RESOLUTION NO. 2012-001

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DEER PARK, SPOKANE COUNTY, WASHINGTON, UPDATING THE ADOPTED COMPREHENSIVE PLAN IN RESPONSE TO THE ANNUAL MUNICIPAL BUDGET WITH REGARD TO THE TRANSPORTATION IMPROVEMENT PROGRAM IN THE TRANSPORTATION ELEMENT AND THE CAPITAL IMPROVEMENT PROGRAM IN THE CAPITAL FACILITIES ELEMENT OF SAID ADOPTED COMPREHENSIVE PLAN

WHEREAS, the City of Deer Park adopted its Comprehensive Plan under the Growth Management Act by Resolution No. 1997-006 on September 3, 1997; and

WHEREAS, said Comprehensive Plan included Transportation and Capital Facilities Elements, which Elements included then current 6-year Transportation Improvement and Capital Improvement Programs, respectively; and

WHEREAS, such 6-year Improvement Programs typically focus upon non-reoccurring high cost projects, many involve multi-year financing, they tend to cost in excess of $10,000, have a life expectancy of more than ten (10) years, and result in additions to municipal fixed assets and/or extend the life of existing capital infrastructure; and

WHEREAS, the City of Deer Park updated Title 18, Zoning, of the Deer Park Municipal Code by Ordinance No. 1998-722 adopted on October 21, 1998, which updated Zoning Title 18 conforms with the adopted Comprehensive Plan and includes, in Chapter 18.14 thereof, provisions for amending the City's Comprehensive Plan; and

WHEREAS, it is the intent of the City Council to annually update the Transportation Improvement Program and Capital Improvement Program in the Comprehensive Plan, in conjunction with annual adoption of the City's budget, so as to maintain a continually current representation of planned and programmed capital expenditures; and

WHEREAS, the proposed 6-year Transportation Improvement Program, for 2012 through 2017, includes the following projects and funding sources as noted:

Project Description	Const. Year	Cost Estimate in Thousand $ Fed.	St.	Loc.	Total
Forest Ave. – Crawford Ave / D St. (reconstruction)	2012	0.0	706.9	176.8	883.7
S Main – Crawford Ave/J St. (reconstruction)	2013	1929.5	343.3	200.0	2472.8
Fir St. - Crawford Ave./H St. (roadway reconstruction, widening)	2014	0.0	700.0	781.0	1481.0
Colville Ave. - Crawford Ave./Eighth St. (reconstruction /traffic signalization)	2014	0.0	825.0	450.0	1275.0
Cedar Ave & Sixth – Crawford/Sixth-CC Drive (construction)	2013	1811.0	0.0	1811.0	3622.0
Airport Ave. - Crawford Ave./Cedar Rd. (reconstruction)	Later	2064.0	0.0	0.0	2064.0
Colville Ave. – I St./S'ly City Limits (reconstruction)	Later	0.0	600.0	250.0	850.0
Fourth St. - North Ave./Main St. (reconstruction)	Later	830.0	270.0	0.0	1000.0

S Weber – Crawford to S. City limits (reconstruction)	Later	0.0	600.0	450.0	1050.0
North Ave. - Fourth St./N'ly City limits (reconstruction)	Later	865.0	135.0	0.0	1000.0
D St. – Main to S. Fir Street (reconstruction)	Later	0.0	300.0	45.0	345.0
Northwest Ave (Hwy. 395 Business Loop) - Fourth St./ W'ly. City limits (resurface, rehabilitation)	Later	0.0	320.0	75.0	395.0
Sixth Street – Colville Ave./Reiper (reconstruction)	Later	0.0	700.0	308.0	1008.0
Forest Ave. - Crawford Ave./Sixth St. (construction)	Later	0.0	0.0	976.0	976.0

and where "Federal", "State", and "Local" funding sources are referenced above, they generally imply the following funding assumptions: STP / TIB Funding for Crawford Avenue, Fourth and North Streets, SCA Funding for H / Fir Street; TIB / CDBG Funding for Fir Street, EDA / CERB and Local Bond for Airport and Cedar Roads; and

WHEREAS, the City of Deer Park Pavement Preservation Program, for 2012 through 2016, includes the following projects and sources as noted:

Project Description	Const. Year	Cost Estimate in Thousand $ Fed.	St.	Loc.	Total
Forest Avenue (D to F Street)	2012	0.0	0.0	28.8	28.8
Fifth Street (North to Main)	2012	0.0	0.0	24.9	24.9
Park (Fourth to Sixth)	2012	0.0	0.0	24.6	24.6
Fourth Street (Reiper to Weber)	2012	0.0	0.0	47.7	47.7
Ninth Street (Main to Margaret)	2012	0.0	0.0	36.0	36.0
Main Street (Eighth to Ninth)	2012	0.0	0.0	14.3	14.3
Reiper Street (Fourth to Sixth)	2012	0.0	0.0	19.6	19.6
Fifth Street (Main to Vernon)	2013	0.0	0.0	10.6	10.6
Margaret Avenue (Eleventh to North City Limits)	2013	0.0	0.0	58.9	58.9
Larch Street (Crawford to First)	2013	0.0	0.0	18.5	18.5
Vernon Street (Fifth to Eighth Street)	2013	0.0	0.0	34.0	34.0
North Street (Eighth to North City Limits)	2013	0.0	0.0	70.1	70.1
Lenhard Drive (Margaret to North City Limits)	2013	0.0	0.0	42.8	42.8
Colville Avenue (I to South City Limits)	2013	0.0	0.0	42.2	42.2

Cedar Road (Crawford to Enoch)	2014	0.0	0.0	175.9	175.9
Seventh Street (North to Vernon)	2014	0.0	0.0	38.7	38.7
Fourth Street (Northwest to Main)	2014	0.0	0.0	35.3	35.3
Carol Street (Airport Road to West End)	2014	0.0	0.0	27.8	27.8
First Street (Main to Vernon)	2015	0.0	0.0	44.8	44.8
A Street (Colville to Forest)	2015	0.0	0.0	71.8	71.8
First Street (Larch to Park)	2015	0.0	0.0	50.3	50.3
Washington Ave. (C to Crawford)	2015	0.0	0.0	35.2	35.2
North Street (Crawford to First)	2015	0.0	0.0	14.4	14.4
Eighth Street (North Road to Colville)	2015	0.0	0.0	95.4	95.4
Arcadia Ave (Crawford to D Street)	2016	0.0	0.0	41.1	41.1
Third Street (Fourth to Country Club)	2016	0.0	0.0	89.3	89.3
Fourth Street (Forest to Reiper)	2016	0.0	0.0	18.7	18.7
Meadowmere Way (Meadowmere Road to Court)	2016	0.0	0.0	47.1	47.1
Second Street (Forest to Country Club)	2016	0.0	0.0	68.1	68.1
E. Court (Forest to West end)	2016	0.0	0.0	14.6	14.6
Jefferson Ave. (Crawford to A)	2016	0.0	0.0	10.1	10.1

and where "Federal", "State", and "Local" funding sources are referenced above, they generally imply the following assumptions: STP / TIB Funding for Federal Routes, TIB/SCA funding from States sources, Local sources to include transfers from the General Fund and locally generated utility taxes as enacted by the City Council by adoption of City Ordinance 2007-837, Real Estate Excise Tax and Motor Vehicle Fuel Tax; and

WHEREAS, the proposed 6-year Capital Improvement Program, for 2012 through 2017, includes the following projects and funding sources as noted:

Project Description	Const. Year	Cost Estimate in Thousand $ Fed.	St.	Loc.	Total
Water System Transmission Main Improvements					
8" Water Main – Eighth, Arnim to Main	2012	0.0	0.0	20.0	20.0
10" Water Main – Main, Crawford to D & A St, Main to Vernon	2013	0.0	0.0	120.0	120.0

8" Water Main – Larch, Crawford to First	2013	0.0	0.0	32.0	32.0
8" Water Main – Reiper, Crawford to Second	2013	0.0	0.0	40.0	40.0
8" Water Main – Eighth, North to Main	2014	0.0	0.0	54.0	54.0
8" Water Main – Fourth, Main to North	2014	0.0	0.0	51.0	51.0
Other Water System Upgrades					
DOH Required Chlorine System Improvements	2012	0.0	0.0	50.0	50.0
Drinking Water Well	2012	0.0	0.0	150.0	150.0
Sanitary Sewer System Improvement Schedule					
Storage Lagoon 3 Liner Rep./Pump Structure	2013	0.0	0.0	2850.0	2850.0
Storage Lagoon 1 & 2 Liner Replacement	2014	0.0	0.0	4703.0	4703.0
Gravity sewer replacement Arcadia to Forest	2013	0.0	0.0	150.0	150.0
Gravity sewer replacement Forest to Weber	2015	0.0	0.0	250.0	250.0
Land application supply pump / force mains	2016	0.0	500.0	243.1	743.1
Land application system	2016	0.0	175.0	175.0	350.0
Parks and Recreation System New Park Facilities					
Mix Park Improvements - Restroom	2013	0.0	0.0	35.0	35.0
Mix Park Improvements – Parking Phase 2 and Picnic Structure	2014	0.0	0.0	125.0	125.0
Airport Improvement Program					
Aircraft Parking Ramp Rehabilitation Phase 2	2012	2065.0	54.4	54.3	2173.7
Deer Park Industrial Area Project					
Airport and Cedar Road Imp – Phase 1	2012	1811.0	0.0	1811.0	3622.0
are in Street Improvement Section above					
Cedar Road Imp – Phase 2	2015	0.0	0.0	2000.0	2000.0
Sixth Street to Enoch					

and where "Federal", "State", and "Local" funding sources are referenced above, they generally imply the following funding assumptions: CERB Loan and Grant for Industrial Area, Federal Aviation Administration, State of Washington Department of Transportation – Airports and City of Deer Park Airport Fund, Water and Wastewater Enterprise Funds, City of Deer Park Capital Improvement Fund for Parks and City of Deer Park – General Fund; and

WHEREAS, the City Council of the City of Deer Park finds the following in regards to the update of the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) in the adopted Comprehensive Plan pursuant to Section 18.14.080 of said Zoning Title 18, DPMC:

1. The proposed TIP and/or CIP Amendments are necessary to update the Transportation Improvement Program and/or Capital Improvement Program in connection with annual budget adoption in that: certain previously budgeted projects have been implemented and newly programmed and prioritized projects have been added to ensure that all facets of the City's infrastructure remain at or above the adopted levels of service and remain in compliance with applicable concurrency requirements;

2. Potential ramifications of the proposed TIP and/or CIP Amendments upon all other Comprehensive Plan Elements have been considered and adequately addressed in that: the contemplated adjustments to the annual 6-year Transportation Improvement Program and/or Capital Improvement Program represent refinements to the adopted Comprehensive Plan and expenditure programs identified therein, in response to the change of year and/or funding only,

but not in response to change in any previously identified Plan Elements, programs, projects, or needs;

3. Conditions have not so changed since the adoption of the Comprehensive Plan that the existing text, including but not limited to goals, policies, and/or map classifications, is inappropriate in that: this finding is not applicable to the annual refinement and update of Transportation Improvement and Capital Improvement Programs and their funding mechanisms since such annual updates are required to ensure that the Comprehensive Plan remains a "living" document with annual improvement expenditures continuously updated and incorporated therein;

4. The proposed Amendment is consistent with the overall intent of the goals of the Comprehensive Plan in that: the adopted Comprehensive Plan, State law, and the City's local Zoning regulations all foster "concurrency management" to insure that adopted levels of service are not diminished as the community grows, and the updates to the Transportation Improvement and Capital Improvement Programs, promoted by this Amendment, achieve that objective by upgrading "concurrency" infrastructure in advance of need, in accord with the adopted Comprehensive Plan;

5. The proposed Amendment is consistent with the Growth Management Act (RCW 36.70A) and with the Spokane County "County-wide Planning Policies" currently in effect in that: the City's entire Growth Management Act Implementation Program, including the adoption of the Comprehensive Plan and subsequent adoption of development regulations, has adhered to GMA statutes and regional policies, and the update of infrastructure programs through this TIP and/or CIP update is a continuation of the same plans, programs, and policies that are already in place and not changed by this action;

6. If an amendment to the Comprehensive Plan's "Future Land Use Plan" map is proposed, the proposed designation is or is not adjacent to property having a similar and compatible designation, or the subject property is or is not of sufficient size to buffer or otherwise mitigate incompatible land uses: this finding is not applicable inasmuch as no Comprehensive Plan adopted "Future Land Use Plan" map designations are contemplated for amendment by this action;

7. Environmental impacts have been disclosed, and measures have been ensured to reduce possible adverse impacts in that: several State Environmental Policy Act (SEPA) environmental checklists and Environmental Impact Statements/Supplemental Environmental Impact Statements have been prepared and adopted for every step during the City's Growth Management Act Implementation Program (Interim Urban Growth Area, Comprehensive Plan, Development Regulations, etc.), and refinement of capital expenditure 6-year programs identified previously do not require further environmental analysis at this time, particularly since capital improvements are mitigation measures for environmental impacts, including those associated with concurrency management/maintenance of adopted level of service standards, as is the case with this proposed infrastructure program update;

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Deer Park that the City of Deer Park does hereby determine the following based upon the aforementioned findings and conclusions:

Section 1. The amendments to the TIP and CIP as set forth in the whereas provisions of this Resolution are hereby adopted as an amendment to the City Comprehensive Plan as a guide to future growth and development for the affected infrastructure planning programs within the City.

Section 2. Any portions of the City Comprehensive Plan or previously adopted Resolutions of the City in conflict with provisions of Section 1 of this Resolution are hereby

amended so that a fair and reasonable meaning may be given to the terms of Section 1 of this Resolution and to the provisions of the City Comprehensive Plan and previously adopted City Resolutions that may otherwise be in conflict with the terms of Section 1 of this Resolution.

Adopted this 4th Day of January, 2012.

Robert Whisman, Mayor

ATTEST:

Deby Cragun, City Clerk/Treasurer