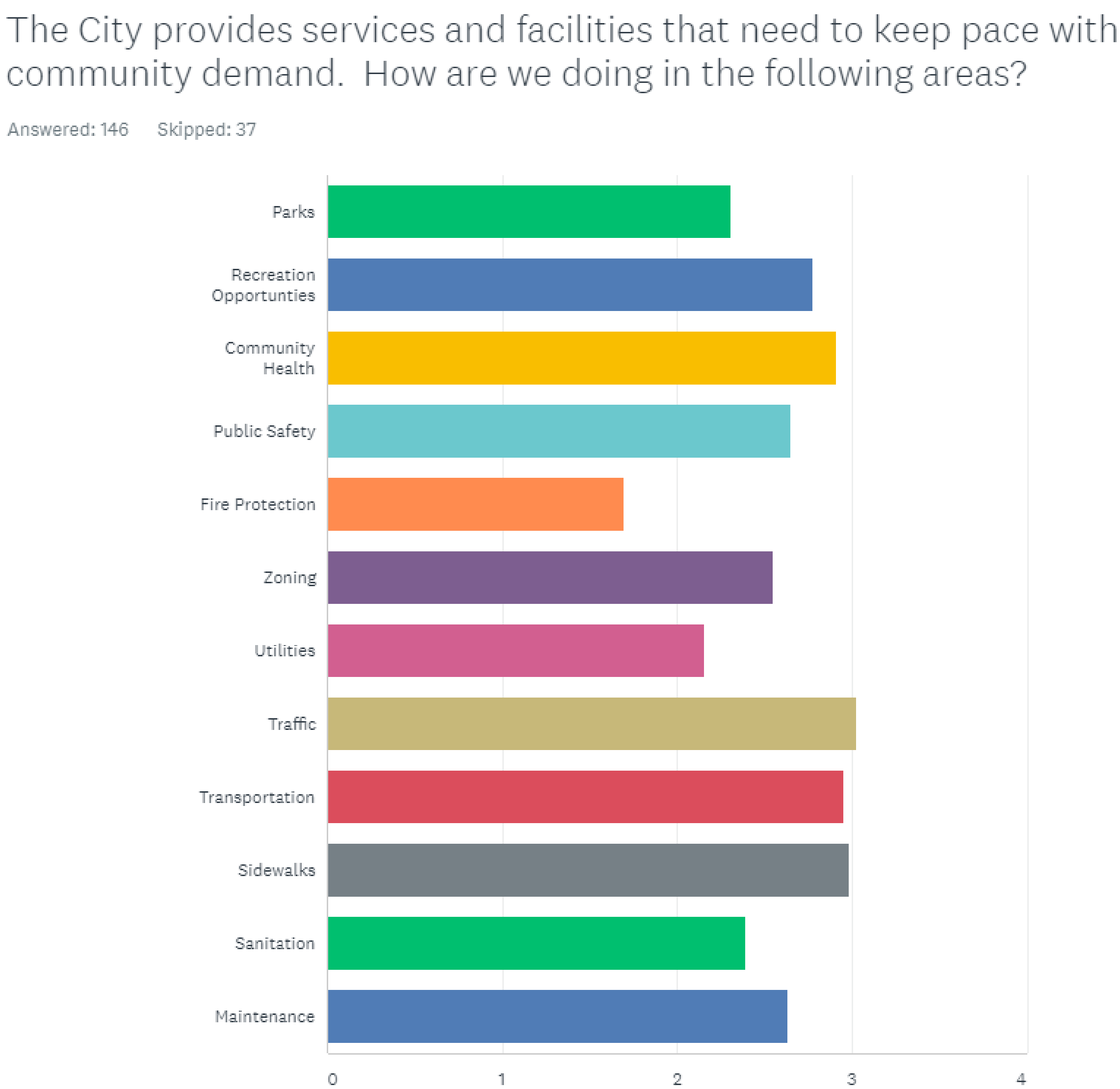
- Rural setting and friendly, small-town atmosphere with a strong sense of community
- Quality schools with great teachers and staff
- Public parks, trails, and access to recreational opportunities
- Public safety and emergency management

As for respondents' concerns about the most urgent problems Quincy faces, addressing crime prevails as a top priority. Other issues deserving significant attention include:

- Community divisions, especially between white and Hispanic residents
- Concerns about how to manage growth and bring jobs and amenities to Quincy
- Making streets safe and reducing traffic congestion

11. Provision of Services

When asked how the City was doing keeping up with the provision of community services and facilities, those flagged for improvement were consistent with community values. Question 7 was worded as follows:



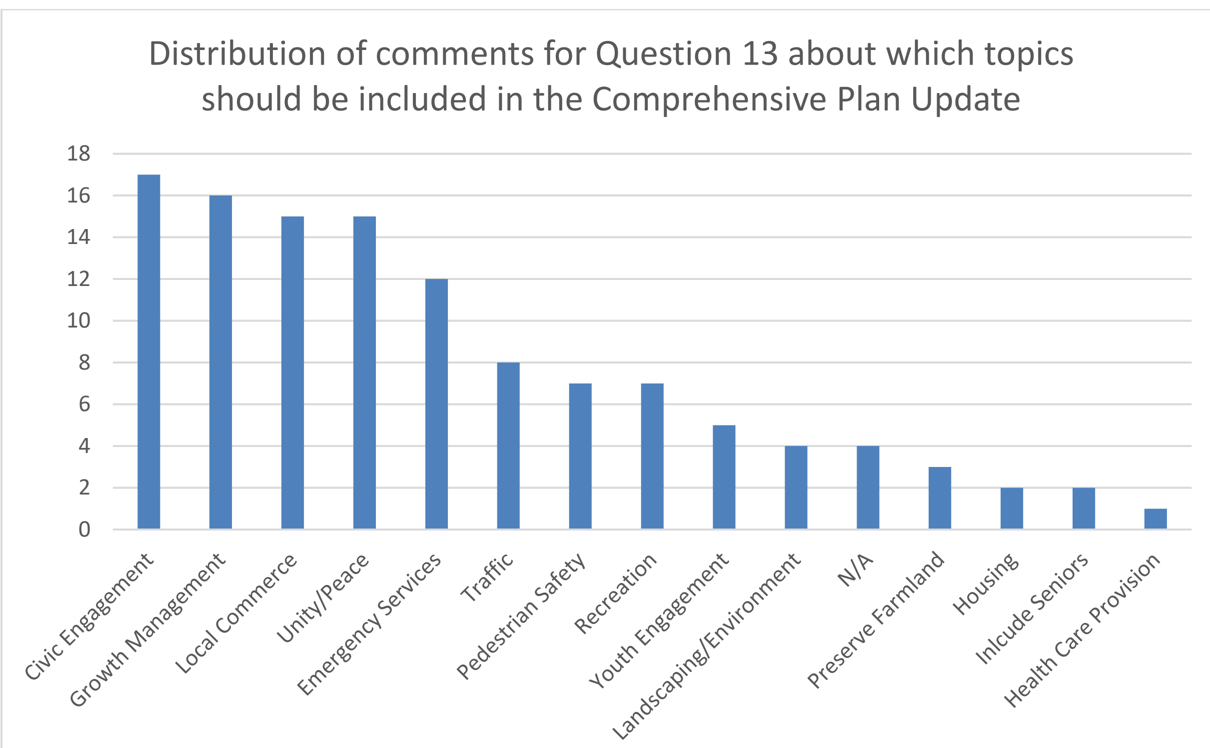
Appendix D Figure 12: Survey responses to Question 7. Note: Bar represents weighted average. The shorter the bar, the better.

The Figure above shows traffic, transportation, and community health and safety as the top issues, which remained important when respondents were asked for the top 3 priorities Quincy should seek to accomplish in the next 20 years. These include:

- Establish safe routes to school. Consider options for grade separation (overpass or underpass) to make railroad crossings safer.
- Ensure that new development does not disrupt traffic flows.
- Manage traffic to make people safer, especially on 28th and 13th Ave.
- Pave and maintain streets and sidewalks; many are cracked, unlevel, and hazardous.
- Enhance trails, bike paths, parks, and indoor recreation to facilitate healthy lifestyles and provide activities for young people.
- Encourage local business growth in retail, dining, and entertainment.
- Build more public facilities and spaces for community activities.

12. Issues to include in the Comprehensive Plan Update

Question 13 asked survey respondents about other issues the City should consider while updating the Comprehensive Plan. 82 people left comments for this question. Many stressed the importance of growth management and balancing the small-town feel of the community with the need for quality education, jobs, housing, and amenities. Others emphasized the need to bridge racial and ethnic divisions to bring about equity, unity, and inclusion in the planning process.

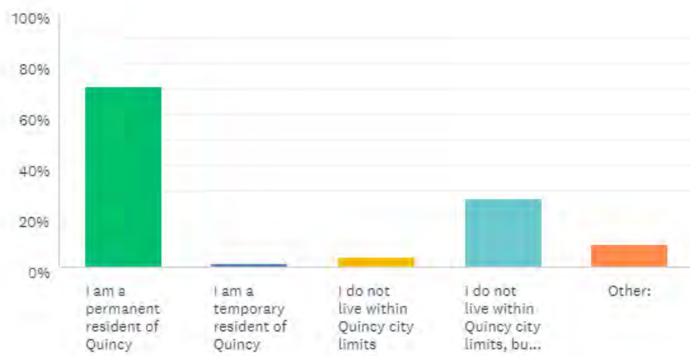


13. Participant Demographics

Questions 9, 10, 11, and 12 collected general demographic information from survey respondents.

Regarding your residence, please select the statement below that is most true.

Answered: 142 Skipped: 41

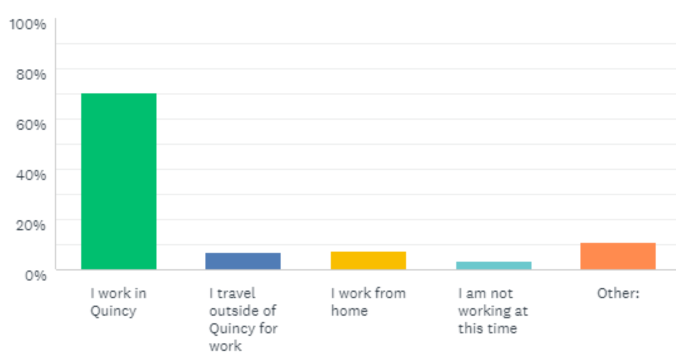


ANSWER CHOICES		RESPONSES	
I am a permanent resident of Quincy		71.13%	101
I am a temporary resident of Quincy		1.41%	2
I do not live within Quincy city limits		4.23%	6
I do not live within Quincy city limits, but consider myself part of the community		26.76%	38
Other:	Responses	9.15%	13
Total Respondents: 142			

Appendix D Figure 13: Survey results for Question 9, concerning residency.

Regarding your employment, please select the statement below that is most true.

Answered: 143 Skipped: 40



Appendix D Figure 14: Survey results for Question 11, concerning employment

Data was also collected on length of residence in Quincy. 75% of respondents have lived in the City for more than 10 years, 58% for more than 20 years, and 37% for more than 30 years.

For the final demographic question, respondents were asked about the length of their commute. Most have a commute under 10 minutes, and 23% of respondents have a very short commute under 5 minutes. Only 3% commute for 1 hour or more.