

TOWN OF FAIRFIELD

RESOLUTION NO. 2014-03

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF FAIRFIELD, 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 Town of Fairfield adopted its Comprehensive Plan under the Growth Management Act by Resolution No. 3-97 on August 19, 1997; and

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

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

WHEREAS, the Town of Fairfield updated Title 17, Zoning, of the Fairfield Municipal Code by Ordinance No. 282 adopted on September 1, 1998, which updated Zoning Title 17 conforms with the adopted Comprehensive Plan and includes, in Chapter 17.50 thereof, provisions for amending the Town's Comprehensive Plan; and

WHEREAS, it is the intent of the Town Council to annually update the Transportation Improvement Program and Capital Improvement Program in the Comprehensive Plan, in conjunction with annual adoption of the Town'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 2015 through 2020, 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>
Rattler Run Creek Road – Hilltop Lane to City limits (reconstruct & elevate roadway)	2014/16	0.0	237.0	15.0	252.0
Tichnor Street - Tichnor St. to Tichnor St. (replace existing bridge)	2015/16	420.0	0.0	0.0	420.0
First Street – Carlton Ave. to Spokane Ave. (reconstruct roadway, upgrade crosswalks and pedestrian signals)	2015/16	0.0	158.0	8.0	166.0
Portland Avenue - Fourth St. to Prairie View Rd. (reconstruct roadway, gravel shoulders)	2016/17	0.0	890.0	47.0	937.0

<u>Project Description (Continued)</u>	<u>Const. Year</u>	<u>Cost Estimate in Thousand \$</u>			
		<u>Fed.</u>	<u>St.</u>	<u>Loc.</u>	<u>Total</u>
Third Street - Portland Ave. to Harvard Rd. (reconstruct roadway, gravel shoulders)	2017/18	0.0	127.0	9.0	136.0
Main Street –Fairweather Ave. to City limits (reconstruct roadway,replace sidewalk, add street lights)	2018/19	0.0	300.0	0.0	300.0
Fairweather Avenue - Main St. to Gov. Moore (reconstruct roadway, storm drain)	2018/19	0.0	122.0	9.0	131.0
Second Street - Portland Ave. to Spokane Ave. (roadway reconstruct., pave, drainage, etc.)	2019/20	0.0	105.0	8.0	113.0

and where “Federal”, “State”, and “Local” funding sources are referenced above, they generally imply the following funding assumptions: Federal sources generally include FHWA through the TEA 21 Program, State sources include the TIB, and Local sources are from the Town’s street budget; and

WHEREAS, the proposed 6-year Capital Improvement Program, for 2015 through 2020, 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>
<u>Sanitary Sewer System</u>					
Infiltration/inflow remediation	2015/17	0.0	285.0	15.0	300.0
<u>Parks and Recreation</u>					
Hart Park – add irrigation system	2014/15	0.0	9.0	1.0	10.0
Main St. Business Dist. – 5 park benches in sidewalk	2015/16	0.0	10.0	5.0	15.0
Hart Park - add drinking fountain	2015/16	0.0	15.0	5.0	20.0
Hart Park - add rest room facilities	2016/17	0.0	20.0	10.0	30.0
Thiel and Hart Parks - add playground equipment	2017/18	0.0	30.0	10.0	40.0
Hart Park and Baseball Pit - replace existing trees	2018/19	0.0	40.0	10.0	50.0
Baseball Pit - sports renovations & restrooms	2019/20	0.0	80.0	20.0	100.0
Community Center - renovate for community ctr. use	2019/20	0.0	80.0	20.0	100.0
All purpose vehicle for parks maintenance purposes	2014/16	0.0	10.0	4.0	14.0
<u>Water System</u>					
Install new well	2015/17	274.0	0.0	10.0	284.0
Install security fencing at all wells & reservoirs	2015/16	0.0	40.0	10.0	50.0
Annual water main replacement program	2015/16	200.0	0.0	0.0	200.0
Annual water main replacement program	2016/17	200.0	0.0	0.0	200.0
Annual water main replacement program	2017/18	200.0	0.0	0.0	200.0
<u>Flood Hazard Mitigation</u>					
First Street (Hwy. 27) - replace culverts	2014/17	35.0	0.0	5.0	40.0
Rattler Run Creek – dredge channel	2014/17	0.0	10.0	5.0	15.0

and where “Federal”, “State”, and “Local” funding sources are referenced above, they generally imply the following funding assumptions: State funds generally include WSDOE Centennial Clean Water funds, and Local funds are from the Town’s annual budget unless otherwise noted; and

WHEREAS, the Town Council of the Town of Fairfield 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 17.50.080 of said Zoning Title 17, FMC:

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 Town'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 Town'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 Town'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 have been prepared and Determinations of Nonsignificance (DNSs) adopted for every step during the Town'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 Town Council of the Town of Fairfield that the Town of Fairfield does hereby determine the following based upon the aforementioned findings and conclusions: Comprehensive Plan Amendment Resolution No. 2014-03 is hereby adopted as a guide to future growth and development for the affected infrastructure planning programs within the Town of Fairfield for the time frame identified within said infrastructure planning programs.

Adopted this 1st day of July, 2014.



Kay Dee Gilkey, Mayor

ATTEST:

I, Cheryl Loeffler, Clerk-Treasurer of the Town of Fairfield, certify that the foregoing resolution was passed by the Town Council of the Town of Fairfield, Washington, by a vote of a majority of the members thereof, at a regular meeting held on the 1st day of July, 2014.



Cheryl Loeffler, Clerk-Treasurer