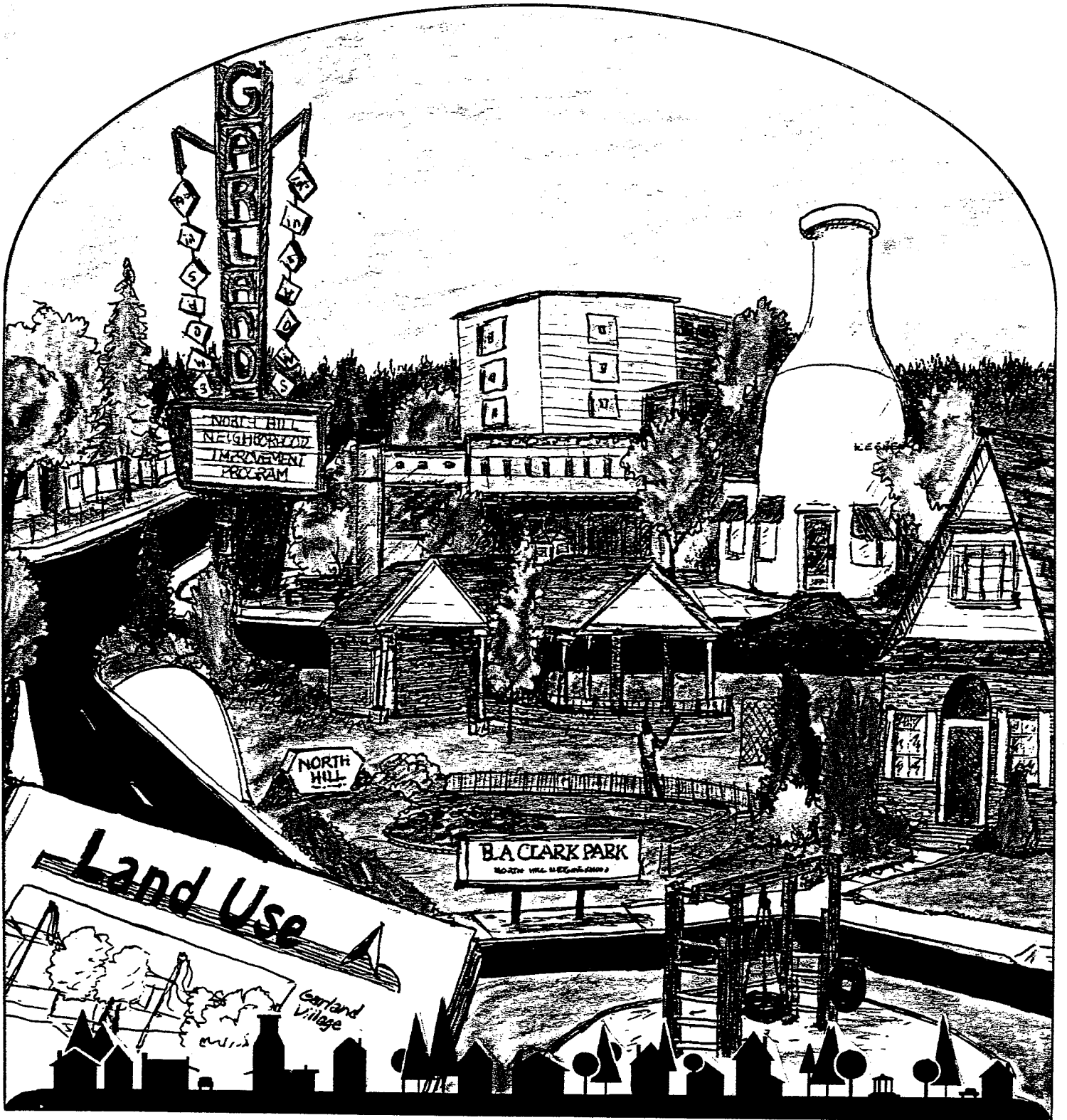


# North Hill



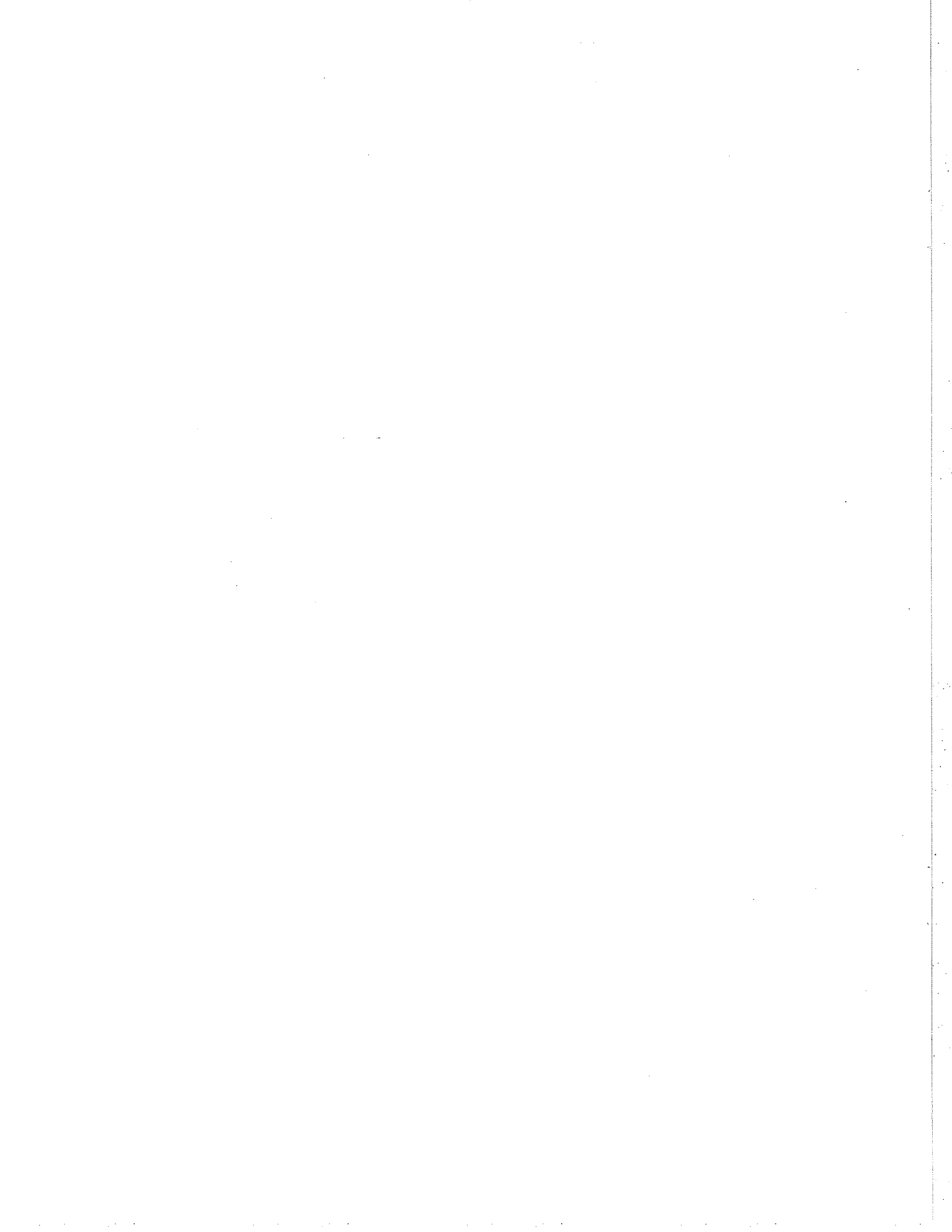
Neighborhood Improvement Program



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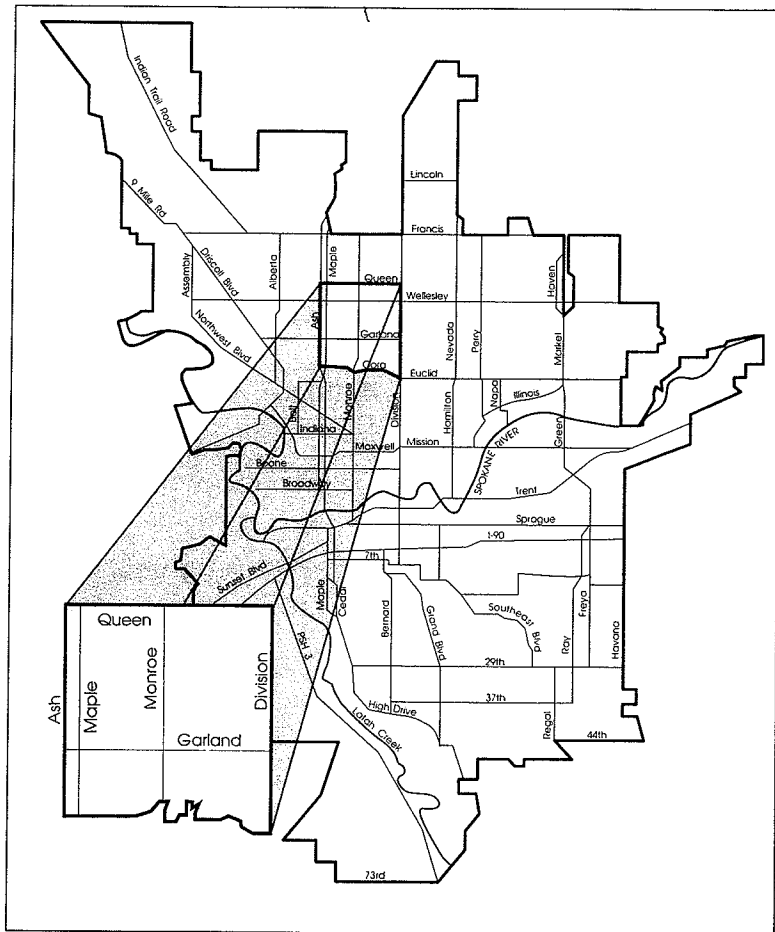
# Introduction



The North Hill Neighborhood Improvement Program represents the work of Phase II of the three phase Neighborhood Planning Process. This resultant document is intended to serve as a 20 year, long range capital improvement guide for allocation of neighborhood funds and construction of public projects within the North Hill Community Development Neighborhood (see neighborhood location map).

The first phase of the process is the development of the Neighborhood Specific Plan which provides detailed policy guidance on the subjects of Land Use, Circulation, Community Facilities, Housing and Design. The Specific Plan, upon City Council adoption on December 4, 1989, became a part of the City Comprehensive Plan and serves as a policy guide for the development of the second phase document, the Neighborhood Improvement Program.

The Neighborhood Improvement Program (NIP) was developed by a Plan Commission appointed, neighborhood citizen Task Force. This document outlines future physical improvements in the neighborhood and is for use by city departments and neighborhood Steering Committee when considering future improvements. The neighborhood improvement projects listed in this document have been identified as high priority projects through an extensive public participation process that included numerous Task Force meetings, a neighborhood wide workshop and City Departmental input. Some of these projects, felt by the Task Force to need immediate attention, will be funded with Concentrated Construction funds which are Community Development Block Grant funds allo-



**North Hill  
Neighborhood  
Location Map**

cated to the neighborhood in a one time, two year funding cycle. Later funding, for the NIP projects not scheduled to receive Concentrated Construction funds, will have to come from "other source funding" such as the City General Fund, Interagency Committee for Outdoor Recreation, Community Development Neighborhood Fall Allocation funds, private sources, or other.

When completed by the Neighborhood Task Force, the Neighborhood Improvement Program document is submitted for City Departmental review and then forwarded to the City Plan Commission for review and approval. Upon

*Outline of future  
physical improve-  
ments in the  
neighborhood*



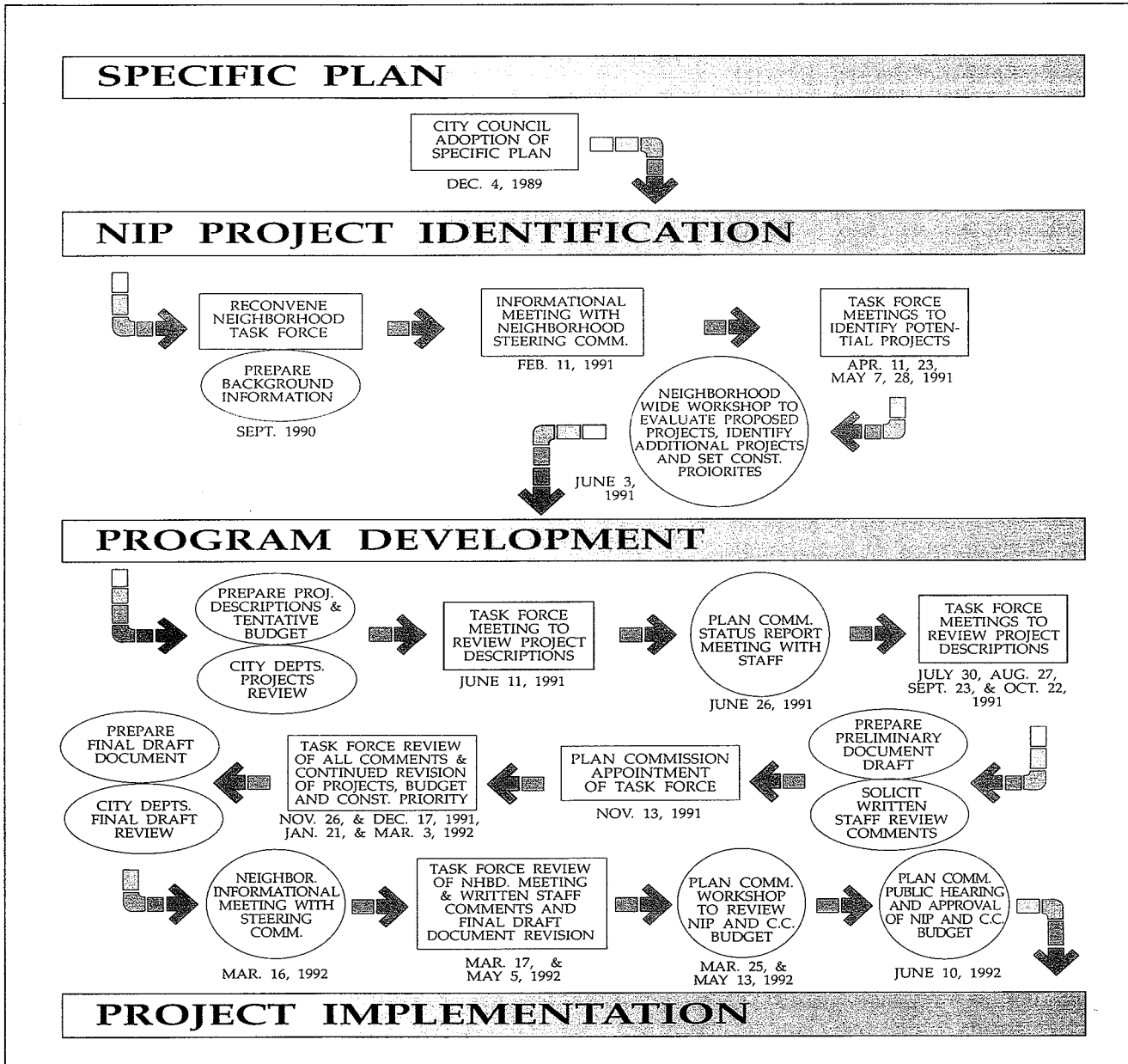
# North Hill Neighborhood Improvement Program

Commission approval the third phase of the process, the actual construction of the projects utilizing Concentrated Construction funds, begins.

The approximate year long process for the development of the Neighborhood Improvement Program required a strong neighborhood citizen involvement, mem-

bership dedication and many evening man-hours.

The chart below, while showing the step-by-step process, does not adequately represent all the time and effort expended by these citizens. A table summarizing identified improvements begins on the following page.





IMPROVEMENT		PRIORITY			ALLOCATED	POTENTIAL	NEIGHBORHOOD BENEFIT
		H	M	L	CDBG CC FUNDS	FUNDING SOURCES	
<b>A. LAND USE PROJECTS</b>							
1. Garland Village Plan Implementation	pg. 7		X		\$15,740.00	CDBG PF, LID	Reinforce Neighborhood Identity, promote neighborhood business
<b>B. VEHICULAR CIRCULATION PROJECTS</b>							
1. Motorist, Bicyclist & Pedestrian Education	pg. 9	X			\$0.00	CDBG PF, GF	Safety and awareness for area children and motorists
2. Garland and Monroe Intersection Improvement	pg. 11	X			\$0.00	CDGB SASF	Pedestrian and Motorist safety
3. Queen Avenue Improvement	pg. 12			X	\$0.00	CDBG GF, SASF	Driver safety, eliminate traffic congestion, eliminate use of Queen as through arterial
4. Widening of Wall Street	pg. 13	X			\$0.00	SASF UATA	Driver and pedestrian safety, bring street up to arterial and bike route standards
5. Restriction of Parking on Wabash Avenue	pg. 14		X		\$0.00	GF	Pedestrian and Resident safety and convenience
6. Disabled Access Ramps	pg. 15	X			\$0.00	CDBG LID, GF	Disabled citizen safety and accessibility
7. Street Paving	pg. 16	X			\$70,000.00	CDBG LID, GF	Elimination of pedestrian and motorist hazards, reduction of dust particles
<b>C. PEDESTRIAN/BICYCLE CIRCULATION PROJECTS</b>							
1. New Sidewalks	pg. 17			X	\$0.00	CDBG LID, PF	Pedestrian safety and convenience and comply with City street design standards
2. Sidewalk Reconstruction	pg. 18	X			\$70,000.00	CDBG LID, PF	Pedestrian safety and convenience and comply with City street design standards



North Hill Neighborhood Improvement Program

ALLOCATED POTENTIAL  
 PRIORITY CDBG FUNDING  
 H M L CC FUNDS SOURCES NEIGHBORHOOD BENEFIT

**C. PEDESTRIAN/BICYCLE CIRCULATION PROJECTS (cont.)**

3. Crosswalks at Busy Intersections	pg. 19	X			\$0.00	GF	Pedestrian safety and awareness
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**D. PUBLIC TRANSIT PROJECTS**

1. Transit Shelters	pg. 20	X			\$10,000.00 (5 at \$2000 ea.)	CDBG STA	Promote public transportation and provide rider shelter and convenience
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**E. COMMUNITY FACILITIES IMPROVEMENTS PROJECTS**

1. Viewpoint on Glass Avenue	pg. 22		X		\$15,000.00	CDBG GF IACOR	Provide neighborhood identity feature, increase passive recreation opportunity
2. New Neighborhood Parks	pg. 23		X		\$0.00	CDBG GF IACOR	Increase the recreational opportunities in southwestern area of the neighborhood; High priority for the Garland Village area.
3. Clark Park Improvement	pg. 24			X	\$0.00	CDBG IACOR PF, GOB	Meet recreational and safety needs, promote park usability
4. Franklin Park Improvements	pg. 25			X	\$0.00	GOB IACOR PF	Meet recreational and safety needs, promote park usability
5. Septic Tank Elimination	pg. 26	X			\$50,000.00 (if funded 100%)	CDBG PF	Environmental improvement and implement City policy

**F. NEIGHBORHOOD DESIGN PROJECTS**

1. Neighborhood Identification Entry Signs	pg. 27		X		\$15,000.00	CDBG PF	Promote neighborhood cohesiveness and sense of neighborhood identity
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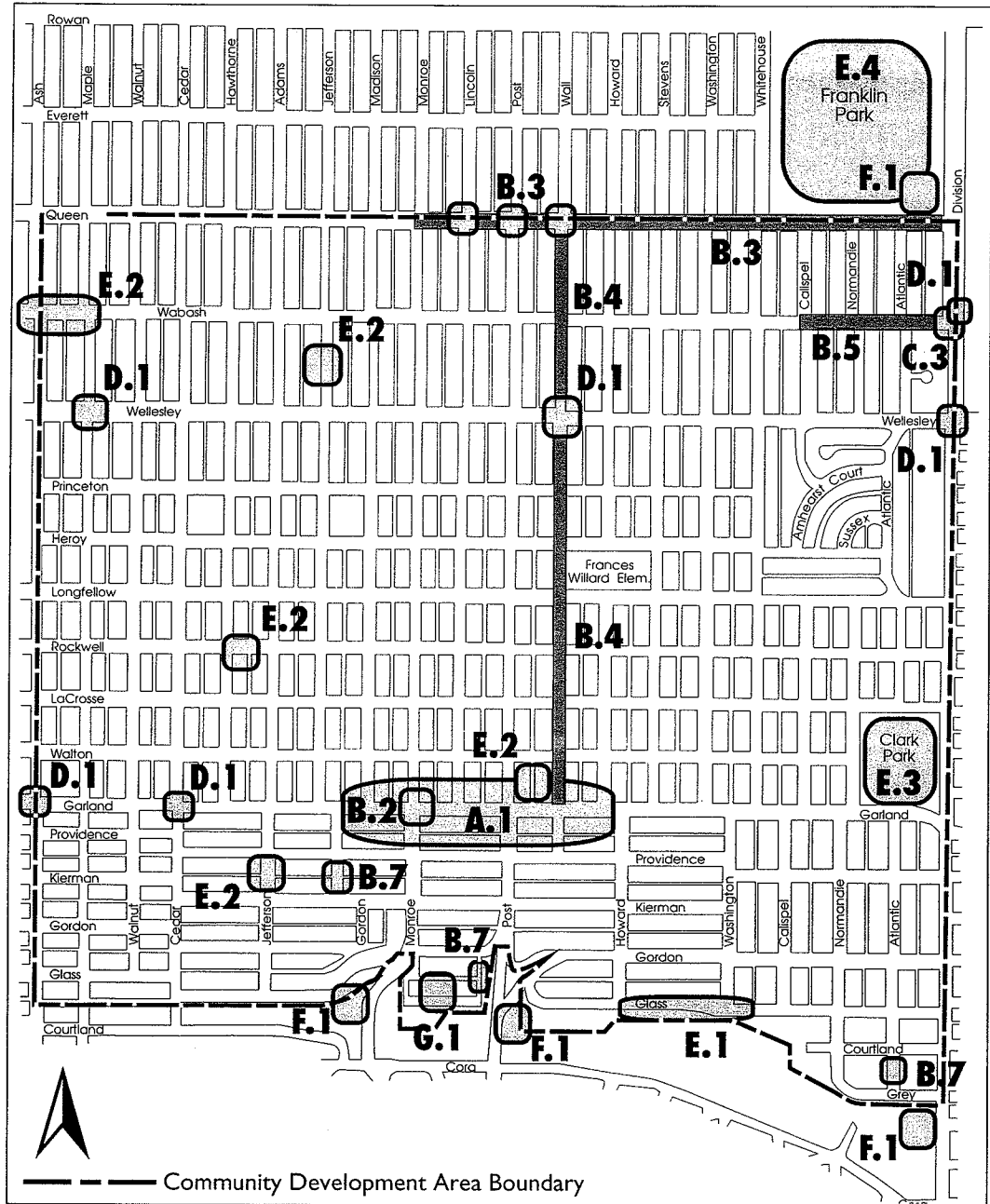


IMPROVEMENT	PRIORITY	ALLOCATED			POTENTIAL FUNDING SOURCES	NEIGHBORHOOD BENEFIT
		H	M	L		
<b>G. HOUSING PROJECTS</b>						
1. Senior Citizen Housing	pg. 28	X			\$60,000.00	CDBG PF CHAS Provide housing for the elderly (if fund remains unspent after 2 years reallocate fund to another project.)
2. Owner-Occupied Home Rehabilitation	pg. 29	X			\$90,000.00	CDBG PF CHAS Maintain quality housing and improve image of established residential areas
3. Targeted Exterior Home Rehabilitation	pg. 30			X	\$0.00	CDBG PF CHAS Improve the image of frequently seen areas of the neighborhood
<b>TOTAL ALLOCATED EXPENDITURES</b>					<b>\$395,740.00</b>	<b>(CDBG CC FUNDS)</b>
6% NIP administration					\$25,260.00	CDBG Contract amount for Planning Department NIP administration
<b>TOTAL CONCENTRATED CONSTRUCTION ALLOCATION</b>					<b>\$421,000.00</b>	
<b>FUNDING SOURCE CODES</b>						
GF General Fund of the City CDBG Community Development Block Grant SASF State Arterial Street Fund P&TR Paths and Trails Reserve IACOR Interagency Committee for Outdoor Recreation PF Private Source Funding STA Spokane Transit Authority CHAS Comprehensive Housing Affordability Strategy LID Local Improvement District UATA Urban Arterial Trust Account GOB General Obligation Bond						



# North Hill Project Location

## North Hill Neighborhood Improvement Program

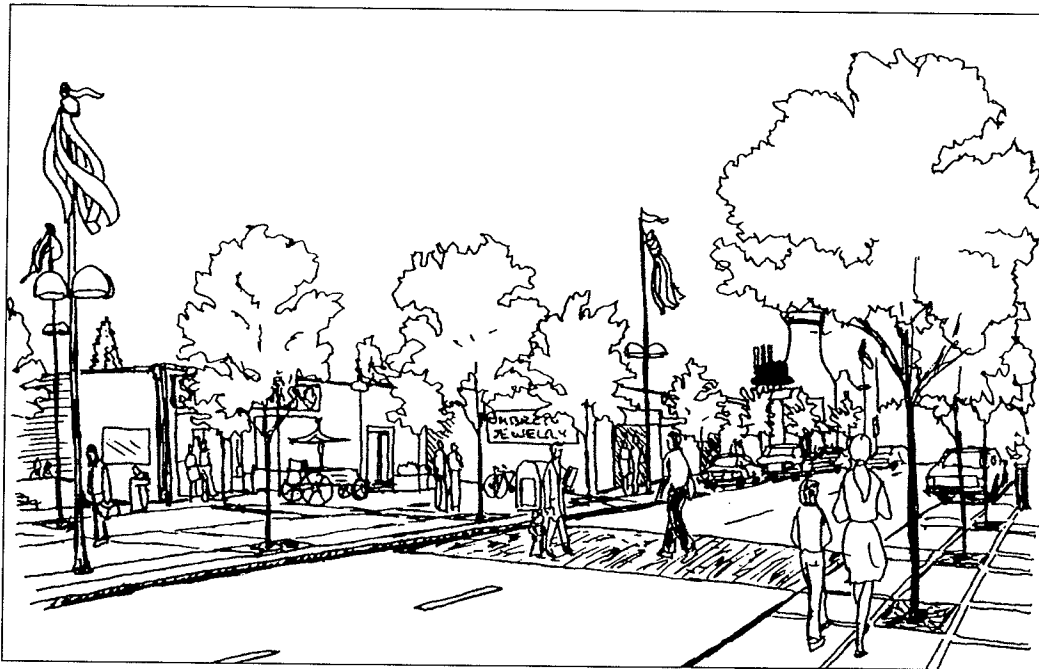


- |  |                                       |
|--|---------------------------------------|
| <b>A.1</b> Garland Village Plan                    | <b>D.1</b> Transit Shelters           |
| <b>B.2</b> Garland-Monroe Intersection Improvement | <b>E.1</b> Viewpoint on Glass Ave.    |
| <b>B.3</b> Queen Avenue Improvement                | <b>E.2</b> New Neighborhood Parks     |
| <b>B.4</b> Widening Wall Street                    | <b>E.3</b> Clark Park Improvements    |
| <b>B.5</b> Restrict Parking on Wabash              | <b>E.4</b> Franklin Park Improvements |
| <b>B.7</b> Street Paving                           | <b>F.1</b> Neighborhood Entry Signs   |
| <b>C.3</b> Pedestrian Crossing on Wabash           | <b>G.1</b> Senior Housing             |

# Land Use



Garland Village  
Design Concept  
Sketch



## A.1 GARLAND VILLAGE PLAN IMPLEMENTATION

### PROJECT DESCRIPTION:

In order to encourage business, increase safety and pedestrian comfort, improve property value and the images of the business district and neighborhood, the Garland Business District Design Plan should be implemented. In addition to this Plan, the following physical design improvements should be considered as high priority for the Garland Village community business district.

- ◆ Simple trash receptacles of a size, and in a location, that would not encourage household dumping
- ◆ Directional and informational signage located on Maple and Division alerting motorists to the community business district location
- ◆ Crosswalks and pedestrian

crossing signs where appropriate

- ◆ Create district "focal point" at Lincoln and Garland
- ◆ Create benches and/or tables where appropriate
- ◆ Shared off-street parking for local businesses

The scope of this project, and the direct benefit to the local businesses, creates the situation where it is desirable to form financial partnerships with local private enterprise.

### SUPPORTING CITY PLANS AND PROJECTS:

- ◆ Garland Business District Design Plan
- ◆ NIP Crosswalk Project and Monroe/Garland Intersection Project
- ◆ NIP New Neighborhood Parks Project

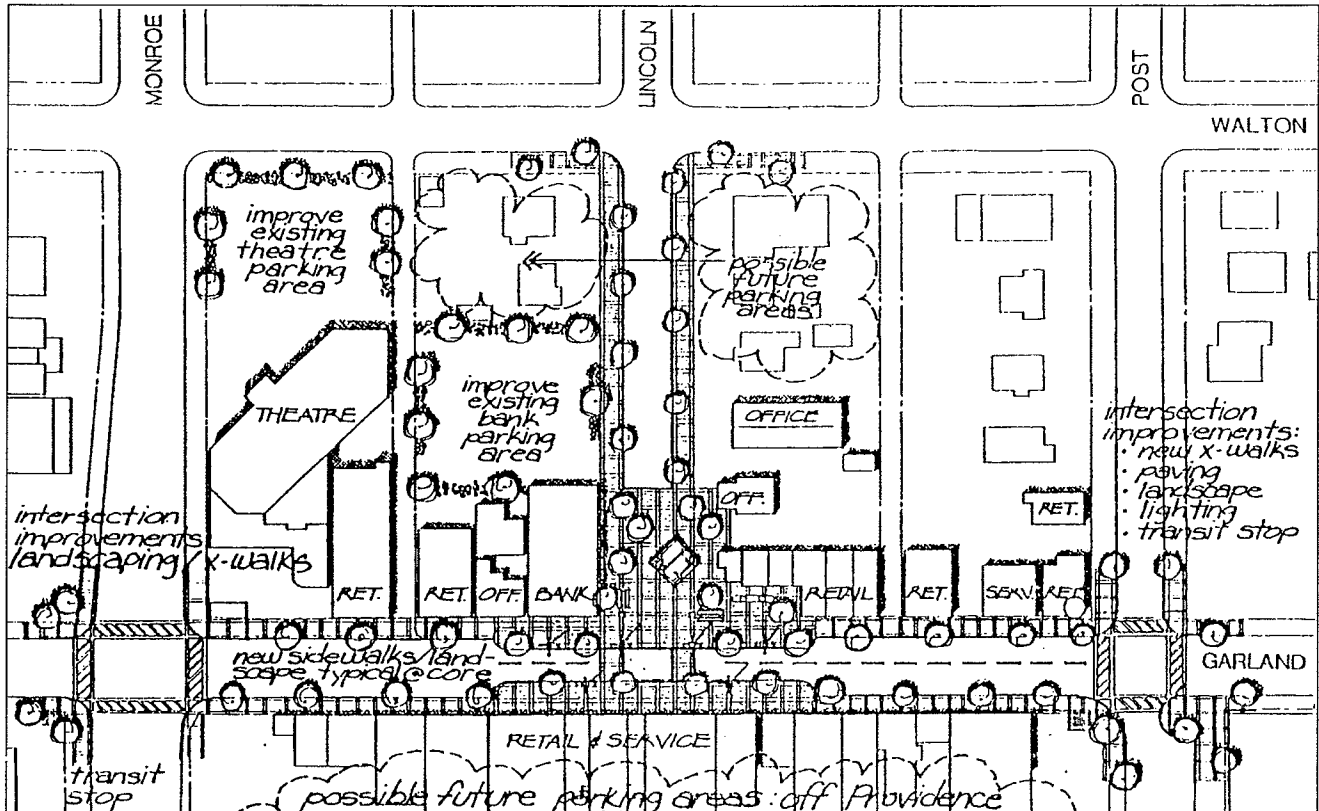
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*Implement  
the Garland  
Business District  
Design Plan.*

---



# North Hill Neighborhood Improvement Program



**Garland  
Business District  
Design Plan  
Improvements**

**COST FACTORS:**

The cost of the project would depend on the actual design of the improvements.

**POTENTIAL FUNDING SOURCES:**

- ◆ CDBG Concentrated Construction funds (CC)
- ◆ CDBG Fall Allocation funds (FA)

- ◆ Private Funds (PF)
- ◆ LID with local business

**IMPLEMENTING DEPARTMENT AND PARTICIPANTS:**

- ◆ City Public Works Department
- ◆ Garland Village Business Owners Association
- ◆ City Traffic Engineering Dept.

# Vehicular Circulation



Garland Avenue

## **B.1 MOTORIST, BICYCLIST AND PEDESTRIAN EDUCATION AND/OR ENFORCEMENT OF TRAFFIC LAWS**

### **PROJECT DESCRIPTION:**

The Neighborhood strongly believes that much of the traffic problems and dangerous pedestrian situations result from a lack of knowledge of the relevant traffic circulation laws. It is believed that these concerns are most appropriately addressed through motorist, bicyclist, and pedestrian education, and through the consistent enforcement of the traffic laws.

Motorist, bicyclist and pedestrian education must be encouraged at the primary school level and be continued into adulthood as the youth become adults and motorists. Education programs should be coordinated with the local police force and other special interest groups involved with vehicular and pedestrian circulation such as the Spokane

Bicycle Club.

The Neighborhood Task Force believes that a more pro-active role should be taken by the City, and specifically the Law Enforcement agencies to not only educate the population, but more importantly, enforce the current traffic laws.

Although this project does not easily fit into a capital improvements project category, the Neighborhood recommends the development of a program to address this concern. In relation to education/enforcement, some program similar to "Crime Watch", where the neighbors would be involved in the observation and notification of problems, might be developed that would specifically target traffic violations. Public Service announcements could be utilized to educate the public.



## North Hill Neighborhood Improvement Program

Extra patrols and strict enforcement of speed and traffic sign and signal violations, as well as pedestrian and bicyclist violations, are also encouraged.

### **SUPPORTING CITY PLANS AND PROJECTS:**

- ◆ City Arterial Street Plan
- ◆ City Bikeways Plan

### **COST FACTORS:**

The Neighborhood feels that enforcement of existing laws should not be at neighborhood cost. However, some of the costs associated with the development of an education/enforce-

ment program and/or specific safety projects could be appropriately funded with neighborhood funds.

### **POTENTIAL FUNDING SOURCES:**

- ◆ CDBG Neighborhood Fall Allocation funds (FA)
- ◆ Private Source funding (PF)
- ◆ City General Fund (GF)

### **CITY IMPLEMENTING DEPARTMENT AND PARTICIPANTS:**

- ◆ City Police Department
- ◆ City Bikeways Coordinator
- ◆ City Traffic Engineering Dept.



## B.2 INTERSECTION IMPROVEMENT AT GARLAND AND MONROE

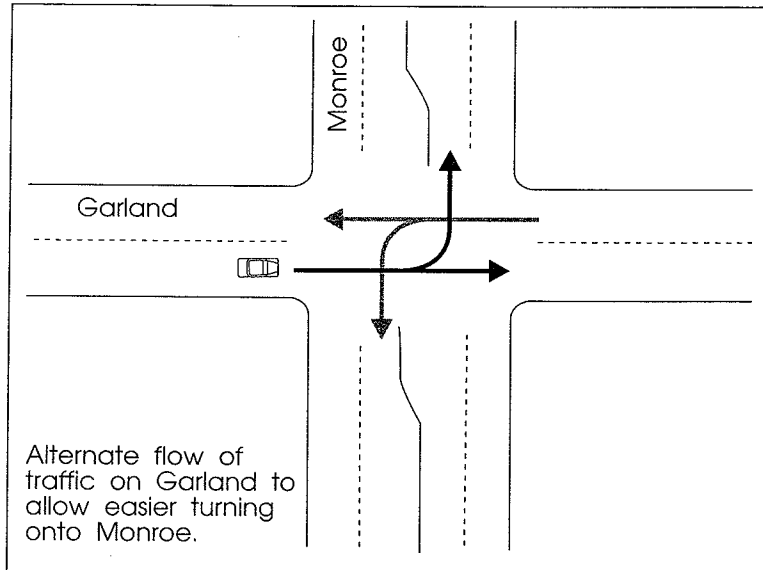
### PROJECT DESCRIPTION:

The traffic flow at this intersection is, at certain times of the day, congested to the point of causing delay and frustration to the motorists approaching the Garland Village Business District. Motorists trying to make a left hand turn onto Monroe, from either direction on Garland, can back-up traffic while they wait for an opening.

The potential for delay and congestion discourages shoppers from coming to this area to shop. Additionally, the traffic problems create an unsafe situation for the Business District pedestrians.

Traffic control devices may be warranted at this intersection of two arterials. The Traffic Engineering Department should be encouraged to investigate the use of traffic control devices. A possible solution suggested is the installation of traffic lights that are sequenced to permit alternating east/west through traffic and corresponding left turns. This solution would alleviate the backing-up caused by left turning motorists waiting for a space in the opposing through traffic, and could be accomplished at minimal cost and without street profile changes.

The City Traffic Dept. believes that split phase signaling would increase the congestion on Monroe. The Traffic Dept. suggests the solution of providing a separate left turn lane on Garland. However, to enable this solution without changing the street profile, some on street parking would be lost.



**Garland and  
Monroe  
Intersection**

### SUPPORTING CITY PLANS AND PROJECTS:

- ◆ Arterial Street Plan
- ◆ North Hill Neighborhood Specific Plan
- ◆ NIP Garland Village Plan Implementation

### COST FACTORS:

Costs vary with street/intersection design and control measures.

### POTENTIAL FUNDING SOURCES:

- ◆ General Fund (GF)
- ◆ State Arterial Street Fund (SASF)
- ◆ CDBG Fall Allocation funds (CDBG)

### IMPLEMENTING DEPARTMENT AND PARTICIPANTS:

- ◆ City Public Works Department
- ◆ City Traffic Engineering Department



### B.3 QUEEN AVENUE IMPROVEMENT BETWEEN DIVISION AND MONROE STREETS

#### PROJECT DESCRIPTION:

Queen Ave., from Division to Wall St. is designated a Neighborhood Collector Arterial, and from Wall to Monroe it is a Residential Access street. However, regardless of its designations, it seems to be used by motorists as a minor arterial causing traffic congestion and creating a dangerous situation for pedestrians and residents on Queen.

Intersections on Queen of particular concern to the Neighborhood are at Lincoln, Post and Wall Streets. The adoption of the Neighborhood Specific Plan changed the status of Queen between Wall and Monroe from Neighborhood Collector to Residential Access. Queen remains a Neighborhood Collector east of Wall. Thus, the intersection of Wall and Queen remains an intersection of Neighborhood Collector Arterial streets. In that intersection, motorists on Wall retain through street right of way due to the fact that Wall carries a greater traffic volume and the Neighborhood Collector status of Queen ends at Wall.

Since Neighborhood Specific Plan adoption, the cross streets in both of the other two intersections mentioned above, are Residential Access Streets.

The Neighborhood believes that the future changes anticipated for Division as well as the current traffic flows on Queen and the cross streets, warrants the Traffic Engineering Department consideration of improvements that would create a safer situation for motorists, pedestrians and residents along this section of Queen.

Improvements the Neighborhood suggested to be considered include, but should not be limited to, the following:

- ◆ traffic circles at Queen and Lincoln, and at Queen and Post
- ◆ widen Queen to accommodate traffic
- ◆ create left turn lanes on Queen to lessen congestion
- ◆ change the Neighborhood Collector Arterial status of Queen to Residential Access from Division to Monroe
- ◆ install flashing traffic signals to alert motorists of the intersections
- ◆ reduce the speed on Queen via signing or other device
- ◆ eliminate mid-block left hand turning on Queen between Division and Atlantic
- ◆ crosswalks installed in all intersections
- ◆ overhead pedestrian signs at crosswalks

#### SUPPORTING CITY PLANS AND PROJECTS:

- ◆ Neighborhood Specific Plan
- ◆ City Arterial Street Plan
- ◆ Busy Intersections NIP project

#### COST FACTORS:

Project costs will be dependent on the improvement(s) specified through discussions between the Neighborhood and the Traffic Engineering Department.

#### POTENTIAL FUNDING SOURCES:

- ◆ CDBG Fall Allocation funds (FA)
- ◆ City General Fund (GF)
- ◆ State Arterial Street Fund (SAS)

#### IMPLEMENTING DEPT. AND PARTICIPANTS:

- ◆ City Traffic Engineering Dept.
- ◆ City Public Works Department

*The intersections at Lincoln, Post and Wall Streets are of particular concern.*





## **B.4 WIDENING OF WALL STREET FROM GARLAND TO FRANCIS**

### **PROJECT DESCRIPTION:**

Wall Street, a north/south street through the middle of the North Hill Neighborhood, is designated as a Neighborhood Collector Arterial and Bikeways route, in the City Arterial Street Plan. However, it appears that the traffic congestion on the other north/south arterials is causing through traffic overflow to travel on Wall, using the street as a Minor Arterial, connecting outlying areas to the city center.

The City Arterial Street Plan indicates that the minimum right-of-way width for a Neighborhood Collector with bike lanes is 73 ft. with a paved width of 48 ft. The existing widths of Wall are 60 ft. and 30 ft. respectively—well below the Neighborhood Collector standards, let alone the standards for a Minor Arterial.

Although parking has been eliminated on one side of the street, the residents along this section of Wall still feel that such stop-gap measures are not adequate to solve the safety, congestion and pollution problems that they must live with on a daily basis.

The City Six Year Comprehensive Street Program indicates that Wall Street is a candidate for resurfacing in the 1993-1995 time frame, although the funding of the resurfacing is still in

question. Widening the street, however, is not yet contemplated in the Six Year Program.

### **SUPPORTING CITY PLANS AND PROGRAMS:**

- ◆ City Arterial Street Plan
- ◆ City Six Year Comprehensive Street Program
- ◆ North Hill Neighborhood Specific Plan
- ◆ City Bikeways Plan

### **COST FACTORS:**

Widening of the street will involve the purchase of right-of-way from private property owners. The acquisition cost of the property, as well as the construction costs will determine the total project costs. Because of the costliness of this proposed project, various funding sources should be approached as joint participants.

### **POTENTIAL FUNDING SOURCES:**

- ◆ State Arterial Street fund (SAS)
- ◆ Urban Arterial Trust Account (UATA)
- ◆ City General Fund (GF)

### **IMPLEMENTING DEPARTMENT AND PARTICIPANTS:**

- ◆ City Public Works Department
- ◆ City Traffic Engineering Dept.

---

*The neighborhood collector street is being used as a minor arterial.*

---



## **B.5 RESTRICTION OF PARKING ON NORTH SIDE OF WABASH BETWEEN DIVISION AND CALISPEL**

### **PROJECT DESCRIPTION:**

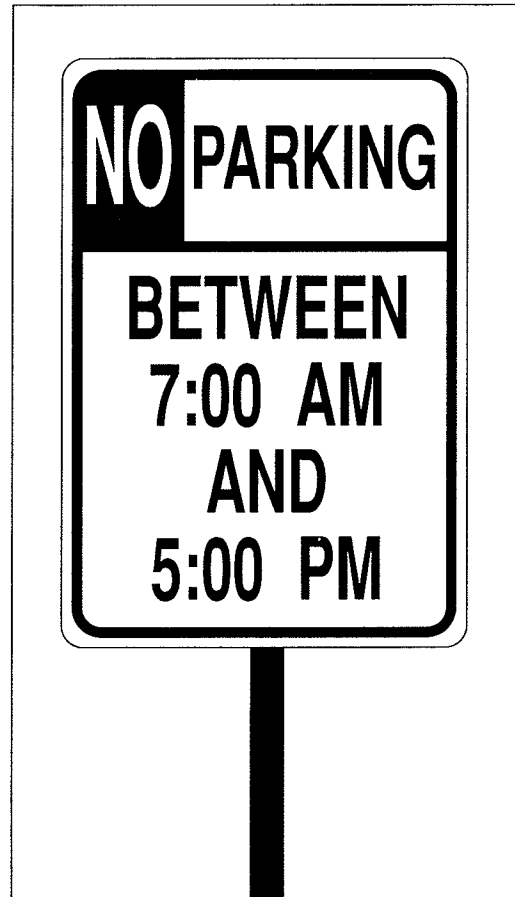
Due to the proximity of this street to auto dependent businesses along the west side of Division, it is often congested with curbside parking of autos the entire block length. Combined with cars turning onto Wabash, this creates problems for the pedestrians crossing Wabash as well as for the residents of the area who use this street for residential access. Additionally, fire access is restricted due to the curbside parking.

The neighborhood believes that the elimination of parking on the North side of the street, as has already been done between Division and Atlantic, would alleviate some of the problems and return the street to residential access. If the total elimination of parking is not possible, then restricting the parking between the hours of 7:00 a.m. and 5:00 p.m. would be acceptable.

According to the City Traffic Engineering Department, for their support in front of the City Council, 100% of the fronting property owners would have to be in agreement with the elimination of parking. It would be up to the neighborhood to poll the property owners and obtain signatures in support of the elimination or restriction of parking.

### **SUPPORTING CITY PLANS AND PROJECTS:**

The past restriction of parking on the North side of Wabash between Division and Atlantic.



### **COST FACTORS:**

There would be no cost to the neighborhood. If approved, signage would be provided by the Traffic Department.

### **POTENTIAL FUNDING SOURCES:**

- ◆ City General Fund

### **IMPLEMENTING DEPARTMENT AND PARTICIPANTS:**

- ◆ City Traffic Engineering Dept.



## B.6 DISABLED ACCESS RAMPS AT STREET INTERSECTIONS

### PROJECT DESCRIPTION:

The sidewalks in this neighborhood were, for the most part, constructed before there was a recognized need to provide for handicapped accessibility. The neighborhood agrees with the federal, state and local laws and policies for the provision of sidewalk access ramps for the handicapped.

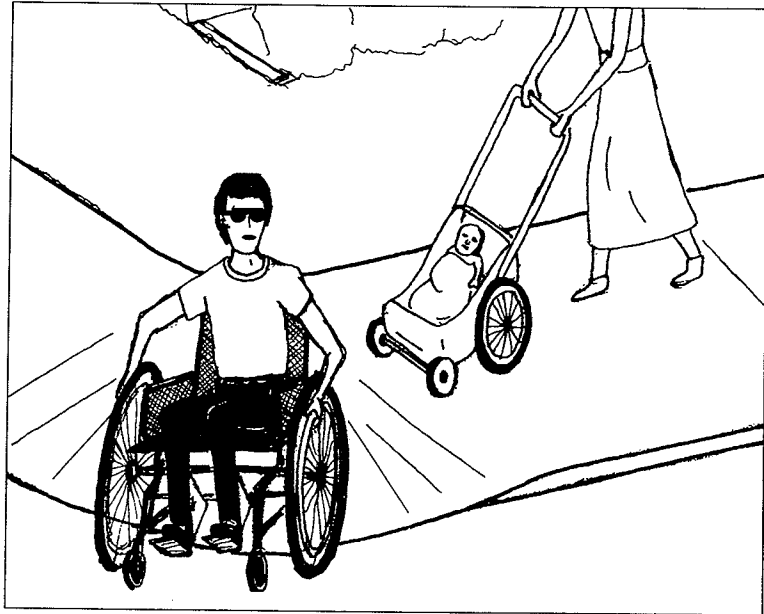
New sidewalks will be required to include access ramps at the time of construction, however, the older sections of sidewalk would still prove to be a barrier for wheelchairs. The Neighborhood Task Force recommends reconstruction of the corners of these older neighborhood sidewalks to accommodate handicapped access ramps. Priority shall be given to the arterial streets and to side streets that access neighborhood social services and schools.

Handicapped access ramps, for streets that were, or are in the future, redesignated as arterials by City action, should be built at the City's expense.

The City Plan Commission recommends this project as a high priority project.

### SUPPORTING CITY PLANS AND PROJECTS:

- ◆ NIP Sidewalks Project
- ◆ City Arterial Street Plan



Sidewalk ramps for easy access.

### COST FACTORS:

Access ramp construction cost is approximately \$400.00 / each. Additional costs could be incurred depending on existing conditions.

### POTENTIAL FUNDING SOURCES:

- ◆ CDBG Fall Allocation fund (FA)
- ◆ Local Improvement District (LID)
- ◆ General Fund (GF)

### IMPLEMENTING CITY DEPARTMENT AND PARTICIPANTS:

- ◆ City Public Works Department
- ◆ City Traffic Engineering Department



## B.7 STREET PAVING

*Qualifying low and moderate income residents can receive assistance for paving LID assessments.*

### PROJECT DESCRIPTION:

Although there are not very many unimproved streets in the neighborhood, the paving of unimproved streets remains a priority. The dust from the unpaved streets is a source of air pollution and the pot-holes are a nuisance to the residents and motorists.

The paving of these streets should be accomplished through the LID process with neighborhood funds being only used to provide assistance to the low and moderate income residents that qualify by Community Development affidavit.

The streets improved through this project shall be developed to city standards, acquiring right-of-way, if necessary, to meet minimum the width and development requirements.

The following portions of streets shall be considered for improvements or vacations, if improvement is not practical:

- ◆ Madison Street between Providence and Kiernan
- ◆ Atlantic Street between Courtland and Gray
- ◆ Post between Gordon and Glass

### SUPPORTING CITY PLANS AND PROJECTS:

- ◆ City Six Year Comprehensive Street Program
- ◆ Spokane Air Quality Program
- ◆ City Arterial Street Plan

### COST FACTORS:

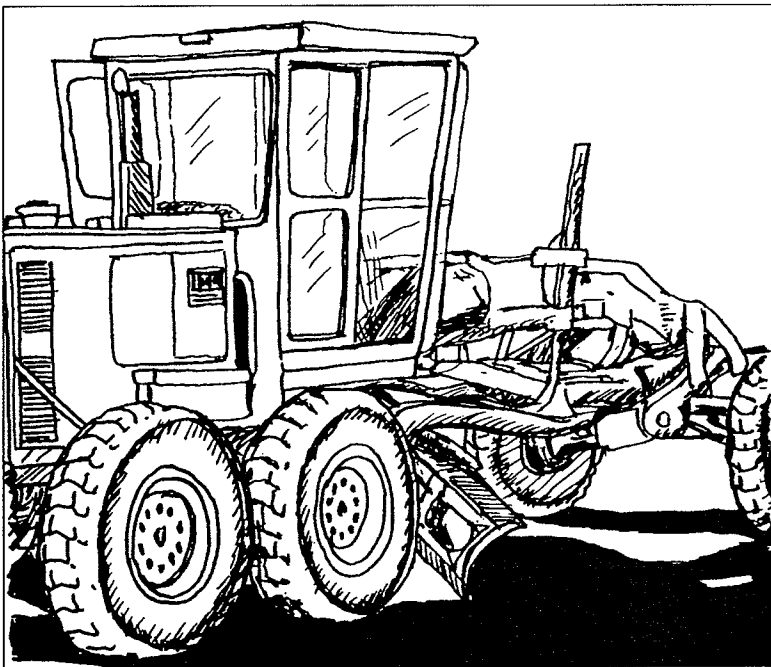
The current cost to pave a city street is approximately \$150.00 to \$175.00 per linear foot, which includes curbs and sidewalks. Land acquisition costs, should additional right-of-way be required, would increase this figure accordingly. Paving should be accomplished through the LID process with financial assistance by affidavit of need.

### POTENTIAL FUNDING SOURCES:

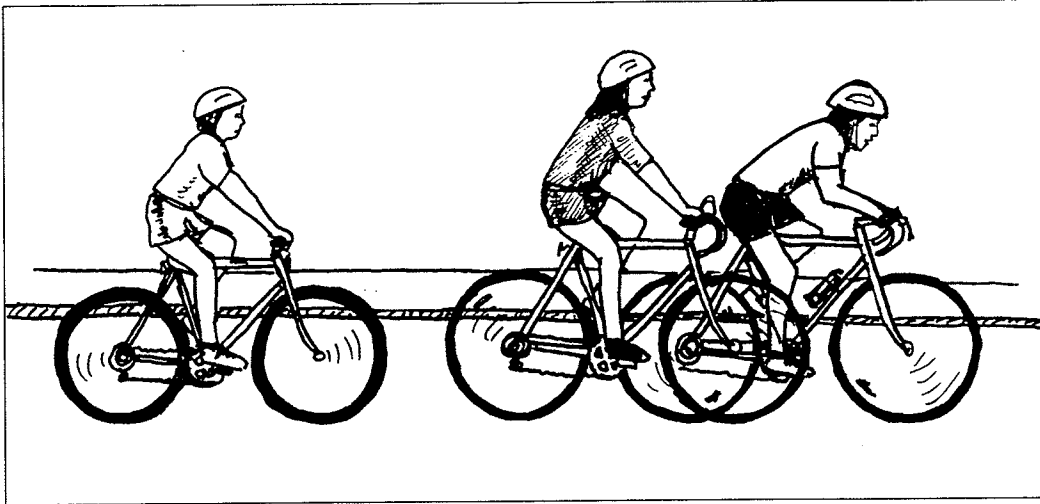
- ◆ Local Improvement District (LID)
- ◆ CDBG Concentrated Construction fund (CC)
- ◆ Private source funding (PF)
- ◆ City General Fund (GF)

### IMPLEMENTING DEPARTMENT AND PARTICIPANTS:

- ◆ City Public Works Department



# Pedestrian-Bicycle



## C.1 NEW SIDEWALKS

### PROJECT DESCRIPTION:

Provide new sidewalks, disabled access ramps, curbs, dropped curbs, and driveway aprons for safe and convenient pedestrian routes to encourage walking for recreation and travel. Highest priority for new sidewalks are arterial streets that are used by children walking to and from schools, followed in order by arterial streets in general, streets around schools and public areas, streets used for commercial access, and finally, residential streets.

Neighborhood funding assistance of new sidewalks will be by affidavit attesting to income status, and only when in conjunction with a Local Improvement District (LID).

The repair of existing sidewalks will have priority over the construction of new sidewalks.

An up-to-date inventory of existing sidewalks and their condition, is required to enable the Neighborhood to target specific streets or areas for new sidewalk construction.

### SUPPORTING CITY PLANS AND PROJECTS:

- ◆ City of Spokane Sidewalk Master Plan
- ◆ Arterial Street Plan
- ◆ North Hill Neighborhood Specific Plan
- ◆ Fall Allocation sidewalk repair projects
- ◆ NIP Sidewalk Repair Project

### COST FACTORS:

The 1990 cost of sidewalk construction was \$12.00 per linear foot. Allowing for an additional 20% contingency would equal \$14.40 per foot.

### POTENTIAL FUNDING SOURCES:

- ◆ CDBG Fall Allocation funds (FA)
- ◆ Private Source Funding (PF)
- ◆ Local Improvement District (LID)

### IMPLEMENTING DEPARTMENT AND PARTICIPANTS:

- ◆ City Public Works Department



## C.2 SIDEWALK RECONSTRUCTION

*Sidewalk reconstruction is given priority over construction of new sidewalks*

### PROJECT DESCRIPTION:

The Neighborhood recognizes the need to provide for safe and convenient pedestrian routes for recreation and travel. The repair or replacement of existing sidewalks should be accomplished in the areas, and in the order, already established by the Neighborhood Steering Committee in the yearly Fall Allocation funding of sidewalk repairs.

Sidewalk Reconstruction is given funding priority over the construction of new sidewalks. Sidewalk repairs will include the installation of handicapped access ramps only when corner reconstruction is required by general repair considerations.

Basic to this program, so that informed decisions and fund allocations may be made, the following steps should be included in the project implementation:

- 1) Update the neighborhood inventory of the sidewalks that need repair or replacement.
- 2) Categorize those sidewalks by severity of deterioration.
- 3) Identify priority sidewalks and/or areas, for sidewalk repair or replacement, based on steps 1 and 2.

Wall Street shall be considered a priority for sidewalk reconstruction to be done in conjunction with future street resurfacing.

### SUPPORTING CITY PLANS AND PROJECTS:

- ◆ City of Spokane Sidewalk Master Plan
- ◆ North Hill Neighborhood Specific Plan
- ◆ Fall Allocation Sidewalk Repair Projects
- ◆ NIP New Sidewalks Project

### COST FACTORS:

Repair of damaged or dangerous sidewalks is usually accomplished by the removal of the existing section and replacement with new.

The estimated cost for the removal of existing sidewalk is \$5.50 per linear foot.

The 1990 cost of replacement sidewalk construction was \$12.00 per linear foot. Allowing for an additional 20% contingency would equal \$14.40 per foot.

### POTENTIAL FUNDING SOURCES:

- ◆ CDBG Fall Allocation Funds (FA)
- ◆ CDBG Concentrated Construction Funds (CC)
- ◆ Private Source Funding (PF)
- ◆ Local Improvement District (LID)

### IMPLEMENTING DEPARTMENT AND PARTICIPANTS:

- ◆ City Public Works Department



### C.3 CROSSWALKS AT BUSY INTERSECTIONS

**PROJECT DESCRIPTION:**

Throughout the neighborhood there are intersections, that because of the street's arterial traffic flow and/or the proximity of schools, public places, businesses or other pedestrian destinations, that can be hazardous for pedestrian crossing.

In order to improve pedestrian safety, the neighborhood recommends the construction of pedestrian crosswalks and signage at the identified busy intersections and also at those designated in school student walking routes.

Of particular concern is a crosswalk across Wabash at Division. The Northtown Mall and other businesses along Division draw a significant number of pedestrians into the immediate area. There is no traffic signal at this particular intersection and although pedestrians have the right-of-way, motorists maneuvering onto and off of Division often have their attention focused on approaching cars and not on the pedestrians, thus causing a dangerous crossing situation.

These crosswalks shall be installed in accordance with the standard design as specified by the City Traffic Engineering Department and signed as warranted under standard signing policies. Reflective tape, instead of painting, should be considered for its long term durability.

The following intersections shall be considered for crosswalks:

- ◆ Wabash and Wall (lines and signs)

- ◆ Queen and Wall (lines and signs)
- ◆ Wabash at Division (lines and signs)
- ◆ Lincoln and Garland (signs to reinforce existing crosswalk)

**SUPPORTING CITY PLANS AND PROJECTS:**

- ◆ City Arterial Street Plan

**COST FACTORS:**

No cost to the Neighborhood unless reflective tape is used instead of painting.

**POTENTIAL FUNDING SOURCES:**

- ◆ City General Fund

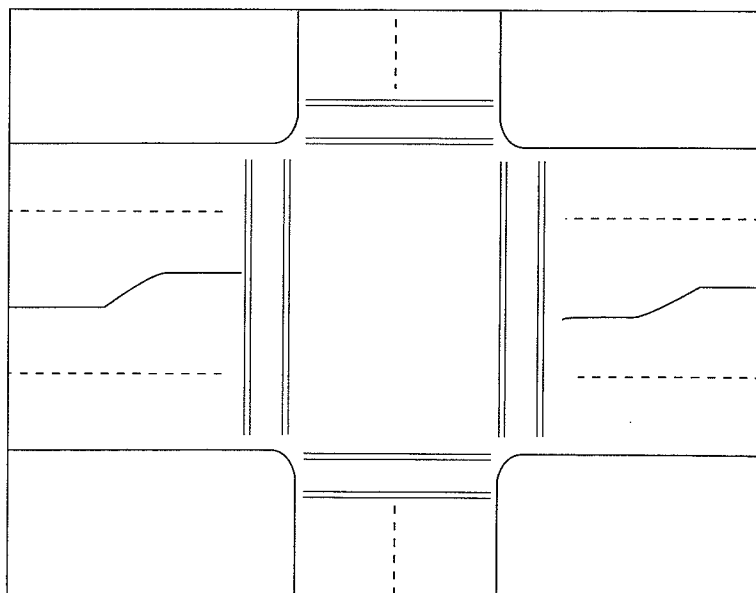
**IMPLEMENTING DEPARTMENT AND PARTICIPANTS:**

- ◆ City Traffic Engineering Department
- ◆ City Public Works Department



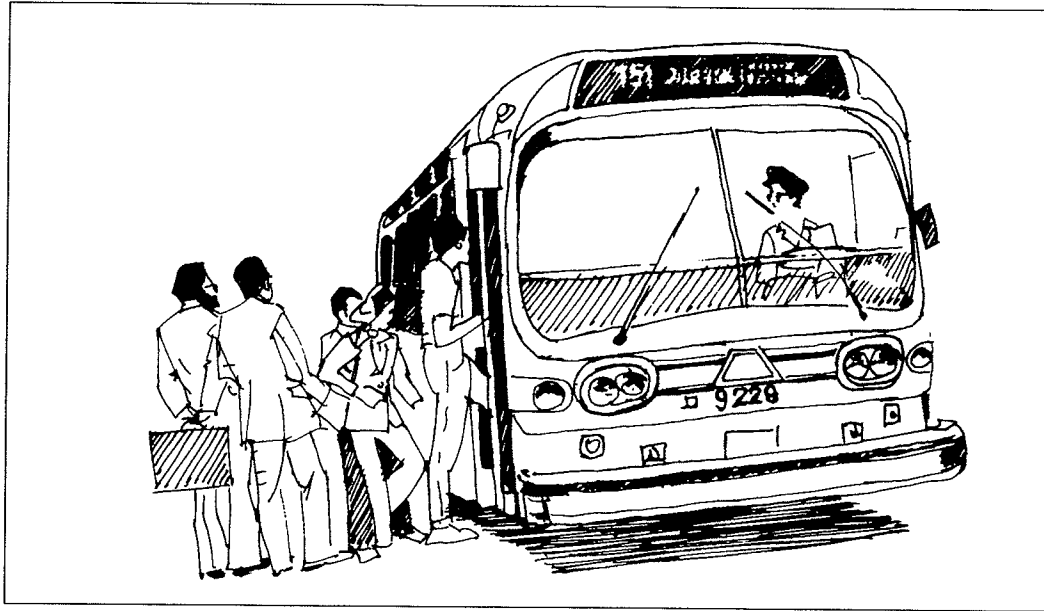
Crosswalk sign

Provide crosswalks at busy intersections





# Public Transit



## D.1 PUBLIC TRANSIT SHELTERS

*Provide shelters and route information at high ridership stops.*

### PROJECT DESCRIPTION:

North Hill Neighborhood is presently served by four separate Spokane Transit Authority bus routes. These routes generally traverse the neighborhood on the designated arterial and collector streets. To better serve the bus riding public, the Neighborhood believes that transit shelters, and bus route information, should be provided at the high ridership stops. The Neighborhood feels that the standard shelter design, currently used by STA, would be appropriate.

The cost of the shelters should be at the expense of the STA, however, the Neighborhood recognizes that some financial assistance from the neighborhood, in the form of a cooperative partnership with STA, could speed-up the installation of the proposed shelters at appropriate locations within the North Hill Neighborhood.

Under Spokane Transit Authority's program of shelter construction, shelters are recommended throughout the system. The location of a shelter is contingent upon site availability and transit operational considerations, and is subject to review and approval by STA staff and Board of Directors.

As a result of new laws, all shelters through-out the system will be accessible to the physically challenged. Suggested locations are as follows:

- ◆ S.W. corner of Wellesley & Wall for the east/west line
- ◆ S.W. corner of Wellesley & Wall for the north/south line
- ◆ Garland and Monroe
- ◆ Wall and Longfellow
- ◆ Garland and Cedar

### SUPPORTING CITY PLANS AND PROJECTS:

- ◆ North Hill Neighborhood Specific Plan



## North Hill Neighborhood Improvement Program



- ◆ Spokane Transit Development Plan
- ◆ STA Co-op Shelter Design Criteria

### POTENTIAL FUNDING SOURCES:

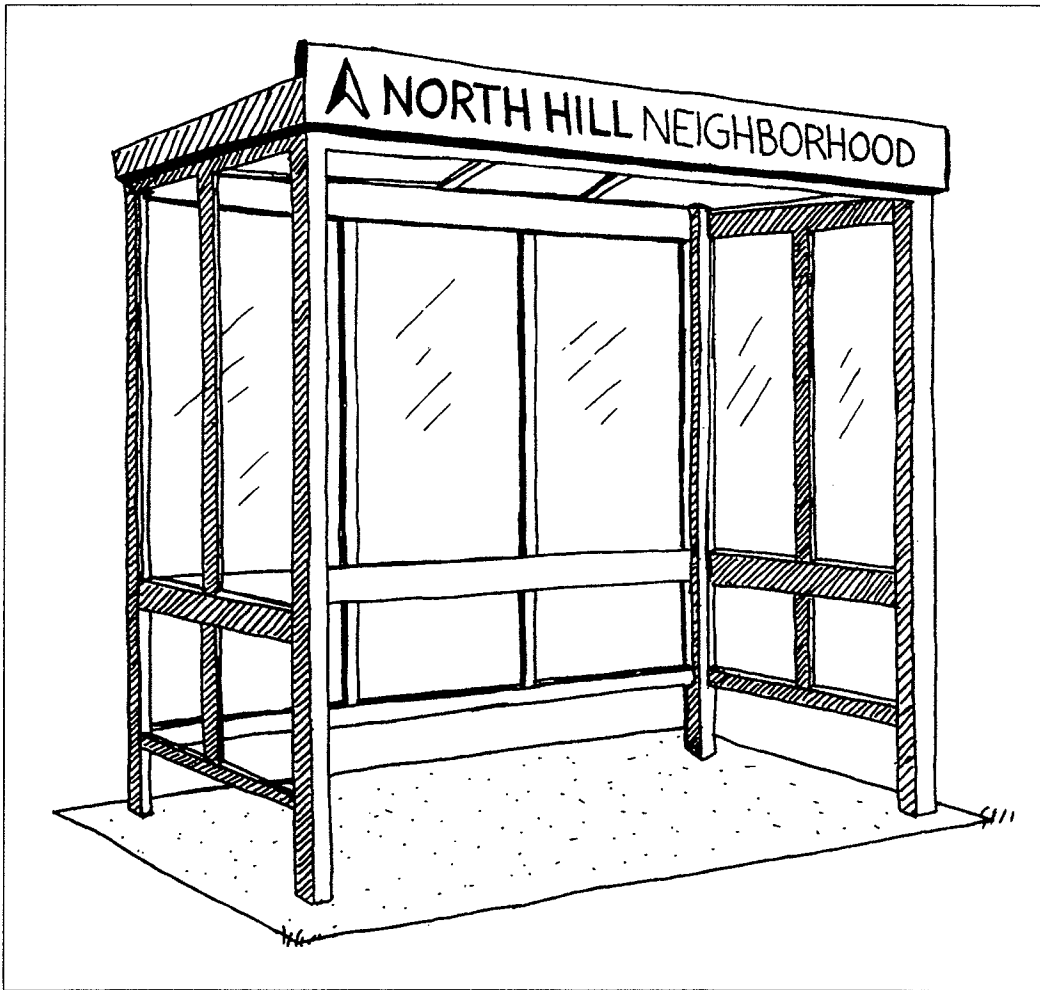
- ◆ CDBG Fall Allocation fund (FA)
- ◆ CDBG Concentrated Construction fund (CC)
- ◆ Spokane Transit Authority (STA)

### COST FACTORS:

Cost is approximately \$6,500.00/ea. for the standard STA approved, accessible shelter. Property acquisition and site development costs would be extra.

### IMPLEMENTING DEPARTMENT AND PARTICIPANTS:

- ◆ Spokane Transit Authority
- ◆ City Real Estate Department



Standard STA  
accessible  
shelter



# Community Facilities

## E.1 VIEWPOINT ON GLASS AVE.

### PROJECT DESCRIPTION:

Glass Ave. between Normandie and Howard Streets sits on top of the bluff that establishes the southern boundary of the Community Development Neighborhood. The overlooking view to the south, from Glass Ave., is of a major portion of the downtown of Spokane and is unique due to its accessibility to the general public. Although currently fenced, the strip of land between the south curb line of Glass and the top of the bluff is unattended and covered with weeds, presenting an eyesore and, more significantly, a fire hazard in the late summer months.

The bluff itself is designated for a Conservation Area and Green Belt due to its classification as Environmentally Sensitive in the City Park and Open Spaces Plan.

The Neighborhood believes that the outstanding view and easy accessibility of this area create an opportunity that would improve the site and, help identify and define the North Hill Neighborhood.

The Neighborhood suggests the Park Department acquire, at a minimum, the portion of land between the street and the top of the bluff that is not already under city ownership and improve it to function as a passive recreation viewpoint park.

For the actual development of the park, the Neighborhood recommends the installation of a minimum of three (3) park benches and sidewalks and the planting of low-maintenance landscaping. If possible, the landscaping should include plantings indigenous to the area and be irrigated. Stabilization of the slope may be necessary, as well as the installation of a fence high enough to prevent anyone falling down the slope, but not so high as to obstruct the view to the south.

### SUPPORTING CITY PLANS AND PROJECTS:

- ◆ Neighborhood Specific Plan
- ◆ Park and Open Spaces Plan

### COST FACTORS:

The cost will be dependent on the scope of the project.

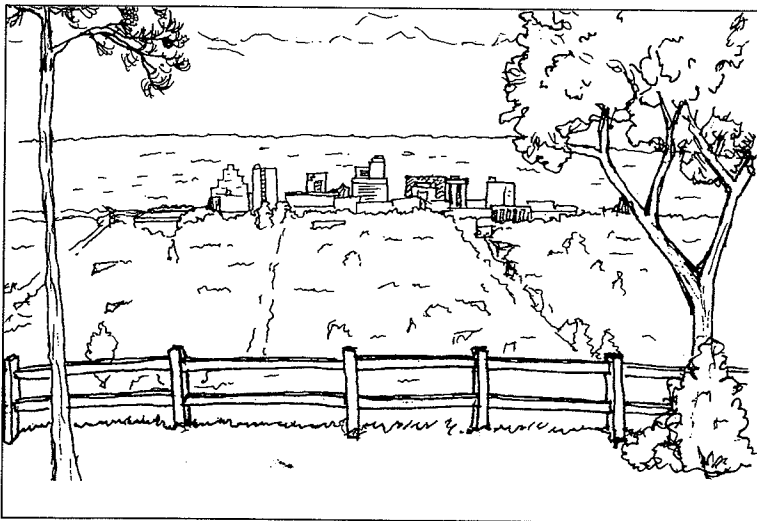
### POTENTIAL FUNDING SOURCES:

- ◆ CDBG Fall Allocation funds (FA)
- ◆ CDBG Concentrated Construction funds (CC)
- ◆ City General Fund (GF)
- ◆ Interagency Committee for Outdoor Recreation (IACOR)

### IMPLEMENTING DEPT. AND PARTICIPANTS:

- ◆ City Parks Department
- ◆ City Real Estate Department

**Viewpoint from  
Glass Avenue**





## E.2 NEW NEIGHBORHOOD PARKS

### PROJECT DESCRIPTION:

Currently, North Hill Neighborhood is served by Franklin Park, a Community Park located outside of, but adjacent to, the northern boundary of the CD Neighborhood, and Clark Park, a Neighborhood Park located inside and on the east boundary of the neighborhood. The east side of both parks is bordered by Division Street, making the parks visible and more accessible to the general public. This visibility and accessibility causes Clark Park to be used much the same way as a Community Park instead of as a Neighborhood Park. Shadle Park, a city Community Park to the west of the neighborhood, and Williard Elementary have playfield areas that also serve as play and open space areas for neighborhood residents.

The Neighborhood feels that the distribution of the population and the manner in which the neighborhood is crisscrossed with arterials, dictate the need for additional small local neighborhood parks. The NIP Task Force recommends acquisition and development of parks in the areas both north and south of Garland and west of Monroe. This would enable the resident children in those areas to get to an active play area without needing to cross an arterial. These parks should be at least one half block in size.

Acquiring lots, or the unused portion of lots needed to complete the Post St. realignment is also desirable. This would provide some open space in the center of the neighborhood and possibly be used for a Neighborhood Identity feature. The possibility of using lots that will eventually be needed for the realignment, for interim use as mini-parks should also be investigated.

“Vest Pocket” parks are also recom-

mended for the south and central areas of the neighborhood. These parks, which could be as small as one lot in size, would serve as passive recreation areas possibly linking residential areas with commercial, social and school areas. These small parks would not be developed with active play equipment but instead would be provided with seating and some landscaping to create an enjoyable sitting area. Low maintenance improvements are encouraged.

The City Park and Open Space Plan suggests the possibility of developing a joint use park in conjunction with St. Francis Church, and investigating the development of a pedestrian crossing of Maple/Ash to access Shadle Park. Mini-parks are suggested in the Neighborhood Specific Plan for the bluff area along Monroe and Post Streets.

### SUPPORTING CITY PLANS AND PROJECTS:

- ◆ Neighborhood Specific Plan
- ◆ City Park and Open Space Plan

### COST FACTORS:

Cost would be dependent on land acquisition, relocation, demolition and development costs. Play equipment and street furniture would be additional costs determined by the style and type of furniture and equipment selected by the neighborhood.

### POTENTIAL FUNDING SOURCES:

- ◆ City General Fund (GF)
- ◆ CDBG Fall Allocation fund (FA)
- ◆ Interagency Committee for Outdoor Recreation (IACOR)

### IMPLEMENTING DEPT. AND PARTICIPANTS:

- ◆ City Parks Department
- ◆ City Real Estate Department

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*The neighborhood feels there's a need for additional small parks*

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### E.3 CLARK PARK IMPROVEMENTS

#### PROJECT DESCRIPTION:

Clark Park is a neighborhood park located totally within the Community Development Neighborhood boundaries. The park is bounded by Garland Ave., a minor arterial on the south and Division St., a state highway and principal arterial on the east. This location makes the park highly visible and also well used by the neighborhood, as well as by the community. The park, also because of its location, serves as a landmark identifying the neighborhood and, as an entrance for the Garland Village Business District, a few blocks to the west.

The CD Neighborhood looks upon Clark Park with pride as many of the park improvements were constructed using neighborhood funds.

As this park is within the Community Development Neighborhood, and is designated as a neighborhood park, the Task Force considers the expenditures of neighborhood funds for improvements as appropriate. The Neighborhood believes that because this park was donated with the stipulation that the land could only

ever be used as park land, it would be inappropriate for the state Department of Transportation to use any of the park for the widening of Division Street.

Improvements recommended to improve the aesthetic and recreation qualities of Clark Park include the following:

- 1) Playground equipment or maintenance of existing equipment
- 2) Basketball half-court
- 3) Small set of bleachers in SW corner of park at baseball field
- 4) Regrading ball field to eliminate water ponding

#### SUPPORTING CITY PLANS AND PROJECTS:

- ◆ City Park and Open Space Plan
- ◆ North Hill Neigh. Specific Plan
- ◆ NIP Neigh. Identity Signs Project

#### COST FACTORS:

Cost is dependent on the design of the park improvements and the individual costs of the selected elements. Some elements would appropriately, be funded by the specific user groups, for example the baseball bleachers should be funded by the baseball and softball leagues. Regrading of the field should be done as part of the regular Park Dept. maintenance.

#### POTENTIAL FUNDING SOURCES:

- ◆ CDBG Fall Allocation fund (FA)
- ◆ General Obligation Bond (GOB)
- ◆ Interagency Committee for Outdoor Recreation (IACOR)
- ◆ Private source funding (PF)

#### IMPLEMENTING DEPT. AND PARTICIPANTS:

- ◆ City Parks Department

Clark Park





## E.4 FRANKLIN PARK IMPROVEMENTS

### PROJECT DESCRIPTION:

Although Franklin Park is outside of the Community Development Neighborhood, they share the common border of Queen Ave. The park is bordered by Queen on the south and Division on the east, making the park highly visible and well used.

It is quite apparent that residents south of Queen, in the Community Development neighborhood, frequent the park, thus enabling the neighborhood to consider the use of CDBG funds for park improvements as a benefit for the low and moderate income residents of the neighborhood.

This park is designated as a Community Park and as such, the Neighborhood Task Force believes that improvements should be funded through the City General Fund, Parks Bond, or other sources instead of with neighborhood funds.

Even though funding is recommended to be from a source other than Community Development funds, improvements that were considered as an enhancement to the aesthetic and recreational qualities of the park include the following:

- 1) Providing noise and light buffers for the sports fields at Parks Dept. discretion for safety
- 2) Adding a jogging path through the park
- 3) Increasing the off-street parking facilities
- 4) Improving on-street parking

along Queen between Division and Whitehouse, and on Whitehouse between Queen and Rowan.

- 5) Providing safety fencing along Queen (similar to Clark Park fence on Division)

The Neighborhood suggests that any improvements should be coordinated with the other projects that may have an impact on the Park, specifically the widening of Division Street, and improvement of Queen Ave.

### SUPPORTING CITY PLANS AND PROJECTS:

- ◆ Parks and Open Spaces Plan
- ◆ North Hill Neighborhood Specific Plan
- ◆ Queen Ave. NIP Project

### COST FACTORS:

Cost is dependent on the design of the actual improvements.

The Neighborhood Task Force recommends that no North Hill Neighborhood Community Development funds be expended to implement and construct the suggested improvements.

### POTENTIAL FUNDING SOURCES:

- ◆ General Obligation Bond (GOB)
- ◆ Interagency Committee for Outdoor Recreation (IACOR)
- ◆ Private Source Funding (PF)

### IMPLEMENTING DEPT. AND PARTICIPANTS:

- ◆ City Parks Department

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*This park is designated as a Community Park and as such, the Neighborhood Task Force believes that improvements should be funded through other sources, instead of with neighborhood funds.*

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## E.5 SEPTIC TANK ELIMINATION

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*Once sewer service becomes available to a property, the owner starts paying the monthly sewer assessment, and by law, must hook-up to the sewer within one year.*

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### **PROJECT DESCRIPTION:**

For health and ecological reasons the elimination of septic tanks is a priority of the North Hill Neighborhood and the City. There are currently 25 known septic tanks in the neighborhood. All now have sewer available to them and have been so notified. Once sewer service becomes available to a property, the owner starts paying the monthly sewer assessment, and by law, must hook-up to the sewer within one year.

For ecological reasons the neighborhood recommends that the city actively encourage the owners of these homes to abandon their septic tanks in favor of the sanitary sewer.

In recognition of the burden this may pose to the low and moderate income households, the Neighborhood offers financial assistance to those in need. This assistance shall be requested by the property owner in the form of an affidavit attesting to financial need, as generally required by the City.

This program and funding would be made part of the ongoing Septic Tank

Elimination Program administered by the Public Works Department.

In conjunction with this program, the Neighborhood Task Force suggests that any abandoned or unused water wells encountered be rendered un-hazardous.

### **SUPPORTING CITY PLANS AND PROJECTS:**

- ◆ 6-Year Comprehensive Sewer Program
- ◆ City's Septic Tank Elimination Program

### **COST FACTORS:**

- ◆ Approximately \$2,000.00 per hook-up, at 100% funding.

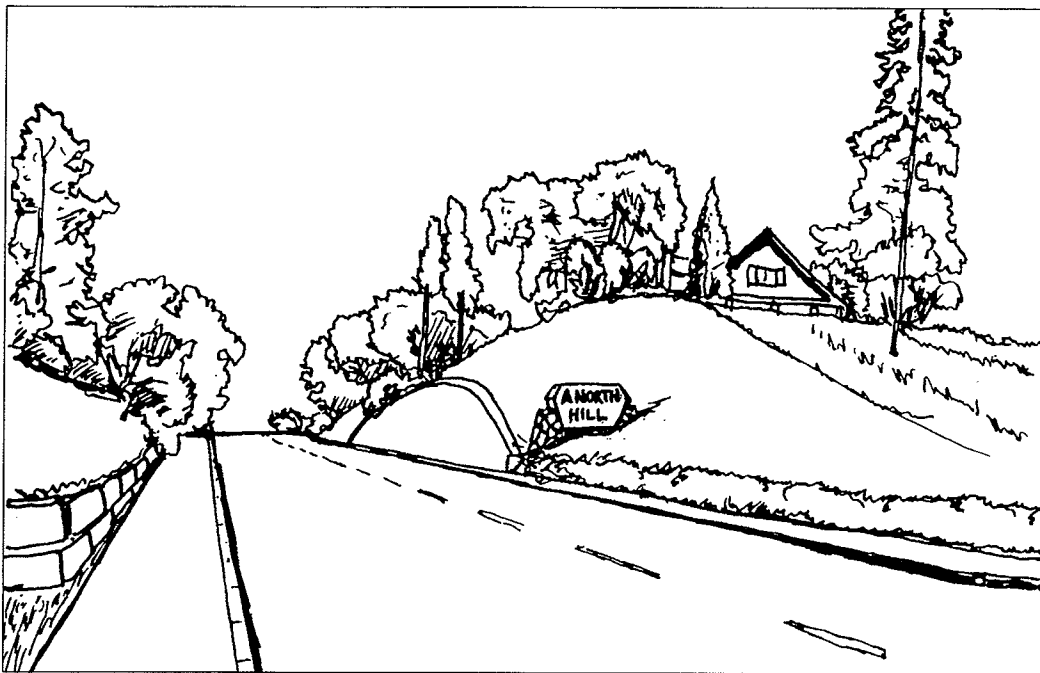
### **POTENTIAL FUNDING SOURCES:**

- ◆ CDBG Concentrated Construction funds (CC)
- ◆ Private Funds (PF)

### **IMPLEMENTING DEPARTMENT AND PARTICIPANTS:**

- ◆ Public Works Department

# Neighborhood Design



Post St. entry sign concept sketch

## F.1 NEIGHBORHOOD IDENTITY SIGNS

### PROJECT DESCRIPTION:

To promote and foster a sense of pride in, and of belonging to the North Hill Neighborhood, identity signs at neighborhood arterial entrances, have been identified as a desirable project. Two suggested locations are the hillside banks along Monroe and Post entering the neighborhood from the south. North Hill is criss-crossed by numerous arterials, and as appropriate public property is scarce, it is not possible to identify all of the likely locations at this time. Particularly in light of some of the more pressing needs of the Neighborhood that must be met first.

Additional funding of this project should be considered at a future time when specific entrances and public property can be identified and acquired.

The Parks Department recom-

mends that signs be constructed out of concrete or other indestructible materials to avoid the vandalism problem experienced in other neighborhoods.

### COST FACTORS:

Similar signs have cost from \$3000 to \$12,000 each, depending on the number of signs ordered and the complexity of the sign. This amount does not reflect land acquisition costs.

### POTENTIAL FUNDING SOURCES:

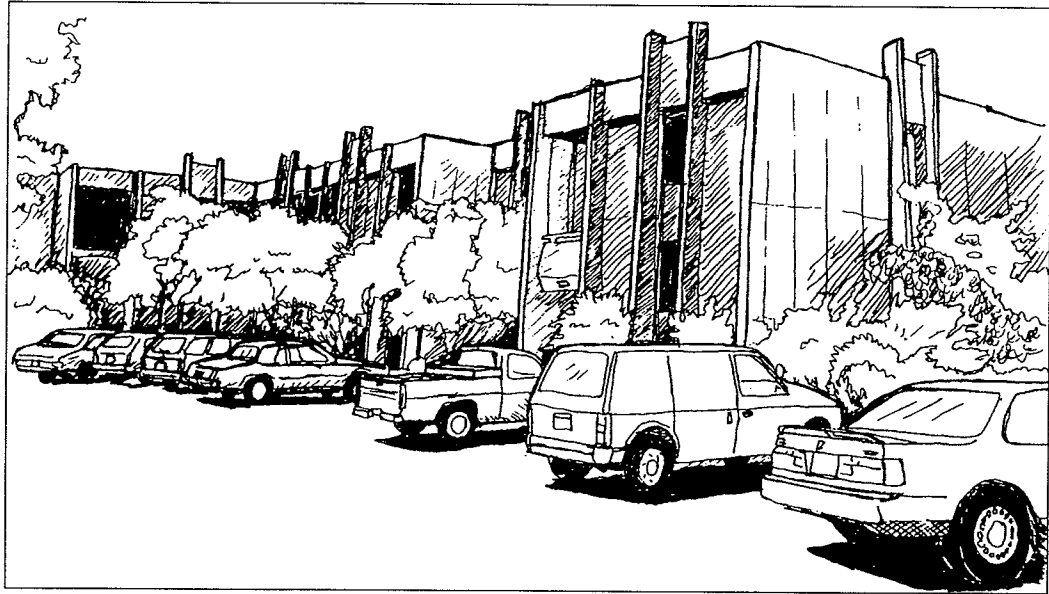
- ◆ CDBG Concentrated Construction funds (CC)
- ◆ CDBG Fall Allocation funds (FA)
- ◆ Private Funds (PF)

### IMPLEMENTING DEPARTMENT AND PARTICIPANTS:

- ◆ City Parks Department



# Housing Projects



**Grey's Court  
Apartments**

## **G.1 SENIOR CITIZEN HOUSING**

### **PROJECT DESCRIPTION:**

The North Hill Neighborhood, in the development of the Specific Plan, has indicated a strong desire to encourage or implement the construction of Senior Citizen Housing for those seniors desiring to live within the neighborhood. Currently there are no senior citizen housing developments in the northwest corner of the city.

The Neighborhood recognizes that a project of significant scale would require entering into a partnership with other neighborhood(s), organizations, institutions, and/or agencies. The make-up of the partnership would be a determinant in the specific design and emphasis of such a joint effort.

In the Specific Plan, it was suggested, that two possible locations for senior citizen housing project are: on top of the bluff between the Emerson-Garfield and North Hill Neighborhoods, and just outside the neighborhood boundary, in the area of Drumheller

Springs. Specific siting would be dependent on the scope of the project, funding, and partnership participation.

### **SUPPORTING CITY PLANS AND PROJECTS:**

- ◆ North Hill Neighborhood Specific Plan

### **COST FACTORS:**

As this project is in the conceptual stage, it is impossible to estimate its potential cost.

### **POTENTIAL FUNDING SOURCES:**

- ◆ CDBG Fall Allocation Funds (FA)
- ◆ CDBG Concentrated Construction Funds (CC)
- ◆ Private Funds (PF)
- ◆ Comprehensive Housing Accessibility Strategy (CHAS)

### **IMPLEMENTING DEPT. AND PARTICIPANTS:**

- ◆ Community Development Dept.
- ◆ Spokane Housing Authority





## G.2 OWNER OCCUPIED HOME REHABILITATION

### PROJECT DESCRIPTION:

Home rehabilitation projects improve the health, safety, and visual condition of existing residences of the neighborhood, helping to foster a sense of community, identity, and neighborhood pride.

Specific rehabilitation efforts will be carefully targeted to the homes of low and moderate income homeowners, that are basically sound but exhibit serious deterioration.

The home rehabilitation program, as currently sponsored by the City of Spokane, provides financial help to the low and moderate income homeowners for basic home repairs and improvements. Financial assistance, in the form of low interest, monthly payment loans and deferred loans (depending on household income) would be available to make improvements such as plumbing, heating, painting, and/or roofing repairs. The program is currently administered under contract with the Northwest Regional Facilitators.

Previous North Hill Neighborhood participation in this program, has been

through the neighborhood allocation of Fall Allocation funds. This project is specifically mentioned in the Neighborhood Specific Plan.

### SUPPORTING CITY PLANS AND PROJECTS:

- ◆ Neighborhood Specific Plan
- ◆ The Spokane Home Rehab Program

### COST FACTORS:

The average estimated rehabilitation cost per home is \$7,000.

### POTENTIAL FUNDING SOURCES:

- ◆ CDBG Neighborhood Fall Allocation Funds (FA)
- ◆ CDBG Concentrated Construction funds (CC)
- ◆ Lender Loan Home Rehabilitation Program (LL)
- ◆ Private Funds (PF)
- ◆ Comprehensive Housing Assistance Strategy funding (CHAS)

### IMPLEMENTING DEPT. AND PARTICIPANTS:

- ◆ Northwest Regional Facilitators

---

*Basic home repairs and improvements*

---



Typical North Hill Housing



### G.3 TARGETED EXTERIOR HOME REHABILITATION

#### PROJECT DESCRIPTION:

The exterior rehabilitation of dilapidated neighborhood homes is a program designed to enhance the visual appearance of the neighborhood. This will improve the neighborhood image to the casual passerby, as well as foster a sense of pride in the residents. It is intended that this improved image and sense of pride will increase the stability and economic desirability of the neighborhood.

To have the greatest impact, this project will target owner-occupied and renter-occupied homes along neighborhood arterials that are in need of visual exterior improvement. Monroe and Wall were suggested as possible arterials that might have homes that are in need of this type of rehab. However, the Task Force recognizes that there may be other arterials in greater need because of recent homeowner improvements on the two suggested streets.

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*Homes along arterials have priority for visual improvements*

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To insure fairness, the program would require that the individual homes along targeted arterials be evaluated by rehabilitation specialists, based upon criteria established by the Neighborhood, to verify need and identify and prioritize rehabilitation candidates.

Rehabilitation work eligible for financing includes exterior painting including repairs to siding, trim, porches, doors, and windows needed to provide sound painting surfaces or insure good visual results and roofing.

#### SUPPORTING CITY PLANS AND PROJECTS:

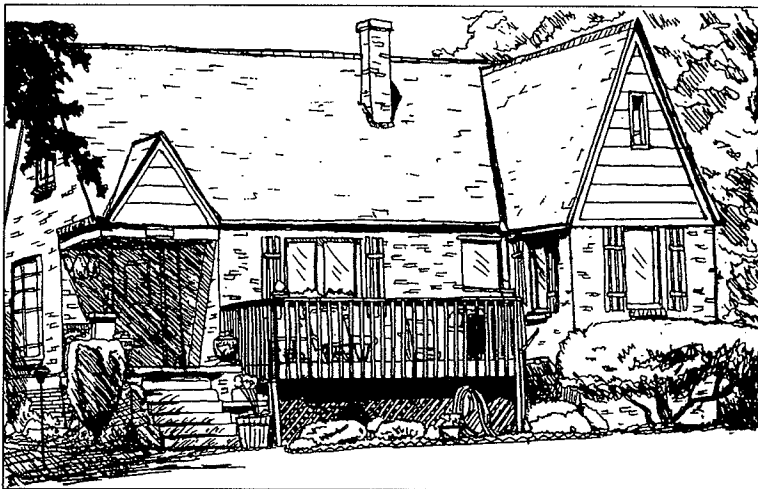
- ◆ The Spokane Home Rehab Program
- ◆ North Hill Neighborhood Specific Plan

#### COST FACTORS:

The average cost estimate per home for exterior rehabilitation is \$7,000.

#### POTENTIAL FUNDING SOURCES:

- ◆ CDBG Fall Allocation funds (FA)
- ◆ Comprehensive Housing Accessibility Strategy (CHAS)
- ◆ Lender Loan Home Rehab. Program (LL)
- ◆ State Housing Finance Commission (SH)
- ◆ Rental Home Rehab Program (RHR)
- ◆ Private Source funding (PF)



# Implementation



The Phase II, Neighborhood Improvement Program (NIP) document represents the primary manual for the implementation of the Goals and Policies of the Neighborhood Specific Plan through construction of neighborhood improvement projects.

During the Phase III construction of public improvement projects, utilizing Community Development Concentrated Construction funds, the neighborhood Project Advisory Committee will use this Phase II Neighborhood Improvement Program document for:

1. Monitoring and directing the NIP projects design and development when being done by either a City Implementing Department or private contractor;
2. Concentrated Construction funds budget management of specific NIP projects;
3. Coordinating project development between the neighborhood and the City Implementing Department.

Additionally, NIP document serves as a tool the Neighborhood Steering Committee will use for:

1. Allocation of Community Development Fall Allocation neighborhood funds;
2. Evaluation of proposed future neighborhood projects;
3. Monitoring the status of current construction projects;
4. Evaluating and recording the

benefits of completed neighborhood projects;

5. Developing, or in replacement of, the Neighborhood "3 Year Plan" for capital improvement projects.

The NIP document will serve the City Plan Commission in evaluating neighborhood capital improvements for consistency with adopted plans and policies, as mandated by the Washington State Growth Management Act.

It is anticipated that the NIP document will require periodic revision due to change in neighborhood emphasis and/or emerging needs that necessitate new capital improvement projects which are currently unforeseen. Any revision shall be done in conformance with, or subsequent to a revision of, the Neighborhood Specific Plan and shall incorporate public neighborhood input in a process similar to that utilized in the development of the original documents.

Revisions that are considered clarifications or modifications of contemplated projects and do not significantly change the emphasis of the project or the NIP document, may be processed through the City Planning Department, without a revision of the Neighborhood Specific Plan. These will, however, require coordination with the appropriate City Implementing Department, a vote of the Neighborhood Steering Committee and approval by the City Plan Commission.



# Acknowledgments

## **Spokane City Council**

Sheri Bernard, Mayor  
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Joel Crosby  
Katie Reikofski  
Jack Hebner  
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## **City Plan Commission**

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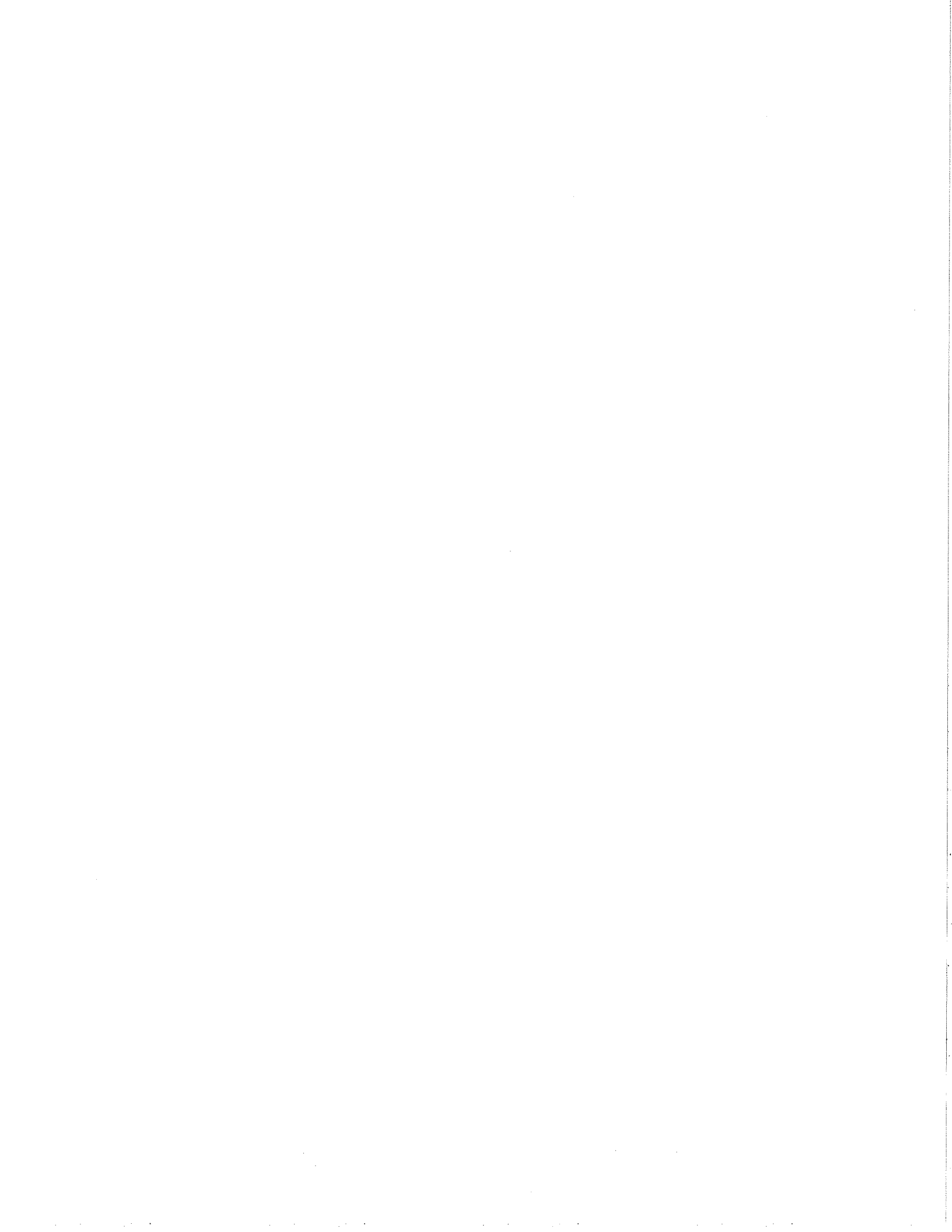
Bill Bell, Urban Designer  
Gordon Tyus, Document Design

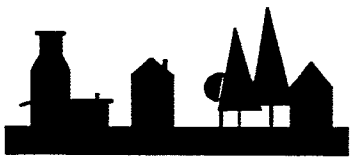
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# Notes:









North Hill Neighborhood Improvement Program