

## ***Executive Summary***

This comprehensive plan was prepared by the city of Ephrata in accordance with the Growth Management Act of Washington State (RCW 36.70A), as amended. This plan represents the community's policy plan for growth over the next twenty years. This summary addresses the following:

- Why the city of Ephrata is planning
- Purpose of the comprehensive plan
- Community involvement and inter-jurisdictional coordination
- Implementation and monitoring
- Consistency with growth management goals

### **Why is the city of Ephrata planning?**

#### **To Promote Desired Changes**

The period between 1987 and 1991(2000) was a time of stagnation and economic decline for the City of Ephrata. Sales tax revenues decreased as new business starts disappeared and out of town shopping trends increased. To further exacerbate the conditions, three devastating fires in the business district destroyed 23,000 square feet of retail space that was never replaced. Ephrata also suffered economic losses due to several state referendums and initiatives reducing the tax base available to the city.

In February 1989, a small group of concerned citizens met to discuss the economic decline Ephrata was enduring. This group soon expanded and eventually became the Ephrata Economic Development Task Force, representing a broad base of the community. The City, Port, and Chamber were asked to appoint the members from their own agencies plus two members from the community at large. The Task Force also included members from the Ephrata School District and the Grant County Public Utility District, two major area employers.

The Task Force was concerned that the downward economic trend would continue unless the community had a clear direction and focus. To be successful, the plan would require the support of a broad base of the community. If no action was taken, businesses that were marginal would close, the business

community would continue to deteriorate, and taxes that the community depended on to run vital city services would not be available. Through a grant from the Department of Community Development, the Task Force hired a full time Economic Development Coordinator. The Coordinator led the city through a community participation process and gathered information regarding the citizen's wishes, needs and priorities. These efforts produced the Ephrata Economic Development Plan which analyzed community needs and recommended the actions and means of implementation.

One of the first recommendations suggested by this Plan was the rewriting of the city's comprehensive plan incorporating a strong Economic Development Element. About the same time, the population growth occurring in Grant County mandated the county and cities in the county to plan under the State of Washington Growth Management Act. The city was in a fortunate position in that it had already committed to carefully planning its future in order to change the trends of the past.

Since the completion of the Economic Development Plan in 1991, the Task Force has worked to achieve the strategies presented in the plan, with much success. Among the tasks completed include the extension of utility infrastructure to the Port of Ephrata; a new downtown park and pedestrian link through the business district core; design and construction of an Inter-modal Transportation Center; beautification and revitalization of the downtown; beautification of the entryways to the city; expanded affordable housing opportunities; and studies geared to expanding the retail sector of the community and the development of the master planning and marketing program for the Port of Ephrata.

These accomplishments illustrate the city's pro-active role in its own development. This role in planning will meet the needs of its citizens, prioritize alternative uses of land and public resources, and identify the impacts proposed development 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.

### **To Implement the Growth Management Act**

The Growth Management Act invests local government with significant decision making power. The city of Ephrata has been directed to identify the concerns and goals of the community, to set priorities, and to determine how these goals will be achieved. While the Act requires the city to complete several planning tasks, the outcome of the planning effort is in the hands of the city. Therefore, the city of Ephrata has created a comprehensive plan that establishes a clear intent and policy base that can be used to develop and interpret local regulations.

### **To Maintain Local Decision Making Power**

Policy decisions are being made at the federal, state, and regional levels that may influence the quality of life in the city of Ephrata. The city believes that the most effective way to maintain local control is to become more actively involved in planning. By clearly articulating a plan for the future of the community, the city is informed about the implication of its policy decisions, and able to express community concerns to regional, state and federal entities. In addition, the Growth Management Act requires that state agencies must 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 community.

### **To Address Changes in Community Needs**

The city of Ephrata is also updating its comprehensive plan to address changes since the previous plan was adopted. Ephrata serves as headquarters for the Columbia Basin Irrigation Project and is somewhat impacted by changes in the agricultural industry. Agriculture continues to be at the forefront of the Grant County economy and is a labor intensive activity, the impact on the city of Ephrata has been an increased need for

housing for the labor force. This type of housing generally does not return adequate profit to be produced by the private sector.

In addition to the increased agricultural activity in the surrounding area, the city has experienced a steady 2% growth. This has resulted in a shortage of housing at all economic levels. The city has decided to take an active role in assuring that a diverse range of quality housing is provided.

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

Recent interest in the area by software and networking companies has also affected the business and housing market. With the Grant County Public Utility District's low cost power and fiber optic backbone large software companies have begun construction in the Quincy and Wenatchee areas with outlying effects happening throughout the county. Housing prices have recently jumped and there appears to be a double figure percentage increase.

## **PURPOSE OF THE COMPREHENSIVE PLAN**

This comprehensive plan was developed in accordance with Section 36.70A.070 of the Growth Management Act to address growth issues in the city of Ephrata and the adjacent Urban Growth Area. It represents the community's policy plan for growth over the next twenty years. The city of Ephrata 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 prioritizing 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

## **COMMUNITY INVOLVEMENT**

Ephrata has followed an extensive public participation process to ensure the vision of the community expressed in the comprehensive plan reflects the needs and desires of the local population.

The city of Ephrata began the comprehensive planning process under GMA with the formation of the Ephrata Comprehensive Plan Committee (ECPC) in January of 1993. This six-member advisory committee was appointed to direct the comprehensive planning process in accordance with the Growth Management Act. The committee included members of the city council and planning commission, Ephrata School District, Grant County P.U.D., and local citizens, to ensure communication and representation between a variety of groups.

The Ephrata Comprehensive Planning Committee committed itself to the concept of early and continuous public participation in the planning process, and continuously sought ways to provide opportunities for citizen involvement. Visitors who attended the committee's semi-monthly meetings were invited to fully participate in discussions. The local press was kept informed of the progress of the ECPC and frequently attended committee meetings. In addition, an open public forum was established at the first council meeting of every month.

The Ephrata Economic Development Task Force began a community participation process that included a community-wide survey, and "town hall" meetings. This process provided the foundation in developing the city's Vision Statement. The Vision Statement was presented at the ECPC meetings and the Open Forum during city council meetings. The Vision Statement will guide the development of the comprehensive plan and the future development of Ephrata. It also provided the committee with the information it needed to identify and propose an Interim Urban Growth Area (IUGA). The Urban Growth Area defines the

physical land area and direction to where the city expects to grow, and where it can provide urban services.

### **Inter-Jurisdictional Coordination**

The Growth Management Act (RCW.70A.210) requires that the county and the cities within the county establish a county-wide framework that would ensure consistency between the county and cities' comprehensive plans. The Grant County Planned Growth Committee addressed this task and developed the County-Wide Planning Policies which were adopted May 6, 1993 and subsequently amended March 27, 2002.

The county-wide planning policies (Appendix C) provided guidance in the planning process and are consistent with the comprehensive plan. Furthermore, all of the planning elements have been integrated into a single internally consistent plan. The city of Ephrata believes the comprehensive plan as a whole will be effective in working toward community goals in an economically feasible manner.

### **City of Ephrata History**

There are few signs of settlement by Native Americans in the Ephrata area. It is generally believed that the people of the Wanapum band and the Yakama tribe traveled the area in their root gathering activities. Annual ceremonies were held at nearby Soap Lake, where the mineral heavy waters were believed to have healing abilities.

Historically, the settlement of Ephrata is quite recent. There was no known settlement until 1886, just three years before Washington attained statehood. A horse rancher, Frank Beezley, was the first person to settle near a natural spring in close proximity to the present townsite, thus the area was known as Beezley Springs. As the climate and topography were not promising to settlement, the entire region remained sparsely populated until several congressional actions including the Northern Pacific Land Grant Act, the Homestead Act and the Desert Claims Act, encouraged the settlement of this semi-arid desert.

Originally, Douglas County spread over the entire territory of the Big Bend of the Columbia River. In 1906 the Washington State

legislature divided the county and created Grant County, designating Ephrata as the county seat. It is generally believed that the city was named Ephrata by a man who worked for the Great Northern Railroad. The name Ephrata is derived from a biblical description of an orchard in the middle of the desert. It is also the ancient name for the town of Bethlehem.

Our region was known at the turn of the century for the great herds of wild horses that roamed the land. Horse trading was an important element of the local economy, and Ephrata served as the staging area for the horse round-ups. The last "Great Horse Round-up" was held in Ephrata in 1906. Ephrata then developed as a trade and service center for cattle and sheep ranches in the area until construction of the Columbia Basin Reclamation Project began.

In July of 1918, several prominent Ephrata residents started the promotion of a "wild" scheme to redirect waters of the Columbia River in order to irrigate the dry but fertile soils of the Big Bend country. Labeled "The Dam University", Ephrata residents persistently lobbied at the local, state, and federal levels to gather support for the project. Initial funding for the Grand Coulee Dam was included in the Public Works Administration created by President Franklin Roosevelt's promise of a "New Deal" in 1933. However, the irrigation waters would not be released until much later as the nation focused on ending World War II in the 1940's. During this era, Grand Coulee Dam's main mission was to produce electrical energy for the Hanford Reservation.

When the War ended, the Project returned to its original mission to irrigate the desert. The Columbia Basin Irrigation Project eventually changed the landscape and the economy of Ephrata and the surrounding area. Since the beginning of the Project in 1951, when the first irrigation waters arrived, the Project has expanded to irrigate over 600,000 acres. On that land, over 60 different crops are now being produced including many seed crops, making the Columbia Basin a vital component in world-wide food production.

## Population Growth

In the 1940's, the Columbia Basin Project and other federal projects had population impacts on the region. An Army Air Base was activated at the Ephrata Airport between 1942, and a second base in 1942 at Moses Lake about 15 miles southeast of Ephrata. Although Moses Lake became the major service center for the area with Larson Army Air Base (Larson Air Force Base in 1948), Ephrata experienced spill over population growth.

<b>Ephrata Population 1910 - 2006</b>											
<b>Year</b>		<b>Year</b>		<b>Year</b>		<b>Year</b>		<b>Year</b>		<b>Year</b>	
<b>1910</b>	323	<b>1957</b>	7,425	<b>1968</b>	6,800	<b>1979</b>	5,500	<b>1990</b>	5,349	<b>2001</b>	6,895
<b>1920</b>	628	<b>1958</b>	7,200	<b>1969</b>	6,800	<b>1980</b>	5,359	<b>1991</b>	5,437	<b>2002</b>	6,865
<b>1930</b>	516	<b>1959</b>	7,250	<b>1970</b>	5,255	<b>1981</b>	5,431	<b>1992</b>	5,430	<b>2003</b>	6,855
<b>1940</b>	951	<b>1960</b>	6,548	<b>1971</b>	5,255	<b>1982</b>	5,312	<b>1993</b>	5,550	<b>2004</b>	6,890
<b>1950</b>	4,589	<b>1961</b>	7,021	<b>1972</b>	5,150	<b>1983</b>	5,294	<b>1994</b>	5,585	<b>2005</b>	6,930
<b>1951</b>		<b>1962</b>	8,144	<b>1973</b>	5,150	<b>1984</b>	5,293	<b>1995</b>	5,715	<b>2006</b>	6,950
<b>1952</b>	5,872	<b>1963</b>	7,000	<b>1974</b>	5,150	<b>1985</b>	5,295	<b>1996</b>	5,910	<b>2007</b>	
<b>1953</b>	6,300	<b>1964</b>	7,000	<b>1975</b>	5,140	<b>1986</b>	5,308	<b>1997</b>	6,441	<b>2008</b>	
<b>1954</b>	7,000	<b>1965</b>	7,050	<b>1976</b>	5,230	<b>1987</b>	5,333	<b>1998</b>	6,602	<b>2009</b>	
<b>1955</b>	8,000	<b>1966</b>	7,050	<b>1977</b>	5,320	<b>1988</b>	5,381	<b>1999</b>	6,710	<b>2010</b>	
<b>1956</b>	8,500	<b>1967</b>	6,800	<b>1978</b>	5,430	<b>1989</b>	5,335	<b>2000</b>	6,808	<b>2011</b>	

The construction of the Irrigation Project and the military activity increased the population of Ephrata 689% between 1940 and 1960. As the federal projects phased out, the town experienced a devastating population decrease of 22% between 1960 and 1975. The population stabilized between 1975 and 1982, with a slight decrease between 1980 and 1990. The city has seen steady population growth since 1990. The 9.5% growth has Ephrata at a 1996 population level of 5,910. From 1990 to 2000 the City has saw a steep increase of about 27% but this trend has slowed to a 2% increase from 2000 to 2006. If the historic cyclic population trend continues, Ephrata is again due for a jump in population.

Three factors are expected to greatly affect future growth projections in Ephrata.

First, Ephrata remains a desirable bedroom community to the neighboring communities. Good schools, low crime, aesthetically appealing downtown, close central proximity to the major retail center of Moses Lake, and comparatively low cost of living,

contribute to making this a community of choice. As the industrial base in neighboring communities continues to grow and prosper, so shall Ephrata's new housing starts and consequent population.

Second, there has been a sharp increase in new housing unit building permits issued by the City since 1990 and particularly since 1993. Forty-one residential permits were issued in 1993 and sixty-one in 1994; 1995 permits issued for new housing units numbered 94, of which 39 were manufactured homes. This compares with a low of three permits for the entire year of 1988. The previously mentioned sharp increase continued through the 1990's and then tempered with a low of only four residential units in 2003. The trend is now back on an upward swing as industrial interest has found its way to both Moses Lake and Quincy.

A third factor that could greatly affect population and general economic growth in Ephrata is the development of the Port of Ephrata. With over 2,200 acres of industrial and commercially zoned land, the Port Authority is the largest single landholder within the City of Ephrata corporate limits. Development on the port property has been limited due to the lack of infrastructure and buildings. The Port recently developed property for the first time in over 40 years. Grant County Public Works built a 42,000 sq. ft. office building and additional shop buildings. The development provided for three additional lots that have available water and sewer. In the last two years a wind turbine tower manufacturing operation located at the Port of Ephrata and is in the process of adding over 100,000 square feet of industrial/manufacturing buildings. The port continues to make steps to improve the infrastructure and interest in the port lands for industrial customers. In the late 1990's the port with the help of the city rebuilt the water system along Division Street to the port, then extended sewer facilities and finally rebuilt the entire length of Division Street within the port ownership which included asphalt driving lanes, curbs, gutter sidewalks and a recreational trail system. The expansion of the sewer lines and a lift station at the port opened up many additional acres of land to the potential for sewer connection at much more reasonable cost and the port is now starting to see the benefits of its long range planning. The port currently is in the process of building a connecting road from Airport street around the crosswind runway to Highway 282. This more direct route off the highway

will lessen the impacts of heavy trucks passing through the residential areas in the southeast section of town and should have a positive effect on continued growth and interest in the Port properties.

## **PORT OF EPHRATA HISTORY:**

The idea of an Ephrata Airport was born in 1918 when Ephrata businessmen convinced a government commission to take a look at the Ephrata area for a military aviation training center. The commissioners agreed the area was ideal for aviation, but World War I ended and nothing further was done until 1933. At that time the U.S. Government was planning a series of emergency landing fields in the west and approached the Ephrata City Council to locate some land. Eight hundred acres southeast of the city was eventually approved and at a special council meeting on December 29, 1933, an ordinance was passed to acquire title to the property.

Volunteer labor from the community cleared the site for two runways with horse teams, stoneboats and fresnos. Federal funds were then approved to finish the work. By August 1934 arrangements were made to lease the airport to the Department of Commerce, (which was the agency in charge of federal airways), for one dollar a year. Work began installing beacons, border-lights and a 24 hour radio service. By January 1935 two beacon towers were in place and by November 1935 the Ephrata airfield was open as part of a chain of emergency landing fields between St. Paul and Seattle. Over the next several years both commercial and private planes used the field and it became known as a clear haven in weather emergencies. It was also used by the National Guard's 16th Observation Squadron and on May 27, 1938 local pilot, Gordon Nicks, flew the city's first air mail route from the airport. In November 1940 Works Progress Administration (WPA) labor improved the landing strips, paving the SE/NW strip with concrete.

Early in 1940, rumors surfaced regarding the Army's plans to build "bombing fields" in Grant County. By March 1941 several bombing ranges were selected in areas around Ephrata and Moses Lake. The detachment of men stationed in Ephrata were ready to begin construction. The city council acquired title to over 800 more acres surrounding the runways and in April the Army announced that the "Ephrata Airdrome Project" was

approved and the WPA agreed to supply funds. In June the Civil Aeronautics Authority proposed upgrading the Ephrata runways to a Class Four field and by December the bids were let for 5,000 foot runways. Two days later the country entered World War II and the Ephrata field was upgraded to air base status.

Beginning in May 1942, hundreds of men began arriving to form the air base "housekeeping" squadron and the first of several bombardment groups to pass through the base arrived for their first phase of training. The Ephrata Army Air Base, which belonged to the Second Air Force Training Command, was officially activated on June 19, 1942. During the next year and a half the military upgraded the runways to Class Six, adding a third runway, taxiways and a 600 foot wide apron. The rest of the air base, by contrast, was built as cheaply as possible with wooden, tar paper covered shacks.

In December 1943, base activities were put on hold until April 1944 when the Fourth Air Force took over the base. Its mission was to train fighter pilots and five classes were graduated before January 1945 when training of fighter pilots began to gear down and the base was closed once more. It was reopened briefly between July and October for B-24 crews awaiting orders for Japan and then was permanently closed.

The Bureau of Reclamation began using many of the Army buildings for office space, warehouses and dormitories for employees and construction workers on the Columbia Basin Irrigation Project. Between 1946 and 1949 the city operated the airfield on an interim permit from the Army. The base was not declared surplus until September 1949. By that time various parcels of the land comprising the airport were owned by the city, the Bureau of Reclamation and the War Department. In addition, the Civil Aeronautics Authority, West Coast Airlines and the railroad company all had a stake in the outcome of ownership negotiations. It was mid-1953 before most of the airport was officially turned back to the city. The basis of the present terminal building was built in 1956 and the remaining land and military buildings were released to the city in 1959 bringing the city's airport property to over 2000 acres.

North West Airlines provided commercial service between 1946 and 1949 but that ceased when the city's operating permit was terminated. After considerable struggle with the Civil Aeronautics

Board, permission was obtained for scheduled flights of West Coast Airlines in 1952. Between the end of the 1940's through the 1960's the airport was a busy and popular place, though it was never prosperous due to heavy maintenance costs. A number of aviation businesses leased space in the hangars and warehouses. Airplane sales, service, charter and instruction were available and heavily used. At that time the Ephrata Airport was the hub of aviation from all directions in the west.

In 1965 Grant County Port District No. 9 was established to bring industry and employment to Ephrata, using the runways and railroad line to help attract industry. In the summer of 1966 Larson Air Force Base in Moses Lake closed down and reopened a few months later as the Grant County Airport. The City of Moses Lake made no secret of its desire to lure West Coast Airlines away from Ephrata and appealed several times to West Coast officials. However, Ephrata managed to supply the minimum number of passengers, largely due to the P.U.D., the county offices and the Bureau of Reclamation. The city council decided that the port district would be able to operate the airport more efficiently and could encourage the continuance of commercial service. The transfer was officially made in September 1967.

The problems of owning an airport have been essentially the same as those the city struggled with for so long; aging utilities, buildings and runways which have been expensive to maintain or repair and seem to attract financially insecure tenants. The terminal building was upgraded in 1967 but commercial usage continued to decline. Scheduled flights were repeatedly cut back and finally suspended in 1976. The north-south runway officially closed in 1985 and in 1989 the FAA closed its flight service station ending over fifty years of continuous service at Ephrata.

Presently, the airport is home to about a dozen private aircraft and the Civil Air Patrol has maintained an emergency service and training camp at the airport for over forty-five years. Other activities include a crop spraying business, a commercial airline maintenance service and an air courier service that makes one or two stops a day. But since the 1970's, the airfield has been used primarily for instruction and by pilots of recreational aircraft. The uncontrolled airspace surrounding the field and excellent weather conditions have attracted glider and aerobatics clubs which host regional and national championship contests in

addition to their regular weekend flying. The local economy has benefited from these events as the pilots use local services during their stays.

As the city plans towards the future, it looks to its past for guidance and direction. There is found a heritage in a steadfast community with visions of prosperity and greatness for this small city. A community who dreamed of many great possibilities, and never relinquished those dreams until they were realized. The visions have reached through many generations, far past the boundaries of this small community. From the brave pioneers who dared to settle a desert to the audacious business community that changed the course of a river and air travel, the city gains a legacy of spirit and determination to maintain a superior quality of life.

## **VISION STATEMENT**

The 1969 Comprehensive Plan of the City of Ephrata laid the ground work for the city's zoning ordinances and future land use pattern. The update of the Plan in 1982 outlined goals which reflected community desires for future growth. Based on a comparison of the goals expressed in 1982, and those of more recent community planning efforts, a constant attitude was depicted by the citizens of the City of Ephrata regarding the City's future direction. The vision of the city is that:

The City of Ephrata shall endeavor to preserve and enhance the quality of life within the city corporate area by strengthening those amenities that contribute to the vitality and livability of the community. Priority should be placed on those projects and services which enhance recreational opportunities and open space, safety, aesthetics, housing and cultural qualities of the city of Ephrata as well as the general economic stability of the community. It is recognized that the quality of life of the city is its most important asset and should be preserved.

The City of Ephrata should enhance the opportunities for enjoyment of recreational and cultural activities by providing a range and diversity of activities for all ages and interests and by encouraging public and private projects that will add to this diversity.

The City of Ephrata should encourage and be receptive to changes that promote livability, pedestrian orientation and high quality design and should limit or discourage noise, pollution, and traffic congestion.

The City of Ephrata should encourage the local economy by providing a predictable development atmosphere and consistency in direction.

The City of Ephrata should encourage commercial and industrial development which contributes to the economic growth and stability of the area but should discourage development which degrades the natural or residential living environments.

## **Plan Implementation and Monitoring**

This section outlines the plan implementation and monitoring procedures developed to measure progress in implementing the goals, objectives, and policies in the city of Ephrata's Comprehensive Plan. This process also prepares the city for updates in the future. These procedures address:

- Citizen participation in the process;
- Updating appropriate base-line data and measurable objectives to be accomplished in the first six-year period of the plan, and for the long-term period;
- Accomplishments in the first ten-year period, describing the degree to which the goals, objectives, and policies have been successively reached;
- Obstacles or problems which resulted in the under achievement of goals, objectives, and policies;
- New or modified goals, objectives, and policies needed to address and correct discovered problems; and
- A means of ensuring a continuous monitoring and evaluation of the plan during the ten-year period.

Although adopted by ordinance, a comprehensive plan has traditionally been 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 which should be considered. 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 plan within six months of plan adoption. In reviewing regulations for consistency, the city should ensure that the development patterns suggested in the plan are encouraged. In addition to the new development regulations identified in the land use plan, other regulations will be enacted as necessary to implement the land use plan.

Planning is an ongoing process, and improved data or changing circumstances will require amendment to the comprehensive plan. In particular, the plan will be reviewed once a year and updated as necessary to reflect revisions to the Office of Financial Management population estimate and revisions to the Capital Facilities Plan. The update will also address any specific concerns, clarify inconsistencies that were identified during the year, and review the adequacy of the adopted level of service standards. In addition, every five years the city will review the densities permitted within the Urban Growth Boundary.

The community's vision and quality of life goals provide long-range guidance for the city. To maintain consistency and allow sufficient time for decisions to take effect, these general guidelines should not be changed more than every five years. However, as specific objectives or policy are achieved, revision of the plan in each element may be required to continue progress toward the overall goals.

Amendment 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. 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, Ephrata can rely on this document in decision making, and can maintain public interest and support of the planning process.