



Spokane Plan Commission Agenda

May 8, 2019

2:00 PM to 5:00 PM

City Council Chambers

808 W. Spokane Falls Blvd., Spokane WA 99201

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Public Comment Period:

3 minutes each Citizens are invited to address the Plan Commission on any topic not on the agenda.

Commission Briefing Session:

2:00 – 2:30	1) Approve April 24, 2019 meeting minutes	All
	2) City Council Report	Kate Burke
	3) Community Assembly Liaison Report	Patricia Hansen
	4) President Report	Todd Beyreuther
	5) Transportation Sub-Committee Report	John Dietzman
	6) Secretary Report	Heather Trautman

Workshops:

2:30 – 3:00	1) Browne's Addition Design Standards	Megan Duvall
3:00 – 3:30	2) LU 1.8 Subcommittee Report Back	Tirrell Black

Hearing:

4:00 – 5:00	1) Six Year Program	Brandon Blankenagel
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Adjournment:

Next Plan Commission meeting will be on May 22, 2019 at 2:00 pm

The password for City of Spokane Guest Wireless access has been changed: Username: COS Guest Password: Hr2BmURw

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Spokane Plan Commission - Draft Minutes

April 24, 2019

Meeting Minutes: Meeting called to order at 2:01 PM

Attendance:

- Board Members Present: Diana Painter, Sylvia St. Clair, John Dietzman, Greg Francis, Todd Beyreuther, Carole Shook
- Board Members Not Present: Chris Batten, Michael Baker, Patricia Hansen (Community Assembly Liaison), Kate Burke (City Council Liaison)
- Staff Members Present: James Richman, Amanda Winchell, Heather Trautman, Kevin Freibott, Tirrell Black, Chris Green, Colin Quinn-Hurst, Megan Duvall, Crystal Marchand, Logan Camporeale, Alex Reynolds

Public Comment:

None

Briefing Session:

Minutes from the April 10, 2019 approved unanimously.

1. **City Council Liaison- Kate Burke**
 - None
2. **Community Assembly Liaison Report - Patricia Hansen**
 - None
3. **Commission President Report - Todd Beyreuther**
 - Mayor has not completed the interviews for the board vacancies. He has been out of town.
4. **Transportation Subcommittee Report - John Dietzman**
 - May meeting has been canceled.
5. **Secretary Report- Heather Trautman**
 - Council Member Burke is out of town and not able to attend today's plan commission meeting.
 - Chris Batten has joined the Downtown Spokane Partnership Board and will not be in attendance to Plan Commission meetings during conflicting meeting dates.
 - Plan Commissioners that want to attend the Priest Lake APA conference needs to contact Amanda Winchell
 - Neighborhood services is hosting cleaning from the Corridor this Saturday in the Logan neighborhood. If you would like to participate in this activity sign up at www.tinyurl.com/cftclogan
 - Sprague phase II project will be moving forward with the 3 million in additional funding. The City will be conducting a study on implementing multimodal transportation and walkability between the University District and Sprague. University District is coordinating with the neighboring communities and the City of Spokane throughout their subarea planning process.

Workshops:

1. **Renaming of East Central Community Center**
 - Presentation provided by Alex Reynolds
 - Questions asked and answered
 - Discussion ensued
2. **Citywide Capital Improvement Program**
 - Presentation and overview provided by Crystal Marchand
 - Questions asked and answered
3. **Brown's Addition Design Standards**
 - Presentation provided by Megan Duvall
 - Questions asked and answered

Meeting Adjourned at 3:21 PM

Next Plan Commission Meeting is scheduled for May 8, 2019

BRIEFING PAPER
City of Spokane
Plan Commission Briefing
April 24, 2019

Subject

Browne's Addition Historic District Overlay Zone

Background

In 2015, the Browne's Addition Neighborhood Council (BANC) started a conversation with the City's Historic Preservation Office (HPO) to create a means to better protect the historic character of the neighborhood. While Browne's Addition has been a National Register Historic District since 1976, that designation does not offer the protection against demolition and general character features that a local listing would. In response to the BANC concerns, CM Kinnear instituted a short-term demolition moratorium within the neighborhood to give the HPO time to strategize a plan for Browne's Addition. Ultimately, the BANC decided that they wanted to pursue a Spokane Register of Historic Places historic district to both offer protection of historic resources through design review, while at the same time, provide incentives to property owners who significantly improve historic properties.

In order to create a large historic district, the SMC 17D.040 (Historic Preservation Ordinance) needed to be revised to allow for district creation through a vote of property owners within the proposed district. The ordinance revision passed City Council in February of 2018 and a new Historic Preservation chapter (SMC 17D.100) has been implemented.

The HPO received a grant in June of 2017 to hire an historic preservation consultant to create three documents – a nomination form, resources forms for each property within the district, and design standards and guidelines within the district. Each of those documents has been reviewed by both the BANC, property owners in the district, and the Spokane Historic Landmarks Commission:

- [Browne's Addition Spokane Register Historic District Nomination Form](#)
- [Browne's Addition Resource Forms](#)
- [Browne's Addition Design Standards and Guidelines](#)

Borth Preservation Consultant, LLC and local partner, Betsy Bradley were contracted in May of 2018 to both engage the neighborhood partners and create the documents above. The HPO is currently taking neighborhood comments on the final drafts and working with internal stakeholders and agency reviewers to put together the final documents prior to beginning the balloting process.

The HPO has led efforts to engage the neighborhood with the following outreach activities targeted to both district property owners and residents including the creation of a project website (11/30/16); at least ten public meetings with stakeholders and BANC, committee members, and volunteers; an online survey

specific to the design standards and guidelines questions (53 responses); two first class mailings to all property owners within the district; social media posts ('Spokane Historic Landmarks' is the HPO Facebook page); and press releases.

The neighborhood driven creation of the historic district will allow for:

- Regulation of changes to the exteriors of existing properties when a building permit is sought through the Certificate of Appropriateness (CoA) application process by the HPO and/or the Spokane Historic Landmarks Commission
 - Most decisions can be made at the staff level based on the design standards and guidelines, but larger projects with more extensive changes would be heard at a public hearing by the SHLC
- Regulation of demolitions of "contributing" structures within the district through a CoA application
 - Requires a public hearing of the SHLC
- Design review of new construction within the district based on a framework created for compatibility in the district (pg. 67 of the Design Standards and Guidelines document)

The district is not a tool to limit growth in this high density residential neighborhood, rather, it is a way that the neighborhood can participate in a public process geared toward appropriate changes as well as growth within the district. The Design Standards and Guidelines are extensive and meant to provide clear direction to both property owners and developers as they approach rehabilitation of historic resources or consider building something new in the neighborhood. By providing an avenue for public process and review of substantial changes to the neighborhood, the historic district designation gives citizens an opportunity to express their thoughts on proposals, but ultimately, decisions will be made by the Spokane Historic Landmarks Commission based on standards.

This proposal is directly in line with the City of Spokane Comprehensive Plan Chapter 8: Urban Design and Historic Preservation. Pertinent sections include:

DP 1.1: Landmark Structures, Buildings, and Sites

Recognize and preserve unique or outstanding landmark structures, buildings, and sites.

DP 1.2: New Development in Established Neighborhoods

Encourage new development that is of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood

DP 2.7: Historic District and Sub-Area Design Guidelines

Utilize design guidelines and criteria for sub-areas and historic districts that are based on local community participation and the particular character and development issues of each sub-area or historic district.

DP 3.10 Zoning Provisions and Building Regulations

Utilize zoning provisions, building regulations, and design standards that are appropriate for historic districts, sites, and structures.

DP 3.13 Historic Districts and Neighborhoods

Assist neighborhoods and other potential historic districts to identify, recognize, and highlight their social and economic origins and promote the preservation of their historic heritage, cultural resources, and built environment.

Action

The SHLC will review the final documents after the balloting is complete (and if the neighborhood votes 50% + 1 in favor of the district creation) and recommend approval of the historic district overlay to City Council. In summer of 2019, City Council will consider final adoption of the *Browne's Addition Historic District Overlay Zone* by ordinance.

The Plan Commission also has a role as a recommending body to City Council since this is a land use action with the creation of the overlay zone.

ORDINANCE NO. C - _____

An ordinance relating the adoption of the Browne's Addition Local Historic District Overlay Zone; adopting a new section to Chapter 17C. _____ of the Spokane Municipal Code.

WHEREAS, The City and Spokane County find that the establishment of a landmarks commission with specific duties to recognize, protect, enhance and preserve those buildings, districts, objects, sites and structures which serve as visible reminders of the historical, archaeological, architectural, educational and cultural heritage of the City and County is a public necessity; and

WHEREAS, The City of Spokane Comprehensive Plan requires that the city utilize zoning provisions, building regulations, and design standards that are appropriate for historic districts, sites, and structures; and

WHEREAS, The Browne's Addition Neighborhood Council contacted the Spokane Historic Preservation Office requesting that a local historic district be formed in the neighborhood; and

WHEREAS, The Browne's Addition Neighborhood Council and the Spokane City | County Historic Preservation Office conducted outreach efforts including multiple presentations, three workshops, a survey, and direct feedback from property owners; and

WHEREAS, after conducting extensive historic research and engaging the community for input and feedback, a Browne's Addition Local Historic District Nomination form, Browne's Addition Local Historic District Inventory Resource Forms, and Browne's Addition Design Standards and Guidelines have been developed for adoption of the district to the Spokane Register of Historic Places and for the formation of the Browne's Addition Historic District Overlay Zone; and

WHEREAS, _____ percent of the owner's of developable parcels within the district boundaries have voted in favor of forming the Browne's Addition Local Historic District Overlay Zone; - - Now, Therefore,

The City of Spokane does ordain:

Section 1. That there is adopted a new section 17C. _____ to chapter 17C. _____ of the Spokane Municipal Code to read as follows:

17C. _____ Browne's Addition Local Historic District Overlay Zone

A. Purpose.

This special overlay zone addresses the formation of a local historic district in Browne's Addition under section 17D.100.020. This overlay zone sets forth standards and guidelines that will maintain the historic character of the district through a design review process.

B. Designation of Districts.

Along with individual properties, contiguous groups of properties can be designated as local historic districts on the Spokane Register of Historic Places.

1. The process for designation of local historic districts is detailed in Chapter 17D.100.
2. Local historic districts are displayed as an overlay zone on the official zoning map and its title and purpose are adopted as an ordinance under Title 17C. LINK TO MAP

C. Design Review.

The design review process for the Browne's Addition Local Historic District helps insure any alterations to a building do not adversely affect that building's historic character and appearance, or that of the historic district. The process is conducted by the Spokane Historic Landmarks Commission as detailed in "Browne's Addition Historic District Design Standards and Guidelines."

1. The District Design Standards and Guidelines assist property owners through the design review process by providing the following:
 - a. District-wide design standards and guidelines,
 - b. Specific design standards and guidelines for single-family contributing structures,
 - c. Specific design standards and guidelines for multi-family contributing structures,
 - d. Specific design standards and guidelines for non-contributing structures,
 - e. Design standards and guidelines for new construction, and
 - f. Demolition review criteria for properties within the district
2. The Browne's Addition Design Standards and Guidelines require property owners to apply for and receive a Certificate of Appropriateness for proposed exterior changes to properties within the district as outlined in the Browne's Addition Historic District Design Standards and Guidelines and under sections 17D.100.200-220.

PASSED BY THE CITY COUNCIL ON _____, 2019.

Council President

Attest:

Approved as to form:

City Clerk

Assistant City Attorney

Mayor

Date

Effective Date

BRIEFING PAPER
City of Spokane
Plan Commission Workshop
Review/rewrite Policy LU 1.8
File Z19-020COMP
MAY 8, 2019

At this workshop, staff will present the Plan Commission subcommittee draft of proposed changes to LU1.8 General Commercial (attached).

The 60-day public comment period for the Annual Amendment Work Program is anticipated to begin in late May 2019. A workshop on all comprehensive plan amendments, including this one, are scheduled during that period; staff are scheduled to present again on this topic at a Plan Commission workshop on July 10, 2019.

Background

The 2019 Comprehensive Plan Annual Amendment Work Program includes review of Policy LU 1.8. In March 27, 2019 the Plan Commission a temporary subcommittee to help facilitate the Commission's review of Policy LU 1.8. The members of this committee are Commissioners Francis, St. Clair, and Painter. Council Member Mumm is the city council sponsor of this amendment.

The subcommittee met three times in April 2019, to work on the policy. A draft of the policy is attached.

The group established guidelines to help with review:

- This process is a relook at Policy LU 1.8, which is guided by Goal LU 1 Citywide Land Use. The amendment cannot be in conflict with the Centers & Corridors focused growth strategy that is a foundational principle in the goals and policies of Chapter 3 Land Use.
- The group decided that a goal of "high containment" in most consistent with Centers & Corridors.
- The group wanted a simple, clear and easy to understand policy.
- Depth of commercial development in policy (250 feet depth from arterial) was continued. This depth is to allow lower intensity commercial uses, but to discourage establishing a depth to accommodate a "big box" size which according to Goal LU3 should be directed to a regional center (CC Core) land use classification.

Relationship of this policy to Chapter 3 Land Use Goals

- In Chapter 3, Land Use, policies exist which describe the land use plan map categories. Under *Goal LU1 Citywide Land Use*, there are policies describing several commercial land use plan map designations. These designations include: General Commercial, Neighborhood Mini-Center, Neighborhood Retail, and Office. These policy descriptions provide guidance when evaluating proposed changes to the Land Use Plan Map.
- *Policy LU 1.8 General Commercial* describes the General Commercial land use category and describes some circumstances in which this category can be expanded while recognizing that the City's adopted focused growth strategy encourages and should incentivize growth toward the centers. Similar policies exist for other commercial land use categories, such as "Office" or "Neighborhood Retail".
- Existing land use patterns of commercial are recognized under the General Commercial Land Use category. The zoning categories of Community Business (CB) Zone and General Commercial (GC) zone are applied to this land use plan map category.
- Additionally, some Centers & Corridors (CC) zoning is applied over this land use category where "center's land use planning" has not occurred. When the City adopted the Centers & Corridors focused growth concept, new areas designated for commercial expansion were designated as "center core" (CC) on the land use plan map and not "general commercial" (GC).

During deliberations on November 19, 2018, the City Council directed staff bring forth a proposal to amend Policy LU 1.8 General Commercial in the City's Comprehensive Plan, Land Use Chapter. This policy was significantly amended in 2003 (ORD C33287) to add references to specific situations and traffic count numbers and can be a challenge to interpret and apply. Two applications during the 2017/2018 amendment cycle implicated LU 1.8 and required the Plan Commission to interpret the policy as applied to those applications.

Impact

This policy provides guidance to the Plan Commission and staff when reviewing proposed amendments to the Land Use Plan Map (Map LU1) to expand a "General Commercial" Land Use Plan Map designation. Clarifying the policy will be useful when there is interest in pursuing a land use plan map change.

Plan Commission Subcommittee Working Group

Draft Policy LU 1.8, proposed changes:

LU 1.8 General Commercial Uses

Contain General Commercial areas within the boundaries occupied by existing business designations and within the boundaries of designated Centers and Corridors.

Discussion: General Commercial areas provide locations for a wide range of commercial uses. Typical development in these areas includes freestanding business sites and larger grouped businesses (shopping centers). Commercial uses that are auto-oriented and include outdoor sales and warehousing are also allowed in this designation. Land designated for General Commercial use is usually located at the intersection of or in strips along principal arterial streets. In many areas such as along Northwest Boulevard, this designation is located near residential neighborhoods.

To address conflicts that may occur in these areas, zoning categories should be implemented that limit the range of uses, and site development standards should be adopted to minimize detrimental impacts on the residential area. Existing commercial strips should be contained within their current boundaries with no further extension along arterial streets allowed.

~~Recognizing existing investments by both the City of Spokane and private parties, and given deference to existing land use patterns, an exception to the containment policy may be allowed by means of a comprehensive plan amendment to expand an existing commercial designation, (Neighborhood Retail, Neighborhood Mini-Center, or General Commercial) at the intersection of two principal arterial streets or onto properties which are not designated for residential use at a signalized intersection of at least one principal arterial street which as of September 2, 2003, has traffic at volumes greater than 20,000 vehicular trips a day. Expansion of the commercial designation under this exception shall be limited to property immediately adjacent to the arterial street and the subject intersection and may not extend more than 250 feet from the center of the intersection unless a single lot, immediately adjacent to the subject intersection and in existence at the time this comprehensive plan was initially adopted, extends beyond 250 feet from the center of the intersection. In this case the commercial designation may extend the length of that lot but in no event should it extend farther than 500 feet or have an area greater than three acres.~~

~~If a General Commercial land use designation (Neighborhood Retail, Neighborhood Mini-Center, or General Commercial) exists at the intersection of two principal arterials, a zone land use plan map change to allow the commercial use to be extended to the next street or alley that runs parallel to the principal arterial street may be allowed, but should not exceed 250 feet from a principal arterial. If there is not a street that runs parallel to the principal arterial, the maximum depth of commercial development extending from the arterial street shall not exceed 250 feet.~~

Areas designated General Commercial within Centers and Corridors are encouraged to be developed in accordance with the policies for Centers and Corridors. Through a neighborhood planning process for the Center, these General Commercial areas will be designated in a land use category that is appropriate in the context of a Center and to meet the needs of the neighborhood.

Residential uses are permitted in these areas. Residences may be in the form of single-family homes on individual lots, upper-floor apartments above business establishments, or other higher density residential uses.

DRAFT

BRIEFING PAPER
Plan Commission
Integrated Capital Management
May 8, 2019

Subject

[2020 - 2025 Six-year Comprehensive Street Program](#)

Background

In support of the State Growth Management Act and the City of Spokane's Comprehensive Plan, the City must maintain 6-year capital financing plans for certain providers of public facilities and services. Accordingly, the City must maintain a 6-year capital financing plan for its capital street program. Pursuant to RCW 35.77.010 the capital street program must be adopted before July 1 of each year, and filed with the Secretary of Transportation not later than 30 days after adoption. To determine the plan's consistency with the Comprehensive Plan, it is scrutinized by the City Plan Commission. The Commission then makes a recommendation to the City Council as to the plan's consistency with the Comprehensive Plan, and the City Council then accepts or modifies the plan accordingly.

Impact

In order to comply with the provisions of the Growth Management Act and RCW 35.77.010, and for the City of Spokane to qualify for grant and low interest loan funds, it is required that the City maintain a 6-Year Capital Improvement plan for its capital street program.

Action

A Consistency Review Workshop* was conducted to assure compliance with the Comprehensive Plan for all new projects brought into the 6-Year Street Program this year.

*Since the workshop, an additional project has come to the program out of necessity of timeframes with funding programs. This project, "Francis and Alberta Intersection Geometric Improvement", will be discussed during the Hearing after the manner of approval for other projects.

Through this Hearing the workshop effort will be validated and the Plan Commission will make a formal recommendation to the City Council.

**STREET PROGRAM
RECONCILIATION SHEET
New Projects Added to Six-Year
Program (2020-2025)**

Comprehensive Plan Chapter 4 Policies TR:

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
	Transportation Network for All Users	Transportation Supporting Land Use	Transportation Level of Service	Transportation Demand Management Strategies	Active Transportation	Commercial Center Access	Neighborhood Access	Moving Freight	Promote Economic Opportunity	Transportation System Efficiency & Innovation	Transit Operational Efficiency	Prioritize and Integrate Investments	Infrastructure Design	Traffic Calming	Activation	Right-Of-Way Maintenance	Paving Existing Unpaved Streets	Parking	Plan Collaboratively	Bicycle/Pedestrian Coordination	Safe & Healthy Community Education & Promotion Campaigns	Law Enforcement & Emergency Management	Effective and Enhanced Public Outreach
Ben Burr Crossings at 2nd and 3rd Ave	X	X	X	X	X		X						X	X	X					X	X		X
Maple-Wellesley Intersection			X	X		X	X	X	X	X			X										
Wellesley Ave, Market to Haven	X	X	X			X	X	X	X	X		X	X			X	X		X				X
Geiger Road from Medical Lake Int to Grove Rd Int.	X	X	X			X		X	X	X		X	X			X			X	X			
South University Gateway Bicycle Linkage Feasibility Study	X	X	X	X	X		X			X		X			X					X	X		X
Unpaved Roadway Paving Program	X	X					X						X			X	X		X				X
Triangle Truss Bridge Deck Replacement	X	X	X	X	X	X	X		X						X	X				X			
School Safety Program	X	X		X	X		X						X	X	X					X	X	X	

STREET PROGRAM RECONCILIATION SHEET				
(Comparing 2020-25 against 2019-24 6yr. Program)				
New Projects Added to Six-Year Program (2020-2025)				
Section/ Funds/ CN Year	Project Name	Project Description	Purpose Statement	Cost Estimate
<i>Pedestrian and Bicycle</i> 2020	Ben Burr Crossings of 2nd and 3rd Ave	Install HAWK signals at the Ben Burr crossings of 2nd and 3rd Avenues (the Perry St alignment).	This will improve conditions for crossing these higher speed arterial streets for pedestrians and bicyclists.	\$1,150,000
<i>Capital Improvements</i> 2022	Maple-Wellesley Intersection	Widen the intersection to incorporate an independent right-turn lane and improve traffic flow. More storage for west-bound Thru.	This will improve safety for travel and reduce bottleneck congestion.	\$1,145,000
<i>Capital Improvements</i> 2020	Wellesley - Market to Haven	Street reconstruction and elevation changes. Utility and street work will align the updated roadway with changes that will be brought forward ahead of the NSC construction.	Coordinating efforts with WSDOT's NSC project to Wellesley with the new elevations of the stree to the east.	\$3,000,000
<i>Capital Improvements</i> 2019 - 2020	Geiger Road from Medical Lake Interchange to Grove Road Interchange	Street and utility reconstruction of the Geiger Road as part of a multi-jurisdictional project. Spokane County is lead on the project.	Integrated multi-jurisdictional coordination to facilitate further economic development opportunities.	\$15,000,000 (\$1,000,000 City)
<i>Pedestrian and Bicycle</i> 2020	South University Gateway Bicycle Linkage Feasibility Study	Study of pathway opportunities between the south landing of the University District Gateway Bridge to the Ben Burr Trail aligning along the railroad viaduct bank.	Assessment of feasibility of a trail connection as well as parrallel routing to Sprague Avenue for this portion of the bicycle network.	\$100,000
<i>Pedestrian and Bicycle</i> 2020	South University Gateway Bicycle E-W Linkage	Implement feasible bicycle pathway connections across the Hamilton on/off ramp to reach the Downtown or the University Gateway Bridge.	This project will follow the results of the similarly named Feasibility Study to implement the resulting recommendations.	\$3,000,000
Honorable Mention Projects				
Section	Project Name	Project Description	Purpose Statement	Cost Estimate
<i>Capital Improvements</i> 2020 - 2025	Unpaved Roadway Paving Program	Asphalt paving of unpaved streets within the city.	Several streets are yet unpaved within the city limits, and need some attention to provide appropriate service to Spokane citizens.	\$750,000/Yr
<i>Pedestrian and Bicycle</i> 2019	Triangle Truss Bridge Deck Replacement	Bridge deck replacement.	Existing wood decking is deteriorating and coming loose.	\$300,000
<i>Pedestrian and Bicycle</i> 2020 - 2025	School Safety Program	School safety infrastructure including crossings, signals, sidewalks, and other equipment.	Safety aspects for walking routes to schools.	\$2,000,000
Projects Completed and Removed from Six-Year Program				
Section	Project Name	Project Description	Status	
<i>Pedestrian and Bikeways</i>	Bikeshare Feasibility Study		Complete	
<i>Pedestrian and Bikeways</i>	Centennial Trail, Mission Ave Gap Phase I		Complete	
<i>Capital Improvements</i>	Crestline St. Lane Reduction		Complete	
<i>Capital Improvements</i>	Falls Avenue from Lower Crossing St to Elm St		Complete	
<i>Capital Improvements</i>	Green Street at Ermina Avenue Intersection Improvements		Complete	
<i>Capital Improvements</i>	High Drive - 29th Ave to 21st Ave		Complete	
<i>Capital Improvements</i>	Holland Avenue - Normandy St to Colton St		Re-direct	
<i>Capital Improvements</i>	Maxwell-Mission Ave Lane Reduction		Complete	

<i>Capital Improvements</i>	Mission Ave, Division to Hamilton		Complete	
<i>Capital Improvements</i>	Monroe Street Lane Reduction and Hardscape		Complete	
<i>Capital Improvements</i>	Sharp Avenue Pervious Asphalt, Pearl to Hamilton		Complete	
<i>Pedestrian and Bikeways</i>	U-District Pedestrian and Bike Bridge		Complete	