

**RESOLUTION NO. 2019-001**

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

WHEREAS, the City of Deer Park adopted its Comprehensive Plan Update under the Growth Management Act by Resolution No. 2017-006 on June 7, 2017; and

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

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

WHEREAS, the City of Deer Park updated Title 18, Zoning, of the Deer Park Municipal Code by Ordinance No. 2018-974 adopted on June 6, 2018, which updated Zoning Title 18 conforms with the adopted Comprehensive Plan and includes, in Chapter 18.14 thereof, provisions for amending the City’s Comprehensive Plan; and

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

WHEREAS, the proposed 6-year Transportation Improvement Program, for 2019 through 2024, includes the following projects and funding sources as noted:

<u>Project Description</u>	<u>Const. Year</u>	<u>Cost Estimate in Thousand \$</u>			
		<u>Fed.</u>	<u>St.</u>	<u>Loc.</u>	<u>Total</u>
Colville Ave. - Crawford Ave./Third St. (reconstruction /traffic channelization)	2019/20	1944.0	125.0	178.0	2247.0
Colville Ave. – Third St./Eighth St. (reconstruction /traffic channelization)	2021/22	2021.0	500.0	0.0	2521.0
Fir St. - Crawford Ave./H St. (roadway reconstruction, widening)	2023	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’y 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	735.2	114.8	0.0	850.0
North Ave. - Fourth St./N’y 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	976.0	976.0

and where “Federal”, “State”, and “Local” funding sources are referenced above, they generally imply the following funding assumptions: STP / TIB Funding for Crawford Avenue, Fourth and North Streets, SCA Funding for H / Fir Street; TIB / CDBG Funding for Fir Street; and

WHEREAS, the City of Deer Park Pavement Preservation Program, for 2019 through 2024, includes the following projects and sources as noted:

<u>Project Description</u>	<u>Const. Year</u>	<u>Cost Estimate in Thousand \$</u>			
		<u>Fed.</u>	<u>St.</u>	<u>Loc.</u>	<u>Total</u>
Fourth Street (Main to Northwest)	2019	0.0	0.0	32.4	32.4
Weber Avenue (Crawford to South City Limits)	2019	0.0	0.0	226.6	226.6
Northwest Blvd. (Fourth to West City Limits)	2019	0.0	0.0	58.5	58.5
Frontage Road (J to Cul-de-sac)	2020	0.0	0.0	52.2	52.2
J Street (Main to Meadowmere)	2020	0.0	0.0	60.5	60.5
Country Club Drive (Sixth to Steptoe)	2020	0.0	0.0	151.2	151.2
E Court (Forest to West end)	2021	0.0	0.0	15.2	15.2
Parker Court (Cul-de-sac to F Street)	2021	0.0	0.0	12.9	12.9
F Street (Forest to West end)	2021	0.0	0.0	46.9	46.9
South Avenue (Fir to East termination)	2021	0.0	0.0	46.9	46.9
Airport Road (Crawford to Sixth)	2021	0.0	0.0	121.5	121.5
Second Street (Weber to Country Club)	2021	0.0	0.0	70.4	70.4
Park Street (Crawford to South)	2022	0.0	0.0	30.9	30.9
Park Street (Crawford to Third)	2022	0.0	0.0	80.4	80.4
Evergreen Street (D to Weber)	2022	0.0	0.0	37.8	37.8

Weber Avenue (Crawford to Sixth)	2022	0.0	0.0	170.2	170.2
Johnson Lane (Country Club to Helstrom)	2023	0.0	0.0	47.0	47.0
Third Street (Weber to Country Club)	2023	0.0	0.0	45.0	45.0
Country Club Drive (Steptoe to Twelfth)	2023	0.0	0.0	108.5	108.5
Christiansen Court (Third to West end)	2023	0.0	0.0	18.1	18.1
Pease Lane (Country Club to Helstrom)	2023	0.0	0.0	39.0	39.0
Stevens Street (Crawford to Sixth)	2024	0.0	0.0	90.9	90.9
High Desert Drive (Sixth to Twelfth)	2024	0.0	0.0	176.3	176.3
Sixth Street (Reiper to Country Club)	2024	0.0	0.0	130.5	130.7

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

WHEREAS, the proposed 6-year Capital Improvement Program, for 2019 through 2024, includes the following projects and funding sources as noted:

<u>Project Description</u>	<u>Const. Year</u>	<u>Cost Estimate in Thousand \$</u>			
		<u>Fed.</u>	<u>St.</u>	<u>Loc.</u>	<u>Total</u>
<b><u>Water System Transmission Main Improvements</u></b>					
8" Water Main – Park, Crawford to Second	2019	0.0	0.0	45.0	45.0
8" Water Main – Colville, Crawford to Third	2020	0.0	0.0	100.0	100.0
8" Water Main – W. Fourth, Main to North	2021	0.0	0.0	45.0	45.0
8" Water Main – Larch, Crawford to First	2022	0.0	0.0	32.0	32.0
8" Water Main – First, Larch to Fir	2022	0.0	0.0	45.0	45.0
<b><u>Other Water System Upgrades</u></b>					
Reservoir #20, Sixth Street Tank Replacement	2019/20	500.0	0.0	1500.0	2000.0
<b><u>Sanitary Sewer System Improvement Schedule</u></b>					
Treatment Lagoon replacement/upgrade	2019	150.0	0.0	150.0	300.0
Treatment Lagoon construction	2020	1750.0	0.0	1750.0	3500.0
Land application system	2021	0.0	175.0	175.0	350.0

**Airport and Taxi Way Improvements**

Runway 16/34 Pavement Maintenance / Restripe	2019	420.0	42.0	42.0	504.0
Taxi Lane and Ramp Expansion	2020	1048.5	58.2	58.2	1164.9
Runway 05/23 Pavement Maintenance / Restripe	2021	330.0	16.5	16.5	360.0

**Parks and Recreation System New Park Facilities**

Perrins Park Improvements – Phase 1	2019	0.0	0.0	50.0	50.0
Mix Park Improvements – Parking 2 and Picnic	2020	0.0	0.0	125.0	125.0

and where “Federal”, “State”, and “Local” funding sources are referenced above, they generally imply the following funding assumptions: Federal Aviation Administration, State of Washington Department of Transportation – Airports and City of Deer Park Airport Fund, Water and Wastewater Enterprise Funds, State of Washington Department of Ecology Centennial and State Revolving Fund, City of Deer Park Capital Improvement Fund for Parks and City of Deer Park – General Fund; and

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

1. The proposed TIP and/or CIP Amendments are necessary to update the Transportation Improvement Program and/or Capital Improvement Program in connection with annual budget adoption in that: certain previously budgeted projects have been implemented and newly programmed and prioritized projects have been added to ensure that all facets of the City’s infrastructure remain at or above the adopted levels of service and remain in compliance with applicable concurrency requirements;
2. Potential ramifications of the proposed TIP and/or CIP Amendments upon all other Comprehensive Plan Elements have been considered and adequately addressed in that: the contemplated adjustments to the annual 6-year Transportation Improvement Program and/or Capital Improvement Program represent refinements to the adopted Comprehensive Plan and expenditure programs identified therein, in response to the change of year and/or funding only, but not in response to change in any previously identified Plan Elements, programs, projects, or needs;
3. Conditions have not so changed since the adoption of the Comprehensive Plan that the existing text, including but not limited to goals, policies, and/or map classifications, is inappropriate in that: this finding is not applicable to the annual refinement and update of Transportation Improvement and Capital Improvement Programs and their funding mechanisms since such annual updates are required to ensure that the Comprehensive Plan remains a “living” document with annual improvement expenditures continuously updated and incorporated therein;
4. The proposed Amendment is consistent with the overall intent of the goals of the Comprehensive Plan in that: the adopted Comprehensive Plan, State law, and the City’s local Zoning regulations all foster “concurrency management” to insure that adopted levels of service are not diminished as the community grows, and the updates to the Transportation Improvement and Capital Improvement Programs, promoted by this Amendment, achieve that objective by upgrading “concurrency” infrastructure in advance of need, in accord with the adopted Comprehensive Plan;
5. The proposed Amendment is consistent with the Growth Management Act (RCW 36.70A) and with the Spokane County “County-wide Planning Policies” currently in effect in that: the City’s entire Growth Management Act Implementation Program, including the adoption of the Comprehensive Plan and subsequent adoption of development regulations, has adhered to GMA statutes and regional policies, and the update of infrastructure programs through this TIP and/or CIP update is a continuation of the same plans, programs, and policies that are already in place and not changed by this action;

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

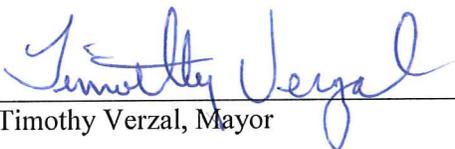
7. Environmental impacts have been disclosed, and measures have been ensured to reduce possible adverse impacts in that: several State Environmental Policy Act (SEPA) environmental checklists and Environmental Impact Statements/Supplemental Environmental Impact Statements have been prepared and adopted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

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

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

Section 2. Any portions of the City Comprehensive Plan or previously adopted Resolutions of the City in conflict with provisions of Section 1 of this Resolution are hereby amended so that a fair and reasonable meaning may be given to the terms of Section 1 of this Resolution and to the provisions of the City Comprehensive Plan and previously adopted City Resolutions that may otherwise be in conflict with the terms of Section 1 of this Resolution.

Adopted this 2nd Day of January, 2019.

  
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Timothy Verzal, Mayor

**ATTEST:**

  
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Deby Cragun, City Clerk/Treasurer