



City of
Deer Park



CITY OF DEER PARK
SPOKANE COUNTY, WASHINGTON

COMPREHENSIVE PLAN 2017 UPDATE

ACKNOWLEDGEMENTS

J-U-B wants to thank Mayor Robert Whisman, members of the City Council and Planning Commission, Community Services Director Roger Krieger, and other staff members for their support and assistance.

City Council

Mayor - Robert Whisman
Mary Babb - Council Position #1
Dee Cragun - Council Position #2
Tim Verzal - Council Position #3
Don Stevens - Council Position #4
Joe Polowski - Council Position #5

Planning Commission

Chair - Ella Harper
Alan Bain
Scott Lawson
Bill O’Dea

City Staff

Roger Krieger - Community Service Director
Jarred Roberg - Administrative Planning Assistant

Consultant



J-U-B ENGINEERS, Inc.



Land Strategies

RESOLUTION NO. 2017-006

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF DEER PARK, WASHINGTON, CERTIFYING THAT THE COMPREHENSIVE PLAN AND ITS RELATED SEPA MATERIALS, FOR THE CITY OF DEER PARK AND ITS URBAN GROWTH AREA, HAVE BEEN PREPARED PURSUANT TO THE STATE GROWTH MANAGEMENT ACT AND STATE ENVIRONMENTAL POLICY ACT AND ADOPTING SAID COMPREHENSIVE PLAN 2017 UPDATE AND ITS DETERMINATION OF NONSIGNIFICANCE.

WHEREAS, the Comprehensive Plan Amendment 2017 Update (the "2017 Plan"), and its associated State Environmental Policy Act ("SEPA") Checklist and proposed Determination of Nonsignificance, have been prepared and processed on behalf of the City of Deer Park and its Urban Growth Area; and

WHEREAS, the 2017 Plan, modifies the classification of a 3.32-acre site containing the previously existing Providence hospital, which has since been closed and demolished. This change the hospital site will allow a variety of other medical, senior housing and compatible commercial uses. The text of the Goals in the Land Use, Economic Development, and Transportation Elements were also modified to reflect this change. Population projections and a capacity analysis were reviewed and updated as part of the update as well. Some other minor updates to text sections and the Future Land Use Plan Map are included as well; and

WHEREAS, said 2017 Plan, together with its companion SEPA Checklist and proposed DNS, contain all of the materials presented to the City Council; and

WHEREAS, the City established a public participation program for the periodic review in accordance with Chapter 36.70A RCW, which provided opportunities for early and continuous involvement by the public in the update process; and

WHEREAS, the completed draft 2017 Plan was distributed to public agencies and made available to interested parties on October 4, 2016, and the Planning Commission and City Council held duly noticed public hearings on the 2017 Plan and its companion SEPA documentation (November 14, 2016 and November 28, 2016 by the Planning Commission, and April 5, 2017 continued to April 19, 2017 by the City Council), and all relevant testimony from such distributions and hearings have been incorporated into the record for the 2017 Plan and its companion SEPA documents, and all such testimony has been discussed, evaluated, analyzed, reviewed and considered by the City Council; and

WHEREAS, notice of all amendments to the comprehensive plan adopted to fulfill the requirements of RCW 36.70A.130 was sent to the Washington State Department of Community, Trade and Economic Development at least sixty days before the amendments were adopted, in accordance with RCW 36.70A.106; and

WHEREAS, the members of the City Council have read, reviewed, and considered the information contained in the 2017 Plan and its associated SEPA documentation, including all printed matter and exhibits of record; and

WHEREAS, the City Council considers long range planning, as embodied in the 2017 Plan, in conjunction with the existing adopted comprehensive plan's components, essential to protect the health, safety, welfare, and quality of life of the citizens of the City of Deer Park and its Urban Growth Area, and vital in establishing a stable development environment in which a sound economic and employment base may develop; and

WHEREAS, Chapter 36.70A RCW requires certain jurisdictions, including the City of Deer Park to adopt a comprehensive plan pursuant to its requirements, which was done in 1997 and later amended, and the 2017 Plan is consistent with the adopted comprehensive plan's components and with Chapter 36.70A RCW; and

WHEREAS, Chapter 43.21C RCW, SEPA, requires an environmental assessment of the comprehensive plan and any amendment thereto, which may be integrated with such plan or amendment pursuant to Chapter 197-11 WAC, and the SEPA Checklist and proposed Determination of Nonsignificance for the 2017 Plan are consistent with Chapter 43.21C RCW and Chapter 197-11 WAC; and

WHEREAS, the City Council finds the 2017 Plan and its companion SEPA materials to be consistent with the County-Wide Planning Policies adopted for Spokane County; and

WHEREAS, the City Council finds the 2017 Plan, in conjunction with the previously adopted and amended comprehensive plan components, combine to represent the most practical and sensitive means of balancing future urban needs against preservation of sensitive areas such as surface waters and wetlands, and further provides growth locations where municipal services can be economically and efficiently provided;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DEER PARK, WASHINGTON, HEREBY RESOLVE AS FOLLOWS:

Section 1. The 2017 Plan and its companion SEPA materials for the City and its Urban Growth Area were prepared pursuant to the State Growth Management Act and State Environmental Policy Act, that such documentation has been presented to the City Council, that the City Council has reviewed and considered all information contained therein, that the City Council reviewed the responses to comments received during the public review process and public hearings, and that the City Council adopts the 2017 Plan and its associated SEPA Determination of Nonsignificance for the City and its Urban Growth Area. This adoption of the 2017 Plan includes approval of the Future Land Use Plan Map and together with the text of the 2017 Plan these documents shall serve as the official guide for future growth and development in the City of Deer Park and its revised Urban Growth Area.

Section 2. All portions of existing City Resolutions, plans, and/or policies that are inconsistent with or in conflict with the 2017 Plan and the Future Land Use Plan Map are hereby amended to conform to the provisions of the 2017 Plan and the Future Land Use Plan Map.

Section 3. This Resolution shall be effective immediately upon passage by the City Council.

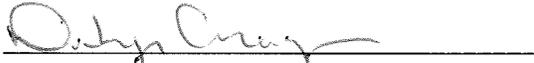
RESOLVED this 7th day of June, 2017.

APPROVED:



MAYOR ROBERT WHISMAN

ATTEST/AUTHENTICATED:



DEBY CRAGUN, CITY CLERK

FILED WITH THE CITY CLERK: 05-18-2017
PASSED BY THE CITY COUNCIL: June 7, 2017
RESOLUTION NO. 2017-006

TABLE OF CONTENTS

CHAPTER 1. INTRODUCTION	1-1
1.1 Background	1-1
1.2 Document Organization.....	1-1
1.3 Purpose.....	1-1
1.4 County-Wide Planning Strategies	1-2
1.5 Assets of Interjurisdictional Cooperation	1-2
1.6 Comprehensive Plan Update Content	1-2
CHAPTER 2. HISTORICAL BACKGROUND.....	2-1
CHAPTER 3. SUMMARY OF MAJOR CHANGES	3-1
3.1 1996-2006 SEPA/GMA Actions	3-1
3.2 Land Use Changes Needed to the Comprehensive Plan from the 2006 Update	3-1
3.3 Other changes to the Comprehensive Plan from the 2006 Update	3-3
CHAPTER 4. EXISTING CONDITIONS	4-1
4.1 The Starting Point	4-1
4.2 Deer Park’s Setting.....	4-1
4.3 Resource Lands	4-2
4.4 Critical Areas	4-2
4.6 2006 to 2016 Changes to the Built Environment.....	4-4
4.7 The 2006 Land Use Inventory	4-4
4.8 2006 to 2016 Added Land Uses	4-5
4.9 Updated Land Use 2016 Summary	4-5
4.10 1995 to 2016 Changes in Vacant Land.....	4-6
4.11 2006-2016 Subdivision Approvals.....	4-7
4.12 Existing Zoning	4-7
4.13 Airport Influence Area	4-8
4.14 Population Density.....	4-9
4.15 Household Incomes	4-10
4.16 Transportation	4-13
4.17 Municipal Water and Sewer Utilities	4-15
4.18 Public Facilities and Services.....	4-16
4.19 Deer Park Airport	4-18
CHAPTER 5. FUTURE PROJECTIONS	5-1
5.1 Population and Housing.....	5-1
5.2 Capacity Analysis	5-3
5.3 Commercial and Industrial.....	5-3
CHAPTER 6. LAND USE	6-4
6.1 Planning for Tomorrow.....	6-4
6.2 Growth Management Act Guidelines	6-4
6.3 County-Wide Planning Policies	6-4
6.4 Deer Park’s Land Use Goals and Policies	6-5
CHAPTER 7. THE HOUSING ELEMENT	7-1
7.1 Growth Management Act Guidelines	7-1
7.2 County-Wide Planning Policies	7-1
7.3 Deer Park’s Housing Goals and Policies	7-2
CHAPTER 8. THE ECONOMIC DEVELOPMENT ELEMENT.....	8-1
8.1 Growth Management Act Guidelines	8-1
8.2 County-Wide Planning Policies	8-1
8.3 Deer Park’s Economic Development Goals and Policies.....	8-2

CHAPTER 9. THE TRANSPORTATION ELEMENT	9-1
9.1 Growth Management Act Guidelines	9-1
9.2 County-Wide Planning Policies	9-2
9.3 Horizon 2040 – Principles and Policies	9-4
9.4 Deer Park’s Transportation Goals and Policies	9-5
CHAPTER 10. THE UTILITIES ELEMENT	10-1
10.1 Growth Management Act Guidelines	10-1
10.2 County-wide Planning Policies.....	10-1
10.3 Deer Park’s Utility Goals and Policies	10-1
10.4 Regional Utility Integration with Growth Management Act Objectives.....	10-3
10.5 Existing and Proposed Utility Systems.....	10-4
CHAPTER 11. THE CAPITAL FACILITIES ELEMENT	11-1
11.1 Growth Management Act Guidelines	11-1
11.2 County-Wide Planning Policies	11-1
11.3 Deer Park’s Capital Facilities Goals and Policies	11-4
11.4 Classifying and Designing the Traffic Circulation System	11-8
11.5 Assessing the Capacity of the Circulation System.....	11-9
11.6 Coordination with the Plans of Other Agencies.....	11-11
11.7 Analysis of Projected Transportation Needs	11-13
11.8 Transportation Demand Management and Alternative Transportation Modes	11-14
11.9 Conservation of Traffic Volume Capacity and Energy.....	11-14
11.10 Transportation Funding	11-15
11.11 Inventory and Analysis of Existing Public Facility Systems and Maintenance of Level of Service Standards.....	11-17
11.12 Capital Improvement Program Planning	11-19
11.13 Current Revenue Sources and Projections for Future Municipal Revenues.....	11-22
11.14 Expenditure Projections.....	11-26
11.15 Capital Facility Funding.....	11-28
11.16 Mechanisms to Provide Capital Facilities	11-31
11.17 Obligation to Provide Capital Facilities	11-33
11.18 Methods for Addressing Shortfalls	11-33
11.19 Capital Improvement Program Monitoring and Evaluation	11-34
CHAPTER 12. THE SHORELINE MASTER PROGRAM ELEMENT	12-1
12.1 State Law Guidelines.....	12-1
12.2 Spokane County Shoreline Program Applicability to Deer Park’s Urban Growth Area	12-1
12.3 Spokane County Shoreline Program Goals and Policies	12-1
12.4 Land Use Element and Shoreline Program Consistency	12-4
CHAPTER 13. ESSENTIAL FACILITIES SITING	13-1
13.1 Growth Management Act Guidelines	13-1
13.2 Countywide Planning Policies	13-2
13.3 Siting of Essential Facilities Program Adopted by the Steering Committee	13-3
13.4 Local Essential Public Facilities in Deer Park.....	13-6
CHAPTER 14. PLAN IMPLEMENTATION STRATEGIES.....	14-1
14.1 Countywide Planning Policies	14-1
14.2 Deer Park’s Comprehensive Plan Implementation Strategies	14-2

LIST OF TABLES

Table 2-1: City of Deer Park Major GMA Actions	2-1
Table 4-1: 2005/2006 Land Use Inventory Summary	4-4
Table 4-2: 2006/2016 New Land Use Additions	4-5
Table 4-3: 2016 Updated Land Use Inventory Summary	4-6
Table 4-4: 2006/2016 Subdivision Approvals	4-7
Table 4-5: 2016 Housing Acreage	4-9
Table 4-6: 2014 Income Estimates.....	4-10
Table 4-7: Level of Service (LOS) Definitions	4-14
Table 5-1: 2017-2037 Forecast and Allocation for Spokane County	5-1
Table 5-2: OFM 2037 Population Forecast	5-2
Table 5-3: 2037 Housing Projections	5-3
Table 11-1: Deer Park 20 year PM Peak Hour Forecast and Level of Service	11-10
Table 11-2: 2016 – 2021 Capital Improvement Program	11-21
Table 11-3: 2015 – 2016 Municipal Revenue Resources by Selected Fund.....	11-22
Table 11-4: 2016 – 2021 Municipal Revenue Projections by Selected Fund	11-26
Table 11-5: 2016 – 2021 Municipal Revenue/Expense Projections Affecting Capital Improvement Maintenance/Operation and Future Capital Improvement Funding	11-27

LIST OF FIGURES

Figure 1.1: Vicinity Map	1-1
Figure 4.1: Critical Areas Map.....	4-3
Figure 4.2: Existing Land Use Map	4-11
Figure 4.3: Existing Zoning Map.....	4-12
Figure 6.1: Future Land Use Map.....	6-12
Figure 9.1: Future Transportation Plan Map	9-10
Figure 10.1: Regional Utility Corridor Map.....	10-7

CHAPTER 1. INTRODUCTION

1.1 Background

The adopted Comprehensive Plan for the City of Deer Park, which is part of the City's Growth Management Implementation Program documentation, is intended to guide future decisions related to land use, housing, economic development, transportation, capital facilities, and utilities. Since the Plan was developed with a public participation process, it represents a blending of philosophies on how growth should be handled. The Comprehensive Plan is in compliance with the Growth Management Act (GMA) and fosters the State's goals of reducing urban sprawl, encouraging the availability of affordable housing, encouraging efficient multi-modal transportation systems, protecting the environment, and ensuring 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.

1.2 Document Organization

Deer Park's GMA Implementation Program consists of three (3) parts, all of which are dynamic and capable of being added to, amended, and/or changed in other ways, all in response to new information or technology, changing needs and demands, and other factors:

- The Comprehensive Plan Update, including: the introduction; the existing conditions section embodying the essential background/technical research and information setting the current stage, from which the future can be planned; the land use section with its goals, objectives, and policies expressive of community values; and, the capital facilities section that provides a summary of the capital facilities planned, provided, and paid for by public entities including local government and special districts, etc. All mandated plan elements are included in this part of the document, including related future planning maps.
- The Implementation Regulations, including changes to the City's Zoning Code.
- The Appendices, being support materials in furtherance of the Program.

1.3 Purpose

Revised Code of Washington (RCW) Section 36.70A.130 stipulates that jurisdictions within Spokane County undertake a "revisit" and "update as appropriate" of their existing Comprehensive Plans and associated regulations by June 30 of 2017. The purpose of the update is to make additional changes to the Deer Park Comprehensive Plan which have occurred from the last update in 2006, including changes to the population projections, land capacity report, public facilities analysis and the goals and policies statements.

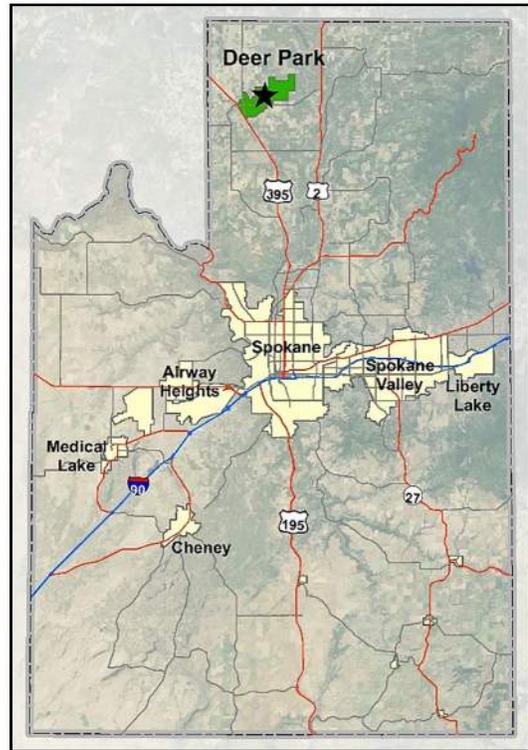


Figure 1.1: Vicinity Map

1.4 County-Wide Planning Strategies

In 2008 Spokane County issued the “Countywide Planning Policies for Spokane County”. Such policies cover nine (9) topics: urban growth areas, joint planning within urban growth areas, promotion of contiguous and orderly development and provision of urban services, parks and open space, transportation, siting of capital facilities of County-wide or State-wide nature, affordable housing, economic development, and fiscal impacts. These policies are the regional strategies guiding each jurisdiction’s Comprehensive Plan development.

1.5 Assets of Interjurisdictional Cooperation

When municipalities, the county, and the various service providers work together, sharing resources and expertise, there is a heightened awareness by all participants that urban growth planning concerns are not unique to any particular jurisdiction or service provider. There may be slightly different focuses in one urban location or another; however, the basic needs and demands transcend political boundaries. Therefore, joint development of common solutions to common problems becomes a positive outcome of cooperative efforts.

1.6 Comprehensive Plan Update Content

The Washington Administrative Code (WAC) sets forth a minimum 20-year planning horizon and the mandatory content for a community’s Comprehensive Plan Update. The Washington State Department of Commerce provides the following checklist for cities to identify components of their comprehensive plan and development regulations that may need to be updated to reflect the latest local conditions or to comply with changes to the GMA since their last update.

- The Land Use Element should be consistent with countywide planning policies (CWPPs) and RCW 36.70A.070(1), and should consider, WAC 365-196-400, WAC 365-196-405, WAC 365-196-300 through 345.
- The Housing Element is intended to ensure the vitality and character of established residential neighborhoods, encourage the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock. It should be consistent with relevant CWPPs, RCW 36.70A.070(2), and should consider WAC 365-196-410.
- The Capital Facilities Plan (CFP) Element must be consistent with countywide planning policies and RCW 36.70A.070(3), should consider WAC 365-196-415, and should serve as a check on the practicality of achieving other elements of the plan. This element should cover all the capital facilities planned, provided, and paid for by public entities including local government and special districts, etc. This should include water systems, sanitary sewer systems, schools, parks and recreational facilities, police and fire protection facilities. Capital expenditures from park and recreation elements, if separate, should be included in the capital facilities plan element.
- The Utilities Element should relate to all services provided, planned for, paid for, and delivered by providers other than the jurisdiction. This should be consistent with relevant CWPPs and RCW 36.70A.070(4), and should consider WAC 365-195-420.
- The Transportation Element should be consistent with relevant CWPPs and RCW 36.70A.070(6), RCW 36.70A.108, and should consider WAC 365-196-430. This element should also discuss intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumption of the transportation system of the adjacent jurisdictions.

- The Economic Development Element is not currently required because funding was not provided to assist in developing local elements when this element was added to the GMA. However, provisions for economic growth, vitality, and a high quality of life are important, and supporting strategies should be integrated with the land use, housing, utilities, and transportation elements. RCW 36.70A.070(7).
- A Parks and Recreation Element is not required because the state did not provide funding to assist in developing local elements when this provision was added to the GMA. However, park, recreation, and open space planning are GMA goals, and it is important to plan for and fund these facilities. RCW 36.70A.070(8).
- The Shoreline Element of the comprehensive plan is the goals and policies of the Shoreline Master Program (SMP). RCW 36.70A.480. The SMP goals and policies may also be included in an Environmental Element. The SMP goals and policies should be consistent with the rest of the comprehensive plan.
- Provisions for Siting Essential Public Facilities (EPFs) should be consistent with CWPPs, RCW 36.70A.200, and should consider WAC 365-196-340 and 550. This section can be included in the Capital Facilities Element, Land Use Element, or in its own element. Sometimes the identification and siting process for EPFs is part of the CWPPs.
- Optional plan elements and sub-area plans may be included in the comprehensive plan. If optional plan elements or sub-area plans are included in the plan, they should be consistent with the other plan elements.

CHAPTER 2. HISTORICAL BACKGROUND

Deer Park’s initial Comprehensive Plan under the GMA was adopted on September 3, 1997. The City’s GMA Implementation Program, then and now, includes development regulations and zoning map classifications as well as comprehensive plan elements and future planning map designations. All support documentation, including State Environmental Policy Act (SEPA), population allocation, land quantity analysis, and similar pertinent materials, have been and remain fully incorporated into the Deer Park GMA Implementation Program. The following list shows all major actions taken by the City of Deer Park in furtherance of compliance with the GMA. Said list illustrates the dynamic nature of the City’s overall long range planning program:



Table 2-1: City of Deer Park Major GMA Actions

Description of GMA Action	Adoption Date	Resolution /Ordinance No.
Initial Comprehensive Plan (CP) under the GMA	9/3/97	Res. 1997-006
Development Regulations Updates	10/21/98	Ord. 722 & Res. 1998-010
CP Amend. No. 1998-1 (UGA Revision)	2/3/99	Res. 1999-003
Zoning Map Consistency with Comp. Plan	9/15/99	Ord. 733
CP Amend No. 2000-1 (add Parks Element)	1/17/01	Res. 2001-002
CP Amend No. 2002-1 (revise Essen. Pub. Fac.)	10/2/02	Res. 2002-010
CP Amend No. 2003-1 (revise Econ. Development)	6/4/03	Res. 2003-007
Critical Areas Regulations Update	10/1/03	Ord. 802
Transport. Concurrency Mgt. Study & Regulations	9/1/04	Ord. 812
CP Amend. No. 2006-1 (UGA & Misc. Others)	2/7/07	Res. 2007-002
Dyck Annexation from UGA to City in WNW	10/3/07	Ord. 851
CP Amend. No. 2008-1 (for 2007-08 Several Sites)	3/19/08	Res. 2008-002
Zoning Map Consistency with Comp. Plan	4/16/08	Ord. 861
Pub./Quasi-Pub. & Airport Overlay Zoning Text/Map	4/16/08	Ord. 860
City Airport Annexation from UGA to City on NE	2/4/09	Ord. 874
Municipal. Case No. 2008-3 (for 2008-09 CPA cycle)	3/4/09	Res. 2009-003
Zoning Map Consistency (same R-2A to R-3A)	8/5/09	Ord. 880
Reilly Rezone (was part of CPA No. 2006-1)	3/6/10	Ord. 888
Municipal Case Nos. 2009-2/3 (2009-10 CPA cycle)	3/17/10	Res. 2010-003
Zoning Map Consistency (same P/QP and R-3A) swap	9/15/10	Ord. 892
Pub./Quasi-Pub. Change near High School from R-3A	9/4/13	Ord. 2013-927

Source: City of Deer Park

In addition, Deer Park annually updates its six-year Transportation Improvement Program and Capital Improvement Program by resolution.

CHAPTER 3. SUMMARY OF MAJOR CHANGES

3.1 1996-2006 SEPA/GMA Actions

The 1996 Comprehensive Plan was originally prepared as an integrated document and adopted on April 3, 1997. The 2006-1 Update to the 1996 Comprehensive Plan primarily addressed the additional acreage to the UGA related to airport expansion. The 2006-1 update also updated the population projections, capacity analysis, housing characteristics and economic information contained in the 1996 Plan.

In addition, the 1996 Comprehensive Plan was prepared as an integrated document because the SEPA and GMA complimented one another and encouraged proactive rather than reactive planning. The 2006-1 Update did not use an integrated approach but the update was reviewed under SEPA in an Environmental Checklist and a Declaration of Non-Significance was issued in 2006. Similarly, it was determined that all of the detailed information relating to the existing environment, range of impacts and mitigation measures contained and integrated into in the 1996 Comprehensive Plan did not have to be included as part of this 2017 Comprehensive Plan update. This will be included, along with the environmental information contained in the 2006-1 SEPA review, in the SEPA review undertaken and the completion of the Update.

3.2 Land Use Changes Needed to the Comprehensive Plan from the 2006 Update

Deer Park's Planning Commission and City Council have reviewed all existing and previously adopted components of its Comprehensive Plan and development regulations and find the existing programs valid in terms of anticipated residential and nonresidential growth anticipated through the 2037 planning forecast period. This is supported by the population projections generated by the County a land quantity analysis prepared by the City in support of its 20-year forecast.

The Hospital Closure. The Planning Commission and City Council did find that the classification of the site currently containing the Providence Hospital needed to be changed due to the hospital's closure in 2007 and its demolition in 2016. Prior to its closure, the hospital had 25 certified beds and employed the equivalent of approximately 51 full-time employees.



Some of the medical services which the hospital provided are now provided by privately operated health and urgent care clinics located within the City. Deer Park Family Care Clinic is currently located adjacent to the former hospital.

The site contains approximately 3.32 acres and is located adjacent to the City Library. Also located adjacent to the site on a private parcel is a private medical clinic that is operated independently.

The site is currently designated 'Other Uses' under the 1996 Comprehensive Plan and under the 2006-1 Update. The site is currently zoned as Hospital (H) with a limited number of non-medical land uses allowed. Providence Health and Services has requested that the City change the zoning classification of the site to one that would allow a broader range of allowable land uses that would still be compatible with the existing medical clinic on the site and with the adjacent library, residences and school.

The Comprehensive Plan currently addresses the hospital under “Other Uses” and in the Goals and Policies Sections. These are amended as follows:

“Other Uses -- reflects unique uses and the need to insure their on-going viability (the hospital and the lands into which it may expand, (the cemetery, and the golf course).”

“Goal No. 9. Recognize that the golf course, hospital, and cemetery are unique assets within the City with individually distinct needs different from other land use designations.”

Policies:

“9-1 Promote the long-term viability of the golf course, hospital, and cemetery by encouraging neighboring uses which are complimentary to these unique assets.”

Because of the hospital’s removal, its current designation under “Other Uses” would no longer be applicable. The “Mixed Use – Residential and Commercial” designation is also not applicable under the current language:

“Mixed Use - Residential and Commercial -- This classification reflects those portions of the City where existing zoning and land use patterns promote a mixture of residential and commercial development. It encourages commercial development along primary travel corridors and residential accommodations along other streets. This classification extends into that portion of the Urban Growth Area lying southerly of the City, which has mixed land use, and zoning characteristics under existing County unincorporated jurisdiction.”

Because of this, the City has chosen to modify the “Other Uses” category as follows:

- **Other Uses** -- reflects unique uses and the need to insure their on-going viability (i.e. the cemetery and the golf course) and that there are unique sites that require special zoning standards to assure compatibility with surrounding uses.

Land Use Goal 9 and Policy 9-1 are modified to remove the reference to the hospital.



The City will also modify its implementation codes to provide for future uses on the site that will be compatible with the surrounding area land use.

Senior Services. Public comments have indicated a growing need for senior services including affordable retirement facilities, assisted care and long-term nursing care facilities. While this need is not specifically addressed in the Comprehensive Plan, the City has determined that the use is compatible with the Land Use goals and policies and has been provided for under the residential zoning districts in the implementing ordinances.



3.3 Other changes to the Comprehensive Plan from the 2006 Update

Other changes to the Comprehensive Plan recommended in the 2006 Comprehensive Plan Update include recommended modifications to the Critical Areas Ordinance and additions and changes to the City's Zoning Code, including:

- Update the Critical Areas Ordinance, in terms of the sections currently held in reserve, which may have a bearing when certain properties in the Urban Growth Area are annexed (i.e., wetlands habitat and geologic hazards). The update of the Critical Areas Ordinance will also include the Spokane County Shoreline Program. In this manner, the regulatory provisions of the Spokane County Shoreline Program will be directly integrated into the community's Critical Areas Ordinance, which is the most appropriate location for such insert within the context of Deer Park's implementation regulations. This will be an interim action until such time as the State Department of Ecology promulgates new guidelines to assist Deer Park in better defining local Shoreline Master Program Element regulatory needs.
- Reconsider the provisions of the Residential-1A zone, or consider a new Residential/ Open Space zone, to be applied to those portions of the Urban Growth Area influenced by surface waters and wetlands associated with Dragoon and Spring Creeks and Dragoon Lake, so as to protect these critical areas by ensuring low densities or transfer of densities to portions of sites not influenced by critical areas.
- Reevaluate multi-family and commercial zoning categories to clarify permissibility of senior citizen housing, group homes, and other residential accommodations for those segments of the population with special needs.
- Reconsider the provisions of the Industrial Park zone, or consider a new Business Park zone, so as to promote the unique commercial/industrial/airport support service opportunities at the business park by the municipal airport.
- Revisit permitted uses in nonresidential zoning classifications to ensure that they do not have the potential to degrade ground water resources.
- Evaluate the suitability of a Commercial Recreation zone to protect the viability of the new golf course.
- Evaluate the appropriateness of a Cemetery zone or overlay to protect the viability of the local cemetery.

- Consider the suitability of addressing public and quasi-public use sites via a separate zoning classification.
- Ensure that subdivision improvement standards for new streets/reconstructed streets reflect the State's handicapped accessible sidewalk provisions referenced in the Transportation Element.
- Incorporate the park and recreation level of service criteria in the Capital Facilities Element into the Municipal Code's improvement standards (subdivision, zoning, or elsewhere as appropriate).

These recommendations have been incorporated in the current Deer Park Zoning Code.

CHAPTER 4. EXISTING CONDITIONS

4.1 The Starting Point



No community can embark upon development of a 20-year Comprehensive Plan update and its SEPA evaluation of plan options until it has a good handle on its current status. To that end, the initial step is identification of where a community stands today. What assets and liabilities do the physical and man-made environments contain? What are current land use characteristics? What demographic information is useful from the current Census? How well do streets, water and sewer utilities, and other urban support systems address existing needs and probable future demands? Hence, a clear understanding of today's characteristics is fundamental to planning for the future.

Before initiation of the 1996 Comprehensive Plan, jurisdictions were asked to inventory and evaluate "resource" lands (agriculture, forestry and mineral). Because of their general incompatibility with urban densities, within urban growth areas (UGAs), agricultural and forestry sites cannot be designated as "resource" lands unless the local jurisdiction has adopted a program authorizing transfer or purchase of development rights. Similar early inventory and evaluation was required for "critical areas" (wetlands, areas of critical recharge impacting subsurface potable water sources, fish and wildlife conservation areas, locations subject to frequent flooding, geologically hazardous areas, and locations of excessive slope conditions). Such preliminary evaluations aided all jurisdictions in their future efforts at identifying lands suitable for urban growth and in planning for protection and/or preservation of certain lands uniquely unsuited for urban densities and intensities. The 1996 Plan addressed these issues in detail as did the 2006 Update. Similarly, this 2016 Update evaluated resource lands and critical areas.

4.2 Deer Park's Setting

The City of Deer Park is uniquely blessed with many "natural" and "built" environmental assets, which promote future urban growth. Deer Park enjoys the locational advantage of being the sole incorporated municipality in the northern regions of Spokane County. A pastoral setting of farms and forests surrounds Deer Park. The City enjoys 20 to 30-minute proximity to Spokane's central employment and shopping opportunities via two (2) major highways (Highways 395 and 2). It is situated within close proximity to recreational lakes and rivers in nearby parts of Washington and Idaho, and also within reasonable proximity to similar natural and



recreational resources in British Columbia and Alberta. Mount Spokane State Park, a major ski resort and recreational resource of regional importance, is close by. Furthermore, Deer Park's new golf course is becoming a recreational asset of regional importance, and its general aviation airport is another important asset of regional significance.

4.3 Resource Lands

In accord with WAC Sections 365-190-050 through 070, the City has previously determined that none of its lands, within the UGA, fall within the minimum guidelines for classification and designation of agricultural, forestry, or mineral resource lands.

4.4 Critical Areas

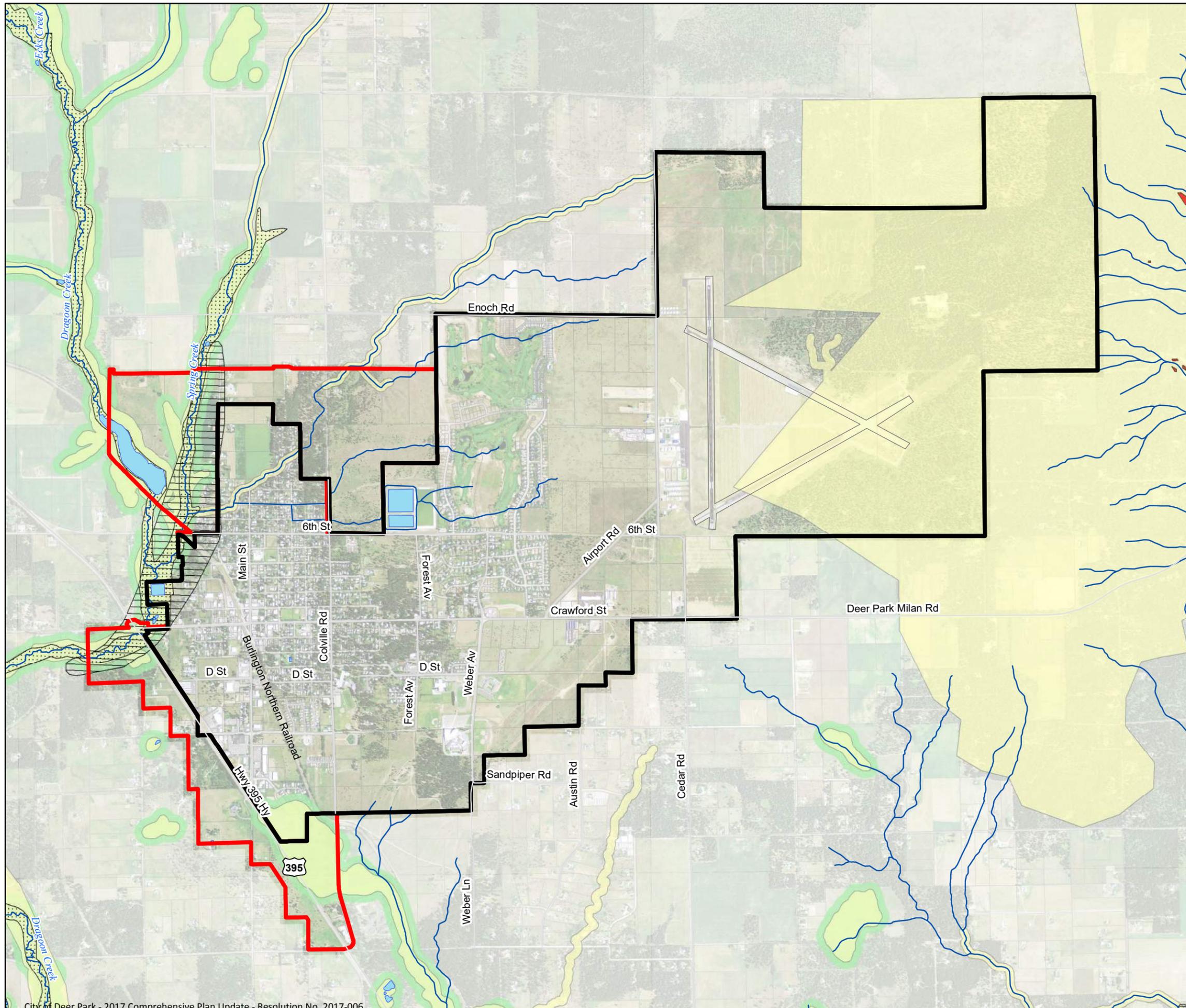
Wetland resources are among the natural environmental characteristics considered as "critical areas" (see Critical Areas map). In 1991, a wetlands inventory was conducted for the County, by Eastern Washington University. The inventory identifies Dagoon and Spring Creeks as permanent streams abutted by seasonal marshes in Deer Park's northwestern region. The saturated soils and season marsh conditions along Dagoon and Spring Creeks predominantly influence City property. These conditions may also impact portions of some private properties within City limits along the westerly perimeter. Because of the age and broad scale at which available information has been compiled, it is not at a level of detail appropriate for individual site development purposes, and serves as a "caution flag" denoting a need for site inspection because of the possible existence of conditions averse to urbanization.



State law also defines frequently flooded areas as "critical areas". In Deer Park's general area, Dagoon Lake and Dagoon and Spring Creeks are included on FEMA's 100-year floodplain maps. However, FEMA has not mapped specific elevations below which flooding is likely to occur. Hence, its flood potential zones represent generalized areas of possible concern where it is wise to check terrain and historical flooding events before determining if a particular site should be developed with a structural use. Like the saturated soils and season marsh conditions along Dagoon and Spring Creeks, the potential for flooding predominantly influences City property. Again, these conditions may also impact portions of some private properties within City limits along the westerly perimeter.

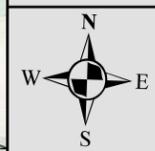
Figure 4.1

Critical Areas



- Stream
- Flood Zone
- Geological Hazards
- Steep Slope
- Open Space Corridor
- Wetlands
- Municipal Boundary
- Urban Growth Area

0 2,300 4,600 Feet



Date: Dec 7, 2016



4.6 2006 to 2016 Changes to the Built Environment

The GMA requires that Cities determine that sufficient land is available for future growth within their Urban Growth Boundary or if the Boundary needs to be expanded to accommodate the projected future growth. In 2006, all Comprehensive Plan elements were reevaluated and updated as necessary and approved by the State, Spokane County, the Steering Committee and Deer Park (Update 2006-1). This was detailed in the 'City of Deer Park Land Quantity Analysis Update'.



This 2016 Update was developed utilizing new construction and demolition/removal activity recorded from building permits and records from the Spokane County Auditor's Office for the 10-year period between the 2006 and 2016.

4.7 The 2006 Land Use Inventory

The following table identifies the land uses under the 2006 Comprehensive Plan Update that was used as a benchmark for this update. This includes the number of parcels in each category, the total acreage in each category and the percentages.

Table 4-1: 2005/2006 Land Use Inventory Summary

Land Use Type	Parcels	Percent	Acre	Percent
Vacant Land	441	24.99	780.30	20.94
Single Family Dwelling	880	49.89	343.97	9.23
Manufactured Home	147	8.33	45.22	1.21
Manufactured Home Park	6	0.34	32.16	0.86
2-Unit/Duplex	39	2.21	37.65	1.01
3-Plex/4-Plex	9	0.51	6.15	0.17
5+ Multi-Family Units	7	0.4	5.05	0.14
Retail Uses	33	1.87	50.23	1.35
Service Uses	34	1.93	63.69	1.71
Business/Professional Uses	15	0.85	15.96	0.43
Other Commercial Uses	25	1.42	79.04	2.12
Warehousing Uses	14	0.79	52.99	1.42
Governmental Uses	42	2.38	1,820.08	48.83
Educational Uses	13	0.74	101.39	2.72
Cultural/Recreational Uses	31	1.76	220.83	5.92
Agricultural Activities	3	0.17	34.39	0.92
Taxed Rights-of-Way	25	1.42	38.01	1.02
Total	1,764	100	3,727.11	100

Source: City of Deer Park

4.8 2006 to 2016 Added Land Uses

The following table includes the land uses added between 2006 and 2016. The table includes new residential and commercial units constructed with the total acreage for each land use type. The information was developed from Assessors Records and from City of Deer Park Building Permit Records.

Table 4-2: 2006/2016 New Land Use Additions

Dwelling Unit Type	Units	Percent	Acres	Percent
Vacant	187	42.4%	685.69	87.9%
Single Family Dwelling	157	35.6%	21.47	2.8%
Manufactured Home	13	2.9%	1.39	0.2%
Manufactured Home Park	12	2.7%	1.51	0.2%
2-Unit/Duplex	26	5.9%	1.77	0.2%
3-Plex/4-Plex	4	0.9%	0.8	0.1%
5+ Multi-Family Units	24	5.4%	2	0.3%
Retail Uses	5	1.1%	10.65	1.4%
Service Uses	0	0.0%	0	0.0%
Business/Professional Uses	3	0.7%	5.8	0.7%
Other Commercial Uses	2	0.5%	18	2.3%
Warehousing Uses	6	1.4%	28.57	3.7%
Governmental Uses	0	0.0%	0	0.0%
Educational Uses	2	0.5%	2.65	0.3%
Cultural/Recreational Uses	0	0.0%	0	0.0%
Agricultural Activities	0	0.0%	0	0.0%
Taxed Rights-of-Way	0	0.0%	0	0.0%
Total	441	100.0%	780.3	100%

Source: City of Deer Park/JUB/Land Strategies



4.9 Updated Land Use 2016 Summary

Utilizing the above information and information from the 2006 update and including the changes identified above, the following table summarizes the total parcels and acres by land use category.

Table 4-3: 2016 Updated Land Use Inventory Summary

Land Use Type	Parcels	Percent	Acres	Percent
Vacant Land	187	10.60%	685.69	18.40%
Single Family Dwellings	1,037	58.79%	365.44	9.80%
Manufactured Home Dwelling	160	9.07%	46.61	1.25%
Manufactured Home Park	18	1.02%	33.67	0.90%
2-Unit/Duplex	65	3.68%	39.42	1.06%
3-Plex/4-Plex	13	0.74%	6.95	0.19%
5+ Multi-Family	31	1.76%	7.05	0.19%
Retail Uses	38	2.15%	60.88	1.63%
Service Uses	34	1.93%	63.69	1.71%
Business/Professional Uses	18	1.02%	21.76	0.58%
Other Commercial Uses	25	1.42%	79.04	2.12%
Warehouse/Light Industrial Uses	22	1.25%	99.56	2.67%
Governmental Uses	42	2.38%	1,820.08	48.83%
Educational Uses	15	0.85%	104.04	2.79%
Cultural/Recreational Uses*	31	1.76%	220.83	5.92%
Agricultural Activities*	3	0.17%	34.39	0.92%
Taxed Rights-of-Way*	25	1.42%	38.01	1.02%
Total	1,764	100%	3,727.11	100%

* From 2006 Capacity Report

Source: City of Deer Park/JUB/Land Strategies

4.10 1995 to 2016 Changes in Vacant Land

The 1996 Comprehensive Plan determined that 1,109.41 acres of vacant land was available for future growth. The 2006-1 Comprehensive Plan Update projected that 329.11 acres had been converted from vacant during the 10-year period. This included 56.15 acres to residential uses; 120.53 to commercial uses; 2.56 acres to Mobile Home Park uses; and 149.87 acres to Golf Course uses. Based on this, the total remaining vacant land was 780.30 acres. From 2006 to 2016 an additional 28.94 acres of residential uses was converted from vacant. This included: 27.43 acres to residential uses; 1.51 acres to mobile home park; 10.65 acres to retail, 5.8 acres to business/professional, 46.57 acres to warehousing/industrial uses and 2.65 acres to educational uses. This leaves 685.69 acres remaining in 2016.



4.11 2006-2016 Subdivision Approvals

While the approval of Subdivisions does not change the total availability of land for future growth, it does indicate the number of lots that have been approved for immediate development and which have adequate infrastructure available. Between 2006 and 2016 the City has approved the following Subdivisions:

Table 4-4: 2006/2016 Subdivision Approvals

Subdivision	Lots	Year
Deer Park Golf – Division 3	40	2005
Deer Park Estates – Division 2	55	2005
Country Glen Estates	47	2006
Sherman Subdivision	10	2006
Eagle Point Condo Phase 1	40	2007
Deer Park Golf – Division 4	39	2007
Deer Park Golf – Division 3 Replat	38	2010
Carpenter Addition	10	2010
Hope Meadows - Phase 1	30	2011
Deer Park Meadow – Phase 1	33	2016
Hope Meadows – Phase 2	10	2016

Source: City of Deer Park

In addition, the Deer Park City Council has recently approved the Deer Park Meadows Preliminary Plat with 129 lots. Construction on Phase I of Deer Meadows 33 homes began 2016.

Residential land uses, predominantly conventional single-family dwellings, occupy the largest proportion of tax parcels, however, governmental uses occupy the largest land area. When the municipal airport is excluded, vacant land represents the largest acreage category. The vacant land inventory excludes vacant parcels owned by public and quasi-public entities, and includes properties being sold off by the City. Deer Park's vacant land inventory gives the community significant flexibility in terms of its goals and objectives for future growth.

4.12 Existing Zoning

Current zoning provisions in Deer Park include nine (9) residential zones. The Residential (R-1A) designation is suburban in character and authorizes detached single dwellings, manufactured homes, and agricultural activities with a residential density ranging from 1.0 to 3.6 units per acre, depending on slope. The Residential 2A (R-2A) and Residential 2B (R-2B) zone is primarily intended for single-family residential development with the exception that the R-2B zone excludes mobile, manufactured and modular homes. The R-2A and R-2B zones have a maximum net density of 4.4 units per acre. The Residential 3A (R-3A) and Residential 3B (R-3B) zoning classification permits single dwellings and duplexes with the options for higher density multifamily uses with the exception that the R-3B zone excludes mobile, manufactured and modular homes. The R-3A and R-3B zones have a maximum net density of 7.3 units per acre. The Multi-Family (M-F) zone allows multi-family dwellings units in addition to detached single residences or duplexes, with a minimum lot area requirement of 6,000 square feet and a maximum density of 3,000 square feet of land area per dwelling unit (i.e., 14.5 dwelling units per net acre). The Mobile Home Park (MHP) zone is for mobile home parks and has a 5-acre minimum site size with requirements for spacing,

setbacks and site improvements. The Manufactured Home Subdivision (MHS) zone is for both mobile homes and manufactured homes on individual lots with a maximum net density of 7.26 units per acre.

In addition, mobile home, manufactured homes, designated manufactured homes and modular homes are allowed in the Residential 1A, 2A, 3A zones as well as the Multi-family, Diversified Commercial, Mobile Home Park and Manufactured Home Subdivisions zones subject to the requirements of DPMC 18.60.020. Zero lot line planned developments are also allowed in R3-A, R3-B the M-F zone and the diversified commercial zone.



The City currently has nine (9) commercial and industrial zones, including: the Commercial Recreation (C-R) zone; the Central Commercial (C-C) zone; the Commercial Shopping Center (C-S) zone; the Diversified Commercial (C-D) zone; the Hospital (H) Use zone; the Commercial Neighborhood (C-N) zone; the Light Industrial (L-I) zone; the Business Park (BP) zone; and the Airport Overlay (A-O) zone. C-C, C-D, and L-I zones are found in the community. These zones have specific requirements related to design standards, setback, building heights and allowed uses. It is intended that the Hospital Use Zone will be amended or removed to a more compatible zone under this update

4.13 Airport Influence Area

The Deer Park Municipal Airport is an essential public facility of regional and local importance and it is important to discourage encroachment by incompatible land uses. The Airport property is municipality owned, zoned Public/Quasi-Public, and further protected from encroachment by the Airport Overlay zone which covers ground and air space activities on airport land and on adjacent private properties. Municipal zoning west of the airport, for a distance of approximately 0.5 miles, is either Business Park or Light Industrial, and both zones are intended to provide uses compatible with the municipal airport, including uses directly related to and supportive of aviation services. In unincorporated County territory on the Airport's other sides, County zoning is rural transitional and rural conservation, with 10-acre and 20-acre minimum sizes, and permitted uses are generally acceptable. The City's Airport Overlay zone influences



private lands both inside and outside City limits in an effort to protect the airport’s setting and surrounding environment from encroachment by incompatible uses. In addition to the City, Spokane County has adopted an Airport Overlay Zone for properties surrounding the airport which are located within the County. Airspace and safety protections are defined based on a three-dimensional conical area extending outward from the primary surface and an approach area defined by a trapezoidal area extending out from the runway ends.

4.14 Population Density

The density of the housing population is important in determining the amount of land that will be required to accommodate future growth. The Washington State Office of Financial Management (OFM) and Spokane County Planning Technical Committee estimate that Deer Park has a 2017 estimated population of 4,110. This is contained on approximately 499 acres, or approximately 7.3 people per acre. There are also approximately 1701 housing units or 2.42 people per unit. The following table provides the 2016-computed population per acre and population per unit based on these averages. The Unit per Acre density was computed from 2006-1 updated data.

Table 4-5: 2016 Housing Acreage

Land Use Type	Parcels	Acreage	Percent	Housing Units	Units /Acre*	Population /Unit
Single Family Dwellings	1037	365.44	73.2%	1037	2.84	2506
Manufactured Home Dwelling	160	46.61	9.3%	160	3.43	387
Manufactured Home Park*	18	33.67	6.7%	88	2.61	212
2-Unit/Duplex*	65	39.42	7.9%	252	6.40	610
3-Plex/4-Plex*	13	6.95	1.4%	34	4.88	82
5+ Multi-Family*	31	7.05	1.4%	130	18.42	314
Total	1324	499	100%	1701	3.41	4110
						2.42

*Based on 2006-1

Source: City of Deer Park/JUB/Land Strategies

4.15 Household Incomes

Deer Park has lower household and family incomes than many other Washington State Cities and Spokane County. This has an impact on the economic diversity of the community and impacts housing costs and the need for support services. The U.S. Census projected household and family income for Deer Park for the year 2014.

Table 4-6: 2014 Income Estimates

Households	Estimate	Percent	Families	Estimate	Percent
Total	1,398	100%	Total	960	100%
Less than \$10,000	130	9.3%	Less than \$10,000	36	3.8%
\$10,000 to \$14,999	147	10.5%	\$10,000 to \$14,999	96	10.0%
\$15,000 to \$24,999	231	16.5%	\$15,000 to \$24,999	128	13.3%
\$25,000 to \$34,999	276	19.7%	\$25,000 to \$34,999	159	16.6%
\$35,000 to \$49,999	223	16.0%	\$35,000 to \$49,999	201	20.9%
\$50,000 to \$74,999	178	12.7%	\$50,000 to \$74,999	160	16.7%
\$75,000 to \$99,999	106	7.6%	\$75,000 to \$99,999	79	8.2%
\$100,000 to \$149,999	88	6.3%	\$100,000 to \$149,999	82	8.5%
\$150,000 to \$199,999	10	0.7%	\$150,000 to \$199,999	10	1.0%
\$200,000 or more	9	0.6%	\$200,000 or more	9	0.9%
Median household income (dollars)		\$31,397	Median family income (dollars)		\$42,789
Mean household income (dollars)		\$47,170	Mean family income (dollars)		\$56,797
			Per capita income (dollars)		\$17,903

Source: 2014 U.S. CENSUS PROJECTIONS

For example, the Deer Park's median household income was 59% of the United States \$53,657 and 51% of Washington States median income of \$61,366.

Figure 4.2

Existing Land Use

-  Single Family (Conventional)
-  Single Family (Mfg. Home)
-  Manufactured Home Park
-  Two-Family (Duplex or SF + MH)
-  Multi-Family (5 or More Units)
-  Hotel/Condo
-  Churches
-  Commercial - Retail
-  Commercial - Service
-  Wholesale
-  Educational Uses
-  Governmental Activities and Property
-  Utilities
-  Cultural, recreational, and Open Space Uses
-  Agricultural Uses
-  Vacant Land
-  Urban Reserve
-  Urban Growth Area
-  Municipal Boundary



Date: Dec 7, 2016

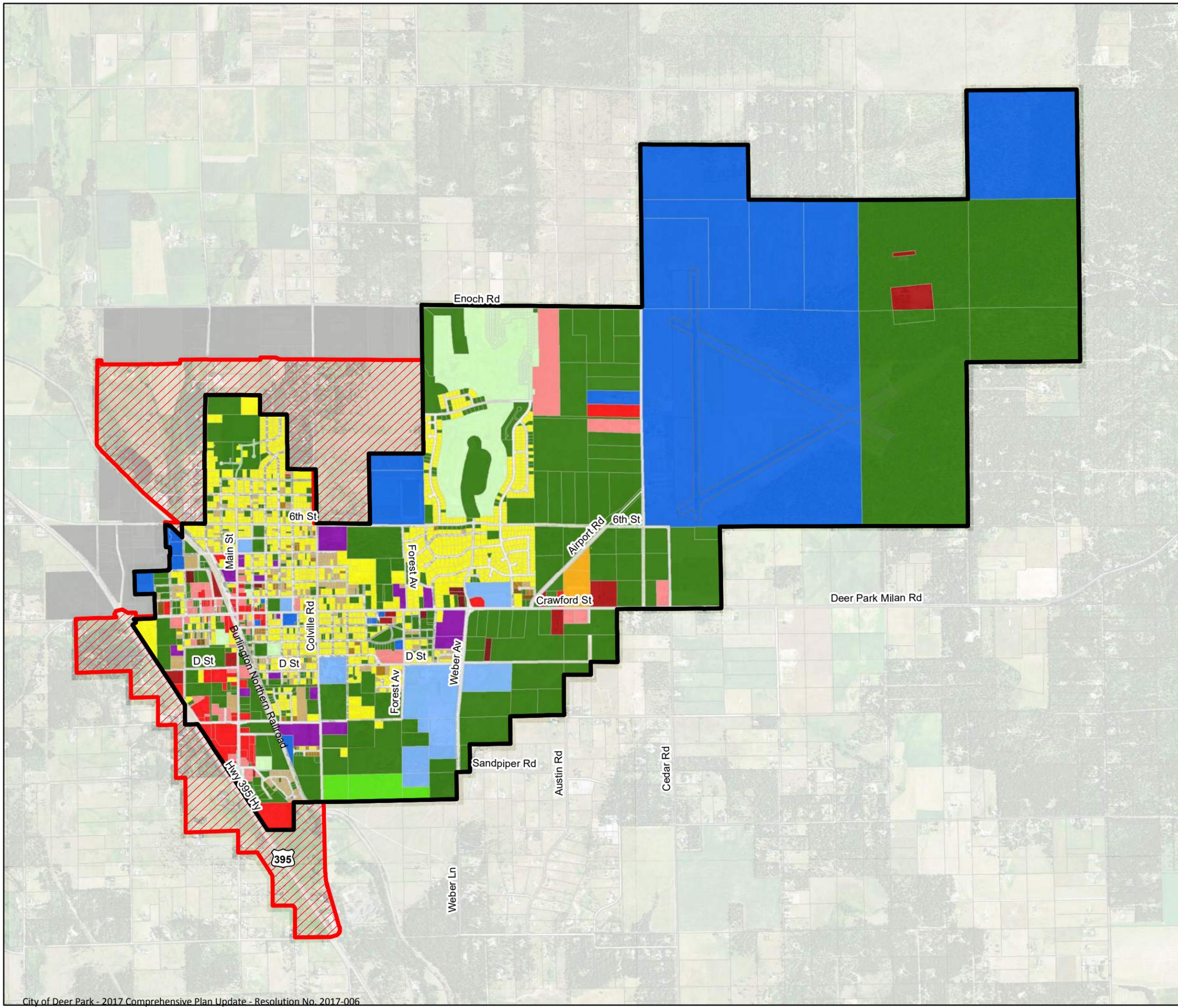
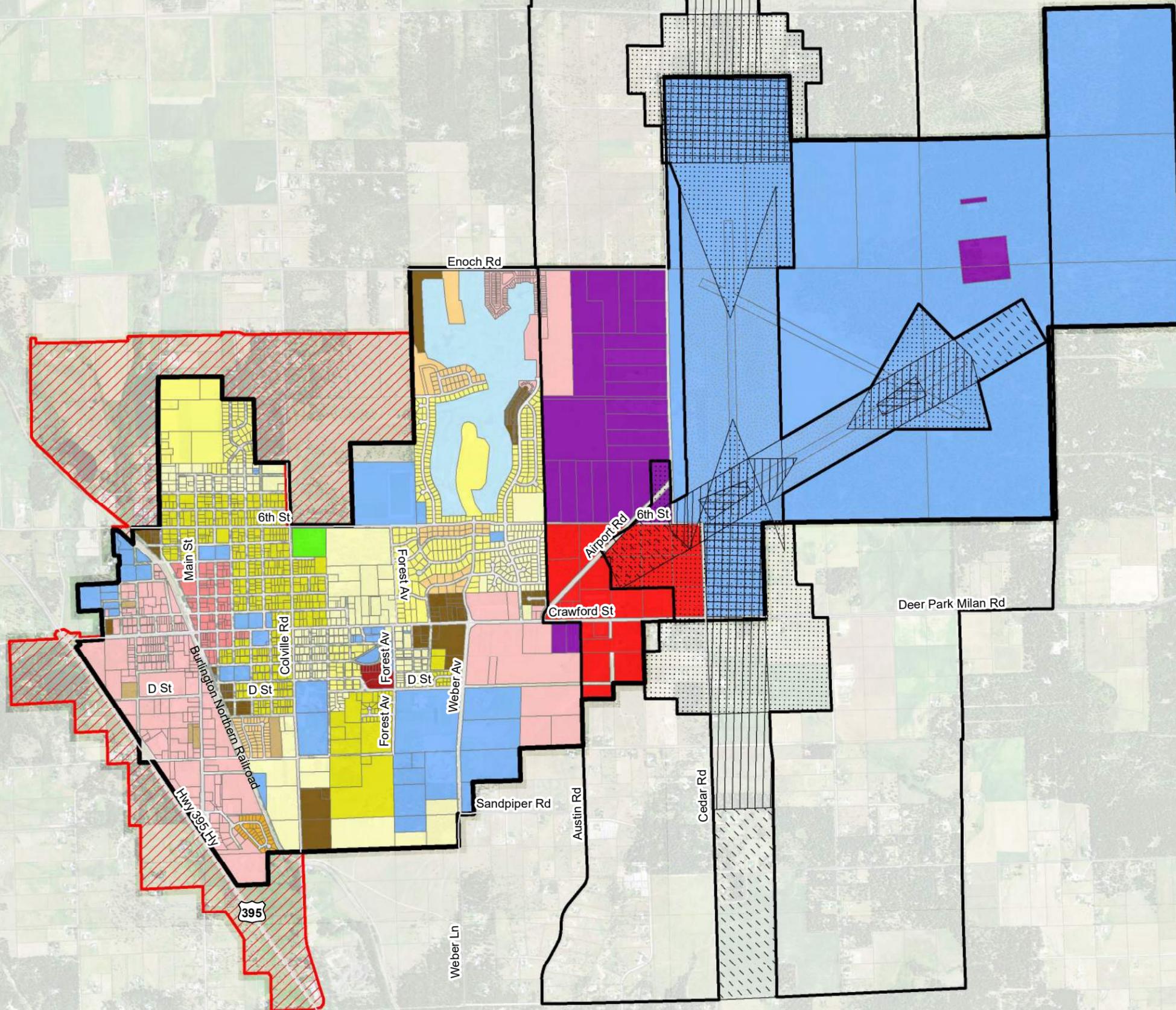


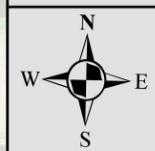
Figure 4.3

Current Zoning



-  Residential 2A (R-2A)
-  Residential 2B (R-2B)
-  Residential 3A (R-3A)
-  Residential 3B (R-3B)
-  Manufactured Home Subdivision (MHS)
-  Manufactured Home Park (MHP)
-  Multi-Family (MF)
-  Central Commercial (CC)
-  Diversified Commercial (CD)
-  Commercial Recreation (CR)
-  Cemetery (CEM)
-  Hospital (H)
-  Business Park (BP)
-  Light Industrial (LI)
-  Public/Quasi-Public (P/QP)
-  Urban Growth Area
-  Municipal Boundary

- Airport Zones**
-  1 - Runway Protection Zone
 -  2 - Inner Safety Zone
 -  3 - Inner Turning Zone
 -  4 - Outer Safety Zone
 -  5 - Sideline Safety Zone
 -  6 - Traffic Pattern Zone



4.16 Transportation

The circulation system in and around Deer Park consists of municipal streets, county roads, and state highways, all intended for vehicular travel. Other transportation system components consist of bikeways along several streets, the Burlington Northern Railroad (which makes no stops in Deer Park’s vicinity), and the Deer Park Municipal Airport. The latter is a general aviation airport.

4.16.1 Circulation and Traffic

Deer Park’s street system is constructed and maintained through a mixture of federal, state, municipal, and private funding sources. In order to ensure orderly development of an integrated and efficient transportation network, the Spokane Regional Transportation Council (SRTC) facilitates coordinated, cooperative, and comprehensive transportation planning between all local jurisdictions, the Spokane Transit Authority, and the State Department of Transportation. The SRTC prepares the Transportation Plan for the County’s central urban core and administers the Regional Transportation Improvement Program for all jurisdictions. This is discussed in more detail under the Capital Facilities Section of this update.

Pursuant to Revised Code of Washington (RCW) Chapter 47.05, the Transportation Improvement Program is a 6-year prioritized series of street improvements and funding mechanisms. Streets are required to be classified in accord with how they currently function for improvement funding purposes. The “Rural Functional Classification System”, which applies to communities of Deer Park’s size (a population of up to 5,000 persons), includes five (5) levels of street classifications: principal arterial, minor arterial, major collector, minor collector, and local access street. In classifying streets, communities must consider both access and mobility. Arterials are designed to provide a high level of mobility with limited access, collectors balance mobility with property access, and local access streets emphasize property access over mobility.

Like most communities in the region, Deer Park’s residents and businesses are highly dependent upon their cars and trucks for local and regional mobility. As the City and its surroundings grow, efficient traffic circulation and adequate street capacity become increasingly important issues.

Traffic flow conditions are usually expressed in terms of “level of service”. For a street to function at an acceptable level of service, it is imperative that the street’s traffic volume be considerably lower than its design capacity. The level of service on a particular street is determined by five (5) ratio factors: 1) vehicular speed and travel, 2) traffic interruptions or restrictions, 3) freedom to maneuver, 4) safety, and 5) driving comfort and convenience. There are six (6) levels of service:



Table 4-7: Level of Service (LOS) Definitions

Level of Service "A"	Describes a condition of free flow with low volumes. Traffic density is very low, and speeds are controlled by drivers' desires, speed limits, and physical roadway conditions. There is little or no restrictions in maneuverability due to the presence of other vehicles, and drivers can maintain their speeds with little or no delay.
Level of Service "B"	A stable flow with operating speeds beginning to be somewhat restricted by traffic conditions. Drivers still have reasonable freedom to select their speed and lane of operation. Reductions in speed are not unreasonable, and there is a probability of some stifled traffic flow.
Level of Service "C"	Is within the range of stable flow, but the higher volumes more closely control speeds and maneuverability. More of the drivers are restricted in the freedom to select their own speed, to change lanes, and to pass. A relatively satisfactory operating speed is still obtained.
Level of Service "D"	Approaches unstable flow with tolerable operating speeds being maintained, though considerably affected by changes in operating conditions. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds. Drivers have little freedom to maneuver. Comfort and convenience are low, but conditions can be tolerated for short periods of time.
Level of Service "E"	Has a lower operating speed than level "D" with volumes at or near the capacity of the street. Flow is unstable and there are many stoppages of relatively short duration.
Level of Service "F"	Describes a forced flow operation at low speeds where volumes are above the designed capacity. These conditions usually result from queues of vehicles backing up from restrictions downstream. Speeds are reduced substantially, and stoppages may occur for either short or long periods of time because of downstream congestion.

Most streets in and around Deer Park currently operate at level of service "A" or "B". Highway 395 periodically operates at level of service "C" or "D". Currently, all streets within the City are operating at a Level of Service of "C" or better. This is also discussed in more detail under the Capital Facilities section of this update.

4.16.2 Other forms of transportation

While the circulation system emphasizes vehicular travel, other forms of transportation opportunities exist in the community. For instance, in 2012 the City approved Ordinance 2012-915 establishing a complete streets program. The intent of this program is to make sure all transportation users are considered during the planning, designing, building and operating of the transportation system. The design and construction of roadway projects should address the needs of drivers, bicyclists, school buses,

transit vehicles and users, and pedestrians of all ages and abilities. Since the adoption of this ordinance the City has implemented a bike sharing program on all streets within the city.

In addition, the Deer Park Municipal Airport is a general aviation facility of local and regional importance. The Deer Park Municipal Airport (DEW) is owned by the City and is designated as a general aviation airport in the Federal Aviation Administration's National Plan of Integrated Airport Systems (NPIAS).

The Burlington Northern and Santa Fe Railroad has a line passing through Deer Park, however, it makes no local stops.

Deer Park is outside the service area of the Spokane Transit Authority (STA). Therefore, the STA provides no bus lines, senior citizen transportation service, and transportation for disabled persons, or similar services for other persons with special needs in or near Deer Park. However, the STA does make vans available to any group of persons for work commuting purposes, and two (2) such STA vanpools currently originate in Deer Park.

In addition, Deer Park contracts with Spokane County, using the County's subcontractor, Special Mobility Services, to provide local senior citizens, disabled persons, and others with transportation to regional shopping opportunities and medical services. These transportation services cost \$13,000 per year and are dependent upon the on-going availability of grant funds since fares charged only recoup about a third of actual operating costs. Special Mobility Services provides such handicapped accessible regional transportation opportunities to residents of Deer Park, and other North County locations, on a daily basis. Within Deer Park, Special Mobility Services also provides transportation, three (3) times a week, for local shopping (i.e., market, bank, post office) and the senior meals program at the Deer Park Senior Center.

The Washington State Department of Transportation (WSDOT) Travel Washington program provides transit options connecting towns and rural communities with major transportation hubs and urban centers. Travel Washington transit buses make scheduled connections with other intercity carriers to make traveling accessible, reliable and convenient. The program fills gaps in the statewide transit system by bringing new bus routes to rural communities and other parts of the state that once were underserved. In Deer Park, the Travel Washington program has offered the Gold Line since September 2010. This bus service runs twice daily along US 395, connecting Colville, Arden, Addy, Chewelah, Loon Lake and Deer Park to Spokane and key transit hubs, including Spokane International Airport, Amtrak, Greyhound, Northwest Trailways and Spokane Transit. This bus service runs 7 days a week.

4.17 Municipal Water and Sewer Utilities

4.17.1 Domestic Water System

The State Department of Health requires comprehensive water system plans for domestic water utilities with more than 1,000 service connections, and further requires that such plans be updated every six (6) years. The Department of Health's criteria compliment and support GMA statutes. These statutes require similar planning programs and updates as part of each community's Comprehensive Plan. The City of Deer Park has updated its Comprehensive Water System Plan and is incorporated into the Comprehensive Plan by reference. Such "incorporation by reference" includes updates and/or amendments as may be adopted in the future by the City as required by the State Department of Health.

Deer Park anticipates that its population will increase by over 1,200 people between 2017 and 2037 and a majority of that growth's water system impacts are already programmed for abatement through subdivision implementation improvements and the water system upgrades being pursued by the City.

Additional future impact mitigation will be sought in conjunction with future developments and in conjunction with future implementation of water system plan 5-year updates. Deer Park is committed to meeting the water needs of its citizens and to requiring new developments to mitigate their added demand commitments.

4.17.2 Sanitary Sewer System

Deer Park has developed guidelines for wastewater treatment and a 20-year facilities planning program to meet the demands expected to be generated by Deer Park's anticipated growth for the 2017 to 2037 planning period. Based on an actual average wastewater flow of 70-gallons per capita per day (gcpd), the current average daily flow generated by the existing population is approximately 260,000 gallons per day. The per capita rate includes flows into the collection system from all sources and assumed to be distributed at 90 percent residential and 10 percent from other sources (i.e., commercial, industrial, public, institutional, and infiltration/inflow -- the latter is very insignificant in Deer Park). The City's *Wastewater Facilities Plan Update* currently being developed is incorporated by reference into this Comprehensive Plan and such "incorporation by reference" includes updates and/or amendments to said Wastewater Facilities Plan as may be adopted in the future by the City.



4.18 Public Facilities and Services

Urban development is supported by a wide array of public services and facilities. The average citizen seldom thinks about the services that are provided by governments, special purpose districts, and utility providers until there is a disruption in the service or some noticeable change in the level of service. As Deer Park grows and new development occurs, continuing investments in public and quasi-public facilities and services are necessary to maintain the levels of service that citizens have come to expect. When public, quasi-public, and private investments in facilities and services do not keep pace with development, service levels eventually deteriorate. Most public, quasi-public, and private sector service providers actively participate in regional proactive planning programs to manage the challenges and opportunities of future growth.

4.18.1 Parks and Recreation.

Deer Park has five (5) public park sites encompassing 36.78 acres of land, which, at its 2017 population of 4,110 persons, constitutes a park to land ratio of 11.75 acres per 1,000 populations. Further, a private pocket park (Warren Park) is open to public use and a private/public golf course increase the total recreational land.

In addition, there is a 562.56 -acre area of walking trails in the northeast corner of the airport property. Here the City has provided trails for hiking and jogging, facilities for overnight camping, and the site is used for cross-country skiing during the winter. This is an "interim" open recreation and trails use only, until such time as the property is needed for expansion of airport related uses.



The above ratio exceeds the ratio of 2.0 acres per 1,000 people for a “neighborhood park”, 2.5 acres per 1,000 people for a “community park”. Given Deer Park’s size and location, its recreational areas should be considered as “neighborhood” and “community” park facilities. Based upon existing County standards, Deer Park’s inventory of recreation sites is adequate in size to accommodate growth anticipated over the next twenty (20) years.

4.18.2 Fire Protection

The City of Deer Park is annexed into Spokane County Fire District No. 4 for fire protection, EMS, and paramedic response service. The District’s primary fire station within Deer Park is located immediately south of City Hall, on City property. This station is continuously staffed. A secondary station is situated at the municipal airport. The Fire District serves a large rural area as well as the City, at this time a total of 9 other fire station are located in other locations throughout the district.

In 2014, voters in Spokane County Fire District 4 approved \$9.6 million in bond funds to build three fire stations, a training facility and to replace apparatus. The 25,000 sq. ft. replacement of Station 41 in Deer Park was included in this bond. The City of Deer Park made land available at the former Civic Center for the new station. This is an ideal location which will improve emergency response time and have a positive impact on fire insurance rates for the community. Construction is expected to begin in the spring of 2017. In addition, the current Station will be used as the administrative office for the District. This will allow the existing Administrative Building to be converted to a Firefighter Training Facility.

The Washington Surveying and Rating Bureau evaluate fire service providers and issues ratings dependent upon available equipment and personnel, response times, local water pressures and hydrants available for fire suppression, and other factors. Implementation of future fire protection improvements will insure that Deer Park continues to meet or exceed both Washington Administrative Code and Uniform Fire Code design criteria for fire flow and hydrant spacing, and will also insure that the City maintains a favorable fire rating.



4.18.3 Emergency Medical Service

Deer Park Ambulance provides ambulance and paramedic service, a private service provider owned and operated by volunteer personnel. The high quality of emergency medical care provided by Deer Park Ambulance has been recognized by several State awards for outstanding service. Currently, urgent care services are provided at a privately operated urgent care facility in downtown Deer Park. Hospital services for Deer Park are now provided in nearby Spokane.

4.18.4 Law Enforcement

The City of Deer Park contracts with the County Sheriff's Department for police protection. A Sheriff's substation is located southerly of the City Hall (on City property) and is continuously staffed in furtherance of affording quality police protection to Deer Park's citizens and residents of surrounding rural areas.

4.18.5 Public Schools

Deer Park School District No. 414 serves the City of Deer Park, and a vast surrounding rural area. For future planning purposes, if Deer Park's expected 2037 population of 5,325 persons is achieved, and if future household characteristics reflect 2017 estimates, then some 1,119 students residing in Deer Park would be enrolled in elementary and secondary education in 2037.

4.18.6 Solid Waste/Disposal

Deer Park contracts with Waste Management for refuse collection, disposal, and recycling of reusable items. There are no incinerators or landfills in or near City limits. Fees for pick-up service is directly paid by the user to Waste Management.

4.18.7 Library Services

Deer Park's public library is part of the County's Library Service District which is an independent service provider.

4.18.9 Electricity and Natural Gas

Avista Utilities, formally Washington Water Power, and Inland Power and Light are the private utility entities providing electricity services to Deer Park's citizens. In addition, Avista locally provides natural gas.

4.19 Deer Park Airport

The Deer Park Municipal Airport provides general aviation facilities and space for fixed based aircraft and light industrial uses. The airport currently contains approximately 1,590 acres within the city limits and is the largest single landholder in the City. In addition, the airport also owns 316 acres located north of the airport within the Deer Park Urban Growth Area. The Airport Master Plan forecasts increased future aircraft operations with no noise impacts outside airport property. The State requires that a jurisdiction's Comprehensive Plan provide protection for general aviation airports. This includes land use planning consideration around airports related to approach zones. Any structure or use of land which obstructs the airspace or which interferes with the landing, take-off, and flight of aircraft are airport hazards and must be taken into consideration. High density residential, high labor intensity, area-wide utilities or services where disruption would pose a potential hazard to aircraft operations should be limited to the maximum extent possible. Section 4.13 discusses the Airport Influence Zone which has been established to protect people and property on the ground as well as maintain the long-range viability of the airport. Within City limits, where a portion of the approach zone extends beyond City property, the approach zone

is totally contained within the Light Industrial (LI) zoning classification, which prohibits residential land uses. The Airport Master Plan was prepared for the Deer Park Municipal Airport, which is incorporated by reference into this Comprehensive Plan and such “incorporation by reference” includes updates and/or amendments to said Airport Master Plan as may be adopted in the future by the City.



CHAPTER 5. FUTURE PROJECTIONS

Land quantity was assessed to insure more efficient and cost effective urban development, discouragement of urban sprawl, and preservation of resource lands near urbanized locations. Regional cooperative efforts have provided jurisdictions with better guidelines and criteria upon which to develop individual Comprehensive Plans and implementing codes and ordinances.

5.1 Population and Housing

A critical element of the Comprehensive Plan is to project future population to determine whether there is sufficient space available to meet the projected demand for housing. It is also to review the adequacy of the community's transportation system and public services needed to serve this future population.

5.1.1 Population

On November 4, 2015 the Planning Technical Committee as a part of the Spokane County Steering Committee, issued a "Report and Recommendation to the Steering Committee of Elected Officials" regarding the Population Forecast and allocation for the 2017-2037 periodic update. On August 3rd, 2016, the Board of County Commissioners of Spokane County, adopted the 2017-2037 population forecast and associated jurisdictional population allocation as recommended by the Steering Committee of Elected Officials. The following Table identifies the approved population forecast.

Table 5-1: 2017-2037 Forecast and Allocation for Spokane County

Jurisdiction	2017 Population Estimate	2037 Population Forecast	2017 - 2037 Population Allocation
Spokane County	499,348	583,409	84,601
Unincorporated Spokane County	144,903	176,780	31,877
Unincorporated UGA	53,893	68,117	14,224
Unincorporated Rural	91,010	108,663	17,653
Urban Growth Area	408,338	474,746	66,408
Incorporated Spokane County	354,445	406,629	52,184
Airway Heights	9,071	14,298	5,226
Cheney	11,827	14,776	2,949
Deer Park	4,110	5,325	1,215
Fairfield	620	660	40
Latah	195	195	0
Liberty Lake	9,780	15,909	6,129
Medical Lake	5,072	6,042	970
Millwood	1,808	1,947	139
Rockford	470	470	0
Spangle	281	288	7
Spokane	215,839	236,698	20,859
Spokane Valley	95,264	109,913	14,650
Waverly	108	108	0

Source: Spokane County/City of Deer Park

As a comparison, the Washington State Department of Fiscal Management (OFM) separately projected the population range for Spokane County and Deer Park. Both the technical committee recommendation and the OFM 2037 Medium projection were the same. Both of these projections indicate that the City of Deer Park would have less than one percent (0.9%) of the total Spokane County population. In addition, there is little difference between the projected population under the technical committee recommendation and the high OFM projection of 5,412. The population difference of 87 people would result in only about one additional house per year over the 20-year period.

Table 5-2: OFM 2037 Population Forecast

Jurisdiction	2037 Population Forecast	2037 Population Estimate	2037 Population Forecast
	Minimum Drift 98.3 %	Medium OFM	Maximum Drift 101.6 %
Spokane County	573,770	583,409	589,418
Unincorporated Spokane County	173,125	176,780	179,059
Unincorporated UGA	66,486	68,117	69,134
Unincorporated Rural	106,639	108,663	109,925
Urban Growth Area	467,131	474,746	479,493
Incorporated Spokane County	400,645	406,629	410,359
Airway Heights	13,698	14,298	14,671
Cheney	14,438	14,776	14,986
Deer Park	5,185	5,325	5,412
Fairfield	656	660	663
Latah	195	195	195
Liberty Lake	15,206	15,909	16,348
Medical Lake	5,931	6,042	6,111
Millwood	1,932	1,947	1,958
Rockford	470	470	470
Spangle	287	288	288
Spokane	234,306	236,698	238,189
Spokane Valley	108,233	109,913	110,960
Waverly	108	108	108

Source: Spokane County/City of Deer Park

5.1.2 Housing

The Technical Committee did not forecast housing. Because of this, in order to determine the total amount of housing required to accommodate the projected population, the average units per acre identified in 2006 were compared to the available vacant acreage. Housing density per acre was computed based on 2006 population per acre averages because density averages did not change significantly between 2006 and 2016.

Table 5-3: 2037 Housing Projections

Land Use Type	2017		Units* Per/Acre	2037		
	Acres	Percent		Population Increase	Units @ 2.41/Unit	Acreage Required
Single Family Dwelling	365.44	73.2%	2.8	890	369	130.0
Manufactured Home	46.61	9.3%	3.4	113	47	13.7
Manufactured Home Park	33.67	6.7%	2.6	82	34	13.0
2-Unit/Duplex	39.42	7.9%	6.4	96	40	6.2
3-Plex/4-Plex	6.95	1.4%	4.9	17	7	1.4
5+ Multi-Family Units	7.05	1.4%	18.4	17	7	0.4
Total	499.1	100%	3.4	1,215	504	165

**Based on 2006 Averages*

Source: City of Deer Park/JUB/Land Strategies

5.2 Capacity Analysis

Based on the above, Deer Park is expected to add 504 new housing units by the year 2037 and have a population increase of 1,215. Also, based on this analysis, it would require an additional 165 acres to accommodate this increased population at an average population density of 7.4 people per acre. Given that the City of Deer Park has approximately 685 acres of available vacant land, not including undeveloped or under developed platted lots, the City has sufficient capacity to accommodate the future projected growth. Even with a 1.25 factor to allow for market flexibility. This would still leave nearly 550 acres for future growth beyond 2037.

5.3 Commercial and Industrial

There currently appears to be adequate space for any commercial and industrial demand in the next 20-years. Between 2006 and 2016, approximately 63.02 acres of commercial and industrial land uses have been added in Deer Park, or about 6.3 acres per year over the 10-year period. At this rate, the City will need about 126 additional acres to accommodate this growth. A major portion of this acreage for industrial growth is next to the City airport. There is also currently sufficient vacant and under-utilized land within the two commercial zoning and the vacant land.



CHAPTER 6. LAND USE

6.1 Planning for Tomorrow

A Comprehensive Plan is a “living document” subject to adjustment as a community and its surroundings constantly change and evolve, thus allowing citizens and decision makers to perceive the future in a clearer context. State law facilitates frequent Comprehensive Plan updates in response to changing growth patterns and demands. The Comprehensive Plan should grow and mature with the community. Codes and ordinances, adopted in accord with the Comprehensive Plan, are equally subject to constant reevaluation and change as the community continuously reviews its circumstances and contemplates its future needs.

6.2 Growth Management Act Guidelines

The GMA, in Revised Code of Washington (RCW) Section 36.70A.020, specifies thirteen (13) planning goals to guide the development of the Comprehensive Plan. Many of these goals relate to land use, including: reduction of sprawl; provision of affordable housing; protection of private property rights; enhancement of natural resource industries; retention of adequate open space, recreation, and habitat areas; protection of environmental resources like air and water; citizen participation and coordination; and preservation of historic places. In the case of citizen input, this update involved citizen participation through meetings, and hearings before the Planning Commission and City Council, and coordination with other jurisdictions has taken the form of municipal participation in the County-wide Steering Committee and in County-wide staff meetings.

The GMA, in RCW Section 36.70A.070(1), requires that the Land Use Element include a plan, scheme, or design for each of the following:

“...the proposed general distribution and general location and extent of the uses of land, where appropriate, for ... housing, commerce, industry, recreation, open spaces, public utilities, public facilities, and other land uses.”

“...population densities, building intensities, and estimates of future population growth.”

“...protection of the quality and quantity of ground water used for public water supplies.”

“Where applicable, ... review drainage, flooding, and storm water runoff ... and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state...”

6.3 County-Wide Planning Policies

Guidelines directly or indirectly influencing Land Use Elements are interwoven throughout the County-Wide Planning Policies, and the following policies are those with the most direct bearing on this Land Use Element update (the first number identifies the “policy topic” and the second number identifies the policy):

- 1-14 Where applicable, comprehensive plans should contain land use policies which provide protection for the continued viability of Fairchild Air Force Base, Spokane International Airport, Felts Field, Deer Park Airport, and other publicly-owned airports within Spokane County.

- 3-5 All jurisdictions shall coordinate plans which classify, designate and protect natural resource lands and critical areas.
- 4-2 Each jurisdiction shall establish open space corridors as greenbelt buffers between and among developments to maintain and enhance quality of life.
- 5-4 Comprehensive plans shall include, where applicable, the master plans of identified major transportation facilities to ensure that they are reasonably accommodated and compatible with surrounding land uses. Such facilities shall include, but not be limited to, airports, state highways, railroads and major freight terminals.
- 5-5 Local jurisdictions shall develop and adopt land use plans that have been coordinated through the Spokane Regional Transportation Council (SRTC) to ensure that they preserve and enhance the regional transportation system. These plans may include high capacity transportation corridors and shall fulfill air quality conformity and financial requirements of the Inter-Modal Surface Transportation Efficiency Act, the Clean Air Act Amendments of 1990 and the GMA.
- 5-11 Each jurisdiction shall address land use designations and site design requirements that are supportive and compatible with public transportation, including, but not limited to: a. pedestrian-scale neighborhoods and activity centers; b. mixed use development; and c. pedestrian-friendly and non-motorized design.
- 8-8 Each jurisdiction should designate sites for industrial and service employers to encourage their location throughout urban areas in proximity to housing and regional transportation facilities (including public transportation).
- 8-9 Each jurisdiction should ensure the long term holding of appropriate land in large parcel sizes to allow for future development with industrial uses.
- 9-3 Areas outside a municipality's corporate boundary and within its Urban Growth Area (UGA) shall be jointly planned with funding structures to ensure adequate land for parks, open space, and greenbelts prior to urban development.

6.4 Deer Park's Land Use Goals and Policies

The Land Use Element provides a long range guide for the physical development of Deer Park and its Urban Growth Area. It translates the vision for the City into a physical plan that describes where and how to develop. It is a key Element of the Comprehensive Plan because implementation of the goals and policies in other Plan Elements are dependent upon how land use policies and regulations are implemented. The paramount objective behind the following goals and policies is to encourage a pattern and program of land use and development which protects environmental quality, conserves natural resources, enhances community character and vitality, and provides greater opportunities for local residents and businesses.



- **Goal No. 1. Provide adequate space for existing and future land use needs of Deer Park while ensuring the development of an efficient, orderly, and compatible land use pattern for the community.**

Policies:

- 1-1 Utilize the guidelines of the Land Use Element and the Future Land Use Plan map to evaluate all zoning, subdivisions, annexations, and other land use actions and requests so as to ensure that all new developments are located in appropriate areas.
 - 1-2 Employ the guidance of the Land Use Element when reviewing and revising the existing zoning ordinance and zoning map in order to discourage provisions which could promote the establishment of incompatible land uses and to also prevent the creation of potential nuisances and hazards which might be created by the juxtaposition of incompatible land uses.
 - 1-3 Zone sufficient land for each major land use category based upon the policies contained in the Comprehensive Plan and the physical distribution of uses proposed in the Future Land Use Plan map.
- **Goal No. 2. Ensure that all new developments are financially responsible directly for infrastructure improvements needed to support their projects, and ensure that all such new developments occur in a manner consistent with the ability of the City and its independent service providers to fund and support on-going maintenance of streets, services, facilities, and utilities needed to accommodate the intensity and density of future development as envisioned in the Plan.**

Policies:

- 2-1 Require, as a condition of plat or development approval, the installation or upgrading of needed public and quasi-public infrastructure improvements, or mandatory involvement in future Local Improvement Districts.
 - 2-2 Require that all new development be served by paved streets, municipal water and sewer, and applicable electricity, and natural gas infrastructure. Telecommunications and television cable infrastructure are optional.
- **Goal No. 3. Maintain and develop single family and two-family housing areas providing suitable living environments for families and individuals, which have the following attributes: privacy, safety, a quiet noise environment, and land use stability and compatibility.**

Policies:

- 3-1 Identify single and two-family residential planning areas, that allow for retention of existing R-2A/B and R-3A/B zoned neighborhoods, and the logical extension of similar residential zoning into adjoining portions of the Urban Growth Area upon annexation, so as to retain and develop stable single and two-family residential neighborhoods with individual character and identify.
- 3-2 Ensure that future single-family housing takes surface waters, wetlands, and poorly drained soils into consideration and complies with storm water management criteria and applicable critical areas regulations.

- 3-3 Promote direct access to local streets or collector routes with convenient access to streets of higher transportation classifications, in order to facilitate transportation connections to work, shopping, and recreational areas for residents of single and two-family neighborhoods.
 - 3-4 Upon annexation, require that existing residences convert to municipal water and sewer systems within two years after notification by the City.
 - 3-5 Promote and encourage new development, near the City's fringe, to be located near similar existing developments, so as to avoid the unnecessary costs and consequences of scattered development.
 - 3-6 Continue to allow manufactured homes on individual lots in areas designated for single and two-family housing, subject to compliance with applicable zoning and building regulations, and encourage manufactured home parks and manufactured home subdivisions.
- **Goal No. 4. Retain and develop adequate multi-family living areas to provide suitable living environments which have the following attributes: privacy, safety, a quiet noise environment, and land use stability and compatibility; and which provide the greatest range in residential densities, housing types, life styles, and economic needs of the population.**

Policies:

- 4-1 Ensure that the densities of multi-family housing accommodations will correlate with the availability of streets and utilities, and proximity to major transportation routes and commercial areas.
- 4-2 Ensure that multi-family accommodations are situated near collector and arterial streets to facilitate direct connections to places of work, shopping, and recreation.
- 4-3 Promote Plan Element consistency to ensure that streets providing direct access to multi-family housing have the capacity to accommodate vehicular and pedestrian traffic resulting from such multi-family densities.
- 4-4 Encourage multi-family housing in reasonable proximity to shopping, recreation, and school facilities so as to provide easy access by car or foot.
- 4-5 Ensure that multi-family development will be served by the full complement of urban services and utilities (public water and sewer, electricity and natural gas, etc.).
- 4-6 Provide for multi-family "senior independent living" accommodations (apartments) in conjunction with nursing homes to insure that managed care facilities can meet the needs of the "special needs" populations they serve.
- 4-7 Facilitate multi-family areas as buffer zones between housing of lower density and commercial and industrial areas.
- 4-8 Design and locate multi-family housing in a manner which avoids poorly drained soils and complies with storm water management criteria and applicable critical areas ordinance regulations.

- **Goal No. 5. Develop sufficient commercial areas which are attractive and convenient to meet the service and shopping needs of the Deer Park trade area.**

Policies:

- 5-1 Designate adequate commercial areas to provide for commercial activities which have differing characteristics and activities:

“Mixed Use - Residential and Commercial” -- Encourages diversified commercial establishments having little interdependence and requiring maximum exposure to passing traffic along arterial streets and highways, and promotes residential uses along neighboring local and collector streets in a manner compatible with and complimentary to commercial activities.

“Central City Commercial” -- Promotes continued viability of the central business district serving a broad trade area with an intensive concentration of compatible business, professional, and commercial activities.

“Commercial/Industrial Business Park” -- Encourages master planned commercial/ industrial development, including single or mixed use retail, service, office, wholesaling and warehousing, light industrial business uses, and airport support uses, and promotes development of such sites in a manner consistent with the guidelines contained in the 2010 Airport Master Plan.

- 5-2 Locate convenient retail and service needs within close proximity to demand.
- 5-3 Ensure that commercial developments are designed in harmony with other uses to complement the City’s existing character.
- 5-4 Ensure that master planned developments include permanent open space areas.
- 5-5 Design and locate commercial developments in a manner which avoids poorly drained soils and complies with storm water management criteria and applicable critical areas ordinance regulations.
- 5-6 Ensure that commercial areas adjoin streets which have the capacity to handle the additional vehicular and pedestrian traffic resulting from a given type of commercial development.
- 5-7 Ensure that commercial development will be served by a full complement of urban services and utilities (public water and sewer, electricity and natural gas, etc.).
- 5-8 Design and locate commercial developments in a manner which promotes separation between vehicular traffic and pedestrian traffic.
- 5-9 Encourage commercial developments to incorporate an aesthetic arrangement of buildings and landscaping with adequate provisions for off-street parking.

5-10 Where appropriate, promote business opportunities which support the full range of rural activities occurring in rural areas neighboring Deer Park and its Urban Growth Area, including support services for agriculture and forestry.

- **Goal No. 6. Designate sufficient industrial areas to promote economic stability and local employment growth.**

Policies:

6-1 Designate adequate industrial use areas to allow for the growth of existing industries and to provide space for new light industrial activity:

“Commercial/Industrial Business Park” -- Recognizes that the airport offers unique opportunities and encourages light industrial uses, airport support services, and other nonresidential activities consistent with the airport environment and developed in accordance with the guidelines set forth in the Airport Master Plan.

“Light Industrial” -- Promotes industrial uses which can operate in a relatively clean, quiet, and safe manner compatible with adjoining industrial uses and without impact, danger, or hazard to other uses nearby.

6-2 Encourage industrial developments to provide good site design, landscaping, and adequate off-street parking.

6-3 Promote vegetation buffers where areas planned for industrial activities interface with areas planned for other land uses.

6-4 Ensure that industrial development will be served by a full complement of urban services and utilities (public water and sewer, electricity and natural gas, etc.).

6-5 Design and locate industrial developments in a manner which avoids poorly drained soils and complies with storm water management criteria, applicable critical areas ordinance regulations, safety, and environmental health standards.

6-6 Encourage industrial uses in locations where industries can take advantage of major transportation corridors.

- **Goal No. 7. Recognize that the Deer Park Municipal Airport is a regional asset that will experience future increases in aircraft traffic as the City and surrounding rural areas continue to grow.**

Policies

7-1 Retain the airport property in municipal ownership to protect it as a regional resource, to insure it is not encroached upon by incompatible land uses, and to provide for the airport’s orderly expansion pursuant to the ***Airport Master Plan*** as currently adopted or as subsequently amended/updated.

7-2 Encourage protection of the Deer Park Airport from adjacent land uses and/or activities that could impact the present and/or future use of the airport as an Essential Public Facility (EPF),

endanger the lives of people on the ground, and/or promote inadvertent growth of incompatible land uses (the latter may include residential development of urban densities, height hazards, uses that attract large concentrations of people, wildlife attractant hazards, special uses such as schools and nursing homes, etc.).

- 7-3 Coordinate protection of the Deer Park Airport with Spokane County by providing consistent development regulations that utilize WSDOT Aviation Airport and Land Use Compatibility guidelines and other best management practices for encouraging compatible land uses adjacent to the Deer Park Airport and other airports within Spokane County.
 - 7-4 Promote safe operation of aviation facilities at the Deer Park Airport by encouraging compatible land uses and activities, and discouraging uses or activities that would impede safe flight operations or endanger the lives of people on the ground.
 - 7-5 Encourage open space/clear areas and utilize zoning criteria within key safety areas adjacent to the airport to facilitate protection of the airport as an Essential Public Facility, and reduce safety risk exposure to people on the ground and in the air (criteria may include promoting cluster development to promote contiguous open spaces/clear areas, locating structures away from extended runway centerlines, discouraging public assembly, transfer of development rights, etc.).
 - 7-6 Discourage the siting of uses on and adjacent to the airport that attracts birds, create visual hazards, discharge any particulate matter in the air that could alter atmospheric conditions, emit transmissions that could interfere with aviation communications, and/or instrument landing systems, or otherwise obstruct or conflict with aircraft patterns, or result in potential hazards to aviation.
 - 7-7 Develop criteria, standards and land use designations that will protect the airport and aviation uses from incompatible development by adopting a combination of zoning techniques including compatible zoning districts, overlay districts, and development siting criteria for evaluating uses or activities in key areas adjacent to the airport.
 - 7-8 Evaluate all Urban Growth Area and Comprehensive Plan amendments to ensure that the Deer Park Airport's future utilization is not compromised by inappropriate land use or zoning designations and/or inadvertent land use policies.
- **Goal No. 8. Retain and facilitate appropriate and adequate lands for public and quasi-public uses (i.e., municipal utilities and governmental facilities, parks and recreation areas, public schools, private utilities, special service districts, and other agencies), which are compatible with surrounding uses to meet the needs of the Deer Park community.**

Policies:

- 8-1 Encourage public and quasi-public uses along streets which have sufficient capacity to accommodate vehicular and pedestrian traffic associated with the specific form of public or quasi-public use proposed.
- 8-2 Promote public and quasi-public uses as buffers between other land use categories, or as core areas around which other uses are located.

8-3 Encourage public and quasi-public developments to provide good site design, attractive building appearance, ample landscaping, and off-street parking.

- **Goal No. 9. Recognize that the golf course, and cemetery are unique assets within the City with individually distinct needs different from other land use designations.**

Policies:

9-1 Promote the long-term viability of the golf course, and cemetery by encouraging neighboring uses which are complimentary to these unique assets.

- **Goal No. 10. Where locations within City limits or the Urban Growth Area interface with agricultural, forestry or mineral resource lands designated in unincorporated County rural areas, ensure that municipal growth will not adversely impact neighboring resource uses.**

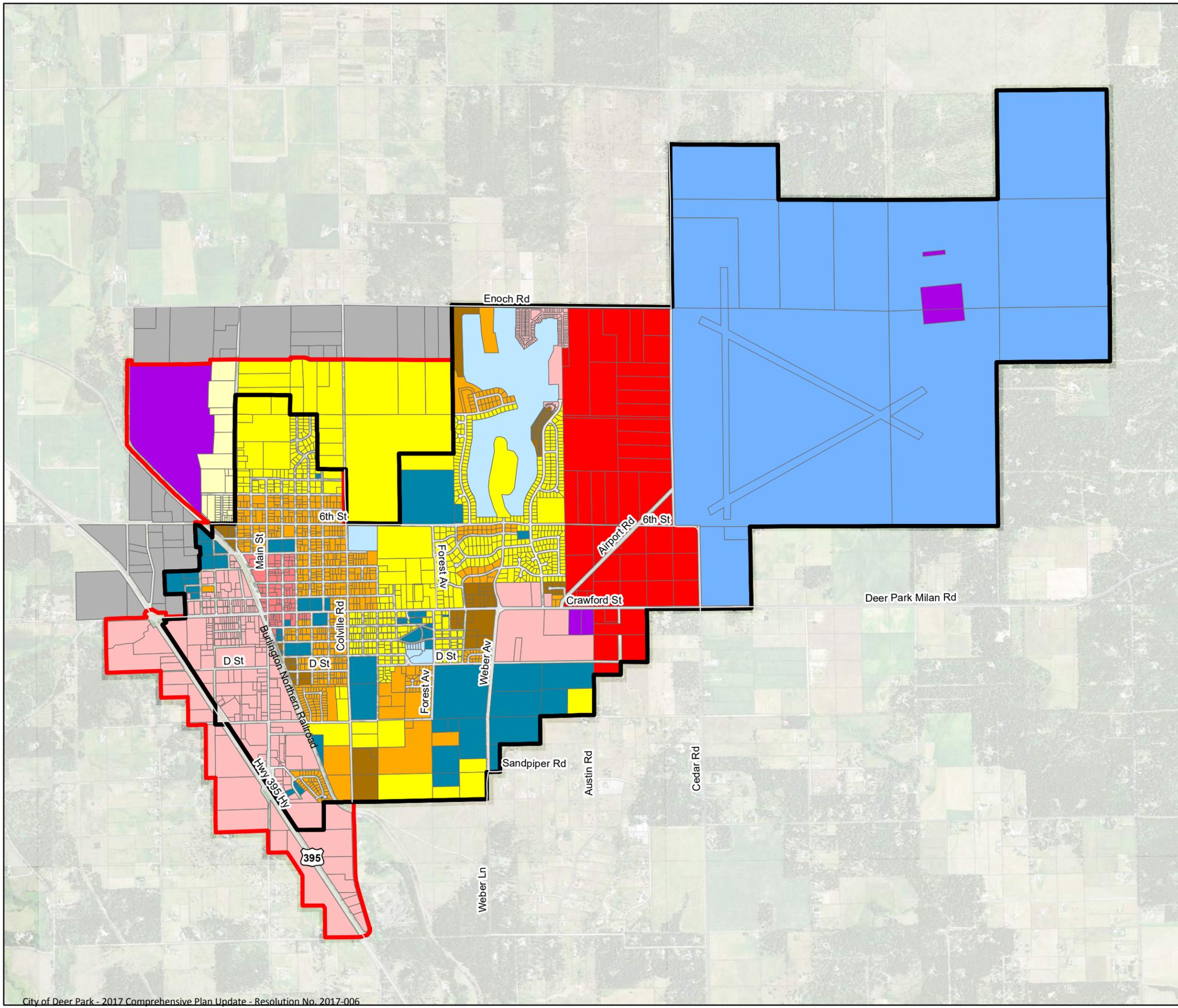
Policies:

10-1 Promote low density urban uses, vegetation buffers, setbacks, etc. at the City's and its Urban Growth Area's interface with designated resource lands in unincorporated rural areas.

10-2 Enforce the notification requirements of RCW Section 36.70A.060(1) upon plats, development permits, and building permits situated within 300 feet of designated resource lands.

Figure 6.1

Future Land Use



- Single Family Residential
- Single Family Residential/Open Space
- Single and Two-Family Residential
- Multi-Family Residential
- Mixed Use - Residential and Commercial
- Central City Commercial
- Commercial/Industrial Business Park
- Light Industrial
- Other Uses
- Public Use Airport
- Public and Quasi-Public
- Urban Reserve
- Urban Growth Area
- Municipal Boundary



Date: Dec 7, 2016



CHAPTER 7. THE HOUSING ELEMENT

7.1 Growth Management Act Guidelines

The GMA's stated goal for housing, in Revised Code of Washington (RCW) Section 36.70A.020(4), emphasizes an adequate supply of housing, diversity amongst housing types and densities, and affordability of housing accommodations for local citizens:

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

The GMA, in RCW Section 36.70A.070(2), promotes recognition of established residential neighborhood vitality and character, and emphasizes that each jurisdiction's Housing Element address the following:

"...an inventory and analysis of existing and projected housing needs;"

"...a statement of goals, policies, and objectives for the preservation, improvement, and development of housing;"

"...sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster care facilities; and"

"...adequate provisions for existing and projected needs of all economic segments of the community."

7.2 County-Wide Planning Policies

Affordable housing is included as Policy Topic No. 7 in the adopted County-Wide Planning Policies. The following policies provide direction for the Housing Elements and development regulations of individual jurisdictions:

- 7-1 All jurisdictions shall establish, through an interlocal agreement, consistent residential development regulations and standards within Urban Growth Areas (UGAs).
- 7-2 Each jurisdiction's development policies, regulations, and standards shall not discourage the creation of affordable housing in its community. The following housing types shall be considered as appropriate for meeting this need: a. apartments; b. single room occupancy; c. accessory dwelling units; d. elderly housing; e. manufactured homes on individual lots; f. mobile/manufactured home parks; g. townhouses; h. single family homes; and i. other types of housing.
- 7-3 Each jurisdiction should use regulatory tools, such as inclusionary zoning, performance/impact zoning, mixed use development, and incentives for increasing density to promote greater choice and affordable housing.
- 7-4 Each jurisdiction shall ensure that standards in existing or future development regulations facilitate rehabilitation, restoration, and relocation of existing structures or new construction of affordable housing.

- 7-5 Each jurisdiction shall review existing and proposed building and development regulations, standards, and permitting processes to: increase regulatory efficiencies; eliminate redundant and unnecessary requirements; and establish mandatory processing times. This review should result in simplified development regulations and procedures and eliminate those for which the cost of implementation exceeds the public benefit provided.
- 7-6 Each jurisdiction's comprehensive plan shall specify the strategies for attaining its affordable housing objectives. These strategies should include a diverse mix of housing types and prices, including low income housing.
- 7-7 Each jurisdiction's comprehensive plan shall include policies and strategies to promote accessibility to service/activity centers, jobs, and public transportation for special needs populations.
- 7-8 In conjunction with other policy topics, coordinate housing and economic development strategies to ensure that sufficient land and densities for affordable housing are provided in locations readily accessible to employment centers.
- 7-9 Each jurisdiction's comprehensive plan and development regulations shall recognize and incorporate the mandates of federal and state fair housing laws, particularly as they relate to siting and development of housing for special needs populations.

7.3 Deer Park's Housing Goals and Policies

Deer Park is a city where citizens can make a home, work, and interact with other residents to create a community. Housing is an essential component of local land use. Housing goals and policies will guide new residential development in the coming years and will enable Deer Park to retain local residential living preferences and community values in response to future growth pressures.



- **Goal No. 1. Recognize the need for a variety of housing types and styles while ensuring that safe and sanitary housing is made available to all economic segments of the community's population and to citizens with special needs.**

Policies:

- 1-1 Ensure that local regulations comply with State and Federal Fair Housing Laws.
- 1-2 Promote innovative development techniques which reduce costs of owner-occupied and renter-occupied housing accommodations.

- 1-3 Review the appropriateness of incentives to non-profit organizations for low-income housing developments (i.e., density bonus, on-site parking reduction, etc.).
 - 1-4 Encourage siting of low-income, handicapped, senior citizen, and other special need housing developments in close proximity to shopping, medical and personal services, and recreational opportunities.
 - 1-5 Continue to allow manufactured homes on individual lots in areas designated for single family housing, subject to compliance with applicable zoning and building regulations, and encourage manufactured home parks and manufactured home subdivisions.
 - 1-6 Consider appropriate criteria for accessory dwelling units in areas designated for single family housing and also for single room occupancies, which criteria ensure compliance with zoning and building regulations, provision of safe and sanitary living conditions, and compatibility with existing residential neighborhood character.
 - 1-7 Encourage the distribution of compatible housing types throughout the City to provide for a wide variety of neighborhood settings.
- **Goal No. 2. Ensure that Deer Park maintains a favorable balance of detached single family dwellings in its future housing developments.**

Policies:

- 2-1 Ensure that the land areas designated for single family residential usage in Deer Park and its Urban Growth Area will have the potential for more dwelling units than areas designated for multi-family residential usage.
 - 2-2 Review the appropriateness of incentives to encourage the production of more affordable detached single family homes.
- **Goal No. 3. Preserve and protect the vitality and character of Deer Park's existing residential neighborhoods.**

Policies:

- 3-1 Continue municipal support for preservation of existing neighborhoods through public infrastructure investments servicing the City's neighborhoods (i.e., street improvements and recreational amenities), and through zoning which discourages incompatible land uses and depreciation of property values.
- 3-2 Encourage public and private sources of loans and/or grants which address housing maintenance and repair, whether owner-occupied or renter-occupied.
- 3-3 Disseminate information on energy and weatherization improvement programs and assistance available through utilities, non-profit organizations, and public agencies.

- 3-4 Promote code enforcement and other programs which motivate property owners to remove or fully screen stored vehicles, junk cars, and other objectionable and unsightly materials or equipment, and to repair and improve maintenance of their structures.
- 3-5 Work with the development community to encourage good architectural design and construction practices which result in new buildings compatible with surrounding structures.
- **Goal No. 4. Ensure that housing is available to meet the demand created by the projected increase in population expected to occur in Deer Park over the next twenty (20) years.**

Policies:

- 4-1 In order to allow an efficient land market to operate, maintain a large enough Urban Growth Area and zone sufficient developable land to accommodate Deer Park's twenty-year residential growth target (i.e., provide a "safety factor" of land area that surpasses the growth projection by a comfortable margin).
- 4-2 Develop a monitoring strategy that will enable the City to assess its residential land supply on an on-going basis, and will similarly enable the City to ascertain if the policies herein are meeting the affordable housing needs of local residents.

CHAPTER 8. THE ECONOMIC DEVELOPMENT ELEMENT

8.1 Growth Management Act Guidelines

Revised Code of Washington (RCW) Section 36.70A.020(5) contains the GMA's goal for economic development, and it emphasizes the importance of a healthy local and regional economy as towns, cities, and counties grow, evolve, and interact:

“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.”

While an Economic Development Element is not a mandatory component of a Comprehensive Plan, it is suggested among the optional components set forth in Washington Administrative Code (WAC) Section 365-195-345.

8.2 County-Wide Planning Policies

Economic development is included as a specific “policy topic” in the County-wide Planning Policies (Topic No. 8). In addition, economic development is eluded to in the adopted policy statements of Topic No. 1, Urban Growth Areas, and Topic No. 7, Affordable Housing. The following policies are those which specifically address economic development (the first number identifies the “policy topic” and the second number identifies the pertinent policy):

- 1-9 Jurisdictions shall provide for new commercial/industrial land uses within UGAs based on employment projections and ratios established by the Steering Committee in cooperation with the Spokane area business community and in conjunction with a citizen participation process. The comprehensive plan will address future expansion of existing commercial/industrial land uses which may be located outside of Urban Growth Area (UGA) boundaries.
- 7-8 In conjunction with other policy topics, coordinate housing and economic development strategies to ensure that sufficient land and densities for affordable housing are provided in locations readily accessible to employment centers.
- 8-1 Include an economic development element in each jurisdiction’s comprehensive plan which includes, but is not limited to: a. an inventory of land suitable for agricultural, commercial, and industrial development and use; b. the identification of available infrastructure including transportation (air, rail, roads) and utilities; c. the identification of available housing to support economic growth; d. a process to analyze commercial and industrial sectors, and provide for job creation and retention strategies consistent with community desires; and e. encouraging diversification of the economy and consideration of business classifications that are not represented.
- 8-2 Jurisdictions shall adopt in their comprehensive plans economic development policies which will help protect the environment as a key economic value in the region. The comprehensive plans shall define how the jurisdictions will work cooperatively with businesses to assist them with compliance of environmental regulations.

- 8-3 Each jurisdiction, in conjunction with a citizen participation process, shall utilize economic development organizations to identify level of service and performance standards to encourage economic development for infill areas and to take advantage of existing infrastructure.
- 8-4 Each jurisdiction shall develop plans for extending infrastructure to meet the demands of economic growth.
- 8-5 Jurisdictions shall cooperate to establish county-wide economic development and employment goals and participate with the private sector to annually evaluate economic trends and progress towards achieving economic development and employment goals on a county-wide level.
- 8-8 Each jurisdiction should designate sites for industrial and service employers to encourage their location through urban areas in proximity to housing and regional transportation facilities (including public transportation).

8.3 Deer Park’s Economic Development Goals and Policies

Deer Park recognizes that it has both the opportunity and obligation to provide shopping, commercial service, and business facilities that serve its market area which extends into unincorporated areas beyond the anticipated municipal growth boundaries. Deer Park welcomes new ventures and enterprises, promotes development of a wide range of shopping opportunities so as to reduce out-of-area shopping trips, encourages new businesses which create jobs in a manner compatible with a healthy environment, emphasizes the assets of unique businesses offered locally, and seeks opportunities to capitalize upon local tourism potential.



The intent behind Deer Park’s goals and policies is to encourage the establishment of new commercial and industrial enterprises which broaden and diversify the community’s economic base, enhance local employment opportunities, and promote Deer Park as a “full-service” community.

- **Goal No. 1. Achieve economic stability through a process of commercial/ industrial diversification which sustains economic growth.**

Policies:

- 1-1 Work with the local Chamber of Commerce Economic Development Committee to proactively support mutually beneficial economic development objectives.
- 1-2 Encourage creation of new jobs that will provide heads of households residing in Deer Park with an opportunity for a job at a wage commensurate with the County’s median income level.

- 1-3 Encourage the creation of new local jobs in order to minimize Deer Park's dependence upon the regional Spokane County economy.
 - 1-4 Encourage those business activities that will contribute to making Deer Park attractive to commerce and industry by providing an adequate supply of appropriately designated lands.
 - 1-5 Promote development of a broad range of retail, service, and professional activities to enhance the City as a commercial center.
 - 1-6 Promote tourism opportunities beneficial to the community.
 - 1-7 Encourage existing and new activities that promote horizontal and vertical job mobility, increase per capita income, and facilitate gainful employment for those members of the community's work force not currently employed.
- **Goal No. 2. Provide an adequate amount of commercial/industrial land to meet the City's growth expectations for the current planning horizon and beyond.**

Policies:

- 2-1 Identify planning areas of adequate size to promote a broad range of commercial/industrial enterprises providing economic growth and employment opportunities.
 - 2-2 Reevaluate local development regulations to ensure that commercial/industrial development is encouraged.
 - 2-3 Promote an economic monitoring strategy which facilitates identification of needed information on whether or not the community is providing jobs at pay scales allowing citizens to live and work in Deer Park, and enhancing the opportunities for families to acquire owner or rental "market rate" housing in the local market.
- **Goal No. 3. Provide a full range of amenities needed to retain and attract economic activity.**

Policies:

- 3-1 Encourage a range of housing opportunities for all economic segments of the local population.
 - 3-2 Provide attractive park and recreational amenities, and support quality public educational services.
 - 3-3 Provide adequate streets and municipal utilities, and encourage other support services needed to appropriately serve the projected level of commercial/industrial development.
- **Goal No. 4. Recognize that the Deer Park Airport is a vital element of the City's commercial and industrial economy, providing aircraft services, manufacturing support, flight training, and other aeronautical activities.**

Policies:

- 4-1 Protect the viability of the airport as a significant economic resource to the community by encouraging compatible land uses, densities, and reducing hazards that may endanger the lives and property of the public and aviation uses.
- 4-2 Encourage economic development opportunities and aviation related uses adjacent to the airport.
- 4-3 Promote region-wide mobility of goods and services to enhance the Deer Park Airport's role within the regional economy.

CHAPTER 9. THE TRANSPORTATION ELEMENT

9.1 Growth Management Act Guidelines

The GMA's stated goal for transportation, in Revised Code of Washington (RCW) Section 36.70A.020(3), emphasizes interjurisdictional coordination of planning for both motorized and non-motorized transportation needs:

"Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans."

In RCW Section 36.70A.70(6), the GMA requires the Transportation Element to implement, and be consistent with, the Land Use Element of the Comprehensive Plan. Said RCW section further stipulates that the Transportation Element contain the following information:

"(i) Land use assumptions used in estimating travel;"

"(ii) Estimated traffic impacts to state-owned transportation facilities resulting from land use assumptions to assist the department of transportation in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities;"

"(iii) Facilities and services needs, including: (A) An inventory of air, water, and land transportation facilities and services, including transit alignments and general aviation airport facilities, to define existing capital facilities and travel levels as a basis for future planning. This inventory must include state-owned transportation facilities within the city or county's jurisdictional boundaries; (B) Level of service standards for all locally owned arterials and transit routes to serve as a gauge to judge performance of the system. These standards should be regionally coordinated; (C) For state-owned transportation facilities, level of service standards for highways, as prescribed in chapters 47.06 and 47.80 RCW, to gauge the performance of the system. The purposes of reflecting level of service standards for state highways in the local comprehensive plan are to monitor the performance of the system, to evaluate improvement strategies, and to facilitate coordination between the county's or city's six-year street, road, or transit program and the office of financial management's ten-year investment program. The concurrency requirements of (b) of this subsection do not apply to transportation facilities and services of statewide significance except for counties consisting of islands whose only connection to the mainland are state highways or ferry routes. In these island counties, state highways and ferry route capacity must be a factor in meeting the concurrency requirements in (b) of this subsection; (D) Specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established level of service standard; (E) Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth; (F) Identification of state and local system needs to meet current and future demands. Identified needs on state-owned transportation facilities must be consistent with the statewide multimodal transportation plan required under chapter 47.06 RCW;;"

"(iv) Finance, including: (A) An analysis of funding capability to judge needs against probable funding resources; (B) A multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road or transit program required by RCW 35.77.010 for cities ... The multiyear financing plan should be coordinated with the

ten-year investment program developed by the office of financial management; (C) If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met;”

“(v) Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions;”

“(vi) Demand-management strategies.”

(vii) Pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles. “(b) After adoption of the comprehensive plan ... local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies. For the purposes of this subsection ... ‘concurrent with the development’ means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.”

“(c) The transportation element described in this subsection (6), and the six-year plans required by RCW 35.77.010 for cities ... must be consistent.”

9.2 County-Wide Planning Policies

Transportation is included as a specific “policy topic” in the County-wide Planning Policies (Topic No. 5). In addition, transportation guidance is found in Topic No. 1, Urban Growth Areas, Topic No. 3, Promotion of Contiguous and Orderly Development and Provision of Urban Services, and Topic No. 9, Fiscal Impacts. The following policies are those which specifically address transportation issues. The first number identifies the policy topic and the second number identifies the pertinent policy:

- 1-11 Each jurisdiction’s comprehensive plan shall, at a minimum, demonstrate the ability to provide necessary ... transportation improvements concurrent with development...
- 1-12 Within Urban Growth Areas (UGAs), new developments should be responsible for infrastructure improvements attributable to those developments.
- 3-3 Each jurisdiction shall include policies in its comprehensive plan to ensure that obstructions to regional transportation or utility corridors are not created. In addition, each jurisdiction should include policies in its comprehensive plan to ensure sustainable growth beyond the 20-year planning horizon.
- 5-1 Regional transportation planning shall be conducted by the Spokane Regional Transportation Council (SRTC). The SRTC shall coordinate with local jurisdictions and the Spokane Transit Authority (STA) to ensure that the regional transportation plan and local jurisdiction’s land use plans are compatible and consistent with one another.

- 5-2 The regional transportation plan shall be developed in accordance with federal and state planning requirements in order to ensure that: a. coordinated, comprehensive and consistent transportation plans are adopted; b. air quality is evaluated and maintained; and c. the Spokane metropolitan area maintains eligibility for federal and state funding programs.
- 5-3 The regional transportation plan shall include, in addition to state and federal mandates: a. alternative modes of transportation to the automobile including public transportation, pedestrian facilities, bikeways, and air and rail facilities; b. an assessment of the environmental and economic impacts of the plan; c. coordination with land uses to reduce transportation demands; d. standards for accessibility to major institutions, manufacturing and industrial centers, and air and rail terminals; e. Incorporation of utility easements into transportation corridors; f. provisions for special needs populations; and g. access management to regional arterials.
- 5-4 Comprehensive plans shall include, where applicable, the master plans of identified major transportation facilities to ensure that they are reasonably accommodated and compatible with surrounding land uses. Such facilities shall include, but not be limited to, airports, state highways, railroads and major freight terminals.
- 5-8 The regional transportation plan and comprehensive plan of each jurisdiction shall include roads, air and rail service that accommodates the need for freight and goods movement. Plans should identify specific routes that are, or could be, subject to available funding, designed and constructed utilizing a regional standard for heavy truck traffic to serve the movement of goods from industrial and rural areas to the market. Future land uses requiring heavy freight movement should be encouraged to locate along these routes.
- 5-9 Recognizing the need to maintain existing rail lines for shipments of commodities, which reduces the impacts of shipping commodities by roads, local jurisdictions should protect rail facilities to the extent possible.
- 5-13 Each jurisdiction's transportation facilities shall be planned within the context of county-wide, multi-county, and bi-state air, land and water resources and shall not cause or contribute to exceeding Federal or State environmental quality standards.
- 5-14 Each jurisdiction shall strive, through transportation system strategies, to optimize the use of and maintain existing roads to minimize the construction costs and impacts associated with roadway facility expansion.
- 5-15 In accordance with regional minimum level of service standards specified by the Steering Committee, each jurisdiction shall establish roadway standards, level of service standards and methodologies, and functional road classification schemes to ensure consistency throughout the region and to support the use of alternative transportation modes.
- 5-16 Each jurisdiction shall address energy consumption/conservation by: a. designing transportation improvements for alternatives to the single occupant vehicle; b. locating and adopting design standards for new development to support pedestrian or non-motorized travel; c. providing regulatory and financial incentives to promote efforts of the public and private sector to conserve energy; and d. reducing the number of vehicle miles traveled and number of vehicle trips.

- 5-18 Each jurisdiction shall use its adopted level of service standards to evaluate concurrence for long-range transportation planning, development review, and programming of transportation investments.
- 5-19 The annual process to update and approve the Six-year Transportation Improvement Program (TIP) by the Spokane Regional Transportation Council (SRTC) shall be used to prioritize regional transportation improvements and programming regional transportation revenues.
- 5-20 Transportation elements of comprehensive plans shall reflect the preservation and maintenance of transportation facilities as a high priority to avoid costly replacement and to meet public safety objectives in a cost-effective manner.
- 9-6 Each jurisdiction shall consider a number of financing measures to provide for transportation facilities, including but not limited to: a. general revenues; b. fuel taxes; c. toll roads; d. bonding; e. congestion pricing; f. public/private partnerships; and g. assessment and improvement districts, facility benefit assessments, impact fees, dedication of right-of-way and voluntary funding agreements.

9.3 Horizon 2040 – Principles and Policies

As mandated by RCW 47.80.026, the Spokane Regional Transportation Council (SRTC) is authorized to establish guidelines and principles to provide direction for the development and evaluation of the transportation elements of comprehensive plans. These Guiding Principles were created and accepted by the Board and represent the first step in creating a policy framework for Horizon 2040. From there, policy language was developed based on the Guiding Principles. The policies are specific statements to guide decision-making in order to reach the envisioned future.

The following is a summary of the guiding principles. Included within the Appendices of this Plan is detailed information about each of the Guiding Principles and Policies from Horizon 2040.

- **Economic Vitality** - To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy
- **Preservation** - To maintain, preserve and extend the life and utility of prior investments in transportation systems and services.
- **Safety** - To provide for and improve the safety and security of transportation customers and the transportation system.
- **Mobility** - To improve the predictable movement of goods and people throughout Washington State.
- **Environment** - To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities and protect the environment.
- **Stewardship** - To continuously improve the quality, effectiveness and efficiency of the transportation system.

9.4 Deer Park's Transportation Goals and Policies



The type and availability of multiple transportation resources (vehicular, bicycle or pedestrian) are major factors in the development of land use patterns, and the retention and attraction of jobs. Conversely, the way land is used greatly influences the need and location for new transportation systems. Transportation and land use are inexorably tied and their planning, including the Future Land Use and Future Transportation maps, must be coordinated.

The following Transportation Element goals and policies balance transportation needs with land use, while maintaining appropriate level of service standards:

- **Goal No. 1. Provide an effective roadway network with adequate capacity to meet the demand for travel in the City of Deer Park.**

Policies:

- 1-1 Require all new construction to improve adjacent public rights-of-way to City standards and in accord with the street classifications identified on the Future Transportation Plan map.
- 1-2 Provide safe, convenient, and efficient transportation for all City residents and visitors, including appropriate improvements to existing facilities and extension of transportation to new developments.
- 1-3 Adopt a peak travel hour level of service "C" for arterials and collectors in residential areas and a peak travel hour level of service "D" for arterials and collectors in nonresidential locations, and before any new development is approved, ensure that the traffic impacts resulting from such developments will not cause the level of service on the affected roadways to fall below the adopted levels.
- 1-4 As part of the municipal site plan review and construction permitting process, ensure that new developments provide adequate off-street parking for the intended use and that access to/from public streets for such off-street parking adheres to local standards.

- **Goal No. 2. Promote increased opportunities for non-motorized travel.**

Policies:

- 2-1 Continue to incorporate consideration of bicycles in all transportation improvements, pursuant to standards promulgated by the Washington Department of Transportation and the American Association of State Highway and Transportation Officials.

- 2-2 In proximity to public schools, coordinate sidewalk installation and crossing controls with the School District.
 - 2-3 Where deemed by the City to be a high priority, install sidewalks in pedestrian corridors currently lacking sidewalks, and replace sidewalks in pedestrian corridors with deteriorating or substandard sidewalks.
 - 2-4 Pursuant to existing municipal standards for new subdivisions, continue to require sidewalk installation in all new plats
 - 2-5 In conjunction with the issuance of a building permit on any existing lot or parcel, whether platted or unplatted, require the installation of new sidewalks, except in cases where the existing street has no sidewalk and is not identified by the City as a pedestrian corridor with a need for sidewalks, however, retain the City's right to require the builder and/or property owner to provide the sidewalk at a later date or to participate in a local improvement district at a later date.
 - 2-6 Encourage property owners to initiate sidewalk local improvement districts where properties are already fully developed and sidewalk deficiencies exist.
 - 2-7 Where appropriate, landscaping measures should be implemented to enhance the appearance of public street corridors, and existing trees along street rights-of-way should be preserved to the extent feasible without impairing street capacity, safety, or structural integrity.
 - 2-8 Support paths and marked roadways linking bikeways with other resources such as schools, parks, and shopping areas.
- **Goal No. 3. Ensure that the transportation system is adequate to serve all existing and future land uses contemplated in the Land Use Element, and further ensure that transportation planning is coordinated with other jurisdictions having authority (i.e., the State Department of Transportation and Spokane County).**

Policies:

- 3-1 Review all development proposals, including but not limited to building permits, plat applications, zone change requests, conditional use and variance applications, to ensure compliance with the Transportation Element of the Comprehensive Plan.
- 3-2 Employ the Future Land Use Plan and Future Transportation Plan maps in a cooperative fashion when working with the County to maintain the integrity of the street network in the Urban Growth Area which may become part of the City.
- 3-3 Based upon the Transportation Element's recommendations, adopted municipal standards, traffic counts, accident records, and similar information, maintain and update lists of analyzed and prioritized street improvement and street safety needs on an annual basis, so as to ensure that programmed improvements to the existing transportation system enhance the safety of pedestrians, bicyclists, and motorists.

- 3-4 Determine potential traffic impacts for new developments through project-provided impact assessment reports except where the City can determine such impacts administratively consistent with the Traffic Mitigation Ordinance and/or the project applicant agrees to mitigate any administratively determined impacts.
 - 3-5 Either prohibit new development in cases where such new development would cause the level of service on the affected components of the transportation system to decline below the standards adopted in this Transportation Element, or require the development to provide on- and off-site improvements to increase capacity within a reasonable time frame so that the approved level of service is maintained.
 - 3-6 Coordinate with the Spokane Regional Transportation Council to ensure consistency and compatibility between Deer Park's Transportation Element and the plans of other transportation facility providers in the local service area.
 - 3-7 Provide timely notice to Spokane County, SRTC, WSDOT and other neighboring jurisdictions to ensure plan compatibility between agencies and jurisdictions.
- **Goal No. 4. Site future proposed roadway corridors in a manner that minimizes impacts on critical areas.**

Policies:

- 4-1 Except in a situation of overriding public interest, endeavor to route new streets in a manner that avoids traversing critical areas, park and recreation lands, and other resources of local importance.
 - 4-2 Require that all new street construction projects meet or exceed the City's minimum requirements for control of storm water runoff.
- **Goal No. 5. Develop an integrated and balanced transportation system in Deer Park which provides safe, economical, and convenient movement of people and goods, both within and outside the City.**

Policies:

- 5-1 Require the design and construction of new and/or existing streets to adhere to the Future Transportation Plan map and the City's adopted street improvement standards.
- 5-2 Based upon the Future Transportation Plan map and the City's adopted street improvement standards, establish an on-going street improvement program which identifies where right-of-way and roadway widths are in need of enlargement and, in conjunction therewith, use non-financial methods for right-of-way acquisition and street improvements to the maximum extent feasible (i.e., subdivision requirements, building site plan review, conditions for development of property, conditions governing annexations and changes of zone, criteria for building permit issuance, etc.) so as to ensure that benefiting properties pay for their fair share of street improvement costs.
- 5-3 Recognizing that some existing platting is awkward and inappropriate, encourage vacation of rights-of-way, which are not in use and would be impractical or illogical to develop.

- 5-4 Design and construct all new streets to City standards and ensure that alignments and classifications comport with the Future Transportation Plan map and the existing circulation pattern of City streets and County roads.
 - 5-5 Recognizing that commercial and industrial streets should be designed to expedite traffic movement, roadway widths may be necessary in excess of City standards and/or parking restrictions may be necessary.
 - 5-6 When a proposal for new construction is received abutting any existing street which does not meet City standards, require the property owner and/or applicant to reconstruct the street abutting the project's frontage at his/her expense, or provide for an in lieu fee or covenant to cover the property's portion of street reconstruction scheduled for a later time.
 - 5-7 Maintain the existing program of annual traffic counts along arterial streets to ensure that streets are appropriately classified and to ensure that indicators are available to assist future planning efforts to maintain the adopted level of service standards.
 - 5-8 Continue to coordinate with the State Department of Transportation regarding Highway 395, and with the County regarding existing roads in the Urban Growth Area, so as to ensure that access control standards are maintained and to further ensure that the affected routes continue to function as efficiently as possible.
 - 5-9 Continue to explore and pursue all available funding sources for construction and reconstruction of streets which involve no direct expenses to the City.
- **Goal No. 6. Promote and implement planned growth and improvements at the Deer Park Municipal Airport.**

Policies

- 6-1 Encourage expansion of the municipal airport as a local and regional air transportation asset through implementation of the **Airport Master Plan** as currently adopted or as subsequently amended/updated.
- 6-2 Continue to work with the County to ensure that land uses outside City limits do not infringe upon the approach zones to the airport as identified in the **Airport Master Plan** as currently adopted or as subsequently amended/updated.
- 6-3 Encourage adoption of development regulations that protect the airport from height hazards (i.e., prohibit buildings or structures from penetrating the Federal Aviation Regulations Part 77 "Imaginary Surfaces").
- 6-4 Ensure that the Deer Park Airport is protected from incompatible uses by incorporating WSDOT Aviation Airport and Land Use Compatibility guidelines and best management practices.
- 6-5 Recognize the Deer Park Airport as an Essential Public Facility and discourage land uses that may promote incompatible development adjacent to the airport.

- 6-6 Through interjurisdictional planning, goals, policies and development regulations, promote and enhance regional transportation linkages and multimodal connections to and from aviation facilities and employment centers.
- 6-7 Promote and develop local air transportation facilities in a responsible and efficient manner and recognize the Deer Park Municipal Airport as a unique, valuable, and long-standing public use transportation facility within the region.
- 6-8 Maximize available space at the airport for uses that require direct access to taxiways and runways such as storage and parking of aircraft and aircraft maintenance and service facilities.

- **Goal No. 7. Encourage growth and development to occur in a manner which promotes the conservation of energy resources.**

Policies:

- 7-1 Support expansion of the Spokane Transit Authority's public transportation system to serve outlying communities, such as Deer Park, support the efforts of other transportation system providers, and encourage development of alternative transportation modes and systems which utilize renewable energy sources.
- 7-2 Encourage the development of Deer Park as a compact community, with sufficient lands for residential, commercial, and industrial activities, in order to minimize the number and length of trips made by private vehicles to other parts of the region.
- 7-3 Maintain and expand pedestrian and bicycle circulation systems which provide alternatives to the automobile within the City and its Urban Growth Area.

- **Goal No. 8. Encourage and support all transportation options which can promote and enhance mobility for local residents, contribute to reduced vehicular traffic, promote energy conservation, and facilitate transportation of freight.**

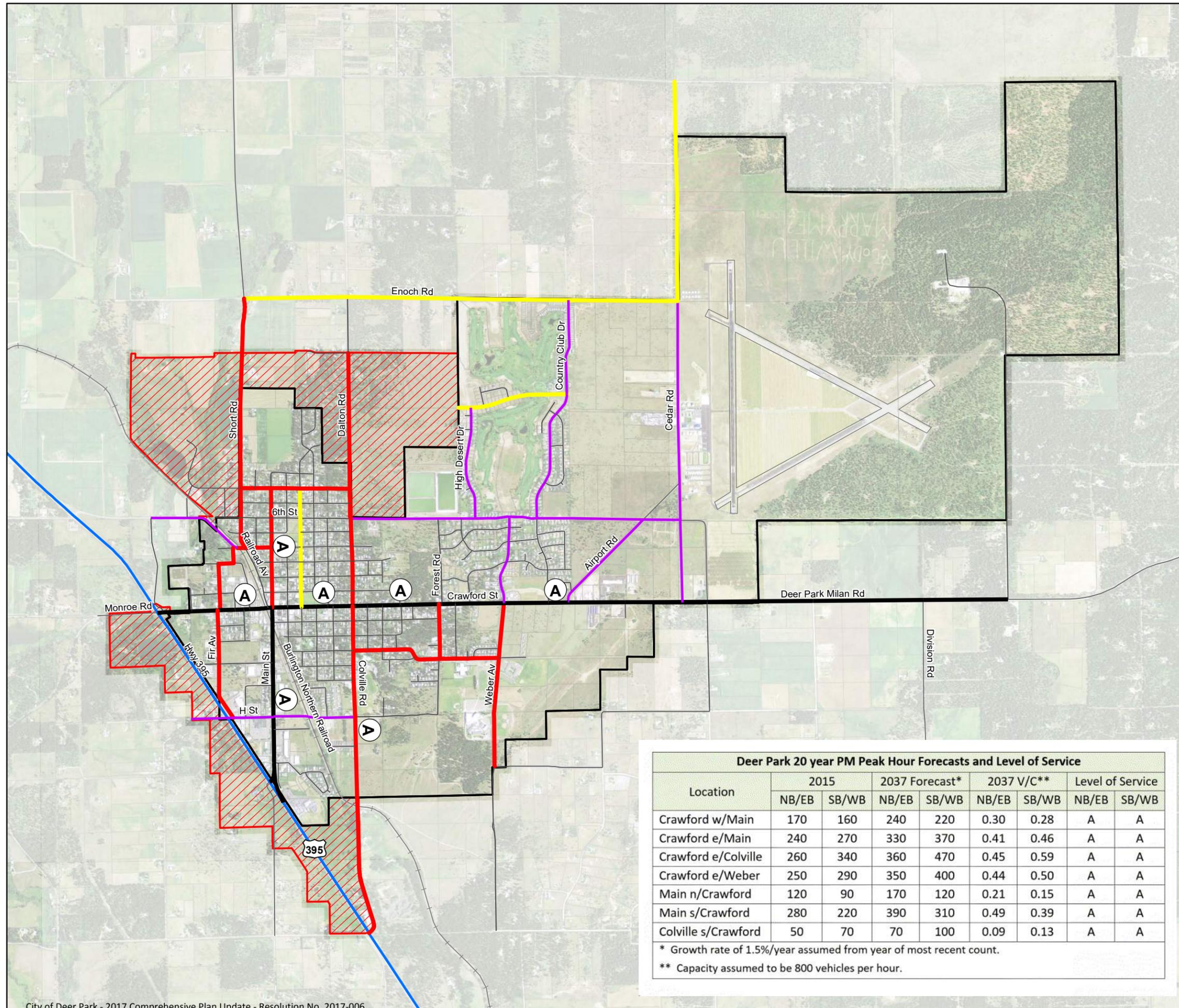
Policies:

- 8-1 Coordinate land use decisions with existing and planned public facility services.
- 8-2 Encourage barrier free pedestrian walkway systems and when existing streets are reconstructed, ensure that sidewalks are redesigned to meet barrier free criteria.
- 8-3 Encourage private sector transportation services which meet the needs of senior citizens, disabled persons, low income households, and other residents with special circumstances.
- 8-4 Continue to coordinate with all agencies involved with public transportation and promote car pool, van pool, ride sharing, and park and ride facilities to best accommodate local residents.
- 8-5 Recognize the important transportation role played by the Burlington Northern Railroad and encourage preservation of the railroad right-of-way through Deer Park.

Figure 9.1 Future Transportation Plan

Future Road Classification

- Highway
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Municipal Boundary
- Urban Growth Area
- A** Level of Service



Location	2015		2037 Forecast*		2037 V/C**		Level of Service	
	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Crawford w/Main	170	160	240	220	0.30	0.28	A	A
Crawford e/Main	240	270	330	370	0.41	0.46	A	A
Crawford e/Colville	260	340	360	470	0.45	0.59	A	A
Crawford e/Weber	250	290	350	400	0.44	0.50	A	A
Main n/Crawford	120	90	170	120	0.21	0.15	A	A
Main s/Crawford	280	220	390	310	0.49	0.39	A	A
Colville s/Crawford	50	70	70	100	0.09	0.13	A	A

* Growth rate of 1.5%/year assumed from year of most recent count.
** Capacity assumed to be 800 vehicles per hour.



CHAPTER 10. THE UTILITIES ELEMENT

10.1 Growth Management Act Guidelines

The GMA's stated goal for urban support services, both public and quasi-public, as reiterated in Revised Code of Washington (RCW) Section 36.70A.020(2), emphasizes cost-efficient service systems:

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

Further, in RCW Section 36.70A.070(4), the GMA requires that each jurisdiction's Utilities Element include an inventory of the general location and capacity of existing and proposed future utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines. This Utilities Element will address the above topics and will also include solid waste management.

10.2 County-wide Planning Policies

Policy Topic No. 3, in the adopted County-wide Planning Policies, affords the following guidance for local Utilities Elements and applicable development regulations associated therewith:

- 3-3 Each jurisdiction shall include policies in its comprehensive plan to ensure that obstructions to regional transportation or utility corridors are not created. In addition, each jurisdiction should include policies in its comprehensive plan to ensure sustainable growth beyond the 20-year planning horizon.
- 3-11 The Steering Committee shall oversee the preparation of a regional utility corridor plan, for incorporation into local comprehensive plans, that includes the following elements: a. protection of existing and designation of future regional corridors; b. dimensional guidelines for regional corridors; c. provision for multi-use corridors for compatible utilities; d. measures to mitigate impacts on adjacent areas; e. land uses which are appropriate on or adjacent to corridors; and f. vegetation clearance guidelines for electrical transmission and distribution lines in order to reduce fire hazard.
- 3-12 Each jurisdiction shall participate in regional planning for solid waste reduction and disposal.
- 3-19 Each jurisdiction shall review environmental and health issues regarding regional utility corridors sited within its boundaries for use in the decision-making process by respective agencies.
- 3-20 Each jurisdiction shall plan for growth within Urban Growth Areas (UGAs) which uses land efficiently, adds certainty to capital facilities planning, and allows timely and coordinated extension of urban governmental services, public facilities, and utilities for new development. Each jurisdiction shall identify intermediate growth areas (six to ten-year increments) within its Urban Growth Area (UGA) or establish policies which direct growth consistent with land use and capital facility plans.

10.3 Deer Park's Utility Goals and Policies

Deer Park recognizes that all private entities providing electricity, natural gas, and telecommunication utility services are integral components of the urban service support system. The following goals and

policies will enable Deer Park, and its independent utility providers, to continue to work together for the mutually beneficial purpose of providing efficient and cost-effective utility services to Deer Park's residents and businesses:

- **Goal No. 1. Facilitate development of all utilities, at appropriate levels of service, to accommodate the City's anticipated growth over the 20-year GMA planning period and beyond.**

Policies:

- 1-1 Deer Park will promote, when reasonable and feasible, installation of new municipal and independent utility distribution facilities in shared trenches, and will also promote coordination of system design practices and construction timing, all of which are intended to minimize customer service disruptions and reduce utility delivery costs.
 - 1-2 The City will provide timely and effective notice to independent utility providers to encourage coordination of public and private utility trenching activities in common rights-of-way so as to promote maintenance and repair of existing and new streets.
 - 1-3 Deer Park will encourage provision of efficient, cost effective, and reliable utility service by ensuring land will be made available for the siting of utility lines, including locations within transportation corridors.
 - 1-4 The City will coordinate land use and facility planning with independent utilities in all new developments to ensure that the needs of such service providers are taken into consideration in siting requirements, utility easements, construction/reconstruction of streets, etc.
- **Goal No. 2. Facilitate provision of utilities that are environmentally sensitive, safe and reliable, aesthetically compatible with adjacent uses, and available at reasonably economic costs.**

Policies:

- 2-1 Deer Park will encourage conservation of resources to delay the need for additional energy facilities.
- 2-2 The City will promote, where applicable, conversion to cost efficient and environmentally sensitive alternative technologies and energy sources.
- 2-3 Deer Park will seek to achieve a reduction of energy usage in its own facilities through retrofitting existing municipal facilities to make them more energy efficient.
- 2-4 The City will continue to encourage construction methods, practices, and materials that conserve energy by enforcing the Washington State Energy Code.
- 2-5 Deer Park will require provisions for utility easements in conjunction with all new developments, to be located adjacent to or within public rights-of-way, or at other locations deemed appropriate by the affected utility provider.
- 2-6 The City will ensure that all maintenance, repair, installation, and replacement activities undertaken by utility providers are consistent with municipal "critical areas" regulations.

- **Goal No. 3. Process permits and approvals for utility facilities in an equitable and timely manner and in accord with development regulations which encourage predictability.**

Policies:

- 3-1 The City will continue to coordinate municipal planning activities with utility provider planning programs.
 - 3-2 Deer Park will continue to consider development proposals together with utility permits.
 - 3-3 Deer Park will employ County-wide data depicting existing/proposed utility facilities and corridors to ascertain local Comprehensive Plan consistency.
 - 3-4 The City will participate in and cooperate with the regional utility objectives as set forth in County-wide Planning Policy Topic No. 3. Policy No. 11.
- **Goal No. 4. Reduce the non-recycled waste stream.**
 - 4-1 Deer Park will participate in a County-wide waste recycling system.
 - 4-2 The City will participate in regional solid waste planning as set forth in County-wide Planning Policy Topic No. 3. Policy No. 12.

10.4 Regional Utility Integration with Growth Management Act Objectives

It is important to recognize that electricity, natural gas, and telecommunications utilities are part of larger regional systems in which capacity planning is influenced by both local and regional decisions and constraints. While these utilities need to provide facilities that respond to both local and regional needs, the capacity of existing utility facilities may be influenced by factors other than local growth. Regionally interconnected networks offer connectivity, operating flexibility, reliability, resource sharing, and economies of scale. Regional interconnections benefit local users and, upon occasion, local system improvements enhancing capacity may initially benefit the regional network rather than local users.

Washington Administrative Code (WAC) Section 365-195-320(2)(d) recommends that each jurisdiction's Utilities Element evaluate whether any utilities should be construed as "essential public facilities" which are subject to separate siting criteria in the Comprehensive Plan. The "essential public facilities" siting provisions are intended for regional facilities which are a challenge to site and often controversial (i.e., airports, prisons, solid waste facilities, etc.). The County-wide technical committee, which fostered essential public facilities siting recommendations, did not suggest that electricity, natural gas, and telecommunications utilities be construed as public facilities that should be subject to special siting criteria. While these utilities are essential to the public, and can be challenging to site in some environments, when they are included in a coordinated planning process, such as the one fostered by Deer Park, such utilities are rarely difficult to site when the public is given the opportunity to become involved in the planning process. Therefore, Deer Park sees no need to place such utilities in the realm of essential public facilities subject to alternative siting provisions.

The GMA encourages joint use of transportation rights-of-way and utility corridors, where possible. Rights-of-way for rural roads and urban streets and alleys, or easements adjacent thereto, have historically served as corridors for electricity, natural gas, and telecommunications utilities. Such rights-

of-way and/or adjoining easements will remain appropriate and essential utility corridors in the future since they facilitate access for repair and maintenance, and lend predictability to the planning process. In Deer Park, utility corridors will be afforded in conjunction with street construction in new developments. Further, existing corridors will be protected from encroachment to facilitate maintenance, repair, and applicable utility capacity expansion.

10.5 Existing and Proposed Utility Systems

The following independent utility providers serve the City of Deer Park and its Urban Growth Area with electricity, natural gas, and telecommunications services:

- *Electricity* – Avista Utilities and Inland Power and Light
- *Natural Gas* – Avista Utilities
- *Telephone* – Century Link (consumers have a variety of long distance carrier options, and cellular phone service providers are also available to local users)
- *Television Cable* – Northstar Broadband (various satellite systems are also available to local consumers)

The accompanying “Regional Utility Corridors” map is an excerpt for Deer Park’s vicinity from a County-wide map, generated by Spokane County Geographic Information System personnel, depicting existing and proposed utility transmission lines and major utility facilities (i.e., electrical substations). The map does not illustrate any local distribution systems for electricity, natural gas, telephone, or cable television.

10.5.1 Electricity

As illustrated on the Regional Utility Corridors map, there are no existing or planned electrical power transmission lines or substation facilities situated within Deer Park or its Urban Growth Area. Avista Utilities, Deer Park’s primary electrical service provider, has a substation a few miles easterly of Deer Park and a 115-kilovolt transmission line southerly of Deer Park. Bonneville Power Association (BPA) has a substation west of town and a 115-kilovolt transmission line that travels from the northwest diagonally along the western city limits.

In 2016, Deer Park had 1,710 dwelling units and the 2037 projection is for 2,214 dwelling units (i.e., a net increase of 504 housing accommodations). Avista’s electrical supply guideline, or “rule of thumb”, is one (1) megawatt of continuous supply for every 650 dwelling units. Using this generalized guideline, the 2016 electricity demand for Deer Park residents was approximately 2.8 megawatts, and the 2037 projection is for a demand of 3.4 megawatts (a net increase of 0.6 megawatts). The megavolt ampere (MVA) capacity of the system is the “gross” supply available, while megawatts are the “net” available. Megawatts represent roughly 90 percent of megavolts. Therefore, the 3.4 megawatts of “guideline” demand projected for 2037 represent approximately 3.7 MVA. Nonresidential growth in Deer Park is expected to be commensurate with residential growth projections, however, nonresidential demands are much more difficult to predict because different uses have widely varying electrical needs (i.e., a hospital machine shop versus a restaurant versus an office building). The electrical providers serving the Deer Park region indicate that their systems are adequate to accommodate anticipated future demands. Both entities are governed by the Washington Utilities and Transportation Commission and are charged with an obligation to serve and, therefore, an obligation to plan for and accommodate growth.

10.5.2 Natural Gas

Avista Utilities is the local natural gas provider, and as illustrated on the Regional Utility Corridors map, WWP's current natural gas service area encompasses most of Deer Park's urbanized areas and parts of the City's UGA. Avista purchases natural gas from other companies that have transmission pipelines elsewhere in the County. Avista receives gas at gate stations where an odorant is injected to detect leaks and the gas passes through regulators to reduce gas pressure to typically 150 to 500 pounds per square inch (psi) to then serve the gas distribution feeder system. From the feeder system, gas passes through other regulator stations to reduce gas pressure to 60 psi or less as it enters the local distribution system. The natural gas distribution system is typically located within public street rights-of-way or utility easements adjacent thereto. From the distribution pipes, natural gas then flows into service pipes located at individual customer locations. Before entering the customer premises, a service regulator reduces the gas pressure to about 0.25 to 5 psi to match the needs of the gas appliances within the building.

To ensure that customers receive adequate service, natural gas transmission and distribution systems have the ability to connect to more than one (1) source, to route gas along different paths, and to store gas to meet peak flow conditions. This flexibility facilitates system maintenance programs, and ensures that service to customers is maintained during cold temperature conditions when natural gas demands are greatest.

In terms of usage, Avista has advised that the average residential natural gas customer uses approximately 960 therms of natural gas annually (a therm is approximately 100 cubic feet). This translates to an average of about 10.96 cubic feet per hour. Therefore, if all of Deer Park's 2037 projected housing inventory is occupied and using natural gas, the projected total residential demand would be for 2,039,040 therms per year or an average of 20,390 cubic feet of natural gas per hour. As is the case with electrical demands, nonresidential needs for natural gas vary widely depending upon the nature of the use. Avista can currently supply 365,000 cubic feet per hour to the Deer Park service area, and indicates that its natural gas distribution system is adequate to accommodate Deer Park's projected demands. As is the case with electric power distribution, Avista has an obligation to plan for and accommodate growth with its natural gas distribution system.

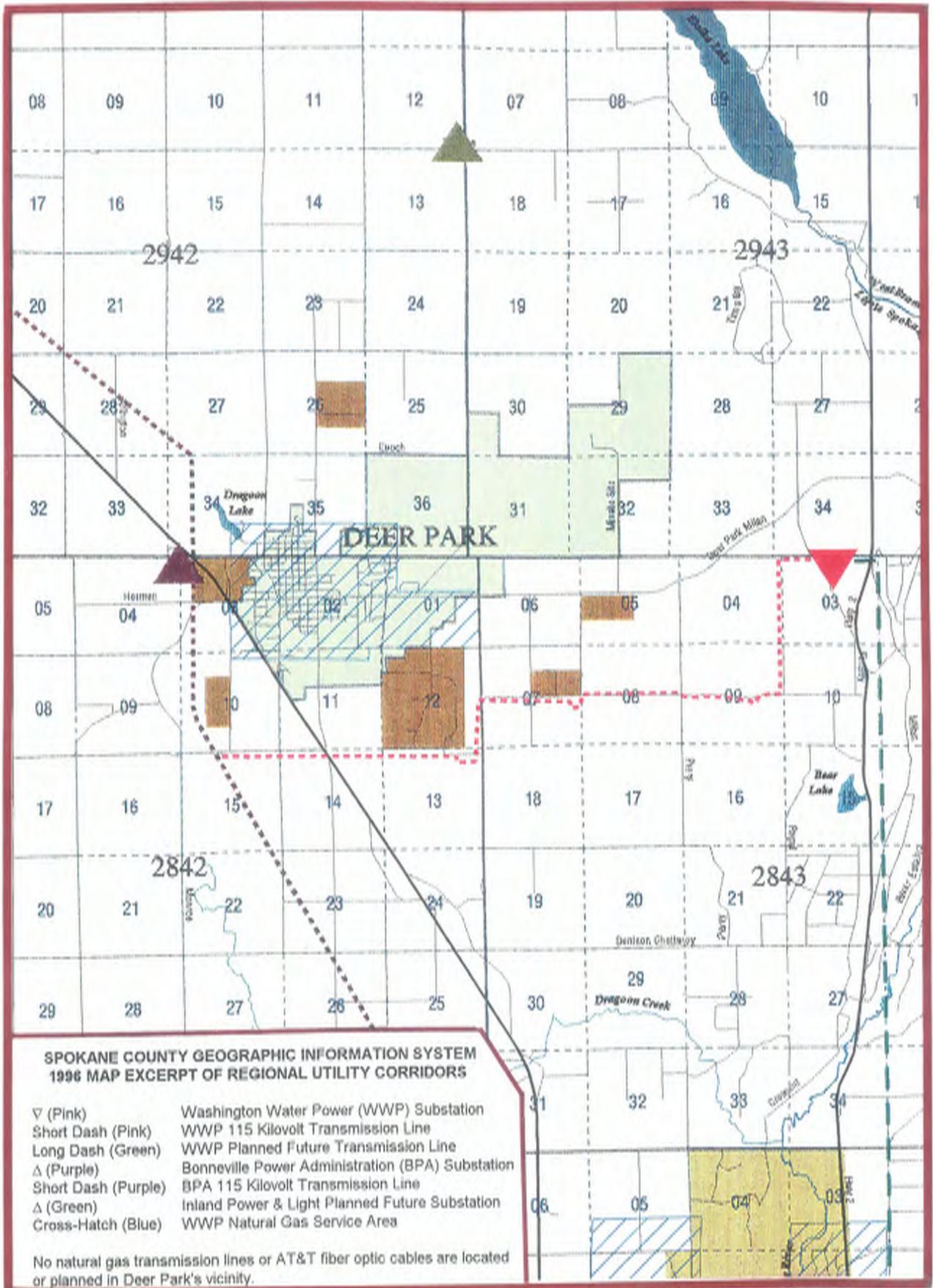
10.5.3 Telecommunications

Telephone and television cable providers typically share overhead utility poles and underground utility trenches with electricity providers. These industries are in the midst of constantly changing and highly competitive technological advances -- innovations such as cellular phones and fiber optics are changing the way service is delivered and used. As Deer Park grows and as technology changes, the various providers serving Deer Park will continually upgrade their facilities to ensure that they maintain a competitive edge with their consumers. The Telecommunications Act, the advent of digital communications including personal communications systems (PCS), linkages between television and communications systems, etc., require that local governments, including Deer Park, work in a cooperative spirit with telecommunications industry representatives to develop local ordinances which equitably address both industry needs to construct new facilities and local community aesthetic needs (i.e., criteria for the siting of digital communication system towers).

In recent years the City of Deer Park has experienced a shift in telephone usage from landline use to cell phone use and satellite. This shift has made residential developers question the need to install physical telecommunication lines for new developments. Most recently the cost to install telecommunication lines for a development is estimated at \$1,000 per lot. With the rapid change in cell phone service reliability and options the need for landlines in the future may not be necessary.

10.5.4 Solid Waste Management

Waste Management of Spokane provides Deer Park with refuse/recycling collection and disposal services. There are no incinerators or landfills in or near City limits. The service provider disposes of Deer Park's refuse at Spokane County's transfer stations or the City of Spokane incinerator. In turn, the County Solid Waste Department manages further separation of recyclable materials in accord with its own guidelines and the County's Comprehensive Solid Waste Management Plan. Waste Management provides curbside recycling and, while all customers pay for recycling services, there is no penalty for customers who do not elect to recycle. The Comprehensive Solid Waste Management Plan based its waste generation estimates on 6.08 pounds of refuse per person per day. Therefore, with a 2016 population of 4,110 persons, Deer Park generated about 24,990 pounds of refuse each day. With a projected population of 5,250 persons in 2037, Deer Park will generate approximately 31,920 pounds of refuse each day.



CHAPTER 11. THE CAPITAL FACILITIES ELEMENT

11.1 Growth Management Act Guidelines

The GMA’s stated goals for public facilities and services, in Revised Code of Washington (RCW) Section 36.70A.020(12), emphasize the need for adequate urban support systems as a prerequisite for urban growth: *“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;”* and *“Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.”*



The GMA, in RCW Section 36.70A.070(3), reinforces the State’s goals and emphasizes that each jurisdiction’s Capital Facilities Element address the following:

“...an inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities;”

“...a forecast of the future needs for such capital facilities;”

“...the proposed locations and capacities of expanded or new capital facilities;”

“...at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and”

“...a requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent.”

11.2 County-Wide Planning Policies

Guidelines for public facilities and services in Spokane County are contained in the following “policy topics” of the County Comprehensive Plan: Topic No. 1, Urban Growth Areas (UGAs), Topic No. 3, Promotion of Contiguous and Orderly Development and Provision of Urban Services, Topic No. 4, Parks and Open Space, Topic No. 8, Economic Development, and Topic No. 9, Fiscal Impacts. The following policies are those which specifically address planning for public facilities and services. The first number identifies the policy topic and the second number identifies the pertinent policy:

- 1-8 Each municipality must document its ability to provide urban governmental services within its existing city limits prior to the designation of an Urban Growth Area (UGA) outside of existing city limits. To propose an Urban Growth Area (UGA) designation outside of their existing city limits, municipalities must provide a full range of urban governmental services based on each municipality's capital facilities element of their Comprehensive Plan.
- 1-11 Each jurisdiction's comprehensive plan shall, at a minimum, demonstrate the ability to provide necessary domestic water, sanitary sewer ... improvements concurrent with development...
- 1-12 Within Urban Growth Areas (UGAs), new developments should be responsible for infrastructure improvements attributable to those developments.
- 3-1 Each jurisdiction shall include policies in its comprehensive plan to address how urban development will be managed to promote efficiency in the use of land and the provision of urban government services and public facilities. The Steering Committee shall specify regional minimum level of service standards for urban governmental services with the exception of police protection. Local jurisdictions may choose higher standards. In its comprehensive plan, each jurisdiction shall include, but not be limited to, level of service standards for: a. fire protection; b. police protection; c. parks and recreation; d. libraries; e. public sewer; f. public water; g. solid waste disposal and recycling; h. transportation; and i. schools.
- 3-4 The Steering Committee shall prepare a regional formula to provide consistency among jurisdictions to designate and acquire public access to open space corridors. Each jurisdiction shall include policies in its comprehensive plan to provide open space corridors within the expanding urban landscape.
- 3-7 Each jurisdiction's comprehensive plan shall include, at a minimum, the following policies to address adequate fire protection: a. limit growth to areas served by a fire protection district or within the corporate limits of a city providing its own fire department; b. commercial and residential subdivisions and developments ... shall include the provision for road access adequate for residents, fire department or district ingress/egress, and water supply for fire protection; ...
- 3-10 Each jurisdiction shall enter into agreements with special purpose districts within its Urban Growth Area (UGA) to address the provision of urban governmental services and public facilities. Interlocal agreements between jurisdictions and special purpose districts relating to the provision of urban governmental services and public facilities shall address fiscal impacts and ensure that services provided by special purpose districts outside of Urban Growth Areas (UGAs) are not degraded.
- 3-14 Wellhead protection plans should be coordinated with water purveyors and implemented by local jurisdictions...
- 3-16 Each jurisdiction shall include policies in its comprehensive plan that encourage providers of urban governmental services and public facilities to participate in "mixed-use", multi-purpose facilities within Urban Growth Areas (UGAs) as a cost effective alternative to single-use buildings.

- 3-20 Each jurisdiction shall plan for growth within Urban Growth Areas (UGAs) which uses land efficiently, adds certainty to capital facilities planning, and allows timely and coordinated extension of urban governmental services, public facilities, and utilities for new development. Each jurisdiction shall identify intermediate growth areas (six to ten-year increments) within its Urban Growth Area (UGA) or establish policies which direct growth consistent with land use and capital facilities plans.
- 4-1 The County and each jurisdiction shall establish by interlocal agreement policies, standards, and regulations to plan for and acquire parks and open space that fall outside a municipality's corporate boundary and within its Urban Growth Area (UGA).
- 4-4 Each jurisdiction shall require the development of parks and open space as a means to balance the impacts associated with higher density development.
- 4-6 Each jurisdiction shall make appropriate provisions for parks and recreation areas.
- 8-4 Each jurisdiction shall develop plans for extending infrastructure to meet the demands of economic growth.
- 9-1 If new non-urban density development is to be included within Urban Growth Areas (UGAs), jurisdictions shall charge the full cost of infrastructure. Each jurisdiction shall address in the capital facilities element of their comprehensive plan how this will be accomplished. For those lands outside of a jurisdiction's corporate limits but within their Urban Growth Area (UGA), the affected jurisdictions shall, by interlocal agreements, demonstrate how the full cost of infrastructure will be charged.
- 9-2 Each jurisdiction shall identify, within the capital facilities element of its comprehensive plan, capital resources that will be available to accommodate the additional development which is anticipated within Urban Growth Areas (UGAs).
- 9-5 Jurisdictions choosing to use impact fees shall apply a formula which is consistent with other jurisdictions within Spokane County.
- 9-7 Each jurisdiction shall make adequate financial provisions to maintain parks and recreation areas.

11.3 Deer Park’s Capital Facilities Goals and Policies

The long range planning contemplated in the Capital Facilities Element affords the opportunity to schedule projects so that the various steps in development logically follow one another with regard to relative urgency, economic desirability, and community benefit. Through this Element’s identification of adequate funding sources, needs can be prioritized and the tradeoffs between projects can be evaluated. The following Capital Facilities Element goals and policies balance public facility and service needs with land use, while maintaining appropriate level of service standards:



- **Goal No. 1. Provide needed public facilities to all residents within Deer Park in a manner which protects investments in existing facilities, maximizes the use of existing facilities, and promotes orderly urban growth.**

Policies:

- 1-1 Provide capital improvements 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 (Capital Improvement Program) contained in this Element.
- 1-2 Include in the Capital Improvement Program contained in this Element, those capital improvement projects identified for implementation in the other Elements of the Plan which are determined to be of relatively large scale and high cost.
- 1-3 Evaluate and prioritize proposed capital improvement projects 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 patterns;
 - f. Environmental impacts;
 - g. New development and redevelopment;
 - h. Plans of State and County agencies; and
 - i. Local budget impact including maintenance and operation.

- **Goal No. 2. Ensure that future development bears its fair share of facility improvement costs necessitated by the development in order to achieve and maintain adopted level of service standards and measurable objectives standards.**

Policies:

- 2-1 Allocate utility connection fee revenues to utility infrastructure debt service related to capacity expansion improvements.
- 2-2 Verify that transportation improvements are sufficient to address the fair share of transportation improvement needs created by new development.
- 2-3 Appropriate funding mechanisms for new development's contribution of a fair share of other public facility improvements (i.e., parks and recreation) will be considered for implementation as they are developed by the City.

- **Goal No. 3. Manage fiscal resources to support the provision of needed capital improvements for previously authorized developments and for future development and redevelopment.**

Policies:

- 3-1 Prior to issuance of occupancy certificates, the developers, and/or the City as applicable, will provide for public facilities at the level of service standards needed to serve the subject development for which implementation authorization was previously granted.
- 3-2 Continue to adopt a six-year Capital Improvement Program as part of the annual budgeting process.
- 3-3 When general obligation or revenue bonds are employed, ensure that bond debt is managed so it does not exceed the community's ability to pay.
- 3-4 Secure grants or private funds whenever feasible and available to finance the provision of capital improvements.
- 3-5 Ensure that fiscal policies to direct expenditures for capital improvements will be consistent with all Comprehensive Plan Elements.

- **Goal No. 4. Coordinate land use decisions and financial resources with a schedule of capital improvements to meet adopted level of service standards, measurable objectives, and provide existing and future facility needs.**

Policies:

- 4-1 Ensure that developers, and/or the City as applicable, provide for the availability of public facilities and services to support development concurrent with the impacts of such development in accordance with the level of service standards adopted herein.
- 4-2 Support and encourage the joint development and use of cultural and community facilities with other governmental or community organizations in an area of mutual concern and benefit.
- 4-3 Emphasize capital improvement projects which promote the conservation, preservation, or revitalization of residential and commercial/industrial areas within Deer Park.

- 4-4 Employ the following level of service standards, adopted by the Steering Committee for all jurisdictions unless otherwise noted, in reviewing the impacts of new development and redevelopment upon public facility and service provisions:
- a. *Fire Protection/Emergency Medical Services* -- In cooperation with Fire District No. 4 and Deer Park Ambulance, ensure that new development has adequate fire flow and hydrant distribution in accord with the Uniform Fire Code edition currently adopted by the City; ensure that new development is within 2.5 street miles of a fire station with a “class A” rated pumper unless structures have fire sprinklers rated in accord with the Uniform Fire Code edition currently adopted by the City; ensure the on-going availability to local citizens of State-certified basic life support (BLS) personnel and equipment within 2.5 miles (advanced life support [ALS] within 6 miles or 10 minutes response time after a population of 5,000 persons is achieved); and ensure the on-going availability to local citizens of both BLS and ALS transport services.
 - b. *Public Transit* -- Not applicable (outside Public Transit Benefit Area).
 - c. *Street Cleaning* -- Not applicable (outside Spokane County Air Pollution Control Authority nonattainment area).
 - d. *Storm water Management* -- For new construction: ensure off-site runoff does not exceed pre-development conditions; prevent flooding of property, outside specific drainage easements and specified drainage facilities, during a 25-year, 24-hour storm event; and prevent damage to buildings and accessory structures for a 100-year storm event. For existing development: prevent flooding of property, outside specific drainage easements and specified drainage facilities, during a 25-year, 24-hour storm event, whenever economically reasonable; and prevent damage to buildings and accessory structures for a 100-year storm event, whenever economically and environmentally reasonable. Allow storm water discharge to surface and groundwater unless it is demonstrated that such discharge would degrade water quality below water quality standards.
 - e. *Solid Waste Processing* -- In cooperation with the solid waste collection service provider, ensure that solid waste processing meets all applicable Federal and State regulations, including maintaining any required licenses.
 - f. *Domestic Water* -- Maintain storage of 1/4 of the maximum day demand or 800 gallons per residential equivalent per day, in accord with Department of Health minimum supply requirements for 100 or more connections; pursuant to Department of Health standards, with multiple supply sources, maintain emergency or reserve storage volumes of 800 gallons per housing less the volume that could be provided through the other supply facilities over a period of one day with the largest supply facility out of service; ensure that system design and pipe sizing comport with Department of Health standards when systems are upgraded or expanded; and maintain a flow rate at all points in the distribution system of at least 30 pounds per square inch, except for fire flow conditions; ensure that fire flow and duration requirements of Fire District No. 4 are maintained (or the Public Water System Coordination Act, whichever is more stringent); and ensure that fire hydrants conform to the American Water Works Association standard for Dry Barrel Fire Hydrants (AWWS C502), with hydrant spacing in accord with the requirements of Fire District No. 4.

- g. *Sanitary Sewer* -- Ensure that collection and transport systems are designed for peak flow conditions so that overflows, backups, and discharges from the system do not occur under normal operating situations, based upon an equivalent residential unit of 2.5 persons per dwelling and/or 300 gallons of average daily waste water flow; ensure that municipal waste water treatment and effluent disposal facilities are planned and designed for the 20-year population projection and current water quality criteria established by the Department of Ecology so as to ensure that effluent does not degrade the quality of surface or ground water.
 - h. *Transportation* -- Deer Park adopts, as local level of service parameters, a peak travel hour level of service "C" on municipal arterials and collectors in residential areas, and a peak travel hour level of service "D" on municipal arterials and collectors in nonresidential areas; and coordinate with the State Department of Transportation and the Spokane Regional Transportation Council regarding applicability of any future regional Corridor Travel Time levels of service to streets within Deer Park.
 - i. *Recreation and Open Space* -- Ensure that recreation and open space is provided in accord with the following National Recreation and Park Association's Recommended Standards for Local Developed Open Space: mini-park @ 0.25 to 0.50 acres per 1,000 population, neighborhood park or playground @ 1.00 to 2.00 acres per 1,000 population, and community park @ 5.00 to 8.00 acres per 1,000 population (for an overall ratio of 6.25 to 10.50 acres per 1,000 population).
 - j. *Police Protection* -- Coordinate with the County Sheriff's Department to ensure that the department can maintain its adopted level of service to the City.
 - k. *Library Services* -- Coordinate with the County Library Service District to ensure that the District can maintain its adopted level of service to the City.
 - l. *Public Schools* -- Coordinate with the Deer Park School District No. 414 to ensure that the District can maintain its adopted level of service to the City.
- 4-5 Evaluate proposed Plan amendments and requests for new development or redevelopment according to the following guidelines as to whether the proposed action would:
- a. Contribute to a condition of public hazard;
 - b. Exacerbate any existing condition of public facility capacity deficit;
 - c. Generate public facility demands that exceed capacity increase planning in the Six-Year Capital Improvement Program;
 - d. Conform to future land uses as shown on the Future Land Use Plan map in the Land Use Element;
 - e. Accommodate public facility demands based upon adopted level of service standards and attempts to meet measurable objectives, when public facilities are provided by a developer;
 - f. Demonstrate financial feasibility, subject to this Element, when public facilities are provided, in whole or in part, by the City; and
 - g. Affect State/County-region facilities plans and siting of essential public facilities.

11.4 Classifying and Designing the Traffic Circulation System

Deer Park uses the Functional Classification System to designate its roadways so as to ensure that local classifications are consistent with those of other jurisdictions in the region. All jurisdictions are required to utilize this system in their annual Transportation Improvement Programs, and it is logical to combine the same terminology to address future projections as well as current functions. Deer Park and its Urban Growth Area now contain and, in the future will continue to contain, five (5) levels of street classifications including principal and minor arterials, major and minor collector routes, and local access streets. General descriptions of roadway classifications can be found below. Typical daily traffic volumes also serve to distinguish one (1) type of roadway classification from another: i.e., arterials should be capable of accommodating an average daily two-way traffic flow in excess of 10,000 vehicles, collectors should be able to handle average daily traffic (ADT) volumes between 1,500 and 10,000 vehicles, and local access streets should carry ADTs under 1,500 vehicles. In terms of the State facilities serving Deer Park, Highways US-395 and US-2 are limited access routes, which provide access linkages to other parts of the region.

The accompanying “Future Transportation Plan” map generally reflects the existing Functional Classification System, however, it also expresses how those functions are anticipated to change as the community grows during the GMA planning period. The “Future Transportation Plan” map coordinates with and complements the “Future Land Use Plan” map.

- **State Highway** -- Highway 395 which is the highest level of State highway serving Deer Park and which connects the City to other parts of the region.
- **Principal Arterial** -- Primary through traffic and commercial traffic streets which connect the City’s street system to the State’s network of regional highways.
- **Minor Arterial** -- Secondary through traffic routes, which augment and serve principal arterials, provide for vehicular trips of intermediate distance, and lend access to major traffic generators. This designation includes both existing and projected functions and routes.
- **Major Collector** -- Travel routes, which collect traffic from local access streets (where the land access function is dominant), and channel it to the network of arterials (where service to through traffic is dominant). Major collectors provide for relatively short trips and provide for residential, commercial, and industrial land access. This classification includes both existing and projected functions.
- **Minor Collector** -- Travel routes which also carry traffic between arterials and local access streets, and provide direct property access, but which typically carry less traffic than major collectors. This classification includes both existing and projected functions and routes.
- **Local Access Street** -- Streets whose most important function is to provide direct access to abutting lands (all existing streets not color coded on the map) and which are tributary to the system of collector streets.
- **Existing Bikeway** -- Existing streets where bicycle lanes are formally designated to separate motorists from bicyclists. It is anticipated that other bikeways will be added in the future.

Section 17.28.050 of the Deer Park Municipal Code sets forth the City’s minimum street improvement standards, which standards are generally consistent with the State Transportation Improvement Board’s criteria, however, where sidewalks are four (4) feet rather than five (5) feet in width, the revised State standards, a 5-foot by 5-foot clear passing space at 200-foot intervals. While the City’s roadway and right-of-way standards are generally adequate for Deer Park’s existing and planned size, some arterial streets may experience congestion as the community grows that will dictate a need for additional travel lanes,

turning lanes, parking restrictions, and/or signalization. Needs for such adjustments will be routinely monitored through traffic counts, concurrency tests for new developments, and other techniques. Therefore, it must be stressed that these are minimum standards and the City retains the right to require additional right-of-way width and additional roadway improvement width in order to ensure that acceptable traffic flow conditions are maintained in accord with level of service standards adopted as part of this Transportation Element:

- **Arterial:** Arterial Right of way shall be sixty (60) feet and surface area of forty-four (44) feet from face of curb to face of curb. Intersection curb radiuses shall be a minimum 30' radius on Arterial Streets. Street centerline radii shall be design to a minimum 40 mph design speed or as approved by the City. Sidewalks shall be a minimum 5 feet in width and on each side of the street leaving a 15-foot buffer strip for storm water or landscaping.
- **Collector:** Collector Right of way shall be fifty (50) feet and surface area of forty feet (40) from face of curb to face of curb. Intersection curb radiuses shall be a minimum 25' radius on Collector Streets. Street centerline radii shall be designed to a minimum 40 mph design speed or as approved by the City. Sidewalks shall be a minimum 5 feet in width and be on each side of street leaving a 9-foot buffer strip for storm water or landscaping.
- **Local/Private Access:** Local access right of way shall be forty-six (46) feet and with a surface area of thirty-eight (38) feet from face of curb to face of curb. Intersection curb radiuses shall be a minimum 25' radius on Local Access streets. Street centerline radii shall be designed to a minimum 30 mph design speed or as approved by the City. Sidewalks shall be a minimum 5 feet in width and be on each side of the street leaving a 3-foot buffer for stormwater or landscaping.

11.5 Assessing the Capacity of the Circulation System

The network of principal and minor arterial streets are characteristically the widest of urban streets and carry the heaviest volumes of traffic. If arterial streets carry more vehicles than the capacity for which they were designed, traffic congestion can become acute, particularly during the morning and evening rush hours, driver tempers can flare, pollution generally increases, and accidents become more prevalent. Capacity deficiencies on the system of collector streets can cause similar problems.

Traffic flow conditions are usually expressed in terms of "level of service" (LOS). For a street to function at an acceptable level of service to the driving public, it is essential that the street's traffic volume be considerably lower than the street's design capacity. There are six (6) levels of service which are described in Section 4.16.1. As part of this Transportation Element, Deer Park adopts a peak travel hour level of service "C" for arterials and collectors in residential areas and a peak travel hour level of service "D" for arterials and collectors in nonresidential locations.

Volume to capacity ratios (V/C) are another means of measuring the performance of the circulation system and can be directly correlated with service levels "A" through "F". As roadway or intersection volume approaches the capacity of the facility (i.e., the ratio of the road's or intersection's volume to its capacity), traffic congestion will begin to occur. Under the free flow of traffic associated with LOS "A", the V/C will be up to 0.60; under LOS "B", the V/C is generally between 0.60 and 0.70; under LOS "C", the V/C is typically between 0.70 and 0.80; under LOS "D", the V/C is normally between 0.80 and 0.90; under LOS "E", the V/C is usually between 0.90 and 1.00; and for LOS "F", the V/C exceeds 1.00.

Since 1984, the City has routinely monitored traffic volumes on both the east and west segments of Crawford Street (classified as a principal arterial), Main Avenue southerly of Crawford Street (also classified as a principal arterial), and Colville Road southerly of Crawford Street (classified as a minor

arterial). These streets have been, and with the exception of Colville Road will continue to be in the future, the most prominent and most heavily traveled streets within the City. Therefore, the City will continue to monitor traffic volumes along these key routes, on an annual basis, so as to ensure that potential deficiencies can be identified and corrected in a timely fashion. The Washington State Department of Transportation is currently conducting a study to implement safety improvements along US 395 at the Dalton Road, Main Street and Crawford Road Intersections. At this time the proposal is to construct a roundabout at the Main Street and Crawford Road intersection and restrict turning movements at Burroughs/Dalton (Colville Road) to allow only northbound US 395 right turns on to Dalton Rd (Colville Road). As a result, this could have a long term impact on the traffic patterns within the City of Deer Park, especially for trips traveling southbound on US 395.

Generally speaking, existing peak hour levels of service on Highway 395 range between levels of service “C” and “D”, and peak hour levels on principal and minor arterials within Deer Park range between levels of service “A” and “B”. However, there have been periodic occasions when the level of service on certain segments of primary travel routes within the City has fallen to a “C” or “D” level of service.

It is axiomatic that if the City’s residential population is expected to increase by 1,215 by 2037, and its nonresidential activities will commensurably increase, then traffic should also be expected to increase proportionately, particularly along major arterial streets. As noted previously, traffic volumes and flow conditions along these key routes will be routinely monitored, in conjunction with other assessment tools, to ensure that adopted levels of service are maintained. Where likely deficiencies are perceived, appropriate steps will be taken to ensure that potential deficiencies are corrected before they occur. Mitigation of traffic flow deficiencies can take many forms, depending upon the location and circumstances: i.e., widening of streets to include additional through travel lanes, installation of left turn lanes in center medians, right turn only lanes at key intersections, parking restrictions within the roadway, stop signs, round-a-bouts or signalization, improved street lighting, etc. Other mitigation measures beyond those that accommodate motor vehicles exclusively may include the promotion of bicycling, walking and transit through a TDM program, expansion of paratransit service, and installation of bicycle and pedestrian facilities.

The following table provides a summary of the proposed 20-year PM Peak Hour Forecasts and Level of Service for the locally owned arterials within Deer Park. As a result, it is anticipated that the projected population changes will not lower the level of service of these roads.

Table 11-1: Deer Park 20 year PM Peak Hour Forecast and Level of Service

Location	2015		2037 Forecast*		2037 V/C**		Level of Service	
	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Crawford w/Main	170	160	240	220	0.30	0.28	A	A
Crawford e/Main	240	270	330	370	0.41	0.46	A	A
Crawford e/Colville	260	340	360	470	0.45	0.59	A	A
Crawford e/Weber	250	290	350	400	0.44	0.50	A	A
Main n/Crawford	120	90	170	120	0.21	0.15	A	A
Main s/Crawford	280	220	390	310	0.49	0.39	A	A
Colville s/Crawford	50	70	70	100	0.09	0.13	A	A

* Growth rate of 1.5%/year assumed from year of most recent count.
 ** Capacity assumed to be 800 vehicles per hour.

Source: City of Deer Park/JUB

11.6 Coordination with the Plans of Other Agencies

Intergovernmental coordination is essential for the most cost effective provision of transportation services. Deer Park will continue to coordinate with the State Department of Transportation, Spokane County, and the Spokane Regional Transportation Council, as their existing plans are updated, to assess impacts and ensure consistency between the respective Transportation Elements.

11.6.1 State Department of Transportation

In Deer Park's vicinity, Highway 395 is classified as a "principal arterial" by the Washington State Department of Transportation (WSDOT) and the highway is subject to "partial access control" so as to facilitate through traffic movement, limit traffic interference, and protect the highway from strip type development. In addition to connections with selected public streets and roads, WSDOT will allow some at grade crossings and private driveway connections along Highway 395, however, single or double road commercial approaches are not permitted. WSDOT strives to maintain LOS "C" for rural highways and LOS "D" in urban areas, with the distinction between rural and urban being predicated upon Urban Growth Area boundaries established under the GMA.

The WSDOT had previously (2003) prepared a Route Development Plan (RDP) for nearly 14 miles of US 395 which included the portion adjacent to the City of Deer Park. The RDP was unfunded, however intersection related collisions continue to occur. A Least Cost Planning approach has been taken to develop solutions that meet objectives at the lowest possible cost. In the Deer Park area, this means that WSDOT is looking at smaller-scale sustainable improvements, rather than the costlier improvements identified earlier. After studies of the intersections and public review and comment, WSDOT plans to construct two roundabouts on US 395 at the intersection of Monroe Road/Crawford Street and at Short Road/Main Street. WSDOT also plans to close access to US 395 at the Burroughs Road/Dalton Road intersection except for the northbound US 395 to northbound Dalton Road movement. These improvements will improve safety at the intersections and reduce collisions, while also generally improve access from Deer Park to US 395. The City of Deer Park supports these improvements and will coordinate as appropriate with WSDOT. At the closure of the Dalton Road access to US 395 it is anticipated that a reclassification of Dalton Road south of H Street from collector to local street will be made, while concurrently reclassifying H Street between Main Street and Dalton Road from local street to collector roadway. (see appendix X for maps)

11.6.2 Spokane County

Several existing and future arterial and collector routes within the City of Deer Park, and its Urban Growth Area (UGA), transition to rural County roads as they exit the urban setting. Therefore, it is important to ensure that the transition from urban to rural is a smooth one, without abrupt changes in roadway width that could be hazardous for motorists. Rural ("county") designations do not call for curbs or sidewalks. The County's 40-foot roadway recommendation is reasonably consistent with the City's 44-foot minimum standard for arterials. When Crawford Street/Deer Park-Milan Road (designated as a principal arterial in the City) leaves municipal jurisdiction and becomes a County road, it is classified as a "country principal arterial" by Spokane County. Where North Road (designated as a minor arterial in the City and UGA) exits current City limits and enters the UGA as Short Road, it also becomes a "country principal arterial" under the County's existing Comprehensive Plan. North Road is federally eligible for rehabilitation and reconstruction funding. The County's standards for such routes recommend a 40-foot roadway within a 70-foot right-of-way.

Where Colville Road (designated as a minor arterial in the City and UGA) exits current City limits and enters the UGA as Dalton Road, in the UGAs north and south of current City limits, it becomes a “county minor arterial” under the County’s existing Comprehensive Plan. The County’s standards for such routes recommend a 34-foot roadway within a 60-foot right-of-way. Since the City’s minimum arterial roadway width standard is 44 feet, care must be taken to ensure a gradual change in the roadway width where the street changes from urban to rural jurisdiction and function. With the proposed limited access at US 395 and Dalton Road, the future roadway classification within the County should be monitored.

As the City grows, this Transportation Element anticipates that both Enoch Road and Cedar Road will become minor collectors. Both of these streets are currently designated by the County’s Comprehensive Plan as “county local access” routes with a recommended roadway width of 30 feet and a suggested right-of-way width of 60 feet. By contrast, the City’s minimum roadway width for collectors is 40 feet. Therefore, once again, care must be taken to ensure a gradual change in the roadway width where the street changes from urban to rural jurisdiction and function. Cedar Road from 6th Avenue to Crawford Avenue was newly reconstructed in 2015. Its paved width is 44’ from inside face of curbing. 6th Street is also newly constructed 44’ wide from Cedar west 2600’. Both these new roadways have 80’ of dedicated right-of-way.

It should be noted that, with all County road classifications, the County’s right-of-way standards are adequate to accommodate increased roadway widths as contemplated by the City’s standards. The City will work with the County to ensure that any street construction or reconstruction undertaken in the UGA complies with the City’s street improvement standards.

11.6.3 Spokane Regional Transportation Council

The Spokane Regional Transportation Council (SRTC) is the lead agency for coordinating transportation planning activities in the Spokane region. As a regional intergovernmental agency, SRTC encourages communication, coordination, and collaboration among planning and transportation departments at its partner agencies, including the City of Spokane, Spokane Valley, Spokane County, the Washington State Department of Transportation, Spokane Transit Authority, the Spokane Airport Board, City of Deer Park and other small cities and towns in order to assure connectivity throughout Spokane County. An Interlocal Agreement between these agencies shows the commitment to working together to provide each other, and the public, with quality transportation planning services.

SRTC is responsible for monitoring and evaluating the performance of regional transportation facilities as affected by land use and transportation improvement decisions. SRTC evaluates regional LOS for the following modes: vehicular, transit, and non-motorized (combined bike/walk). The data for analysis is taken from the SRTC regional travel demand model. The model analyzes how the public uses the transportation system now, forecasts how they will use it in the future and represents how travel choices are made. The model contains inventories of existing roadways and all area housing, shopping and employment.

For vehicular LOS on interrupted flow facilities, SRTC conducts a corridor-level travel time analysis of several regional corridors. The corridors include SRTC’s CMP corridors and other facilities that are regionally important. For vehicular LOS on uninterrupted flow facilities, SRTC conducts the analysis using corridor-level vehicular volumes. This analysis approach was developed in coordination with WSDOT.

WSDOT, in consultation with local governments, sets the LOS for Highways of Statewide Significance (HSS). In Deer Park, the HSS is US-395 and has a LOS of “C”. SRTC’s regional vehicular LOS analysis is limited to

analysis of regional mobility corridors and has set a LOS standard of “C” in rural areas and “D” in urban areas. Such corridors do not currently exist in the City of Deer Park.

11.7 Analysis of Projected Transportation Needs

Based upon the inventory of streets and their capacity, the City of Deer Park has determined that a peak travel hour LOS “D” is a realistic and achievable 20-year standard for the City’s nonresidential arterials and collectors, and that a peak travel hour LOS “C” is a realistic and achievable 20-year criteria for the City’s residential arterials and collectors. All of the City’s roadways and intersections currently provide these levels of service, or better. Nevertheless, as noted elsewhere herein, the City must continually monitor key travel corridors, such as Crawford Street and Main Avenue, to ensure that State concurrency requirements are met (i.e., the level of service does not deteriorate below the accepted standard). Such key routes do not currently require any capacity enhancements.

Apart from primary travel corridors requiring on-going monitoring and concurrency testing, few streets within City limits have mobility or safety deficiencies that would suggest a need for corrective action. The only exceptions are a small number of half-width streets: Fir Avenue between Crawford Street and South Avenue; D Street between Main Avenue and Fir Street; Forest Avenue from Crawford Avenue to 2nd Street; Arcadia Avenue between First and Second Streets; and Forest Avenue between Crawford Street and Sixth Street. Fir Avenue and Forest Avenue are both addressed herein as part of the 2015 to 2016 Six-Year Transportation Improvement Program. The other streets can be addressed in future Transportation Improvement Programs (TIPs) or their roadway and right-of-way expansions can be dealt with, at property owner expense, when abutting owners seek to develop or redevelop their properties. The half-streets do not currently inhibit citywide traffic circulation or pose significant mobility or safety concerns.

The frequency of accidents can be an indicator of a declining level of service and/or an indicator of a need for travel safety enhancements. For streets within City limits, where the County Sheriff’s Department provides law enforcement and forwards accident reports to the Washington State Patrol, the State’s Traffic Safety Commission will provide traffic accident information to small or moderate sized communities upon request. However, since the Traffic Safety Commission was unable to identify cross streets or similar information that would indicate exact locations, one cannot ascertain whether or not a particular street segment or intersection demonstrated an accident frequency to the extent that change would be warranted. While none of the information gathered suggests a prominent need for mobility or safety enhancements to streets within City limits, Deer Park will continue to take a proactive approach in correcting potential safety concerns before they result in serious accidents, rather than waiting for accidents to prompt corrective measures.

Pursuant to Revised Code of Washington (RCW) Section 47.05, the Transportation Improvement Program (TIP) is a 6-year prioritized series of street improvements and funding mechanisms. The SRTC administers the regional TIP for all jurisdictions and determines which local project requests will be prioritized for funding. Deer Park’s street improvement strategy includes upgrading important arterials and collectors (overlay, reconstruction, resurfacing), together with selected street widening, and construction of certain planned streets. This is prioritized through a 6-year Transportation Improvement Plan. Projects involve engineered plans as well as actual construction. Funding sources would include the federal Intermodal Surface Transportation Efficiency Act (ISTEA), other undetermined federal funding programs, State funds from the Transportation Improvement Account, and local City funds, primarily from land developers. The City updates the TIP’s six year planning horizon every year as required by WSDOT.

11.8 Transportation Demand Management and Alternative Transportation Modes

Transportation demand management (TDM) options are limited in the City of Deer Park due to the size of the community and employers. Strategies such as car/van pools, and flextime is not currently viable since no single business employs more than 100 persons on a single shift, and only a few businesses have more than twenty (20) employees. Should a single large employer locate in the community in the future, a transportation demand management system would then be warranted. However, it should be noted that while the City does not have a TDM program, several commuters within Deer Park do use car and van pool strategies to travel to other employment centers within the regions. It has been estimated by the U.S. Census Bureau (2008-2012 American Community Survey) that 13% of the workers within the City use this method and 6% walk or bike to work. Interestingly, people who work from home is becoming more popular and has more than doubled over a 4-year period between 2010 and 2014. These workers also make up 6% of the workforce. Other TDM strategies encouraged by the City include Transit, Bike/Pedestrian routes, transportation and rail opportunities.

Since Deer Park is situated outside the Spokane Transit Authority's service area, the City contracts with the County for Special Mobility Services. These services provide local senior citizens, disabled persons, and others with transportation to regional shopping opportunities and medical services. These services also provide transportation to local shopping areas and to the Senior Center for the senior meals program. The City will continue to rely on Special Mobility Services, if grant funds continue to support the program in future years, to serve the transportation requirements of persons with special needs, unless permanently funded transit options become available. In addition, the Gold Line bus service provides commute options from Deer Park to Spokane and key transit hubs, including Spokane International Airport, Amtrak, Greyhound, Northwest Trailways and Spokane Transit.

Continuity in terms of pedestrian walkways and bicycle access provide comfort and ease for local residents. While Deer Park remains proactive in its efforts to create more fully integrated systems for these modes of transportation, the City also recognizes the need to prioritize locations where use is expected to be greatest, such as routes connecting residential neighborhoods with schools and recreation facilities. The city has implemented a Complete Streets Program which requires that all new roadway designs shall be safe for drivers, bicyclist, school buses, transit vehicles and users and pedestrians of all ages and abilities. This program also has changed the decision making process so that all users are routinely considered during the planning, designing, building and operating of all roadways.

The Deer Park Municipal Airport is a general aviation facility of importance to the community and the region. The City is committed to expanding aviation opportunities at its airport through implementation of the Airport Master Plan, which was prepared for the Deer Park Municipal Airport, which is incorporated by reference into this Comprehensive Plan and such "incorporation by reference" includes updates and/or amendments to said Airport Master Plan as may be adopted in the future by the City.

While the Burlington Northern Railroad's line through the City does not serve Deer Park directly, it does provide an important function for through traffic of freight. To that end, the City will ensure that the railroad right-of-way is not encroached upon by incompatible uses.

11.9 Conservation of Traffic Volume Capacity and Energy

The Comprehensive Plan and its various Elements promote Deer Park as a diverse community supporting a mixture of housing, shopping, and employment opportunities. As the City grows and becomes less reliant on shopping, services, and employment elsewhere in the region, the percentage of regional

vehicular trips should diminish. In addition, where housing, shopping, and employment are in fairly close proximity to one another, pedestrian and bicycle travel become more viable, thereby further reducing vehicular trips. Therefore, local land use diversity can serve to minimize traffic volume impacts on the capacity of both the local street system and the regional transportation network, and can commensurably reduce the consumption of energy.

11.10 Transportation Funding

Financial regulations and available funding mechanisms for transportation and other improvements are subject to change. Moreover, changing market conditions can influence local choices for funding options. The following inventory summarizes currently available transportation funding sources, however, some have only indirect applicability to Deer Park. To avoid unnecessary repetition, traditional bonding mechanisms (general obligation and revenue bonds) and special assessment districts (i.e., street improvement districts), are addressed in the Capital Facilities Element rather than in the Transportation Element.

11.10.1 Federal

Fixing America's Surface Transportation (FAST) Act -- a five-year legislation to improve the Nation's surface transportation infrastructure (FFY 2016 – 2020), including our roads, bridges, transit systems, and rail transportation network. The bill reforms and strengthens transportation programs, refocuses on national priorities, provides long-term certainty and more flexibility for states and local governments, streamlines project approval processes, maintains a strong commitment to safety, and provides a dedicated source of federal dollars for freight projects. The FAST Act represents the first long-term comprehensive surface transportation legislation since SAFETEA-LU in 2005.

Surface Transportation Block Grant Program – supersedes the Surface Transportation Program (STP) and provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Highway Safety Improvement Program (HSIP) -- for improvements at specific locations which constitute a danger to vehicles or pedestrian as evidenced by accident frequencies; distributed by WSDOT based on a State-wide priority formula; local matching funds are required.

Emergency Relief-- for restoration of streets and bridges on the federal aid system which are damaged by natural disasters; local agency declares an emergency and notifies WSDOT Division of Emergency Management; local matching funds are required.

Transportation Alternatives Program (TAP) – provides funding for programs and projects defined as transportation alternatives, such as on and off road pedestrian and bicycle facilities, improving mobility, safe routes to school and recreational trail projects.

11.10.2 State

Community Development Block Grant – This is Federal Housing and Urban Development funds for various projects, including street infrastructure, which benefit low and moderate income households; administered by State Department of Community Development and distributed by County Community Development Department; not applicable to maintenance and operation.

Community Economic Revitalization Board -- low interest loans or occasional grants to finance access streets, etc. for specific private sector development projects; administered by the State Department of Community Trade and Economic Development; not applicable to maintenance and operation. Spokane County administers these grants for cities like Deer Park, Washington.

Public Works Trust Fund -- low interest loans for public works emergency planning and public works improvements; administered by State Department of Community Development; local matching funds are required; may apply to maintenance and operation.

Urban Arterial Trust Account -- for alleviation and prevention of traffic congestion (including structural deficiencies and safety enhancements due to accidents); distributed by State Transportation Improvement Board; local matching funds are required.

Transportation Improvement Board – The Washington State Transportation Improvement Board (TIB) funds high priority transportation projects in communities throughout the state to enhance the movement of people, goods and services.

TIB is an independent state agency, created by the Legislature, that distributes and manages street construction and maintenance grants to 320 cities and urban counties throughout Washington State.

Funding for TIB’s grant programs comes from revenue generated by three cents of the statewide gas tax.

Motor Vehicle Fuel Tax -- must be spent on street construction, maintenance and operation, policing of streets, or other street related activities; paid by gasoline distributors and distributed by the State Department of Licensing to individual jurisdictions.

Drinking Water State Revolving Fund – The Safe Drinking Water Act, amended in 1996, established the Drinking Water State Revolving Fund (DWSRF) and made funds available to drinking water systems to pay for infrastructure improvements. This loan program is funded through federal and state money and subject to state laws and additional federal regulations.

The program provides:

- Low-interest preconstruction and construction loans or grants to publicly owned (municipal) and privately owned drinking water systems. These loan or grants cover capital improvements that increase public health and compliance with drinking water regulations.
- Loan repayments can range from 6 to 20 years. In some cases, partial loan forgiveness is offered.

11.10.3 Local Taxing (Optional)

Street Utility Charge -- for up to half the actual cost of street construction, maintenance, and operation; maximum of \$2.00 per month charge per business employee and residential household; requires a local referendum.

11.10.4 Local Private Funding Sources

Impact Mitigation Fees -- paid by new developments commensurate with such development’s direct impact resulting in a need for new or expanded infrastructure (i.e., street widening and new streets); cannot be used for operating expenses.

Dedications and Extractions -- on-site and off-site street dedication and improvement requirements imposed on new developments as part of the local agency's project approval process.

Private Initiatives -- dedications of right-of-way and roadway improvements costs volunteered by owners or developers as part of their new construction proposals.

Negotiated Agreements -- the community and a developer negotiate a mutually acceptable agreement to mitigate the impacts of a proposed project as part of the project approval process.

Latecomer Agreements -- method whereby a new development pays the cost of improvements, and subsequent new development that benefits from the improvements made by the earlier project, then reimburse the original developer for their proportionate share of the improvements previously made.

11.11 Inventory and Analysis of Existing Public Facility Systems and Maintenance of Level of Service Standards

Prior to embarking on development of a Comprehensive Plan under the GMA, Deer Park completed an assessment of its existing conditions, which is contained in Chapter 4. The City has a Washington State Department of Health Plan as of 2015 which requires updating every six (6) years. The City is currently developing a wastewater plan update. The findings pertaining to the municipal domestic water and sanitary sewer systems are contained in Section 4.17, and all other public facilities and services are addressed in Section 4.18, including the City's inventory of existing park, recreational, and open space amenities.

Public facilities and services provided through contractual service arrangements with other providers, by independent districts, or by private entities include the following (see Chapter 4.18 for further details):

- *Fire Protection* -- County Fire District No. 4, with one (1) stations within the City, a wide array of fire apparatus, and a fire protection rating of "5" within City limits;
- *Emergency Medical Care* -- Deer Park Ambulance, with intermediate life support (ILS) and advanced life support (ALS) personnel, and all ambulances are furnished with ALS equipment;
- *Public Schools* -- Deer Park School District No. 414, with administrative offices and four (4) school campuses within City limits, and recent enrollment is over 2,500 students in pre-school through grade twelve;
- *Law Enforcement* -- Spokane County Sheriff, with a continuously staffed substation within City limits;
- *Solid Waste Disposal* -- Waste Management of Spokane (see Utilities Element); and
- *Library Services* -- County Library Services District, with a library located within City limits.

Within the City's General Fund budgeting for normal governmental operating expenditures, the City typically budgets about one-third (1/3) of the General Fund for intergovernmental services provided by law enforcement, and other intergovernmental support services (these latter functions are minor and incidental to the primary services). All of these public facility/service providers have indicated that their levels of service, which are incorporated into Deer Park's goals and policies, can be maintained via customary funding mechanisms. Deer Park will continue to coordinate with such service providers to ensure that such levels of service are, in fact, maintained.

11.11.1 Municipal Water Utility

The City's domestic water system includes seven (7) wells with an estimated pumping capacity of over 3,400 gallons per minute (gpm) and three (3) reservoirs with 1,900,000 gallons of storage capacity. Deer Park also maintains a systematic program for replacing older, smaller water lines with larger distribution pipes. Recommendations of future improvements will be incorporated into future Capital Improvement Program annual updates. The 2015 Water System Plan Update and future updates is incorporated by reference into this Comprehensive Plan. Implementation of the document's recommendations meets or exceeds the level of service (LOS) adopted by the Steering Committee and contained in the City's previously stated goals and policies for this Element.

11.11.2 Municipal Sanitary Sewer Utility

Includes 8 to 12-inch collection pipes, four (4) pump or lift stations, a treatment facility with an aerated lagoon, three (3) seasonal storage lagoons, and a 160-acre land application site at the municipal airport with groundwater quality monitoring wells. The City is developing a wastewater facility plan for a complete existing and future collection and treatment system review. The treatment facility can handle an average flow of 260,000 gallons per day and a peak daily flow of 410,000 gallons, the aerated lagoon has a volume of about six (6) million gallons, the storage lagoons can hold about 130,000,000 million gallons of treated wastewater, and the land application site operates during the 180-day per year irrigation season. The City has lands set aside for further expansion of treatment, storage, and land application facilities needed to meet future growth. Recommendations of future Plan Updates will be incorporated into future annual Capital Improvement Program updates. The existing Wastewater Facilities Plan Update and future updates is incorporated by reference into this Comprehensive Plan. Implementation of the document's recommendations meets or exceeds the level of service (LOS) adopted by the Steering Committee and contained in the City's previously stated goals and policies for this Element.

11.11.3 Municipal Park and Recreation Facilities

Deer Park owns and operates five (5) public parks on approximately 38.28 acres (36.78 acres per Assessor records plus about 1.50 acres of unused street rights-of-way improved for recreational use). There is a private park open to the public in connection with a City facility (2.63 acres plus 0.50 acres of unused street right-of-way). The total of 54.41 acres, in terms of the 2017 population, translates to a ratio of 13.24 acres per 1,000 population. Without the private park, the 2017 ratio is 12.48 acres per 1,000 population. In 2037 the existing facilities would provide a ratio of 9.63 to 10.22 acres per 1,000 population in 2015. These ratios do not take into consideration a large municipal open space resource northeast of the airport (almost a square mile), which affords opportunities for hiking, jogging, and winter cross-country skiing. In addition, the City owns two (2) parcels, containing 1.35 and 2.48 acres, respectively, which may be developed as park sites in future years.

In adopting the following level of service standards derived from the National Recreation and Park Association's Recommended Standards for Local Developed Open Space, and endorsed by the Steering Committee, the City recognizes that the practicalities of distance will make additional park lands necessary as the community grows and evolves (i.e., a 1/4-mile to 2-mile service radius), even though actual acreage may not be at issue (6.25 to 10.50 total acres per 1,000 population). Therefore, physical distance from existing facilities will be the key:

- *Mini Park* -- specialized facilities serving a concentrated or limited population or specific group; provides a service area less than 1/4-mile radius; provides a ratio of 0.25 to 0.50 acres per 1,000

population; and is located within neighborhoods or in close proximity to multi-family or senior citizen housing.

- *Neighborhood Park or Playground* -- areas for intense recreational activities, such as field games, crafts, playground apparatus areas, skating, picnicking, wading pools, etc.; provides a service area over 1/4-mile and less than 1/2 mile to service a neighborhood; provides a ratio of 1.00 to 2.00 acres per 1,000 population; and is suited for intense development, easily accessible to neighborhood population (biking/walking), and may be developed as a facility in conjunction with a school.
- *Community Park* -- an area of diverse environmental quality, which includes areas suited for intense recreation facilities (athletic complexes, swimming pools), or areas of natural quality for outdoor recreation (walking, viewing, sitting, picnicking), or a combination of active and passive recreation, depending upon site suitability and community need; provides a 1-mile to 2-mile service radius; provides a ratio of 5.00 to 8.00 acres per 1,000 population; and can include natural features, such as water bodies, and areas for intense development; easily accessible to population served.

As Deer Park grows and expands into its UGA, parklands will be needed, and the surface waters and wetlands associated with Dragoon and Spring Creeks and Dragoon Lake will likely provide an opportunity for open space corridors. As development and/or annexation occurs, recreational/open space and other level of service standards will be taken into consideration to ensure that applicable LOSs are maintained through the discretionary project approval process.

11.11.4 Municipal Airport

In 2015, the Deer Park Municipal Airport accommodated approximately 41,000 general aviation flights. The [Airport Master Plan](#) for the Deer Park Municipal Airport, is incorporated by reference into this Comprehensive Plan. Noise and safety aspects of the airport are addressed on page 67 and is addressed throughout the document. Since the airport's usage is expected to increase along with other components of Deer Park's urban growth, the [Airport Master Plan](#) addresses needed capital improvements. Many of the Plan's recommendations have already been implemented and others are scheduled within the Capital Improvement Program of this Comprehensive Plan Element.

11.12 Capital Improvement Program Planning

The Capital Facilities Element is the tool used to coordinate the City's fiscal and physical planning. It requires an on-going communication and cooperation effort between various disciplines, including engineering, financing, and planning. This Element promotes efficiency by requiring the community to prioritize capital improvements beyond a single budget year. It enables the community to evaluate funding sources against needs, and facilitates evaluation of project asset/liability trade-offs in prioritizing expenditures.

The Capital Facilities Element addresses needed improvements which are of relatively large scale, are generally non-reoccurring high cost projects, and may involve multi-year financing. They tend to cost more than \$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. Smaller scale capital improvement outlay expenditures are addressed in other facets of the City's annual budget process.

The Six-Year Capital Improvement Program contained within this Element is the expression of the City's current capital expenditure planning itinerary. It sets out the projects and cost estimates needed to finance suggested projects. As is the case with the Transportation Element's Six-Year Transportation Improvement Program (TIP), the Capital Facilities Element's Six-Year Capital Improvement Program (CIP)

commits known funding sources to the first budget year's projects, and the balance of the projects reflect planning programs which may or may not have funding commitments. The initial year of the CIP is funded through the annual budget's binding funding commitments, while the latter recommendations may be altered or not developed due to cost considerations or changing circumstances. The CIP is a dynamic process, revised and extended annually, to reflect changing needs, demands, and funding sources. Projects may include design, engineering, permitting, environmental analysis, land acquisition, construction, major maintenance, site improvements, energy conservation, landscaping, initial furnishings, and equipment.

The following assumptions about future operating conditions in local government and market conditions were used in development of the Six-Year Capital Improvement Program: 1) Deer Park will maintain its current fund accounting system to handle its financial affairs; 2) the cost of running local government will continue to increase due to inflation and other factors; 3) new revenue sources, including taxes, may be necessary to maintain and improve municipal services and facilities; 4) on-going capital investment is needed to maintain, repair, and rehabilitate existing municipal infrastructure and to accommodate future growth; 5) public investment in capital facilities is a primary tool of local government to support and encourage economic growth; and 6) a comprehensive approach to review, consider, and evaluate capital funding requests is needed to aid decision-makers and citizens in understanding the City's capital improvement needs. Deer Park's 2016 through 2021 CIP is depicted in the following table:

Table 11-2: 2016 – 2021 Capital Improvement Program

Project Description	Construction Year	Cost Estimate in Thousand \$			
		Fed.	St.	Loc.	Total
Water System Transmission Main Improvements					
8" Water Main - Reiper, Crawford to Second	2016	0.0	0.0	40.0	40.0
8" Water Main - Larch, Crawford to First	2017/18	0.0	0.0	32.0	32.0
8" Water Main - Park, Crawford to Second	2017/18	0.0	0.0	45.0	45.0
8" Water Main - Second, Larch to Fir	2018	0.0	0.0	45.0	45.0
Other Water System Upgrades					
Reservoir #20, Sixth Street Tank Coating	2019	500.0	0.0	1500.0	2000.0
Sanitary Sewer System Improvement Schedule					
Storage Lagoon 1, 2 & 3 Liner Replacement	2016	1750.0	0.0	0.0	1750.0
Land application supply pump / force mains	2018	0.0	500.0	243.1	743.1
Land application system	2018	0.0	175.0	175.0	350.0
Parks and Recreation System New Park Facilities					
Mix Park Improvements - Parking Phase 2 and Picnic Structure	2017	0.0	0.0	125.0	125.0
Transportation System Improvement Program					
Colville Ave. -Crawford Ave./Eighth St. (reconstruction /traffic signalization)	2017	0.0	450.0	2200.0	2650.0
Fir St. -Crawford Ave./H St. (roadway reconstruction, widening)	2018	0.0	400.0	1700.0	2100.0
Airport Ave.- Crawford Ave./Cedar Rd. (reconstruction)	Later	0.0	0.0	1500.0	1500.0
Colville Ave.- I St./S'ly City Limits (reconstruction)	Later	0.0	500.0	195.0	695.0
S Weber- Crawford to D Street (reconstruction)	Later	0.0	600.0	695.0	1295.0
Fourth St.- North Ave./Main St. (reconstruction)	Later	965.0	151.0	0.0	1116.0
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	95.0	395.0
Northwest Ave (Hwy. 395 Business Loop) - Fourth St./W'ly. City limits (resurface, rehabilitation)	Later	0.0	600.0	447.0	1047.0
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	967.0	976.0

Source: City of Deer Park

11.13 Current Revenue Sources and Projections for Future Municipal Revenues

The following table provides a summary of 2015 (actual) and 2016 (anticipated) revenues, for “General Fund” maintenance and operation of general government municipal services, and for other municipal budgetary funding programs which have in the past and/or will in the future, embody capital improvement probabilities and/or maintenance and operation of existing infrastructure. General Fund resources are included because they support general government operations, including parks, and because they also underwrite contract intergovernmental services for law enforcement, fire protection, library services, etc. While some of the capital improvements funding sources afford an opportunity for future projections, others are single, one-time sources.

Table 11-3: 2015 – 2016 Municipal Revenue Resources by Selected Fund

Fund/Explanation	2015 Actual		2016 Anticipated	
	Thousand \$	Percent	Thousand \$	Percent
<i>General Fund</i>				
Beginning Balance	285.0	13.2%	350.0	16.6%
Taxes: Property, Sales, Other Taxes	1,639.4	76.1%	1,546.0	73.2%
Licenses and Permits	66.9	3.1%	76.0	3.6%
State-Shared Revenues	-	0.0%	-	0.0%
State Entitlements	78.6	3.6%	37.6	1.8%
Interlocal Entitlements (GMA)	-	0.0%	-	0.0%
Charges for Services	35.3	1.6%	52.1	2.5%
Swimming Pool Use Revenues	-	0.0%	-	0.0%
Fines and Forfeitures	9.4	0.4%	13.6	0.6%
Rents and Other Revenues	30.0	1.4%	32.0	1.5%
Subtotal Revenues	1,858.5	86.3%	1,757.3	83.2%
Non-Revenues	10.2	0.5%	5.5	0.3%
Total General Fund	2,153.7	100.0%	2,112.8	100.0%
<i>Airport Fund</i>				
Beginning Balance	124.6	12.3%	106.1	12.3%
Fuel Flow Tax	-	0.0%	-	0.0%
Tie Down Fees	6.1	0.6%	3.7	0.6%
Rents and Leases	75.2	7.4%	71.0	7.4%
Other Revenues	743.8	73.2%	313.4	73.2%
Subtotal Revenues	825.1	81.2%	388.1	81.2%
FAA Grant	62.7	6.2%	450.0	6.2%
DOT Grant	3.4	0.3%	25.0	0.3%
Subtotal Grants	66.1	6.5%	475.0	6.5%
Total Airport Fund	1,015.9	100.0%	969.2	100.0%
<i>Street Fund</i>				
Beginning Balance	29.6	3.8%	42.1	6.1%
Taxes: Property, R. E. Excise, Motor Vehicle Fuel	320.9	41.3%	294.0	42.8%
Merchandise Sales	-	0.0%	-	0.0%
Investment Interest	0.2	0.0%	0.1	0.0%

Fund/Explanation	2015 Actual		2016 Anticipated	
	Thousand \$	Percent	Thousand \$	Percent
Other Revenues	-	0.0%	-	0.0%
Subtotal Revenues	321.0	41.3%	294.1	42.9%
Power Wash Oil Rebate Grant	-	0.0%	-	0.0%
Subtotal Grants	-	0.0%	-	0.0%
Operating Transfer from General Fund	426.0	54.9%	350.0	51.0%
Total Street Fund	776.6	100.0%	686.3	100.0%
<u>Arterial Street Fund</u>				
Beginning Balance	122.0	99.9%	116.5	70.9%
Motor Vehicle Fuel Tax	-	0.0%	-	0.0%
Investment Interest	0.2	0.1%	0.0	0.0%
Subtotal Revenues	0.2	0.1%	0.0	0.0%
Federal Grant Share (Crawford)	-	0.0%	40.7	24.8%
State Grant Share (Crawford)	-	0.0%	6.9	4.2%
Subtotal Grants	-	0.0%	47.6	29.0%
Operating Transfer from Street Fund	-	0.0%	-	0.0%
Total Arterial Street Fund	122.2	100.0%	164.1	100.0%
<u>Capital Improvement Fund</u>				
Beginning Balance	-	- %	-	- %
Investment Interest	-	- %	-	- %
Subtotal Revenues	-	- %	-	- %
A.W.C. Grant (Sidewalk)	-	- %	-	- %
Subtotal Grants	-	- %	-	- %
Total Capital Improvement Fund	-	- %	-	- %
<u>Water Debt Service Fund</u>				
Beginning Balance	32.3	100.0%	32.3	100.0%
Investment Interest	-	0.0%	-	0.0%
Subtotal Revenues	-	0.0%	-	0.0%
Total Water Debt Service Fund	32.3	100.0%	32.3	100.0%
<u>Wastewater Rev. Bond Debt Service Fund</u>				
Beginning Balance	75.7	100.0%	76.7	100.0%
Investment Interest	-	0.0%	-	0.0%
Subtotal Revenues	-	0.0%	-	0.0%
Total Wastewater Rev. Bond Debt Serv. Fund	75.7	100.0%	75.7	100.0%
<u>State Revolving (Wastewater) Loan Reserve Fund</u>				
Beginning Balance	255.6	100.0%	255.6	100.0%
Property Sale Proceeds	-	0.0%	-	0.0%
Subtotal Revenues	-	0.0%	-	0.0%
Transfer from Wastewater Improvement Fund	-	0.0%	-	0.0%
Total State Revolving Loan Reserve Fund	255.6	100.0%	255.6	100.0%

Fund/Explanation	2015 Actual		2016 Anticipated	
	Thousand \$	Percent	Thousand \$	Percent
<u>Water Fund</u>				
Beginning Balance	470.8	37.5%	425.0	37.5%
Water, Meter, and Merchandise Sales	743.2	59.2%	626.3	59.2%
Fees	27.5	2.2%	50.0	2.2%
Investment Interest	0.9	0.1%	1.0	0.1%
Rents and Leases	1.2	0.1%	1.2	0.1%
Other Revenues	12.3	1.0%	3.3	1.0%
Subtotal Revenues	785.0	62.5%	681.8	62.5%
Total Water Fund	1,255.8	100.0%	1,106.8	100.0%
<u>Wastewater Fund</u>				
Beginning Balance	579.7	37.5%	495.0	35.9%
Taxes: Real Estate Excise	-	0.0%	-	0.0%
Wastewater Revenues and Merchandise Sales	939.3	60.8%	850.0	61.7%
Fees	19.5	1.3%	31.5	2.3%
Investment Interest	1.0	0.1%	1.2	0.1%
Other Revenues	6.0	0.4%	0.5	0.0%
Subtotal Revenues	965.8	62.5%	883.2	64.1%
Total Wastewater Fund	1,545.5	100.0%	1,378.2	100.0%
<u>Water Improvement Fund</u>				
Beginning Balance	227.7	74.1%	128.0	53.4%
Fees	6.7	2.2%	20.0	8.3%
Investment Interest	0.3	0.1%	1.0	0.4%
Subtotal Revenues	7.0	2.3%	21.0	8.8%
Leases	72.7	23.6%	90.9	37.9%
Subtotal Grants/Developers	72.7	23.6%	90.9	37.9%
Total Water Improvement Fund	307.3	100.0%	239.9	100.0%
<u>Wastewater Improvement Fund</u>				
Beginning Balance	109.3	1.6%	123.0	3.3%
Fees	35.7	0.5%	50.0	1.4%
Investment Interest	0.1	0.0%	2.0	0.1%
Subtotal Revenues	35.8	0.5%	52.0	1.4%
DOE State Revolving Fund (Loan)	1,563.3	23.3%	3,500.0	95.2%
Centennial Clean Water Grant	5,000.0	74.5%	-	0.0%
Subtotal Loans/Grants	6,563.3	97.8%	3,500.0	95.2%
Total Wastewater Improvement Fund	6,708.4	100.0%	3,675.0	100.0%
<u>Wastewater Loan Payment Fund</u>				
Beginning Balance	192.2	33.7%	198.0	30.7%
Investment Interest	-	0.0%	-	0.0%
Subtotal Revenues	-	0.0%	-	0.0%

Fund/Explanation	2015 Actual		2016 Anticipated	
	Thousand \$	Percent	Thousand \$	Percent
Transfer from Wastewater Fund	378.0	66.3%	446.6	69.3%
Total Wastewater Loan Payment Fund	570.2	100.0%	644.6	100.0%
<u>LID Bond Fund</u>				
Beginning Balance	21.2	8.9%	145.4	62.2%
Investment Interest	-	0.0%	-	0.0%
Subtotal Revenues	217.1	91.1%	88.5	37.8%
Total LID Bond Fund	238.3	100.0%	233.9	100.0%
<u>Golf Course Fund</u>				
Beginning Balance	37.1	29.4%	79.7	45.7%
Lease/Proceeds	89.1	70.6%	94.9	54.3%
Subtotal Revenues	89.1	70.6%	94.9	54.3%
Total Golf Course Fund	126.2	100.0%	174.6	100.0%
<u>Golf Course Reserve Fund</u>				
Beginning Balance	80.0	80.0%	100.0	66.7%
Investment Interest		0.0%		0.0%
Transfer Golf Course Fund	20.0	20.0%	50.0	33.3%
Subtotal Revenues	20.0	20.0%	50.0	33.3%
Total Golf Course Reserve Fund	100.0	100.0%	150.0	100.0%

Source: City of Deer Park

In 1991, the County Assessor's Office found all properties in Deer Park to have a taxable value of \$45,495,870 and the figure in 2015 is \$253,879,519 for an increase of 458% percent (average increase of 19.1 percent per year). Projecting similar trends into the future, by the year 2021, the taxable value of Deer Park properties should be approximately \$305,975,431 million. In 2015, the County Assessor showed Deer Park had a tax levy rate of 0.9605 percent which generated \$265,000 in property tax revenues for municipal government operations. If the 2015 levy rate remains unchanged in the future, by 2021 property tax revenues will increase to roughly \$312,000. Property and retail sales tax revenues are the primary sources of municipal tax revenues, followed by business and occupation, motor vehicle fuel, real estate excise, motor vehicle excise, utility, and other tax revenue sources, respectively. A continued strong tax base will help insure that the City can maintain its adopted level of service standards for public facilities and services.

Using the 2015 and 2016 budgetary information regarding on-going revenue sources, not new grants or loans, the following table projects basic revenues for the next six (6) years within those funds that directly affect capital improvement programming. Since the City has the flexibility to direct income sources into the accounts where funding is needed, total projections may be distributed differently within budget accounts.

Table 11-4: 2016 – 2021 Municipal Revenue Projections by Selected Fund

Fund	In Thousands of Dollars					
	2016	2017	2018	2019	2020	2021
General	2,112.8	2,133.9	2,155.3	2,176.8	2,198.6	2,220.6
Airport	504.3	509.3	514.4	519.6	524.8	530.0
Street	702.2	709.2	716.3	723.4	730.7	738.0
Arterial Street	142.7	144.1	145.5	147.0	148.5	150.0
Water	934.5	953.2	972.2	991.7	1,011.5	1,031.7
Wastewater	1,149.1	1,172.0	1,195.5	1,219.4	1,243.8	1,268.7
Water Improvement	290.0	689.4	295.8	298.8	2,801.8	304.8
Wastewater Improvement	3,675.0	146.4	147.9	149.4	200.9	2,152.4

Source: City of Deer Park

11.14 Expenditure Projections

In addition to funding maintenance and operation of general government, intergovernmental services, street infrastructure, public parks, water and sewer utilities, and the airport, various municipal revenue sources pay for all or part of capital improvement projects, and also repay loans and other debt service obligations. Deer Park currently has the following repayment commitments:

- *Water Fund* – State Revolving Fund loan will remain in force through the 2026 budget year and has a 2016 principal and interest payment of \$181,337, and a Water Revenue Bond will remain in force through the 2022 budget year and has a 2016 principal and interest payment of \$32,259.
- *Wastewater Loan Payment Fund* - a Revenue Bond will remain in force through the 2022 budget year and has a 2016 principal and interest payment of \$72,220; and a State Revolving Fund loan, initiated in 1995, will remain in force through the 2017 budget year and has a 2016 payment of \$235,000. State Revolving Fund Loan Aeration Phase will remain in force through the 2034 budget year and has a 2016 principal and interest payment of \$43,257, and a Storage Lagoon Reline Design will remain in force through the 2018 budget year and has a 2016 principal and interest payment of \$69,836. Storage Lagoon Construction will remain in force through the 2037 budget year and has a 2016 principal and interest payment of \$260,190.

In addition to the above debt service expenditures, direct costs for scheduled capital improvement projects presently underway, and the direct cost of anticipated future capital improvements, new capital facilities will also incur increases in annual operating and maintenance costs. These are the reoccurring expenses associated with routine operation of capital facilities. The anticipated increase in annual operating and maintenance costs associated with the new capital improvements will initiate in the year of completion of the capital improvement. However, not all capital improvements result in increased operational and maintenance costs. For instance, no additional maintenance and operation costs are incurred through resurfacing of existing streets or replacement of existing water mains since such existing facilities are already in the maintenance and operation program. The most significant maintenance and operation cost increases are associated with expansion of facilities which require concurrent new commitments of personnel, materials, and supplies to maintain and operate new infrastructure at adopted level of service standards (i.e., the extensions of streets and utilities into new subdivisions, addition of new parks, expansion of sewer treatment facilities, new wells or water storage facilities, etc.).

Between 2015 and 2016, the on-going revenue sources in the various budget accounts and the maintenance and operation expenses in the same budget accounts have tended to rise proportionally. It is anticipated that this trend will continue in future years, thereby ensuring the City will have enough revenue to cover these expenses. Nevertheless, it is important to evaluate the cost effectiveness of operating future capital projects. The following table looks at budgetary fund accounts that involve maintenance and operation, combines revenue and expenditure projections, and includes increases attributable to new capital improvements. Anticipated capital improvements over \$10,000 are included, and potential external income is also suggested, thus allowing the City to judge, by these projections, what anticipated capital improvements can be reasonably funded by the City via these accounts, what projects may need to be deferred, and to what degree grants, loans, or bonds will need to be sought to fund proposed improvements.

Table 11-5: 2016 – 2021 Municipal Revenue/Expense Projections Affecting Capital Improvement Maintenance/Operation and Future Capital Improvement Funding

Fund/Explanation	In Thousands of Dollars					
	2016	2017	2018	2019	2020	2021
General Fund						
Beginning Balance	285.0	385.4	349.5	330.4	329.0	346.3
Customary Revenues	1,858.5	1,757.3	1,810.0	1,864.3	1,920.3	1,977.9
M & O Expenditures	1,758.1	1,793.3	1,829.1	1,865.7	1,903.0	1,941.1
Street Fund (Including Arterials)						
Beginning Balance	151.6	156.8	120.7	90.6	66.6	49.3
Customary Revenues	754.8	664.1	684.0	704.6	725.7	747.5
Grant Revenues	6.7	23.8	609.4	545.0	-	-
M & O Expenditures	736.1	700.2	714.2	728.5	743.1	757.9
Debt Service Payments	-	-	-	-	-	-
Cap. Imp. Expenditures	20.1	23.8	609.4	545.0	-	-
Ending Balance	156.8	120.7	90.5	66.6	49.3	38.9
Water Fund						
Beginning Balance	470.8	497.2	516.2	478.3	453.8	389.2
Customary Revenues	783.2	934.5	953.2	972.2	991.7	1,011.5
Grant Revenues	-	-	-	-	-	-
M & O Expenditures	342.4	651.8	658.3	664.9	671.5	678.3
Cap. Imp. Expenditures	-	50.0	120.0	120.0	120.0	120.0
Debt Service Payments	214.5	213.6	212.7	211.9	264.7	415.8
Ending Balance	497.2	516.2	458.3	453.8	389.2	186.6
Water Improvement Fund (also for capital improvements)						
Beginning Balance	227.7	188.0	198.0	291.6	291.6	309.6
Customary Revenues	145.8	140.0	126.0	128.0	120.0	135.0
Grant Revenues	-	-	367.6	-	-	-

Fund/Explanation	In Thousands of Dollars					
	2016	2017	2018	2019	2020	2021
Cap. Imp. Expenditures	185.4	130.0	400.0	120.0	120.0	120.0
Ending Balance	188.0	198.0	291.6	299.6	309.6	324.6
Wastewater Fund						
Beginning Balance	579.7	720.5	829.0	938.5	922.2	821.5
Customary Revenues	965.8	1,149.1	1,172.0	1,195.5	1,219.4	1,243.8
Grant Revenues	7,017.8	3,552.0	-	-	300.0	-
M & O Expenditures	539.0	722.0	729.2	736.4	743.8	751.2
Cap. Imp. Expenditures	6,925.8	3,425.0	100.0	110.0	420.0	130.0
Transfer to Loan Repayment Fund	378.0	445.7	233.4	365.4	457.3	458.9
Ending Balance	720.5	829.0	938.5	922.2	820.5	724.2
Wastewater Improvement Fund (also for capital improvements)						
Beginning Balance	109.3	145.1	197.1	297.1	407.1	527.1
Customary Revenues	35.8	52.0	100.0	110.0	12.0	130.0
Ending Balance	145.1	197.1	297.1	407.1	527.1	657.1
Wastewater Loan Payment Fund (all wastewater debt service)						
Beginning Balance	192.2	192.9	175.1	180.1	183.1	185.0
Customary Revenues	-	-	-	-	-	-
Transfer from Wastewater Fund	378.0	446.6	240.0	370.0	460.0	460.0
Debt Service Payments	377.2	464.3	235.0	367.0	458.0	459.0
Ending Balance	192.9	175.1	180.1	183.1	185.1	186.1

Source: City of Deer Park

The Capital Improvement Program, the projection of probable revenues, and the projection of probable maintenance/operation and capital improvement expenses all contained in this Capital Facilities Element, provide a realistic projection of the City's funding capabilities, plus they afford the City with an opportunity to weigh its funding choices in terms of municipal revenues versus grant/loan funding mechanisms for capital improvements, and they further ensure that public facilities and services will be maintained at acceptable levels of service.

11.15 Capital Facility Funding

To ensure that the City is using the most effective means of collecting revenue, the City inventoried the various sources of funding currently available. Financial regulations and available mechanisms are subject to change. Moreover, changing market conditions can influence local choices for funding options. Therefore, the City should periodically review the impact and appropriateness of its financing system. The following list of sources includes all major financial resources available and is not limited to those sources that are currently in use or will be used in the Six-Year Capital Improvement Program. Financial resource categories include debt financing, local single and multi-purpose levies, local non-levy financing mechanisms, State grants and loans, and Federal grants and loans.

11.15.1 Debt Financing

Short-Term Borrowing -- The high cost of some capital improvements require local governments to occasionally use short-term financing through local banks.

Revenue Bonds -- Bonds financed directly by those benefiting from the capital improvement, and used to finance publicly-owned facilities (i.e., water and sanitary sewer systems). Fees charged to facility users are employed to retire the debt, so the improvements are self-supporting. Interest rates tend to be higher than for general obligation bonds, and bond issuance may be approved without a voter referendum.

General Obligation Bonds -- Bonds backed by the value of property within the jurisdiction. Bonds initiated by the Council do not increase property taxes and are repaid from general revenue sources, whereas bonds approved by voters increase the property tax rate and dedicate the increased tax revenue to repay the bonds. General obligation bonds are used to finance projects that benefit the community as a whole.

Industrial Revenue Bonds -- Bonds issued by local government, but assumed by companies or industries that use the revenue for construction of plants or facilities. These bonds are attractive to industry because they carry comparatively low interest rates due to their tax-exempt status, and the advantage to local government is that the private sector is responsible for retirement of the debt.

11.15.2 Local Levies

Ad Valorem Property Tax -- Tax rate in mills (1/10 cent per dollar of taxable value). Deer Park may levy up to \$3.375 per \$1,000 of assessed valuation for general governmental services, subject to two (2) limitations: a. State law limits growth of regular property taxes to six (6) percent per year, after adjustments for new construction and annexation, and if the assessed valuation increases by more than six (6) percent through reevaluation, the levy rate will be decreased; and b. State law limits the total regular property taxes to one (1) percent of assessed valuation or \$10 per \$1,000 of assessed valuation, so if the taxes of all districts exceed this amount, each is proportionately reduced until the total is at or below the one (1) percent limit. Revenue may be used for new capital facilities, or maintenance and operation of existing facilities.

Business and Occupation Tax -- Tax of not more than 0.2 percent of the gross value of business activity on the gross or net income of businesses, and assessment or increase of the tax requires voter approval. Revenue may be used for new capital facilities, or maintenance and operation of existing facilities.

Local Option Sales Tax -- Retail sale and use tax of up to one (1) percent. Revenue may be used for new capital facilities, or maintenance and operation of existing facilities.

Motor Vehicle Excise Tax -- Annual excise tax divided between Cities, County, and State. The City is required to spend these revenues for police and fire protection, and the preservation of public health.

Utility Tax -- A local discretion tax up to six (6) percent of gross receipts of electric, gas, telephone, cable television, water, sewer, and storm water utilities. Voter approval is required for an increase above the maximum. Revenue may be used for new capital facilities, or maintenance and operation of existing facilities.

Real Estate Excise Tax -- The State authorized 0.25 percent for capital facilities and the GMA authorized another 0.25 percent for capital facilities. Revenues must be used solely to finance new capital facilities, or maintenance and operation of existing facilities, as specified in the Capital Facilities Plan.

Emergency Medical Services Tax -- A single purpose property tax levy option to fund emergency medical services. Revenue may be used for new capital facilities, or maintenance and operation of existing facilities.

Local Option Fuel Tax -- A County-wide voter approved tax equivalent to ten (10) percent of State-wide Motor Vehicle Fuel Tax and a special fuel tax of 2.3 cents per gallon. Revenue is distributed to local jurisdictions on a weighed per capita basis. Revenues must be used for street construction, maintenance, and operation, for policing of local streets, or other highway related activities.

Motor Vehicle Fuel Tax -- See description in the Transportation Element.

11.15.3 Local Non-Levy Financing Mechanisms

Reserve Funds -- Revenue accumulated in advance and earmarked for capital improvements (i.e., surplus revenues, funds in depreciation reserves, or funds resulting from the sale of capital assets).

Fines, Forfeitures, and Charges for Services -- Various administrative fees and user charges for services and facilities operated by the jurisdiction (i.e., franchise fees, sales of public documents, property appraisal fees, fines, forfeitures, licenses, permits, income received as interest from various funds, sale of public property, rental income, and private contributions to the jurisdiction). Revenues from these sources may be restricted in use.

User Fees, Program Fees, and Tipping Fees -- Fees or charges for using park and recreational facilities, water or sewer services, etc. Fees may be based on a measure of usage, a flat rate, or design features. Revenue may be used for new capital facilities, or maintenance and operation of existing facilities.

Street Utility Charge -- See description in the Transportation Element.

Special Assessment District -- Special assessments levied against those who directly benefit from a new service or facility, including Local Improvement Districts, Road Improvement Districts, Utility Improvement Districts, and the collection of development fees. Funds must be used solely to finance the purpose for which the special assessment district was created.

Special Purpose District -- A district created to provide a specific service and often encompassing more than one (1) jurisdiction (i.e., fire districts, library districts, etc.). Such districts have authority to impose levies or charges and funds must be used solely to finance the purpose for which the special purpose district was created.

Lease Agreements -- Agreement allowing the procurement of a capital facility through lease payments to the facility's owner. Several lease arrangement methods can be used. For example, under a lease-purchase, the capital facility is built by the private sector and leased back to the local government. At the end of the lease, the facility may be turned over to the municipality without any further payments (i.e., construction costs plus interest have been paid).

Privatization -- This involves the provision of a public service by the private sector and many arrangements are possible ranging from a totally private venture (i.e., solid waste collection and recycling), to systems of public/private partnerships, including industrial revenue bonds.

Impact Fees -- Fees paid by new development based upon its impact to the delivery of services. Impact fees must be used for capital facilities needed by growth, not for current deficiencies in levels of service, and cannot be used for operating expenses. These fees must be equitably allocated to the specific entities that will directly benefit from the capital improvement, and the charge must fairly reflect the true cost of these improvements. Impact fees may be imposed for public streets, public park and recreation facilities, and public schools (fire protection only in jurisdictions that are not part of a fire district).

Dedications and Extractions; Private Initiatives; Negotiated Agreements; and Latecomer Agreements -- See descriptions in the Transportation Element.

11.15.4 State Grants and Loans

Community Development Block Grant -- Funds available for public facilities, economic development, housing, and infrastructure projects which benefit low and moderate income households. Revenue is restricted in the type of project and may not be used for maintenance and operations.

Community Economic Revitalization Board -- Low interest loans and occasional grants to finance infrastructure projects for specific private sector developments which result in developments or expansions in manufacturing and business that support the trading of goods and services outside of the State's borders, and which create or retain jobs. Revenue is restricted in the type of project and may not be used for maintenance and operations.

Public Works Trust Fund -- Low interest loans to finance capital facility construction, public works emergency planning, and capital improvement planning. The jurisdiction must have a capital facilities plan in place and must be levying the original 1/4 percent real estate excise tax to be eligible. Loans require local matching funds generated from local revenues or State shared entitlement revenues. The loan may be used for new capital facilities, or maintenance and operation of existing facilities.

State Parks and Recreation Commission Grants -- Grants for parks capital facilities acquisition and construction. Grants require local matching funds.

Centennial Clean Water Fund -- Grants and loans for the design, acquisition, construction, and improvement of water pollution control facilities and related activities to meet State and Federal water pollution control requirements. Use of funds is limited to planning, design, and construction of water pollution control facilities, storm water management, ground water protection, and related projects.

Water Pollution Control State Revolving Fund -- Low interest loans and loan guarantees for water pollution control projects. The jurisdiction must demonstrate water quality need, have a facility plan for treatment works, and show a dedicated source of funding for repayment.

Urban Arterial Trust Account; and Transportation Improvement Account -- See descriptions in the Transportation Element.

11.15.5 Federal Grants and Loans

Rural Economic and Community Development (formerly Farmers Home Administration Water Project Support) -- Funding through grants, loans, and loan guarantees for water projects in small to modest sized communities. Funds must be used for capital facilities construction and related costs or projects that serve residents in cities of less than 10,000 people. Local matching funds are required.

Department of Health Water Systems Support -- Grants for upgrading existing water systems, ensuring effective management, and achieving maximum conservation of safe drinking water. Local matching funds are required.

Federal Aid Bridge Replacement Program; Federal Aid Urban System; Federal Aid Safety Program; Federal Aid Emergency Relief; and Intermodal Surface Transportation Efficiency Act (ISTEA) -- See descriptions in the Transportation Element.

11.16 Mechanisms to Provide Capital Facilities

In order to realistically project available revenues and expected expenditures on capital facilities, Deer Park must consider all current policies that influence funding choice decisions together with policies affecting the City's public facilities obligations. Such policies, together with the goals and policies articulated in the other Comprehensive Plan Elements, have provided the basis for funding scenarios that

were refined into the Six-Year Capital Improvement Program that reflects known and committed financial resources. Being an on-going, dynamic process, the CIP will be updated, extended, and recommitted for funding on an annual basis. As the community grows and evolves, funding mechanisms must be constantly reevaluated to ensure that the City maintains efficient and cost-effective capital improvement strategies. New revenue sources must be actively sought, and the impact of increasing taxing rates must be taken into consideration during each budgetary cycle.

User charges and connection fees are designed to recoup the costs of public facilities or services by charging those who benefit from such services. As a tool for affecting the pace and pattern of future development, user fees may be designed to vary for the quantity and location of the service provided. Thus, charges could be greater for providing services further distances from the central urban area.

Dedications, extractions, and in lieu fees are additional tools which may be used to direct growth. As part of the project approval process for new developments, on-site and off-site dedications and/or improvements for public purposes can be required of the developer. If a project site is too small or because of topographical conditions a dedication or improvement cannot reasonably be required, the jurisdiction may require payment of an equivalent in lieu fee. The provision of public services through new development dedications, extractions, and in lieu fees not only make it more feasible to serve the new development, but may also make it more feasible to provide public facilities and services to adjacent areas.

A negotiated agreement, whereby the community and a developer negotiate a mutually acceptable agreement to mitigate the impacts of a proposed development as part of the project approval process, is another means of achieving capital improvement objectives. Such agreements are enforceable by the local jurisdiction and typically require lower administrative and enforcement costs than impact fees. Yet another tool is a latecomer agreement, whereby a new development pays the cost of capital improvements, and subsequent new development, which benefits from the improvements made by the earlier project, then reimburses the original developer for its proportionate share of the improvements previously made.

Washington State law generally permits a jurisdiction to issue general obligation bond debt equal to 1.75 percent of its taxable property assessed valuation without voter approval. With a 60 percent majority vote of local citizens, a community may assume an additional general obligation bonded debt of 0.75 percent, bringing the total for general purposes up to a maximum of 2.5 percent of its assessed valuation. With voter approval for the purpose of supplying municipally owned water or sewer service, a community may incur an additional 2.5 percent of general obligation bond debt. Again with voter approval, for the purpose of public parks and open spaces, a community may incur an additional 2.5 percent of general obligation bond debt. The maximum general obligation bonded debt cannot exceed 7.5 percent of the taxable property assessed valuation.

Using Deer Park's 2015 taxable value established by the County Assessor of \$253,879,519, the City could incur up to \$2,488,383 of general obligation bond debt without voter approval, an additional \$2,538,795 with voter approval, an additional \$6,346,988 for water and sewer systems with voter approval, and an additional \$6,346,988 for parks and recreation with voter approval.

Unlike general obligation bonds, municipal revenue bonds are not subject to a limitation on the maximum amount of debt that can be incurred. These bonds have no direct effect on the City's tax revenues because they are repaid from revenues derived from the sale of services. The City has maintained a conservative

posture regarding the acceptable level of debt and how that debt will be measured. Should the City entertain additional bond debt financing, it will rely on its conservative fiscal policies, the proposed method of repayment, and market conditions at the time, in order to determine the appropriateness of issuing bonds.

11.17 Obligation to Provide Capital Facilities

Local goals and policies, as described in the other Comprehensive Plan Elements are used to guide the location and timing of development. However, many local decisions are influenced by other agencies, special districts, and utilities that providing public facilities within Deer Park. The planned capacity of public facilities operated by other agencies must be considered when making development decisions. Coordination with other entities is essential for both the location and timing of public services, and for the financing of such services. The City's plan for working with its electric, natural gas, telecommunications, and solid waste providers is detailed in the Utilities Element, and includes policies for sharing information and a procedure for extending services to new construction in a timely manner. In terms of the Deer Park School District, and intergovernmental service providers (law enforcement, fire protection, library), the polices detailed in this Capital Facilities Element express the City's intent to exchange information with these entities and provide them with the assistance they need to ensure that their public services are available and that the quality of their services is maintained.

Level of service standards are an indicator of the extent or quality of service provided by a public service or facility that are related to the operational characteristics of the service or facility. They are a summary of existing or desired public service/facility conditions. The process of establishing level of service standards requires the City to make quality of service decisions explicit. The types of public services for which the City has adopted level of service standards (i.e., streets, water, sewer, parks) will ensure that proper service levels are maintained and impacts of new development will be mitigated in a timely manner. Level of service standards will influence the timing and location of development by clarifying which locations have excess capacity that may easily support new development, and by delaying new development until it is feasible to provide the needed public facilities. In addition, to avoid over extending public facilities, the provision of public services may be phased over time to ensure that new development and projected public revenues keep pace with public planning.

The Urban Growth Area (UGA) boundary was selected in order to ensure that urban services will be available to all development. The UGA considers existing infrastructure and services, existing development patterns, and environmental constraints. When annexations and urban growth are proposed in the UGA, municipal and other urban services will be extended to serve new urban growth (i.e., streets, water and sewer services, electricity and natural gas, etc.). Therefore, prior to approval of new development within the UGA, the City should review the Six-Year Capital Improvement Program, the goals and policies of this Element, and the concurrency guidelines of the Comprehensive Plan, so as to ensure that financial resources exist to provide the services to support such new development and to further ensure that adopted levels of service are maintained in conjunction with new development.

11.18 Methods for Addressing Shortfalls

Deer Park will not be able to finance all proposed capital facility projects. Hence, available options for addressing shortfalls must be identified. In deciding how to address a particular shortfall, the City will need to consider system-wide needs as well as the individual capital facility project, and must balance equity and efficiency considerations in its determination. When evaluation of a particular project identifies a shortfall, the following options are available:

- Increase revenue
- Decrease affected level of service standards
- Decrease the cost of the capital facility
- Decrease the demand for the public service or facility

11.19 Capital Improvement Program Monitoring and Evaluation

The Six-Year Capital Improvement Program (CIP) is the mechanism by which the City can stage the timing, location, projected cost, and revenue sources for the capital improvements identified for implementation. The CIP is feasible within the projected revenues discussed herein. Top priority is generally given to projects which correct existing deficiencies, those required for facility replacement, and those needed for future growth, respectively. This Element will be annually reviewed and updated to verify that fiscal resources are available to provide public facilities needed to support adopted level of service standards and measurable objectives. The review will include an examination of the following considerations in order to determine their continued applicability and suitability:

1. Corrections, updates, and modifications concerning costs; revenue sources; anticipated construction timing; and acceptance of facilities pursuant to dedications/ improvements consistent with this and other Comprehensive Plan Elements;
2. The Capital Facilities Element's continued consistency with other Comprehensive Plan Elements and its support of the Land Use Element;
3. The priority assignment of existing public facility deficiencies and the City's progress in meeting those needs determined to be existing deficiencies;
4. The criteria used to evaluate capital improvement projects in order to ensure that projects are being ranked in their appropriate order of priority;
5. Municipal effectiveness in maintaining adopted level of service standards and achieving measurable objectives;
6. The effectiveness of non-revenue tools (dedications, extractions, in lieu fees, etc.) for assessing new development the improvement costs which it generates;
7. Efforts made to secure grants or private funds, whenever available, to finance the provision of capital improvements;
8. Criteria used to evaluate proposed Comprehensive Plan amendments and requests for new development or redevelopment;
9. Capital improvements needed beyond the current Six-Year CIP to maintain and annually update and extend the CIP; and
10. Concurrency status.

CHAPTER 12. THE SHORELINE MASTER PROGRAM ELEMENT

12.1 State Law Guidelines

Changes to State regulations, promulgated in 1995, require that local and regional shoreline master programs be encompassed within the Comprehensive Plans and development regulations of local jurisdictions. Pursuant to Revised Code of Washington (RCW) Section 36.70A.480 and Washington Administrative Code (WAC) Section 173-26-020(9), "...the goals and policies of a shoreline master program for a county or city ... shall be considered an element of the county or city's comprehensive plan. All other portions of the shoreline master program for a county or city ..., including use regulations, shall be considered a part of the county or city's development regulations..."

12.2 Spokane County Shoreline Program Applicability to Deer Park's Urban Growth Area



The RCW definition of shorelines, and the Spokane County Shoreline Program definitions applicable locally, are discussed on page I-15 of this GMA Implementation Program document. Spokane County and its affected municipalities adopted the Spokane County Shoreline Program in the 1970s. Deer Park was not impacted at that time because it did not contain any water features that fell under the jurisdiction of the Spokane County Shoreline Program. However, if Deer Park were to annex into its Urban Growth Area in the vicinity of Dragoon Lake, the City would fall under the jurisdiction of the Spokane County Shoreline Program and would be required to encompass the Spokane County Shoreline Program within

the Comprehensive Plan and local development regulations. Since Dragoon Lake falls within Deer Park's Urban Growth Area, it is prudent to implement State law changes regarding integration of the shoreline master program into the Comprehensive Plan. Therefore, the Spokane County Shoreline Program is incorporated by reference into this Comprehensive Plan for the City of Deer Park.

12.3 Spokane County Shoreline Program Goals and Policies

The adopted Spokane County Shoreline Program includes the following goals and policies that apply to Deer Park's Urban Growth Area in the vicinity of Dragoon Lake:

- **Goal No. 1. Limit economic development in shoreline areas to those activities which depend on access to water and to locations which are environmentally suitable for development.**

Policies:

- 1-1 The location of economic development activities should be appropriate in relation to other land uses and the biophysical capabilities of the shorelines.

1-2 Access and utilities should be designed to protect the visual quality and water quality of the shoreline area.

- **Goal No. 2. Provide reasonable and adequate public access, both physical and visual, to the publicly owned shorelines of Spokane County while providing for the protection of the natural environment and private property rights.**

Policies:

2-1 Visual access to water is an important public value and should be preserved and increased.

2-2 Except for carefully designed access points, roads and vehicles should be kept as far from shorelines as feasible.

2-3 Where access to the water's edge by motor vehicles is necessary, parking areas should be kept as far from the shorelines as possible.

2-4 Access design and spacing of access points should be based on the biophysical capabilities of the shoreline features and should protect fragile shoreline elements.

- **Goal No. 3. Provide a safe, convenient circulation system which will minimize disruption to the shoreline environment.**

Policies:

3-1 All circulation elements should be designed to minimize conflict between modes of travel, particularly between recreation and through traffic, and between auto, bicycle, and foot traffic.

3-2 Circulation elements should be adapted to the biophysical capabilities of the shoreline area.

3-3 Corridors for transportation and utilities should be combined where possible.

3-4 Motorized vehicular circulation systems should be located as far from the shoreline as physically feasible.

3-5 Vehicular circulation facilities should be on the upland side of development whenever physically feasible.

3-6 Bike paths, foot paths, and bridal paths should be encouraged.

- **Goal No. 4. Increase and diversify recreational opportunities on the shorelines of Spokane County.**

Policies:

4-1 Encourage appropriate public agencies to preserve shorelines for public use and to dedicate or transfer appropriate shoreline land for recreational uses.

4-2 Both passive and active recreation should be encouraged for appropriate shorelines.

4-3 Recreational uses should be consistent with the ability of the shoreline resources to support such uses.

- **Goal No. 5. Assure that land uses in the shoreline area are either water-dependent or water-related, and are compatible with adjacent land uses.**

Policies:

- 5-1 Shoreline uses should consider the environmental impact of their location and design.
- 5-2 All existing and proposed development should be provided with a full range of utility services adequate to serve the proposal and protect against hazards to the public and the physical environment.
- 5-3 Adverse changes to the existing shorelines and interference with the public's use of publicly owned water bodies and shoreline areas should be minimized or prevented.

- **Goal No. 6. Preserve for the future those resources, including the unique, fragile and scenic qualities of the shoreline, which cannot be replaced, and provide for the conservation and restoration of renewable resources.**

Policies:

- 6-1 Open spaces and natural and semi-natural areas should be preserved.
- 6-2 Scientific studies to identify the unique and fragile qualities of shoreline resources should be supported.
- 6-3 Unique areas and fragile streams, swamps, and wetlands should be identified and designated for preservation.
- 6-4 Public and private efforts to protect and provide for wild, aquatic and botanical life, without interfering in existing activities or rights of private property, should be encouraged and supported.

- **Goal No. 7. Identify, protect, preserve, acquire, and restore shoreline buildings or sites which have cultural, historic, educational, or scientific values.**

Policies:

- 7-1 Action should be taken to identify, preserve, and restore buildings, sites or areas which have cultural, historical, educational or scientific significance.
- 7-2 Public acquisition through gifts, bequests, or donations of buildings or sites having cultural, scientific, educational, or historical value should be encouraged.
- 7-3 Development on sites identified as having historical, cultural, or scientific value should include provisions for the protection or restoration thereof.

In addition, the Spokane County Shoreline Program section which includes the afore-mentioned goals and policies, also includes the following State goals, found in RCW Section 90.58.020, and elaborative local direction thereon:

- State Goal: Recognize and protect statewide interest over local interest.

Local Direction: Protect the primacy of the public interest in water bodies which belong to the public. On shorelines of statewide significance, protect the statewide over local interest.

- **State Goal:** Preserve the natural character of the shoreline.
Local Direction: Prevent the degradation of the physical features of the shorelines and the quality of the water.
- **State Goal:** Result in long-term over short-term benefit.
Local Direction: In assessing the effects of proposals, give priority to long-term over short-term costs, economic and others, and benefits, including the costs of environmental degradation.
- **State Goal:** Protect the resources and ecology of shorelines.
Local Direction: Protect and enhance the natural physical features of shorelines and the ecological interrelationships of natural features.
- **State Goal:** Increase public access to publicly owned areas of shorelines.
Local Direction: Improve and increase public access, including visual access, to publicly owned water bodies and shoreline areas without damage to private property rights.
- **State Goal:** Increase recreational opportunities for the public on the shorelines.
Local Direction: Encourage the development of public and private recreational facilities to satisfy the public demand for water oriented recreation.

The Spokane County Shoreline Program also broadly outlines policies for the local regulation of land uses and other activities in the vicinity of shoreline areas. Topics covered include: agriculture, aquaculture, forest management practices, commercial development, marinas, mining, signs and outdoor advertising, residential development, utilities, water-related industry, solid waste disposal, roads/railroads/bridges, archaeological areas/historical sites, recreation, landfill, dredging, bulkheads, piers/docks, and shoreline protection. For the text of these broadly outlined regulatory policies, please refer to specific topics of interest within the body of the Spokane County Shoreline Program.

12.4 Land Use Element and Shoreline Program Consistency

Within Deer Park's Urban Growth Area, the Shoreline Program designation for Dragoon Lake is predominantly "conservancy" and the extreme northwest end of Dragoon Lake, which may or may not fall within Deer Park's Urban Growth Area, is designated as "natural". These terms are more specifically defined within the text of the Spokane County Shoreline Program.

The area in question is designated "light industrial" on the Land Use Element's "Future Land Use Plan" map for two (2) reasons: 1) most of the area was previously utilized as a mill site (since abandoned); and 2) most is zoned for industrial activities under current unincorporated County zoning. Should Deer Park annex in this vicinity, it is intended that the City honor prior usage and County zoning.

The "Future Land Use Plan" map designation is consistent with the 2013 Spokane County Shoreline Program in that it is intended by the Land Use Element that such Element, and its companion/complimentary zoning regulations, work hand-in-hand with the Shoreline Program and the Critical Areas Ordinance. The City of Deer Park has implemented the Spokane County Shoreline Program by reference in the Critical Areas Ordinance. Any proposed development or land use changes at or near Dragoon Lake will need to be consistent with the regulations adopted in the Shoreline Program.

CHAPTER 13. ESSENTIAL FACILITIES SITING

13.1 Growth Management Act Guidelines

The GMA, in Revised Code of Washington (RCW) Section 36.70A.200, requires that each Comprehensive Plan include a process for identifying and siting essential public facilities, and defines such facilities as those which are typically difficult to site, such as airports, state education facilities, state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and in-patient facilities (substance abuse, mental health, group homes, etc.). Local plans and regulations may not preclude siting of essential public facilities.

Washington Administrative Code (WAC) Section 365-190-340(2) sets forth the following procedural criteria for siting of essential public facilities:

“(a) Identifying facilities.

(i) In the identification of essential public facilities, the broadest view should be taken of what constitutes a public facility, involving the full range of services to the public provided by government, substantially funded by government, contracted for by government, or provided by private entities subject to public service obligations.”

“(ii) The comprehensive plans should contain local criteria for the identification of essential public facilities, focusing on the public need for the services involved. There are three sources from which local lists of essential public facilities should be drawn. (A) The state list. This is the list of essential state public facilities that are required or likely to be built within the next six years maintained by the office of financial management. (B) The countywide list. This is a list of essential public facilities of a countywide or regional nature, made part of or pursuant to the countywide planning policies adopted by counties in consultation with cities. (C) The city or county list. This is a list of locally essential facilities, adopted by each planning jurisdiction. It is irrelevant to this listing that a facility may be funded by or operated by the state or another public or private entity other than the planning jurisdiction. The critical concern is that the facility be needed locally.”

“(iii) Not all essential public facilities are always difficult to site. Conversely, sometimes essential public facilities of a type usually easy to site will present siting difficulties. The initial step in the siting process should be a determination as a threshold matter of whether the essential public facility in question presents siting difficulties. (A) If the facility does not present siting difficulties, it should be relegated to the normal siting process otherwise applicable to a facility of its type. (B) If the facility does present siting difficulties, it should be subjected to the siting process called for below.”

“(b) Siting process.

(i) The comprehensive plan should describe the components of a siting process for essential public facilities which are difficult to site to be implemented on a case-by-case basis through development regulations.”

“(ii) The process should provide for a cooperative interjurisdictional approach to siting of essential public facilities of a county-wide, regional, or state-wide nature, consistent with county-wide planning policies.”

“(iii) Agreements among jurisdictions should be sought to mitigate any disproportionate financial burden which may fall on the jurisdiction which becomes the site of a facility of a state-wide, regional, or county-wide nature.”

“(iv) Where essential public facilities may be provided by special districts, the plans under which those districts operate must be consistent with the comprehensive plan of the city or county. Cities and counties should adopt provisions for consultation to ensure that such districts exercise their powers in a way that does not conflict with the relevant comprehensive plan.”

“(v) The siting process should take into consideration the need for county-wide, regional, or state-wide uniformity in connection with the kind of facility under review.”

“(vi) The siting process should include criteria which address the issues which make essential public facilities difficult to site, and involve a public participation component. Consideration should be given to the extent to which design conditions can be used to make a facility compatible with its surroundings, and to adoption of provisions for amenities or incentives for neighborhoods or jurisdictions in which facilities are sited.”

“(c) No preclusion. While it is clear that essential public facilities of a county-wide or state-wide nature will not be sited within the jurisdictional boundaries of every jurisdiction planning under the act, no comprehensive plan may directly or indirectly preclude the siting of essential public facilities. Provision therefore should be made to establish a general use category which will provide for the siting of such facilities, should the occasion arise.”

13.2 Countywide Planning Policies

Policy Topic No. 6 in the County-wide Planning Policies specifically addresses the siting of capital facilities of a County-wide or State-wide nature. The following policies provide direction to local jurisdictions:

1. Each jurisdiction should encourage regional institutional facilities to prepare a master plan to be adopted as an amendment to the jurisdiction’s comprehensive plan. Preparation of the master plan should include a public participation process and the plan should be compatible and consistent with the jurisdiction’s comprehensive plan.
2. Locate essential public facilities based on respective siting and service delivery criteria regardless of Urban Growth Area (UGA) boundaries. The criteria shall be identified or established by the Steering Committee, subsequently incorporated into each jurisdiction’s comprehensive plan, and should include but not be limited to: a. a definition of these facilities; b. an inventory of existing and future facilities; c. a public involvement strategy; d. Community-wide distribution or fair share of sites; and e. Other considerations such as: assurance that the environment and public health and safety are protected; transportation needs and services; availability of supporting public facilities and public services; availability of alternative sites; and site design.
3. The Steering Committee shall implement a process for the equitable distribution of essential public facilities among jurisdictions. Each jurisdiction shall make physical and/or financial provisions in its comprehensive plan for essential public facilities consistent with the Steering Committee’s distribution.
4. Each jurisdiction should identify, in its comprehensive plan, protective measures to prevent incompatible land uses from encroaching upon essential public facilities.
5. Each jurisdiction’s comprehensive plan shall identify those specific local facilities which are essential public facilities. The comprehensive plan shall also identify public funding priorities for

these facilities to better recognize the significance of each facility's service(s) and its relationship to the local area's growth and development.

13.3 Siting of Essential Facilities Program Adopted by the Steering Committee

The following recommendations were made by the Steering Committee for inclusion in the Countywide Comprehensive Plan.

13.3.1 Equitable Distribution Philosophy

"The procedural process for siting essential public facilities shall be consistent within all Spokane County jurisdictions including common siting criteria and development regulations. Consistent siting criteria and development regulations will ensure: (1) no jurisdiction will be viewed by virtue of the siting process or review criteria more or less favorably than another with regard to locating a particular essential public facility; (2) service providers are able to locate to meet their client's needs; and (3) will provide project developers predictability of development regulations when selecting and developing sites."

13.3.2 Clarification of Definitions

The term essential public facilities "...does not include utilities, as defined in the County-wide Planning Policies. Siting issues concerning utilities shall be addressed within each jurisdiction's comprehensive plan." The term public service obligation means "...an obligation imposed by law on service providers to furnish facilities and/or supply services to all who may apply for and be reasonably entitled to service."

13.3.3 Characteristics Making Essential Facilities Difficult to Site

The Steering Committee identified the following characteristics which can make essential facilities difficult to site: "noise, increase in traffic, availability of utilities, safety, parking, risk of disaster, stimulus to changing character, change in type of traffic, air pollution, perceived decline in property values, groundwater contamination, cost of closure, air traffic, hours of operation, hazardous materials, odor, litter, lighting, periodic high use, encroachment on other land uses."

13.3.4 The Model Siting Process

"The model siting process ... provides for an interjurisdictional approach for locating essential public facilities of a state-wide and regional/county-wide nature. The procedure identifies a seven step, case-by-case, project review process that each Spokane County jurisdiction should adopt as part of their individual comprehensive land use plan. The adoption of this ... process by all ... jurisdictions will ensure essential public facilities will be reviewed in an equitable manner from one... jurisdiction to the next and will provide general consistency among the jurisdictions when developing specific measures for meeting the goals of the GMA, County-wide Planning Policies and the model siting process."

Step One. If, by definition, or by the lack of perceived characteristics presenting siting difficulty, a facility does not qualify for the process identified herein, the normal siting process, as set forth in the local jurisdiction's Comprehensive Plan, shall apply to the facility. If the facility cannot conform to the aforementioned exceptions, it shall be subject to the model siting process.

Step Two. This step involves identifying the facility as being one of Statewide, regional/Countywide, or local importance. Essential facilities of a statewide nature, such as freeways, State highways, and State higher education campuses, serve multiple jurisdictions. For Spokane County's purposes, the regional/County-wide facility identification criteria involve service benefits to two (2) or more jurisdictions and includes such facilities as general aviation airports, the regional transportation

system, regional solid waste and/or sewage treatment facilities, inpatient hospitals, treatment centers, the community college system, and entertainment facilities (including broadcast towers). For defining essential facilities of a local nature (i.e., a single jurisdiction), the Steering Committee suggests the following: (1) that facilities affect only property or residents within the jurisdiction in question; (2) the local Comprehensive Plan should provide for locally “essential” facilities such as branch libraries, fire stations, and local schools; and (3) that reasons for adding a particular facility to the “essential” list should be locally documented. The Steering Committee also seeks “relative consistency” amongst jurisdictions in identifying such facilities so as to “...avoid forcing the siting of a particular facility in one jurisdiction or another and to assist in meeting service providers’ permitting needs”.

Further Step Two guidance includes: “...the project applicant should identify the approximate geographic area within which the proposed project could potentially have adverse impacts ... (and) ... identify the approximate geographic area in which citizens will benefit from the service/facility being proposed.”

The remaining steps only apply when proposals are determined to be of State-wide or regional/County-wide significance (unless local projects have been appropriately added because of documented siting difficulty constraints):

Step Three. This step involves the level of public participation involved in the siting process. The guidelines direct jurisdictions to take into consideration the “...nature of the factors making the facility difficult to site ... when determining the appropriate level and type of citizen participation...” It further recommends that applicants “...initiate a citizen participation program prior to final site selection ... (including) ... community involvement in the screening process for the identification of alternative sites most suitable...” This step recommends citizen input into “...site design, environmental impacts, building design, and administration of state contract services...”, as well as in the matter of site selection. This step also admonishes that the applicant’s portion of the process “...be documented and the documentation provided to the reviewing jurisdiction.” In cases where no public “resistance” is found, such projects are advised to follow normal processing procedures pursuant to local Comprehensive Plans and development regulations otherwise applicable to such facilities.

Step Four. This step deals with the responsibilities of applicants for State-wide and regional/County-wide essential facilities in terms of applicants’ needs to provide supporting documentation and analysis of alternative sites considered for their proposed facility: (1) identify “...the public need for the proposed facility;” (2) explain “...the need for the proposed facility in the proposed location, including a brief explanation describing the process ... (and) ... including public participation used to identify and evaluate alternative sites;” (3) explain “...the site’s relationship to the service area and other similar public facilities within the service area or jurisdiction, whichever is larger;” (4) submit “...an evaluation of the site’s capability of meeting the basic siting criteria for the proposed facility such as availability of alternative sites, assurances that the environment and public health and safety are protected, ability to provide for transportation needs and services, accessibility, availability of supporting public facilities and public services, community-wide distribution of sites, site design, minimum acreage, availability of a labor pool and availability of housing;” and (5) submit “...a general description of the relative environmental, traffic and social impacts associated with the proposed facility at the identified alternative sites which meet the applicant’s basic siting criteria, including existing land use and development in adjacent and surrounding areas, existing comprehensive plan designations for the site and surrounding areas, present and proposed population densities of the

surrounding area, archaeological, cultural and historical sites, effect on open space corridors, effects on natural resource lands and critical areas, spin-off (secondary and tertiary) impacts and effect on the likelihood of associated development being induced by the siting of the facility. The applicant should also identify proposed mitigating measures to alleviate or minimize significant potential environmental impacts including those from closure of or lack of siting a facility;” and (6) “when the essential public facility is being proposed by a special purpose district, the jurisdiction should consider the facility in (the) context of the district’s overall plan and the extent to which the special purpose district’s plan and facility are consistent with each jurisdiction’s comprehensive land use plan...”

Step Five. “The proposed facility should be reviewed for impacts of the facility on regional growth planning concepts such as the urban nature of the facility, existing urban growth near the facility site, compatibility of urban growth with the facility, compatibility of facility siting with respect to Urban Growth Area boundaries, urban sprawl, economic development and affordable housing.”

Step Six. “Proposed essential public facilities should be reviewed for site development criteria including the time required for construction, property acquisition, control of on- and off-site impacts during construction, expediting and streamlining necessary (for) government approvals and permits, if all other criteria have been met.”

Step Seven. “The proposed facility should be reviewed to determine if the financial impact on the jurisdiction can be reduced or avoided. The review should identify potential economic impacts from closure or lack of siting a facility and include mitigation strategies to minimize impacts (i.e., bond or insurance).” This final step further recommends intergovernmental agreements as a means of mitigating any disproportionate financial burden which may fall on a jurisdiction which becomes the site of a facility of State-wide or regional/County-wide significance.

13.3.5 Interjurisdictional Consistency in the Review Process

The previously described process “...provides for a coordinated interjurisdictional approach for locating essential public facilities of a state-wide or regional/county-wide nature. It identifies the general procedural guidelines for reviewing facility proposals that each ... jurisdiction should adopt as part of their comprehensive land use plan.” The Steering Committee also notes that “...the guidelines ... are general in nature and only provide a framework that will require future detail and definition by each ... jurisdiction.”

13.3.6 On-Going Interjurisdictional Review Procedures

The Steering Committee also mentions that “...as each jurisdiction establishes more detailed processes and provisions, interjurisdictional review should be provided.” In particular, the Steering Committee directs the following: “Prior to final public comment opportunities and adoption of any ... jurisdiction’s comprehensive plan or applicable development regulation, said plan and/or development regulation should be provided to all county jurisdictions for review and comment. The reviewing jurisdictions should concentrate on interjurisdictional consistency of the plan and development regulations.” While the Steering Committee’s guidelines recognize that other entities have a responsibility to respond to the requesting jurisdiction in a timely fashion, such responses are required to deal only with the essential public facilities siting issues at hand: i.e., “...the comments provided by the reviewing jurisdictions should be considered when each jurisdiction develops specific project review guidelines and siting criteria needed to carry out the model siting process.”

The Steering Committee's adopted guidelines also note that "...deviations from the regional siting process may be granted only on a case-by-case basis, due to unique circumstances;" and that "...each jurisdiction is to provide for regional consistency among siting procedures for essential public facilities of a state-wide and regional/county-wide nature."

13.3.7 Other Considerations

Lastly, the Steering Committee's report asks each jurisdiction to consider the parameters of RCW Section 36.70A.150, pertaining to "lands useful for public purposes", when developing that portion of each comprehensive plan which addresses essential public facilities. Said RCW section states the following: "...Each county and city ... shall identify lands useful for public purposes such as utility corridors, transportation corridors, landfills, sewage treatment facilities, storm water management facilities, recreation, schools, and other public uses. The county shall work with the state and the cities within its borders to identify areas of shared need for public facilities. The jurisdictions within the county shall prepare a prioritized list of lands necessary for the identified public uses including an estimated date by which the acquisition will be needed. The respective capital acquisition budgets for each jurisdiction shall reflect the jointly agreed upon priorities and time schedule."

13.3.8 Inventories Accompanying the Steering Committee's Guidelines

The Steering Committee's report includes several lists of what facilities are perceived to be State-wide and County-wide "essential facilities" that are difficult to site within Spokane County. In the context of the City of Deer Park, the City's municipal "general aviation" airport is included. In the Countywide list of "adult family homes", two (2) "adult family homes" are mentioned in Deer Park's vicinity: at 2911 West Olson Road (not within Deer Park or its Urban Growth Area), and at 5505 West Enoch Road. In the Countywide list of regionally significant transportation facilities, Highway 395 is included and so is the Burlington Northern Railroad line. The Steering Committee's document also includes the State Office of Financial Management program for the next few years, and there are no State projects contemplated in or near Deer Park.

13.4 Local Essential Public Facilities in Deer Park

The key to whether or not a facility is reviewed through normal site and impact analysis procedures or through the interjurisdictional essential facility siting process is the degree to which it embodies the impacts that can make a project difficult to site ("noise, increase in traffic, availability of utilities, safety, parking, risk of disaster, stimulus to changing character, change in type of traffic, air pollution, perceived decline in property values, groundwater contamination, cost of closure, air traffic, hours of operation, hazardous materials, odor, litter, lighting, periodic high use, encroachment on other land uses"). The degree of public controversy is also a determining factor influencing the manner in which a project is evaluated. Local project assessment procedures in Deer Park already provide for consistency with land use regulations, consistency with the Comprehensive Plan and other plans, compatibility with surrounding land uses, mitigation of identified impacts, and appropriate levels of public participation.

Each future public facility proposal would require an individual "threshold determination" (i.e., "Step One" in the interjurisdictional process) to ascertain whether or not the interjurisdictional review process would be applicable. Further, initial public participation would determine the degree to which a project might be controversial (see "Step Three"). The following projects might fall under normal project review parameters, or they might fall under the interjurisdictional process, depending upon the case-by-case evaluation of the potential impacts which can make projects difficult to site, and public resistance to such projects.

The Deer Park Airport is listed by the Steering Committee as a facility difficult to site, however, it is in municipal ownership and there is ample City property set aside for airport expansion so the airport's growth would not encroach upon other uses. Future plans for the airport are documented in the Airport Master Plan, which is incorporated by reference into the Comprehensive Plan and such "incorporation by reference" includes updates and/or amendments to said Airport Master Plan as may be adopted in the future by the City. The Deer Park Airport is recognized as being an Essential Public Facility (EPF) and goals and policies relative thereto are encompassed within the Land Use, Economic Development, and Transportation Elements of the Comprehensive Plan.

- The improvements to existing runways, taxiways and terminal facilities, as contemplated in the Airport Master Plan, would improve airport services and safety, would not result in inappropriate noise levels from aircraft operation, and would not necessarily contribute to increases in ground or air traffic.
- If the State Department of Natural Resources were to add to its office space, if the County Library District were to build a new library, if Fire District No. 4 were to build a new station, if the County Sheriff were to build a new substation, etc., such new facilities may or may not involve increases in noise and/or local traffic.
- If Deer Park School District No. 414 were to propose a new school site, the nature of the school would influence the degree to which noise, traffic, parking, lighting, and periodic high use conditions would be factors, together with the School District's site selection process, in determining the type of formal project review that would be required.

The City cannot presuppose the types of future projects which may present siting difficulties. Neither can the City predetermine which types of future projects might be controversial. When projects are proposed and "Step One" threshold determinations are made, in conjunction with appropriate public participation in the determination, it is likely that many of the above project examples would fall under customary project review and permitting procedures. However, some could involve siting difficulties and public resistance of a magnitude requiring the project to be reviewed via the interjurisdictional process outlined by the Steering Committee ("Steps Three through Seven").

The City of Deer Park is not proposing that any specific local projects be added to the Steering Committee's inventories of State and regional/County-wide essential public facilities. The City will adhere to the "Step One" threshold determination process, including public participation, to evaluate each individual future public service/facility proposal. Where siting difficulties and public resistance are encountered, the interjurisdictional process outlined by the Steering Committee will be followed.

Local utilities are not construed by the Steering Committee as being difficult to site. Hence, even though they are essential to the local community, they are not subject to the interjurisdictional siting process. Locally, the City has lands set aside for planned future water and sewer infrastructure improvements in accord with the Water System Plan Update and the Wastewater Facilities Plan Update. Both of these plans are incorporated by reference into the Comprehensive Plan and such "incorporation by reference" includes updates and/or amendments to said Plans as may be adopted in the future by the City.

CHAPTER 14. PLAN IMPLEMENTATION STRATEGIES

A Comprehensive Plan represents a series of long-range goals and policies intended to direct and influence other decisions. A Comprehensive Plan is merely a blueprint that is dependent upon other actions for its effective implementation. Generally, Comprehensive Plan implementation strategies fall within the following categories:

- Actions that expand and develop the policy of the Comprehensive Plan -- such actions should be formally added to the Comprehensive Plan as amendments to existing Elements or as new Elements.
- Regulatory measures which control the physical development of the community -- legal instruments (i.e., ordinances) that are consistent with and implement the Comprehensive Plan.
- Administrative actions -- based on the Comprehensive Plan and implemented through more flexible means (i.e., local policies and procedures).

In Revised Code of Washington (RCW) Section 36.70A.020(7), the State identifies a goal directly related to Comprehensive Plan implementation tools: *“Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.”*

14.1 Countywide Planning Policies

Comprehensive Plan implementation guidelines are enumerated in various “policy topics” within the Countywide Planning Policies: Topic No. 1, Urban Growth Areas, Topic No. 2, Joint Planning Within Urban Growth Areas, Topic No. 4, Parks and Open Space, Topic No. 7, Affordable Housing, and Topic No. 9, Fiscal Impacts. The following policies are those that directly reference implementation measures. The first number identifies the policy topic and the second number identifies the pertinent policy:

- 1-15 Jurisdictions should work together to develop and implement regionally consistent incentive-based programs such as Transfer of Development Rights (TDR) to protect natural resource lands outside of Urban Growth Areas (UGAs) and to protect critical areas and open space within Urban Growth Areas (UGAs).
- 2-1 Joint planning shall be accomplished pursuant to an interlocal agreement entered into between and/or among the jurisdictions.
- 4-1 The County and each jurisdiction shall establish by interlocal agreement policies, standards, and regulations to plan for and acquire parks and open space that fall outside a municipality’s corporate boundary and within its Urban Growth Area (UGA).
- 7-1 All jurisdictions shall establish, through an interlocal agreement, consistent residential development regulations and standards within Urban Growth Areas (UGAs).
- 7-3 Each jurisdiction should use regulatory tools, such as inclusionary zoning, performance/impact zoning, mixed use development, and incentives for increasing density to promote greater choice and affordable housing.
- 7-4 Each jurisdiction shall ensure that standards in existing or future development regulations facilitate rehabilitation, restoration, and relocation of existing structures or new construction of affordable housing.

- 7-5 Each jurisdiction shall review existing and proposed building and development regulations, standards, and permitting processes to: increase regulatory efficiencies; eliminate redundant and unnecessary requirements; and establish mandatory processing times. This review should result in simplified development regulations and procedures and eliminate those for which the cost of implementation exceeds the public benefit provided.
- 9-3 Areas outside a municipality's corporate boundary and within its Urban Growth Area (UGA) shall be jointly planned with funding structures to ensure adequate land for parks, open space, and greenbelts prior to urban development.

14.2 Deer Park's Comprehensive Plan Implementation Strategies

The City of Deer Park is committed to making community decisions based upon relevant goals and policies contained in this Comprehensive Plan in order to achieve a desirable future for the City. The City will continually evaluate and revise its development regulations to ensure conformance with the Comprehensive Plan's policies. The Capital Facilities Element and its Capital Improvement Program, which also includes the Transportation Improvement Program in the Transportation Element, will be utilized, in conjunction with annual budget preparation, to provide a systematic approach to prioritizing, scheduling, and determining the method of financing for major capital improvement projects (i.e., streets, water, sewer, parks). Further, the Capital Facilities Element will be annually reviewed and updated to verify that fiscal resources are available to provide public facilities and services needed to support adopted level of service standards and measurable objectives. Concurrency tests will be applied to new development to further ensure maintenance of level of service criteria. Also, an interlocal agreement with the County will be effectuated which sets forth the process and expectations for development which occurs in the Urban Growth Area under County jurisdiction.

The Municipal Code's zoning standards and zoning map, and subdivision criteria are perhaps the most influential regulatory tools available for Comprehensive Plan implementation. These regulatory provisions can be updated, amended, and supplemented, where needed, to accomplish the Comprehensive Plan's goals and policies. The topical Municipal Code amendments and additions of primary importance to Plan implementation follow, and some may require concurrent amendment of the City's official zoning map. The City has determined that it needs to amend the Hospital Zoning designation to allow a variety of office and medically related land uses, including 'Assisted Care Facilities' for seniors. The Zoning designation should provide review processes and standards that protect surrounding land uses.

- Monitor the noise attenuation criteria in the Zoning Code, in areas where noise attenuation may be necessary (i.e., along Highway 395, the railway corridor, and the interface of unlike usage categories).
- The City will also need to monitor the concurrency management ordinance to ensure that State requirements are followed. The Comprehensive Plan requires that adequate public facilities be in place (or appropriately scheduled) to serve new development, and the Comprehensive Plan also adopts level of service parameters that must be continuously maintained. The concurrency management strategy would formalize the criteria by which the City will determine whether an individual development is adequately served, and would also set up monitoring procedures so that the City can obtain a periodic update of the usage and remaining capacity of its public facilities and services.

The six-year schedule of capital improvements (Capital Improvement Program and its companion Transportation Improvement Program) represents important Comprehensive Plan implementation tools.

These programs must be updated and extended annually, with the first year of the schedules acting as the capital improvement budget for the fiscal year at hand. During the annual review/extension process, proposed projects, cost estimates, and funding sources must be revised to reflect new information the City has received. Further, new projects, required to maintain adopted level of service standards, must be added. It may be advisable to formalize these requirements into procedures governing annual budget preparation.

Public education and awareness is another topic that can be pursued administratively. The City may wish to augment its current informational brochures to more aggressively inform citizens of affordable housing programs, transportation programs for citizens with special needs, pending improvements to municipal facilities and services, etc.

As Deer Park grows and evolves, the measures listed herein, and perhaps others, will be employed to ensure that this Comprehensive Plan is implemented to the fullest degree.