

Shiloh Hills Neighborhood Spokane, Washington



2025 DRAFT Neighborhood Plan

Five Chapters:

1. Land Use (11 pages)
2. Transportation (7 pages)
3. Community Services (8 pages)
4. Parks (4 pages)
5. Security (3 pages)

Draft as of May 3, 2025

Land Use

The Purpose of a Land Use Plan

A community's land use plan serves the following functions:

- The plan provides continuity for the community and neighborhood.
- The plan is a means by which a community can balance competing private interests.
- Land use planning is the means by which a community can protect public investments.
- Plans allow the community to plan development in a way that protects valued resources and investments.
- It provides guidance for shaping the appearance of the neighborhood.
- Land use plans contain valuable information that drives the location decisions of prospective businesses.
- A plan provides justification for land use decisions; provides a factual and objective basis to support decisions.
- Through public dialogue and a neighborhood plan, citizens express a collective vision for their future. Subsequent decisions that are consistent with the plan's policies are less likely to become embroiled in public controversy. - Gary D. Taylor, Iowa State University

“Key to the City; How Zoning Shapes Our World” by Sara C. Bronin, W. W. Norton & Company © 2024

“As we work to use zoning's power for good in its second century, I hope that we'll begin to see zoning not as a boring and bureaucratic chore, but as a tool that can be used creatively, imaginatively, and carefully to build community in an ethical and intentional way. Zoning allows us to see and to develop a relationship between rules and plans, aspirations and outcomes. It calls for a keen awareness of the yin and yang of flexibility and guidance in making those outcomes a reality. Finding the critical balance between encouraging growth and setting limits; between the enthusiastic “yes” and the prudent “maybe not here”; that is the art of zoning. Engaging with zoning means applying design thinking on a neighborhood scale, curating built environments just like our art galleries – in the hope of inspiring joy and reaching our collective human spirit.”

“To be sure, zoning is not the only tool that matters. History, time, wealth, geography, and countless other factors will shape how communities evolve and develop. But while good zoning is not sufficient, it is necessary. Most importantly, it's something that we control. And that makes it the key to building the cities and towns that we long for.”

“Strong Towns; A Bottom-Up Revolution to Rebuild American Prosperity” by Charles L. Marohn, Jr. © 2020

“Zoning codes established for the rapid replication of the automobile oriented development pattern were also applied to urban neighborhoods. These codes do not allow neighborhood evolution; their central feature is to “protect” existing property owners by locking the current development pattern in place. For example, a neighborhood of single-family homes must remain a neighborhood of single-family homes. The person living there is unable to turn higher property values into a redevelopment opportunity that expands the number of units.”

“Our cities must embrace the challenging task of harmonizing competing objectives. This is not easy, but it's what leadership will look like in the coming generation.”

“It is critical that every neighborhood in America be allowed, by right, to evolve to the next level of development intensity. That means empty spaces need to be allowed starter homes, even small houses, on footprints that can be expanded over time. It also means that single-family homes must be allowed to add accessory apartments, or convert to a duplex, without any special permitting, approval of neighbors, or added conditions. To become more financially productive, we need our neighborhoods to thicken up.”

“Suburban Remix: The Next Generation of Urban Places” By Jason Beske, David Dixon © 2018

“These authors comment that shifts in neighborhoods in the United States from car centric design to a more friendly people centered design requires policies that take leadership of the neighborhood and city officials.

Advocates or organizations need to step forward to make the case for change. Communities need to adopt transforming planning built around the neighborhood's engagement; building strong support that is market driven. Neighborhood improvements that are market-driven with private and public partnerships to reshape the urban infrastructure of streets, parks and public spaces without affecting the existing properties. Placemaking principals make neighborhood walkable with lively sidewalks and a wide variety of shops, food, entertainment as well as community essentials that invite neighbors of all ages to socialize. Society is beginning to connect these social places through bike and footpaths and not rely on automobiles. The placemaking principle features various amenities, such as active venues to places for quiet reflection. The ideal design offers the neighborhood many options for work, shopping, recreation, playing, connections, community events, and sociability for a diverse population. This suburban renewal is possible when the neighborhood adopts outcomes that benefit neighborhood businesses, residents and landowners who may all be affected and rewarded by a new suburban remix.”

I Neighborhood Safety

- Children safely walking to schools.
- Equitable safety for all students in the neighborhood needs to be considered. There should be school zones for ALL neighborhood schools including Spokane International Academy
- Keep the C.O.P.S. shop open.
- School zones/safety for all neighborhood schools including Spokane International Academy is important
- The school Zone on Magnesium needs to be extended to include Spokane International Academy (SIA). Currently it is only in front of Shiloh Hills Elementary. Would love that to include SIA. (Twice)

The City of Spokane has the primary responsibility to implement the Comprehensive Plan. **One key option for implementation available to the city is the management of future development via the application of land use regulations.** The relationship of these activities to the Comprehensive Plan is specified in the State Growth Management Act, which states that regulations shall be consistent with the City's Comprehensive Plan.

<<https://app.leg.wa.gov/rcw/default.aspx?cite=36.70A&full=true> >

Land use laws play a crucial role in shaping communities, promoting sustainable development, and protecting public welfare. These regulations, implemented by local governments, dictate how land can be used, ensuring that development aligns with the community's needs while safeguarding property rights. Moreover, they promote environmental conservation and uphold public health and safety standards.

Land use laws uphold public health and safety by mandating that developments comply with specific standards, including the provision of infrastructure and public services. In the economic sphere, they catalyze growth by designating zones for commercial and industrial activities, fostering job creation and business opportunities. The primary objective of these regulations is to synchronize the interests of diverse stakeholders, including property owners, inhabitants, and the ecological system, to encourage accountable land usage.

Spokane County is a large and diverse community. Activities in the development, construction, and use of our land and buildings can impact others to enhance or degrade the property and lives of neighbors. Often, violations of development and other county regulations are simply a matter of not knowing the rules. A polite and neighborly "heads up" to an uninformed property owner will often end a problem. When it doesn't, it may be necessary to file a formal written complaint with the proper government agency of jurisdiction. The Spokane County's Departments of Building and Planning play a vital role in our community development. Our responsibilities span a wide range, from planning and platting to construction and occupancy. We are collectively accountable for the development and use of land, the protection of critical areas, and the enforcement of building codes for the construction, use, occupancy, and maintenance of structures on private properties within the unincorporated areas of Spokane County.

The City of Spokane Municipal Code (SMC) Title 17C Land Use Standards covers land use violations in the City. Common land use violations include; parking in the front yard, continuous yard sales, recreational camping, home business regulations, signs, residential fencing, animals, setback area, as well as living in a garage, shed or other illegal structure. <<https://my.spokanecity.org/smc/?Title=17C>>

Comprehensive Plan Chapter 3 LU 2.2 Performance Standards

Employ performance and design standards with sufficient flexibility and appropriate incentives to ensure that development is compatible with surrounding land uses. Performance standards should address the safety of people and property, as well as the impacts of noise, vibration, dust, and odors.

LU 3.2 Buildings in the Neighborhood Center are oriented to the street. This encourages walking by providing easy pedestrian connections, by bringing activities and visually interesting features closer to the street, and by providing safety through watchful eyes and activity day and night.

LU 6.4 The safety needs of school children and the need for school buildings to be appropriately accessible to their service areas should be considered. The city can certainly continue to work closely with school officials and neighborhoods to serve citizens.

In the vicinity of North Nevada Street and Magnesium Road are two schools, Shiloh Hills Elementary and Spokane International Academy. The development of apartments in this area has created additional motor vehicle traffic. There are also plans for more apartments in this area that are both within the City of Spokane and in Spokane County. Because all the land in and within walking distance from Shiloh Hills Neighborhood is already zoned, there is scant probability that land use or zoning can be changed by the neighborhood.

The increased traffic has made this area unsafe for our young children going to and leaving their schools. Unfortunately, the land use development in the Nevada/Magnesium area has not been consistent with the City of Spokane's Comprehensive Plan ideals for considering school safety.

The Shiloh Hills Neighborhood Council must be proactive, acting in anticipation of future increases of residences, commercial and industrial developments that will occur in this area of Spokane County. Since this area of the City and County of Spokane has already been zoned, the Shiloh Hills Neighborhood Council must be alert to State Environmental Policy Act (SEPA) notifications and make sure adjustments for traffic and school safety are included in the environmental impact comments.

It is important that the neighborhood council be on the mailing lists for these SEPA notifications. Public Notice is required of each applicant submitting a SEPA checklist and must notify the public of its proposed project. This public notice allows the general public and others of interest the opportunity to participate in the environmental analysis and review of the proposed project. These comments must be received prior to the issuance of a Determination of Non-significance; they will be considered in light of any environmental issues, and they will become a part of the record. SEPA notices for the City are published at <<https://my.spokanecity.org/business/commercial/sepa/>> and the email for this department is <PermitTeam@spokanecity.org> (509.625.6300)

For the County of Spokane, <<https://www.spokanecounty.org/Directory.aspx?DID=54>> which lists the Planning Department's contact information. Their web page is <<https://www.spokanecounty.org/5492/Building-Planning>>. Notice of building applications are published at <<https://www.spokanecounty.org/CivicAlerts.aspx?CID=112>>. Otherwise, the neighborhood will have to respond to the SEPA billboard/sign posted at the proposed building site/property.

Once a SEPA notice is identified by the Shiloh Hills Neighborhood, comments and concerns must be submitted to the proper department (city/county) before the short deadline is reached. At that time, traffic studies, public health impacts, environmental impacts, etc. must be identified and resolved before the permit for construction is issued. If concerns are raised by the neighborhood **after** a permit is issued, the neighbors do not have recourse to make changes except possibly through judicial remedy.

The transportation section of this neighborhood plan explains post-construction project remedies that may be possible through traffic safety improvements, street furnishings, improving street design, making 'complete streets' improvements as required in the City of Spokane's Municipal Code (Chapter 17H.020). The Federal

Highway Administration's Safe Streets for All grants and Washington's Safe, Healthy, and Active Streets Program are also encouraging street roadways to be safe for all users. These programs provide possible opportunities for Shiloh Hills neighbors to make changes to unsafe roadways caused by increased development in the City and County areas of northeast Spokane City that negatively impact the safety of our Shiloh Hills residents and visitors.

II Housing

- Community center for the senior people to go to.
- Don't price current residents out of the neighborhood!

Comprehensive Plan Chapter 3 LU 1.1 Neighborhoods

Utilize the neighborhood concept as a unit of design for planning housing, transportation, services, and amenities.

Many neighborhoods have a Neighborhood Center that is designated on the Land Use Plan Map. The Neighborhood Center, containing a mix of uses, is the most intensive activity area of the neighborhood. It includes higher density housing mixed with neighborhood-serving retail uses, transit stops, office space, and public or semi-public activities, such as parks, government buildings, and schools.

Chapter 10 SH 5.2 Neighborhood-Level Health and Human Services

Provide financial, regulatory, and tax incentives for business and property owners, service providers, and developers in order to increase the number of neighborhood and district centers where health and dental clinics, and human services are available. Facilities and staffing should be sufficient to enable all citizens to obtain health and human services at the neighborhood level, preferably within walking distance of their home.

LU 3.6 Compact Residential Patterns

Allow more compact and affordable housing in all neighborhoods, in accordance with design guidelines.

Chapter 6 H 1.1 Regional Coordination

Coordinate the city's comprehensive planning with other jurisdictions in the region to address housing-related needs and issues.

H 1.2 Regional Fair Share Housing

Participate in a process that monitors and adjusts the distribution of low income housing throughout the region.

H 1.4 Use of Existing Infrastructure

Direct new residential development into areas where community and human public services and facilities are available. (Shiloh Hills Neighborhood lacks public services.)

H 1.9 Mixed-Income Housing

Encourage mixed-income developments throughout the city.

The Community Services chapter of this neighborhood plan discusses the need for a community indoor gathering place: youth, seniors, meetings/conferences for our neighbors. The current Comprehensive Plan in Chapter 3 Land Use Map LU-1 lists two centers.

The first at Magnesium and Nevada has an undeveloped lot on the southwest corner (zoned *General Commercial*) and another undeveloped lot that is in the County of Spokane on the northwest corner (zoned *Regional Commercial*). The other two corners are developed. This corner at Nevada/Magnesium has been designated as an "employment center" and the city has allowed development at the northwest corner that became apartments, ignoring the "center" designation in their Comprehensive Plan.

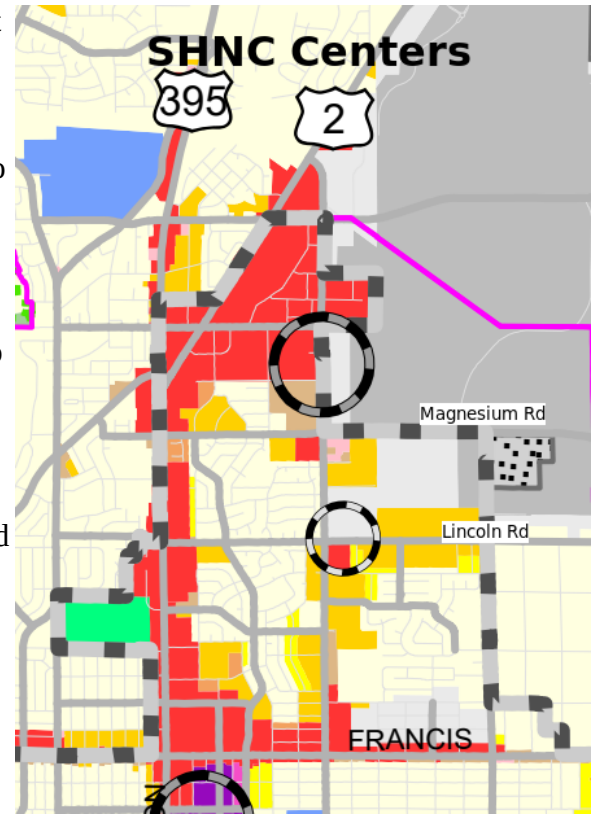
The second designated center in Map LU-1 is a "community center" located at Nevada and Lincoln Road. The two corners on the west side have been developed. The two corners on the east side are open raw undeveloped land. The vacant land on the southeast corner is zoned Community Business 55 (Construction can go up to 55 feet.) The open land to the north is zoned Light Industrial. There are **many uses** that this land can be developed into and the permitted and limited uses are listed in the table at the end of this Land Use Section. Also, you can find permitted uses in the Spokane Municipal Code (SMC) sections 17C.120.100 and

17C.130.100 for these land parcels. (Map Spokane has a layer that gives zoning and land uses for land in the City of Spokane. <<https://my.spokanecity.org/opendata/gis/>>)

A developer could, without the input of the Shiloh Hills Neighborhood Council, develop this “community center” land into any current permitted use for these parcels. Additionally, this land at the corner of Nevada/Lincoln could be rezoned.

Additionally, the Spokane City Planning Department stated “[T]he ‘outlines’ of Centers on map LU-1 are for illustrative purposes and should not be interpreted as boundaries.” There is no practical way that our neighborhood can oblige or pressure a developer to comply with the Comprehensive Plan’s designated centers as described in Chapter 3 LU-1.6, LU-1.7, LU-1.9 and especially LU 3.2 Centers and Corridors. The Shiloh Hills Neighborhood Council must be vigilant when building permits and SEPA notices are published.

Shiloh Hills has a diverse mix of housing types. Vigilance to maintain a good demographic mix of new development again requires the review of SEPA notifications (described in Section I Neighborhood Safety).



The neighborhood needs to work with developers and

	SHILOH HILLS ¹	CITYWIDE ²
Renter households	72%	45.3%
People age 19 and under	22.7%	21.9%
People age 65 and over	17.7%	14.5%
Students On Free/Reduced Lunch ³	65.5%	54.5%
Median household income	\$34,401	\$44,768
High school diploma (only)	29.9%	24.6%
Bachelor’s degree or higher	21%	29.5%
Unemployed	4.7%	6.5%

landlords to use Crime Prevention Through Environmental Design (CPTED). The Spokane Police Department and C.O.P.S. can assist in designs that reduce crime and allow the safety of everyone.

When large residential complexes deteriorate physically, they can cause an increase in crime. The landlords may allow their properties to deteriorate. (See the historical article on New York City’s issues late 19th and early 20th centuries “*The Early Tenements Of New York—Dark, Dank, And Dangerous*” by NYC Department of Records & Information

Services) The Shiloh Hills neighbors need to respond to poor living conditions that may develop in our larger apartment complexes. Poor living conditions and high crime are not welcome by anyone. The neighborhood council is a means to bring good living conditions and improve the quality of life for all our residents.

Resource: “*Solving Crime Problems in Residential Neighborhoods: Comprehensive Changes in Design, Management, and Use*” – 1997; Issues and Practices in Criminal Justice, a publication series of the National Institute of Justice (U.S. Department of Justice). “Place-specific crime prevention refers to programs of physical design changes, public and private management changes, and use-pattern changes that are targeted to a particular place and its crime problems. The goal of this report is to inform law enforcement officials, urban planners and architects, multifamily housing managers, and public housing administrators about the diverse array of coordinated environmental design and management strategies that can be employed to reduce crime and fear of crime in housing complexes and residential neighborhoods. This approach works well with the community-oriented and problem-oriented policing models being implemented by law enforcement agencies across the United States.” <<https://www.ojp.gov/pdffiles/164488.pdf>>

Every Shiloh Hills neighbor deserves respect and fair treatment.

III Landscaping (Social and Environmentally Beneficial Landscape Designs)

- Division, trees on arterials.
- Greenway to Children of the Sun.
- Outreach to neighbors about SpoCanopy, can we get grant funds for watering the trees? Can we use traffic calming /safe streets /climate commitment money?
- Partner with Spokane Boys landscaping for SpokaneScape projects - bundle with many yards to potentially get a better deal?
- Relax zoning restrictions, shops with apartment's above, turn a neighborhood house on a corner into a little shop where people can gather.

Comprehensive Plan Chapter 8 Urban Design DP 2.15 Urban Trees and Landscape Areas

Maintain, improve, and increase the number of street trees and planted areas in the urban environment.

Discussion: Street trees and planted landscape areas are important urban design elements. Studies have shown that tree lined streets support strong retail environments and increase the value of residential neighborhoods.

SpoCanopy's goal is to increase Spokane's urban canopy by planting free street trees in low-income neighborhoods with low canopy coverage and disproportionate environmental disparities, so that all communities have access to the benefits of street trees and green spaces.

Street trees provide a wide variety of benefits, such as storm water mitigation, keeping our Spokane River clean, providing habitat for urban wildlife, increasing property values, providing shade, decreasing energy usage, and lowering the temperature on streets, sidewalks, and overall neighborhood. Trees also help to boost immune systems by reducing area pollution and air-borne particles. Studies have shown that time spent in nature and around trees can even reduce stress. <<https://landscouncil.org/>

<<https://my.spokanecity.org/urbanforestry/>>

An urban forest consists of all the trees in an urban setting; in a yard, along a street, or in a park. Trees are often planted in an urban environment to provide beauty and to soften the harsh angles and surfaces of the city. But trees provide much more than aesthetics, they affect the environment by providing shade, softening the wind, cleaning the air, and providing wildlife habitat. Trees are used to create privacy screens, reduce noise, and increase property values.

The keys to a thriving urban forest are proper tree selection and maintenance. Start the process by considering the site where the tree(s) will be planted, noting any possible constraints of the location and the species of tree. The wrong tree in the wrong place can cause damage to sidewalks, become tangled in power lines, and crack sewer pipes, not to mention the tree removal process which can be costly.

<<https://spokanecd.org/pages/community-forestry/>>

The Third Place Theory, conceptualized by urban sociologist Ray Oldenburg, highlights the critical role of informal gathering spaces in fostering social interaction and strengthening community ties. These “third places,” situated outside the realms of home and work, are vital for cultivating a sense of belonging and enhancing the overall quality of life. By providing neutral, accessible environments for people to connect, they serve as the social backbone of neighborhoods, offering more than just a venue for casual conversation—they support cultural exchange, economic vitality, and community resilience. <<https://urbandesignlab.in/third-place-theory-creating-community-spaces/>>

The Shiloh Hills Neighborhood Council is the best organization to improve the quality of life in our neighborhood. Although we have elected officials and great City and County staff, the grassroots of neighbors being involved is what gets projects accomplished.

The neighborhood council must work with SpoCanopy and Urban Forest to increase the number of trees in Shiloh Hills.

The zoning and land use of land in Shiloh Hills needs to be monitored by being on the mailing list for SEPA notices and other zoning and land use changes that affect our properties in the Shiloh Hills Neighborhood. The officers of the executive team are responsible for receiving these notifications and communicating them with our Shiloh Hills residents.

The greenway to the Children of the Sun Trail is included in the Parks chapter of this neighborhood plan. The City of Spokane's Bicycle Master Plan is at: <<https://my.spokanecity.org/projects/bicycle-master-plan/>> The Bicycle Advisory Board < <https://my.spokanecity.org/bcc/boards/bicycle-advisory-board/>> works to improve bicycle safety in the City of Spokane. Involvement in these projects by neighbors in Shiloh Hills will improve the safety and access for micromobility users.

IV Walkability

- All roads (as much as possible) should have side walks
- Land should be set aside to create designated gathering places
- Put the building up against the sidewalk, with a parking lot behind, have awning covering the sidewalk so it's a good place to walk all the time
- Some of the walk-ability could be helped by giving clearly defined school zones. The cars have no way of knowing when to slow down and/or that kids are present. A child died about a week ago because there were no clear signs.

Comprehensive Plan Chapter 9 NE 13.1 Walkway and Bicycle Path System

Identify, prioritize, and connect places in the city with a walkway or bicycle path system.

Discussion: At a minimum, this system shall include connection to the regional trails, natural areas, soft path networks, community parks, sacred and historic sites, schools, the downtown area, and community and neighborhood centers.

NE 13.2 Walkway and Bicycle Path Design

Design walkways and bicycle paths based on qualities that make them safe, functional, and separated from automobile traffic where possible.

You can find the **walk score** for your residence at <<https://www.walkscore.com/cities-and-neighborhoods/>>

90–100 Walker's Paradise- Daily errands do not require a car

70–89 Very Walkable - Most errands can be accomplished on foot

50–69 Somewhat Walkable - Some errands can be accomplished on foot

25–49 Car-Dependent - Most errands require a car

0–24 Car-Dependent - Almost all errands require a car

Examples: Sharpsburg/Pittsburg Walk Score: 17 Almost all errands require a car

Standard/Addison Walk Score: 72 Most errands can be accomplished on foot

Standard/Colton Pl Walk Score: 65 Some errands can be accomplished on foot

Walkability Isn't Just Good Urban Planning: It's a Public Health Intervention

"Give people places to walk, and they will walk. Public health does not build sidewalks. Sidewalks and places to walk are built by planners and developers, architects and landscape architects and so on. ... It's important for public health to work with those fields to get the places created, because we know that if you create walkable places, people will use them." *The Urbanist* February 2025

Spokane Pedestrian Master Plan:

<<https://static.spokanecity.org/documents/projects/pedestrianplan/spokane-final-pedestrian-plan-adopted-2015-11-02.pdf>>

Walking is the most fundamental transportation choice - the starting place for all journeys, even as people walk to their cars, transit, or bicycle to move between the places they visit throughout the day. Despite the fact that nearly all Spokane residents walk at some point, the details of the walking environment go largely unexamined.

This Pedestrian Master Plan includes the following sections to support a more walkable Spokane: Goals for the pedestrian environment, Description of the basic elements of providing a quality pedestrian experience, Assessment of existing conditions for walking today, and Recommended policies and actions.

The Shiloh Hills Neighborhood Council needs to continue to be involved with pedestrian issues that are caused when new development does not take into consideration the unintended traffic pattern changes, including volume, speeds and confusion of vehicle operators, that the construction creates. new

Ways for the neighborhood to be involved in the safety of pedestrians and micromobility users:

- Make comments when SEPA notification is announced
- Involvement with the Community Assembly's Pedestrian Transportation and Traffic Committee
- Transportation Commission agendas – Make public comments
- Plan Commission agendas– Make public comments

Gathering places are discussed in the neighborhood plan's chapter on Community Services. Third spaces (places) are discussed in section III Landscaping above. Shiloh Hills neighbors need to stay involved as new construction and use of open land is planned so that gathering places and third spaces can be included in the design and construction. Third spaces allow people to socialize with others outside their home and work life, and they are instrumental in growing our community bonds.



V Integration Of Commercial And Residential Uses

- Build up not out, fill in empty parking lots with AFFORDABLE housing.
- More retail space that is walkable and can actually be accessible and affordable for small independent businesses. Bookstores, music venues, etc.!!! Not just chains and restaurants.
- No new gas stations or drive throughs
- Shiloh Hills is interesting because there is such a heavy mix of industry and residential use. We need to integrate both effectively.
- TOD → build 5 over 1 in empty section of parking lot, move current businesses in lot into new building(don't raise their rent!), tear down old one story.

Comprehensive Plan Chapter 2, 2.1 Carrying Out The Plan

The Comprehensive Plan, as a community-wide plan, is implemented by the combined efforts of individuals, businesses, neighborhoods, civic groups, and local government. Many of the plan's policies reflect this shared responsibility for community action.

Chapter 3 LU 1.8 General Commercial Uses

Direct new General Commercial uses to Centers and Corridors designated on the Land Use Plan Map.

LU 1.10 Industry

Planned industrial locations should be free from critical areas, not subject to conflicting adjacent land uses, readily accessible to adequate transportation, utility, and service systems, and convenient to the labor force. Commercial and office uses have historically been permitted in most areas that are designated for industrial use. In most cases, residential use is not appropriate in the Industrial designation because of off-site impacts generated by industrial uses and the lack of residential amenities in these areas

LU 3 Efficient Land Use

Goal: Promote the efficient use of land by the use of incentives, density and mixed-use development in proximity to retail businesses, public services, places of work, and transportation systems.

LU 3.2 Centers and Corridors

Designate Centers and Corridors (neighborhood scale, community or district scale, and regional scale) on the Land Use Plan Map that encourage a mix of uses and activities around which growth is focused.

LU 3.5 Mix of Uses in Centers

Achieve a proportion of uses in Centers that will stimulate pedestrian activity and create mutually reinforcing land uses.

LU 4 Transportation

Goal: Promote a network of safe and cost effective transportation alternatives, including transit, carpooling, bicycling, pedestrian-oriented environments, and more efficient use of the automobile, to recognize the relationship between land use and transportation.

What is Transit-Oriented Development (TOD)?

Transit-Oriented Development, or TOD, is an approach to city planning that encourages dense, mixed-use communities centered around public transit. The idea is to create a community where people can live, work, shop, and access essential services within walking distance of transit options. TOD not only increases travel options but also promotes healthier lifestyles, reduces environmental impacts, and strengthens the local economy by bringing more people to the area.

The Division Street TOD Project has set out to achieve the following:

Enhance Mobility and Accessibility, Support Mixed-Use and Infill Development, Create Inviting and Safe Public Spaces, and Promote Sustainable Development.

<https://my.spokanecity.org/projects/division-street-transit-oriented-development/>

What are 5 over 1 buildings? 5 over 1 buildings are mid-rise residential structures built with a wood frame over a concrete platform, which makes them one of the cheapest options for building apartments or condos. Wood framing is less expensive than steel or metal framing, or using entirely concrete. The concrete base allows builders to construct a building that is one story taller than would normally be allowed for entirely wood-framed buildings under building code. This helps the building owner increase profitability by giving them the option to add commercial space on the first floor with apartments above. The main benefit of a 5 over 1 building is the low construction cost. The concrete podium will give you a structure to maximize height while the wood will give you a cost-effective way to add up to 5 stories. For the residents themselves, the buildings are affordable, often located in desirable urban communities, and offer amenities and functionality that many older buildings in those areas do not. <https://mtcopeland.com/blog/what-are-5-over-1-buildings/>

These Strong Town policies may improve the neighborhood housing mix:

- Allow single-family home conversion to a duplex or triplex, by right.
- Permit backyard cottages in all residential zones.
- Legalize starter homes in all residential zones.
- Eliminate minimum lot size requirements in existing neighborhoods.
- Repeal parking mandates for housing.
- Streamline the approval process.
- Small-Scale Development of existing business structures

<https://www.strongtowns.org/stmedia>

Shiloh Hills has three STA bus routes with fifteen minute service that could benefit with transit-oriented development (TOD). TOD creates dense, walkable, and mixed-use spaces near transit that support vibrant communities. TOD projects include a mix of commercial, residential, office, and entertainment land uses. The Federal Build America Bureau can now provide loans for eligible TOD projects. There is more information at:

<https://www.transportation.gov/buildamerica/TOD>

Shiloh Hills neighbors are encouraged to support this Federal program by working with elected officials and the planning department to increase TOD in our Shiloh Hills Neighborhood. The Institute for Transportation and Development Policy explains that TOD is a critical solution to the unsustainable, car dependent, and transit-poor urban sprawl that has characterized the growth of cities around the world over the last century. It also contrasts with transit-adjacent development that fails to foster the strong walking and cycling environment needed to complement and actively support the use of public transit. TOD Standards focus on maximizing the benefits of public transit and non-motorized mobility while placing the emphasis firmly back on the users: people. <https://itdp.org/publication/tod-standard/>

Neighborhoods need to be careful that planners and developers do not ‘commandeer’ TOD projects. Planners, developers and builders can, and often, reduce the livability of the existing neighborhood community by pursuing their own agenda/plans (although legal and permitted) that have unwanted consequences for the neighborhood. This is the reason that neighbors and neighborhood councils need to work with the City of Spokane at the earliest possible time in the planning process. The result of being proactive in the process creates a win-win development for all affected parties; the neglect of not being involved in the planning process can create headaches that last for more than a generation.

A reason for a neighborhood plan is for the neighborhood to be aware of what is going on in the City of Spokane (regulations and staff projects) and help direct these projects to be, as much as possible, compliant with the neighborhood plan. The neighborhood plan ideally memorializes the petitions and requests of the neighborhood envisioning their neighborhood’s future in the next five to ten years. Changes happen over time, and neighborhood plans need to be updated as required, and ideally in five to seven years, or sooner if major changes affect the neighborhood.

Teamwork of agencies is crucial



Land Uses for open land east side of Nevada at Lincoln Rd

Use is: P: Permitted N: Not Permitted L: Allowed - Special Limitations CU: Conditional Use Review Required	CB Zone (Community Business) Table SMC 17C.120.100-1 <i>SE Corner Nevada/Lincoln SW Corner Nevada/Magnesium</i>	LI Zone (Light Industrial) Table SMC 17C.130.100-1 <i>NE Corner Nevada/Lincoln</i>
Residential Categories		
Group Living [1]	L/CU	L[1]
Residential Household Living	P	L[2]
Commercial Categories		
Adult Business	L[2]	L[4]
Commercial Outdoor Recreation	P	P
Commercial Parking	P	P
Drive-through Facility	P	P
Major Event Entertainment	P	CU
Office	P	P
Quick Vehicle Servicing	P	P
Retail Sales and Service	P	L/CU[5]
Mini-storage Facilities	L[9]	L[8]
Vehicle Repair	P	P
Mobile Food Vending	L[13]	L[12]
Industrial Categories		
High Impact Uses	N	L[9]
Industrial Service	L/CU[8, 10]	P
Manufacturing and Production	L/CU[8, 10]	P
Railroad Yards	N	CU
Warehouse and Freight Movement	L/CU[8, 10]	P
Waste-related	N	CU
Wholesale Sales	L/CU[8, 10]	P
Institutional Categories		
Basic Utilities	P	P
Colleges	P	P
Community Service	P	P
Daycare	P	P
Medical Centers	P	P
Parks and Open Areas	P	P
Religious Institutions	P	P
Schools	P	P
Other Categories		
Agriculture	CU	P
Aviation and Surface Passenger Terminals	CU	P
Detention Facilities	CU	CU
Essential Public Facilities	CU	CU
Mining	N	CU
Rail Lines and Utility Corridors	CU	P
Notes:		
<ul style="list-style-type: none"> • The use categories are described in chapter 17C.190 SMC. • Standards with bracketed numbers [] are specified in SMC 17C.120.110 (CB) or SMC 17C.130.110 (LI) • Special Use Standards may be subject to the standards in Part 3 of this division. • Standards applicable to conditional uses are stated in chapter 17C.320 SMC. 		

Transportation-Connectivity

I. Safer Speed Limits In Urban Areas

- We need speed bumps to control car speed
- We need more speed signs
- Speed bumps around parks (Three)
- Speed camera at Friendship Park (Three)

Comprehensive Plan TR 14 Traffic Calming: Use context-sensitive traffic calming measures in neighborhoods to maintain acceptable speeds, manage cut-through traffic, and improve neighborhood safety to reduce traffic impacts and improve quality of life.

Speed Management from the Federal Highway Administration:

Speeding - traveling too fast for conditions or exceeding the posted speed limits - is a contributing factor in 29 percent of all fatalities. There were an estimated 300,595 people injured (13% of total people injured) in speeding-related traffic crashes in 2022. Speeding is a safety concern on all roads and for all road users. Speeding is a complex issue involving engineering, driving behavior, education, and enforcement. FHWA is the lead agency accountable for the engineering actions.

Over 35,000 people die on U.S. roadways every year, at a rate twice as high as peer countries. Current speed limit setting practice results in unsafe streets; new NACTO (National Association of City Traffic Officials) guidelines outline how to use a tested and proven safe systems approach to set safer speed limits in urban areas. Speeds and crash severity have increased on many streets during the coronavirus pandemic, underlining the importance of safer speed limit. NACTO <<https://nacto.org/latest/nacto-announces-new-framework-to-set-safe-speed-limits/>>

Washington State Injury Minimization and Speed Management found these research facts (2021):

- As the operating speed of a road increases the likelihood of crashes increases;
 - The link between speed and injury severity in crashes is consistent, direct and especially critical for pedestrians, bicyclists, and users of mobility assistive devices;
 - Reducing speed limits has resulted in reduced driver speeds in urban environments;
 - Speed management design treatments such as roundabouts and road diets have been effective in lowering operating speed;
 - In urban areas, using a target speed approach to reduce posted speed limits resulted in a reduction in speed, speed variance, and an increase in road safety for all road users;
 - Past transportation decisions and investments often resulted in disparities in the distribution of benefits and burdens, including higher-speed roads, less pedestrian infrastructure, and fewer controlled crossing opportunities in neighborhoods subjected to redlining and other discriminatory practices;
 - Depending on the initial absolute speed, each one mile per hour reduction in the average operating speed results in a reduction in fatal crashes of between 7 and 22 percent;
 - Roads with speed limits at or above 45mph show about 4 times more bicyclist deaths and 32-54 percent more bicyclist serious injuries than roads with speed limits less than 30 mph.
- <<https://wtsc.wa.gov/safe-driving/patient-driving/speed-management-advisory-cooperative/>>

The Shiloh Hills Neighborhood Council recommends that our neighborhood council continue with the traffic and speed control program with an executive member of the neighborhood council in charge. Safe neighborhood streets are a transportation priority for our Shiloh Hills neighbors. The design, and engineering of transportation passageways must adhere to strict and current safety standards to reduce the likelihood of injuries to non motorized users of public streets/walkways. Safety standards govern elements like lane width, signage, pavement markings and physical traffic safety devices to ensure a safer environment for all users of our neighborhood's streets and walkways. Program names change from traffic calming, safe streets for all, complete streets, safe system approach, etc. The traffic safety program of the City of Spokane, whatever name used, must follow the intent of the Comprehensive plan and "take measures that maintain acceptable[neighborhood] speeds, manage cut-through traffic, and improve neighborhood safety to reduce traffic impacts and improve quality of life" in Shiloh Hills Neighborhood.

II Bicycles and Micromobility

- Protected bike lanes that have a barrier would increase safety for pedestrians and bicycles
- Roads are not safe for bikes! We need protective bike lanes or speed bumps.
- Make all streets pleasant, enjoyable spaces to exist in outside a car!

The Comprehensive Plan, Chapter 4, Transportation on page 4-8 mentions inadequate services in our City. It calls for integrated approach to infrastructure to consider topics such as pavement, sidewalk, and infrastructure conditions, multi-modal transportation components, bike lanes and pedestrian improvements.

Section TR 1 is a policy for a transportation network for all users in the City of Spokane

Section TR 4 Transportation Demand Management Strategies (TDM) calls for strategies to optimize transportation options within the context of Complete Streets and to gain efficiencies in our transportation system to reduce demand for auto travel.

Section TR 5 calls for bike friendly routes throughout our City.

Section 4.4 discusses Bikeability and Walkability. Page 4-37 discusses the Bicycle Network and the Bicycle Master Plan Policies.

The NACTO (National Association of City Traffic Officials) Urban Bikeway Design Guide, Third Edition helps city leaders and street designers meet the needs of our time. New topics address planning and project development, guidance for bikeway design meeting the needs of potential riders, across genders, ages, races, ethnicities, incomes, and abilities. This NACTO guide offers substantive information on safe intersection design, with a focus on conflict reduction. It is a blueprint for implementing safe, connected, and equitable bike networks. Every transportation professional, from design to maintenance and from field staff to executives, will benefit from using this NACTO guide.

The Federal Highway Administration lists bicycle and pedestrian program resources

<https://www.fhwa.dot.gov/environment/bicycle_pedestrian/> The FHWA encourages State and local agencies to consider the use of various Pedestrian and Bicycle Funding Opportunities to address safety and implement the "Safe System Approach" wherever possible. Improvements are suggested to safety features, including traffic signs, pavement markings, and multimodal accommodations that are routinely provided as part of a broader Federal-aid highway project. For many bicycle and pedestrian facilities, a "Safe System" approach may involve on and off road facilities. (separated pedestrian, bike, micromobility path) <<https://www.transportation.gov/safe-system-approach>>

In 2022, the Washington State Legislature added a Complete Streets requirement in RCW 47.04.035. Complete Streets are streets for everyone. A transportation system that accommodates all forms of transportation is more accessible, comfortable, economical, sustainable and efficient in the travel space provided. This requirement directs WSDOT that “in order to improve the safety, mobility and accessibility of state highways, it is the intent of the Legislature that the department must incorporate the principles of complete streets with facilities that provide street access with all users in mind, including pedestrians, bicyclists and public transportation users.”

The Shiloh Hills Neighborhood must work continuously with Spokane City officials and City departments to encourage the City of Spokane to comply with our Comprehensive Plan and the applicable best practices that NACTO, the Federal Highway Administration and Washington State Department of Transportation recommend for the safety of everyone using our transportation system.

The United States Center for Disease Control states: Thousands of pedestrians, bicyclists, and motorcyclists die on our nation's roads every year. These crash injuries and deaths **are preventable**:

- Several roadway engineering measures, like bike lanes and other traffic slowing measures can improve safety for bicyclists and pedestrians. Information on these proven interventions is available from the Federal Highway Administration and The Pedestrian and Bicycle Information Center. <<https://www.pedbikeinfo.org>> and <<https://www.transportation.gov/pedestrian-bicycle-safety>>
- Bicycle helmets reduce the risk of head and brain injuries in the event of a crash. All bicyclists, regardless of age, can help protect themselves by wearing properly fitted bicycle helmets every time they ride.
- Interventions that have shown promise for reducing injuries and fatalities to bicyclists include rider visibility and active lighting. For example: Fluorescent and/or reflective clothing; Active lighting such as front white lights and rear red lights.

Our City engineers and elected officials cannot solve every transportation safety concern. Their responsibility is to build and maintain a transportation system that uses the best practices that produce a safe system. The Shiloh Hills neighbors must remind our city of this responsibility and to make corrections as necessary to our transportation system.

Motor vehicle operators, pedestrians, cyclists and micromobility users also must each take responsibility to use our streets and sidewalks using safe and sane practices.

<<https://wsdot.wa.gov/travel/bicycling-walking/bicycling-washington/bicyclist-laws-safety>> Shiloh Hills Neighborhood Council supports the education of our neighbors for safe biking, walking and using micromobility devices.

III. Urban Street Furnishings

- Sidewalks facing Lincoln and Nevada need to be maintained. There are quite a few sidewalks with huge weeds that are unsightly and give our neighborhood an unsightly appearance.
- There are still lots of major intersections that don't have street signs up at the lights! Francis and Wall is a good example. This is not safe – especially at night! As more and more new people come to Spokane, it's easier for accidents to happen at these intersections if no major signs above. If money is such a big issue, why can't they at least install one or two a year and get them done. The small signs are not much good, either, being behind poles, etc.

- Major intersection signage - lighting
- Medians with trees in the middle of Nevada and Cozza?
- Planters & parklets where roads are wider than legally required.

Comprehensive Plan TR Goal F: Enhance Public Health & Safety

Promote healthy communities by providing and maintaining a safe transportation system with viable active mode options that provides for the needs of all travelers, particularly the most vulnerable users.

Comprehensive Plan Chapter 4 TR 13: Key Actions

- Require that Urban Context streets be designed to provide a pleasant environment for walking and other uses of public space, including such elements as shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures as appropriate; wayfinding signage; integrated transit shelters; public art; and other amenities.
- Maintain street design guidelines reflecting best practices to implement designs that effectively manage traffic flow, reduce the need for street expansions, and make roadways safe for all road users, while ensuring designs correspond with local context.
- Collaborate with key agencies to plan the locations of arterials, ensuring compatibility with and satisfy the needs of existing and future land uses.

Streets comprise more than 80% of public space in cities, but they often fail to provide the surrounding neighborhood with a space where people can safely walk, bicycle, drive, take transit, and socialize. Cities are leading the movement to redesign and reinvest in our streets as cherished public spaces for people, as well as critical arteries for traffic. The NACTO (National Association of City Traffic Officials) Urban Street Design Guide charts the principles and practices of the nation's foremost engineers, planners, and designers working in cities today. This design guide is a blueprint for designing twenty first century streets with a toolbox and tactics cities may use to make our streets safer, more livable, and more economically vibrant.

<<https://nacto.org/publication/urban-street-design-guide/street-design-elements/>>

The NACTO Urban Street Design Guide has been endorsed by the United States Department of Transportation, nine state departments of transportation, dozens of cities, and organizations including the Association of Bicycle and Pedestrian Professionals, Congress for New Urbanism, and Urban Land Institute.

The Manual of Uniform Traffic Control Devices (MUTCD) Section 2D.43 Street Name Signs (D3-1 or D3-1a) has specifications for street signs, lettering and sizes which depend on street size and speeds. Street name signs (D3-1 or D3-1a) should be installed in urban areas at all street intersections regardless of other route signs that might be present and should be installed in rural areas to identify important roads that are not otherwise signed. The Street Name sign shall be retroreflective or illuminated to show the same shape and similar color both day and night. The color of the legend (and border, if used) shall contrast with the background color of the sign.

Street lighting systems should be a complete, unified design that addresses the various mobility needs within the City and the neighborhood. Lighting levels should be appropriate for street function, classification, and pedestrian use. The lighting system should also have a pleasing appearance and complement surrounding features. When consistent design criteria are applied, an effective and functional overall lighting system can be established over time. The City must maintain a consistent

style, operational mode, and maintenance program in order to keep the overall lighting system safe for every user through each season and in night time hours.

The Spokane Municipal Code (SMC) Section 17C.200.050 Street Tree Requirements: Street tree standards also maintain and add to Spokane's tree canopy and enhance the overall appearance of commercial and neighborhood development. Trees are an integral aspect of the Spokane landscape and add to the livability of Spokane. They provide aesthetic and economic value to property owners and the community at large.

The United States Environmental Protection Agency (EPA) in Urban Street Trees and Green Infrastructure: Municipal street trees are a key part of public green infrastructure in many cities. Street trees provide benefits that promote sustainability and help alleviate environmental problems. Urban areas often experience higher temperatures than their surrounding areas, due to the urban heat island effect. Street trees can help combat this problem by providing shade and decreasing building energy use. Additionally, trees can help cities control stormwater runoff because their leaves, stems, and roots slow rain from reaching the ground and capture and store rainfall to be released later. Street trees can provide other benefits, such as improved air quality, carbon storage, reduced noise, and aesthetic value.

The Shiloh Hills Neighborhood recommends that the NACTO Urban Street Design Guide be used for the street furnishings, including sidewalks, street crossings, lighting, signage, traffic control materials or equipment designed for safety, and other safety features described in the NACTO guide.

The Shiloh Hills Neighborhood Council will work with The Lands Council <<https://landscouncil.org>> and their urban forestry programs, "SpoCanopy" and "CoolCanopy," to increase Spokane's urban canopy coverage in Shiloh Hills. Our neighborhood has a below average canopy coverage. This tree planting benefits our urban greenspace, which enhances our neighborhood's urban forest and protects our environment. We can build a more beautiful, climate-resilient neighborhood for generations to come. Trees also help to boost immune systems by reducing area pollution and air-borne particles. Studies have shown that time spent in nature and around trees can even reduce stress.

Our City and neighbors need to do a better job keeping sidewalks clear especially in winter with snow making passage difficult or impossible for some residents. Code Enforcement needs to enforce the municipal code. Additionally, the City Streets Department needs to adequately maintain their right of way on sidewalks by not plowing snow from the street onto sidewalks that are adjacent to the street. Street snow on sidewalks is unacceptable for pedestrians' safety.

IV. Designing Streets for Everyone

- The assisted living facility at 8317 N Colton was not considered before road obstacle installation.
- People keep hitting the obstacles in front of my house.

In most cities, streets constitute the largest percentage of public property. Designs should maximize possible uses, accommodating people walking, cycling, taking transit, enjoying public spaces, or driving. Streets should be safe, convenient, and inviting. Throughout the Global Street Design Guide,

user needs will be identified, so that these activities may be carefully considered as projects are shaped.
<<https://globaldesigningcities.org/publication/street-users/>>

Comprehensive Plan Chapter 4 TR 13 Infrastructure Design: Maintain and follow design guidelines (including national guidelines such as MUTCD, NACTO, AASHTO) reflecting best practices that provide for a connected infrastructure designed for our climate and potential emergency management needs, and respecting the local context. Local context may guide signage and elements such as traffic calming, street furniture, bicycle parking, and community spaces. Accessibility guidelines and emergency management needs will be maintained.

Comprehensive Plan Section 4.1: Livable Streets

- Match street design to the adjacent land use.
- Enhance neighborhood livability and mobility.
- Livable streets are: safe and convenient for all users; economically active in centers and along corridors; designed for live, work, play; and multi-purpose and multi-functional.

Balanced Transportation Approach: A priority [is] to design transportation systems that protect and serve the pedestrian first as everyone is a pedestrian at some time in their daily travel.

Section 4.3 Goals, Policies, And Actions: Promote a sense of place, meet mobility needs by providing facilities for transportation options – including walking, bicycling, public transportation, private vehicles, and other choices, accommodate access to daily needs and priority destinations, protect natural, community, and neighborhood assets to create and connect places where people live their daily lives in a safe and healthy environment as well to enhance public health & safety

The National Association of City Traffic Officials’ (NACTO) “*Urban Street Design Guide / Street Design Elements*” states:

“The sidewalk is the area where people interface with one another and with businesses most directly in an urban environment. Designs that create a high-quality experience at street level will enhance the economic strength of commercial districts and the quality of life of neighborhoods.”

“Sidewalks are central to pedestrian life. Cities can enhance the public realm by creating venues where people can observe street life and activity, especially in retail and commercial areas. Narrow neighborhood sidewalks should be redesigned to provide a wider pedestrian through zone and street furniture zone whenever practicable. Street trees enhance city streets both functionally and aesthetically. Trees provide shade to homes, businesses, and pedestrians. Street trees also have the potential to slow traffic speeds, especially when placed on a curb extension in line with on-street parking, and may increase pavement life by avoiding extreme heat. Numerous studies have shown that good pedestrian network connectivity and walkability have a positive impact on land values.”

“Sidewalk design should go beyond the bare minimums in both width and amenities.

Pedestrians and businesses thrive where sidewalks have been designed at an appropriate scale, with sufficient lighting, shade, and street level activity. These considerations are especially important for streets with higher traffic speeds and volumes, where pedestrians may otherwise feel unsafe and avoid walking.”

Complete Streets are streets for everyone. A transportation system that accommodates all forms of transportation is more accessible, comfortable, economical, sustainable and efficient in the travel space provided.

The Washington State Department of Transportation defines ‘complete streets’ or ‘streets for all users’ as planning, designing, building, operating and maintaining the transportation system that enables comfortable and convenient access to destinations for all people, and includes specific requirements for the pedestrian, bicyclist and transit rider experience. The complete streets strategy makes our public transportation system work for all of us. The complete streets strategy strengthens our community, expands options for non-drivers, and makes travel more predictable for everyone. Planning and designing complete streets projects focuses on the pedestrian and bicyclist. This also includes compliance to The Americans with Disabilities Act.

The United States Department of Transportation adopted a Safe System Approach as the guiding paradigm to address roadway safety. The Safe System Approach has been embraced by the transportation community as an effective way to address and mitigate the risks inherent in our enormous and complex transportation system. It works by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur. It is a holistic and comprehensive approach that provides a guiding framework to make places safer for people. This is a shift from a conventional safety approach because it focuses on both human mistakes AND human vulnerability and designs a system with many redundancies in place to protect everyone.

Safety is the U.S. Department of Transportation’s top priority for all modes of transportation and those who use them, including for those walking, biking, and rolling on our roadways and sidewalks. These users are referred to broadly as “pedestrians and bicyclists” or “active transportation” users, and include walkers, bicyclists, those using wheelchairs and mobility devices, transit, micromobility riders, and others. Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.

Infrastructure that is friendly for all people who use on-road facilities, including bicyclists and micromobility, makes it easier to get around our community and can help:

- Increase the safety of neighbors, friends, and family who use the roads where we live, work, and play;
- Enable more people to avoid traffic congestion and choose forms of travel that contribute low to no emissions;
- Make destinations that are just a little too far for walking, such as transit stations, easier to reach, and;
- Increase physical activity and health for those who choose to bicycle.

<https://www.fhwa.dot.gov/livability/fact_sheets/mm_fact_sheet.cfm>

The Shiloh Hills Neighborhood Council supports these programs and will work with our elected officials and City staff to make sure these ideals are executed in our Shiloh Hills Neighborhood.

Services

I. Identity:

- Make Shiloh Hills discoverable by installing welcome signs. (Three comments)
- Does anyone (outside Shiloh Hills) know where Shiloh Hills is?
- We need a defined sense of community/location

Spokane Comprehensive Plan addresses neighborhood and City of Spokane identity in these sections:

Chapter 8: DP 1.4 Gateway Identification: Establish and maintain gateways to Spokane and individual neighborhoods consisting of physical elements and landscaping that create a sense of place, identity, and belonging.

Chapter 10: SH 3 Arts And Cultural Enrichment: Goal: Support community image and identity through the arts and accessible art activities.

Chapter 10 SH 6.4 Territorial Reinforcement - Employ certain elements to convey a sense of arrival and ownership and guide the public through clearly delineated public, semi-public, and private spaces.

Chapter 11: N 7 Social Conditions Goal: Promote efforts that provide neighborhoods with social amenities and interaction and a sense of community.

Chapter 10: SH 3.8 Community Festivals Support celebrations that enhance the community's identity and sense of place.

The Shiloh Hills Neighborhood Council is encouraged to form a work group to contact the City of Spokane and Spokane Arts to get signage for the entrance to Spokane City and Shiloh Hills. Since Newport Highway and Division Street are gateways into the City, signage welcoming travelers to the City of Spokane and Shiloh Hills should be examined for traffic entering the City of Spokane from the north.

The North Spokane Corridor has an exit on Francis Avenue and should have an entrance sign for west bound traffic welcoming visitors to Shiloh Hills Neighborhood. The east bound traffic on Francis Avenue and the north bound traffic on Division Street also should be considered for a welcome sign to Shiloh Hills Neighborhood.

The Shiloh Hills Neighborhood Council and the neighbors residing in Shiloh Hills need to promote the identity of our neighborhood whenever a chance is available. Good relations with the media must be encouraged to publish neighborhood events. Additionally, constant membership in the Community Assembly and attendance at meetings (in the City and County of Spokane) are requirements for the Shiloh Hills Neighborhood Council members to maintain a City-wide presence. Good relations with the City of Spokane's elected officials and City Staff by the Shiloh Hills Neighbors is important for the City of Spokane to properly serve our residents residing in Shiloh Hills.

The Shiloh Hills Neighborhood Council is encouraged to work with the City of Spokane's Office of Neighborhood Services and other grant making agencies to fund community events such as festivals and celebrations that will enhance their neighborhood's identity and sense of place.

II. Neighborhood inclusivity and connectivity:

- Walking to nearby stores; neighborhood walkability.
- Keeping sidewalks safe: Overgrowth and snow removal from pedestrian pathways.

- Programs to help prevent neighbors from losing their residence and reduce spending on the homeless and their shelters!
- Supporting help for the unhoused to become employed and self supporting.
- Making the neighborhood more inclusive

Some areas of ‘connectivity’ are included in the Transportation section. Connectivity in this section pertains to mobility choices for neighbors such as connections between various parts of Shiloh Hills and proper maintenance of the structures needed for non motorized travel. This is covered in the Comprehensive Plan in Plan Chapter 11 (Neighborhoods) N 2 and N 4, Chapter 9 (Natural Environment) NE 13, Chapter 8 (Urban Design) DP 2.11, Chapter 3 (Land Use) LU 4.5

The areas of inclusivity in this section includes our neighbors being open in accepting diverse people when the City of Spokane or developers create services for any persons needing public assistance. This is covered in the Comprehensive Plan Chapter 11 (Neighborhoods) §11.2 and Chapter 10 (Social Health) SH 2.2

A) Conectivity

These following concise statements are from the National Association of City Transportation Officials (NACTO) of which the City of Spokane is a member.

- The sidewalk is the area where people interface with one another and with businesses most directly in an urban environment. Designs that create a high-quality experience at street level will enhance the economic strength of commercial districts and the quality of life of neighborhoods.
- Sidewalks are an essential component of the urban environment and serve as key corridors for people, goods, and commerce. In accordance with ADA accessibility guidelines, sidewalks should be provided on all streets in urban areas.
- Numerous studies have shown that good pedestrian network connectivity and walkability have a positive impact on land values.
- Ensure that sidewalks are without major gaps or deformities that would make them non-traversable for wheelchairs and other mobility devices.
- The Federal Highway Administration states: Sidewalks require a minimum width of 5.0 feet if set back from the curb or 6.0 feet if at the curb face (for roadside hardware and snow storage). Any width less than this does not meet the minimum requirements for people with disabilities. Walking is a social activity. For any two people to walk together, 5.0 feet of space is the bare minimum. (Chapter 13 of the Highway Capacity Manual covers the topics of sidewalk width and pedestrian level of service. FHWA.DOT)
- Parking provides a valuable buffer between the pedestrian and vehicle realm. Urban arterials or high volume downtown streets directly abutting the pedestrian realm should be buffered in some capacity, whether through a street furniture zone, parking, cycle track, or other feature. Sidewalks of minimum dimensions directly adjacent to the traveled way should be avoided.

Spokane’s Comprehensive Plan addresses neighborhood connectivity in these sections:

Chapter 9 NE 13 Connectivity Goal: Create a citywide network of paved trails, designated sidewalks, and soft pathways that link regional trails, natural areas, parks, sacred and historical sites, schools, and urban centers. These goals are further described in sections:

NE 13.1 Walkway and Bicycle Path System

NE 13.2 Walkway and Bicycle Path Design

NE 13.3 Year-Round Use

Chapter 3 LU 4.5 Block Length: Create a network of streets that is generally laid out in a grid pattern that features more street intersections and shorter block lengths in order to increase street connectivity and access. (Comment: this is an issue for residents of Shiloh Hills accessing businesses on Division Street)

Chapter 12 PRS 2 Park And Open Space System: Goal: Provide a park system that is an integral and vital part of the open space system and that takes advantage of the opportunities for passive and active recreation that a comprehensive open space system provides. (Comment: this is an issue for residents east of North Nevada Street.)

Chapter 3 LU 4 Transportation: Goal: Promote a network of safe and cost effective transportation alternatives, including transit, carpooling, bicycling, pedestrian-oriented environments, and more efficient use of the automobile, to recognize the relationship between land use and transportation.

Chapter 8 DP 2.11 Improvements Program: Facilitate improvements such as sidewalks, street improvements, street trees, sewers, and parks in neighborhoods and commercial areas designated for higher density development.

Chapter 11 N 4 Traffic And Circulation: Goal: Provide Spokane residents with clean air, safe streets, and quiet, peaceful living environments by reducing the volume of automobile traffic passing through neighborhoods and promoting alternative modes of circulation.

Chapter 4 TR 5 Active Transportation a, b, f, and g

Chapter 4 TR 13 Infrastructure Design

The Shiloh Hills Neighborhood consists of several clusters of developments that were annexed by the City of Spokane over several years. These sections of Shiloh Hills were developed without the Comprehensive Plan and City of Spokane's current municipal codes. As an example, the Bluegrass area does not conform to the Chapter 12 section PRS 5.1 Recreation Opportunities:

Provide and improve recreational opportunities that are easily accessible to all citizens of Spokane. This area on the east side of N Nevada is not accessible to the current parks in Shiloh Hills Neighborhood.

Shiloh Hills Neighborhood has 15.1 park acres for about 17,000 residents; Spokane currently provides 5.8 acres of developed park land per 1,000 people. Shiloh Hills is 83 acres short of the City's average developed park land. (This shortfall of park space is covered in the Park section of this neighborhood plan and also in the Spokane Parks And Natural Lands Master Plan)

The Shiloh Hills Neighborhood Council must work with the City of Spokane to increase the connectivity short falls in the Shiloh Hills Neighborhood and bring these services up to the average in the other parts of Spokane; in compliance with the Comprehensive Plan; in line with national best practices published in NACTO Design Guides and by the Federal Highway Administration, as well as best practices found in other cities.

Some of the areas of improvement in the Shiloh Hills Neighborhood include:

- Snow removal on sidewalks, especially where walks are directly adjacent to the curb
- Side walks in areas where school children need to go in order to commute to their schools
- Side walks in areas that connect to the Spokane Transit Authority's (STA) bus routes

- Better access to the Division corridor from residential areas since it is scheduled to be a bus rapid transit route
- Maintenance of side walks from trip hazards, over growth of vegetation and trash/debris
- Safe crossings at intersections
- Better lighting for night time use by pedestrians and micromobility
- Safe passage for seniors and residents with mobility challenges on walkways

The Shiloh Hills Neighborhood Council needs to appoint a resident to prioritize these safety concerns and communicate with the City of Spokane to improve the safety of our neighborhood as envisioned in the Comprehensive Plan noted above. Since these desired improvements are costly, after the fact of all the annexations in Shiloh Hills Neighborhood, each new street construction project must include the safety of pedestrians and micromobility users.

B) Inclusivity

Spokane Comprehensive Plan addresses neighborhood inclusivity in these sections:

Chapter 6 H 1 Housing Choice And Diversity: Goal: Provide opportunities for a variety of housing types that is safe and affordable for all income levels to meet the diverse housing needs of current and future residents.

Chapter 6 H 1.7 Socioeconomic Integration: Promote socioeconomic integration throughout the city.

Chapter 11 section 11.2 Vision: “Spokane’s neighborhoods will be safe, inclusive, diverse, and livable with a variety of compatible services.”

Comprehensive Plan SH 2.2 Special Needs Temporary Housing: Disperse special needs temporary housing evenly throughout all neighborhoods.

Spokane Housing Authority creates and sustains high quality affordable housing options that encourage individual prosperity and support healthy communities.

<<https://www.spokanehousing.org/housing-programs/>>

City of Spokane's **Community, Housing & Human Services Department:** Community Resources and Services <<https://my.spokanecity.org/chhs/resources/>>

Frequently Asked Questions about Homelessness:

<<https://my.spokanecity.org/endinghomelessness/about/faqs/>>

United States Interagency Council on Homelessness: Homelessness in the United States is an urgent public health issue and humanitarian crisis. It impacts cities, suburbs, and rural towns in every state. Housing is a social determinant of health, meaning lack of it has a negative impact on overall health and life expectancy. Tens of thousands of people die every year due to the dangerous conditions of living without housing. <<https://www.usich.gov/guidance-reports-data/data-trends>>

At the writing of this document in 2025, the issue of those who are unhoused has become a national crisis. The solutions to this crisis must be tackled by the Federal, State, County and City governments. However, neighborhoods must cooperate with the proposed solutions in humanitarian partnership.

Approximately two thirds of the residents in Shiloh Hills are renters, therefore efforts should be taken to prevent our residents from being evicted from rental units. Additionally, home owners may need help if they cannot remain in their home and become homeless, too. Prevention of homelessness is more effective than costly efforts after the loss of shelter. The Shiloh Hills Neighbors need to work with authorities to find solutions that help our neighbors who are in distress. This would include, prevention

programs, temporary housing, and assisting employment at our many Shiloh Hills businesses. Neighbors helping neighbors is more effective than government programs.

Assisting our neighbors in need is a moral imperative which is covered in the “Golden Rule” of treating others as one would wish to be treated. Additionally, Immanuel Kant’s *Categorical Imperative* is characterized as an objective, rationally necessary and unconditional principle that we humans must follow despite any natural desires we may have to the contrary. From Kant’s ethics then, we have a moral obligation to aid our neighbors. Each individual respects the humanity of others, treating them as ends rather than means, and all actions are guided by the idea of universalizability.

Because of this housing crisis, the Shiloh Hills Neighbors will need to be flexible as government programs and social conditions change.

III. Physical community center and events:

- A youth community center would be great for the youth of the area and give lower income families a cheap way to get active. Public safety volunteers are never a terrible idea, but can be not effective if not managed properly, so please do this well and thought though.
- We need another senior center on the north side!
- Just like we have Northeast Community Center, we need North Community Center with rooms for conferences.
- We prioritize community center construction more than health clinic & such.
- A place for people to store their stuff and take a shower. (in community center?)
- Shiloh Hills needs their own library, and community garden. Gardens that are community ran and can be accessed by everyone! (Twice)
- Partnering with schools in the neighborhood on the community garden.
- More community spaces.

Comprehensive Plan Chapter 11 11.1 Introduction The Future of Spokane’s Neighborhood: quality schools; inviting gathering places; proximity to a variety of public services; cultural, social, recreational, and entertainment opportunities; and finally, a sense of place and community – a city citizens can proudly call home – a city of neighborhoods.

Comprehensive Plan 11.2 Vision and Values: Encouraging the development of neighborhoods that feel like small towns, that provide a variety of compatible services, and that have schools and community centers...

Comprehensive Plan Chapter 11 N 2.2 Neighborhood Centers: Develop neighborhoods that enable citizens to live, work, shop, socialize, and receive other essential services within their neighborhood.

Comprehensive Plan Chapter 10 SH 1.2 Commitment to Youth: Allocate resources at a consistent and meaningful level to provide access to youth-related programs.

Comprehensive Plan Chapter 10 SH 5.3 Space for Public Benefit Uses: Provide regulatory and tax incentives and flexibility that encourage builders, developers, and businesses to make space available in their project for public benefit uses.

Comprehensive Plan Chapter 11 N 3.2 Major Facilities: The Land Use Policy 6.11, “Siting Essential Public Facilities,” describes the siting process contained in the “Spokane County Regional Siting Process for Essential Public Facilities.” This process should also be applied to siting decisions relative to essential public facilities of a local nature within neighborhoods, **such as libraries, schools, and community centers.**

Comprehensive Plan Chapter 11 N 4.4 Neighborhood Business Traffic: Ensure that the size of a neighborhood business is appropriate for the size of the neighborhood it serves so that trips generated by non-local traffic through the neighborhood are minimized.

Also **Comprehensive Plan Chapter 3 LU 3.2** and **LU 3.4** and **Chapter 11 N 2.1**

A) Community indoor gathering place: youth, seniors, meetings/conferences

The Shiloh Hills neighbors wish for a community center for all ages which is an important amenity for our quality of life. The Comprehensive Plan Chapter 11 is clear that gathering places and services such as centers are important to the citizens who reside in the City of Spokane. Because Shiloh Hills consists of annexed areas, this neighborhood lacks the social amenities promised to the residents of Spokane. The Shiloh Hills Neighbors need to work with the City of Spokane and their elected officials to bring the Shiloh Hills Neighborhood into compliance with the above quoted section of the Comprehensive plan, especially N 3.2 which lists public facilities such as community centers, libraries, and schools. (It should be noted that Spokane Schools, District 81 does not have any schools in the Shiloh Hills Neighborhood. Section N 2.1 specifically states “ quality schools, public services, and cultural, social, and recreational opportunities” are important to the neighborhood’s quality of life.) Chapter 3 LU 6.5 notably states that neighborhood schools are important in “maintaining a strong, healthy neighborhood. A well functioning neighborhood should have meeting and conference areas as a social amenity. This should include a library. These community spaces allow for recreation, education and socialization. Socialization cultivates shared sources of meaning and value which unites the community and fulfills our human emotional need to affiliate with and be accepted by members of their neighbors. Through socialization, people learn to identify what is important and valued by their neighbors improving their social order.

These amenities improve citizens quality of life, decrease crime, and improve mental health.

Comprehensive Plan Chapter 11 N 7 Social Conditions: Goal: Promote efforts that provide neighborhoods with social amenities and interaction and a sense of community.

N 7.1 Gathering Places: Increase the number of public gathering places within neighborhoods.

Comprehensive Plan Chapter 8 DP 5 Local Determination: Goal: Make neighborhoods attractive, safe places by encouraging residents to express their design and development values.

Comprehensive Plan Chapter 5 CFU 4.1 Compact Development: Promote compact areas of concentrated development in designated centers to facilitate economical and efficient provision of utilities, public facilities, and services.

B) Community outdoor gatherings (Parks has its own section)

Continuing with neighborhood amenities, community gardens and common spaces outside parks are desired by the Shiloh Hills Neighbors. This desire is for designated areas within walking distance of peoples’ homes for enjoying the out of doors, conversations with neighbors and other such locations. The Foundation for Community Health states: “the need for belonging, particularly outside of one’s home and workplace, has reached an all-time high. Perhaps now more than ever, communities across the country are relying upon third places, defined as physical spaces designed for gathering, connecting, and sharing resources, to promote social interaction and build community trust, which supports health and well-being for all.”

Third places, or "great good places," are the many public places where people can gather, put aside the concerns of home and work (their first and second places), and hang out simply for the pleasures of good company and lively conversation. Ray Oldenburg discussed these places in his book *The Great*

Good Place: Cafés, Coffee Shops, Bookstores, Bars, Hair Salons and Other Hangouts at the Heart of a Community published in 1989. Shiloh Hills Neighborhood is lacking these “good places” within walking distance from their homes. This theme is expressed in several places in this neighborhood plan. Shiloh Hills neighbors are segregated and isolated family units from the greater Spokane and neighborhood community.

Third places break down urban barriers that physically separate neighbors from each other. Neighborhoods need these impartial public places, simple and open. They’re inexpensive, usually within easy walking or transit distance from home or work, and accessible for everyone. All are welcome, and all are equal.

The Shiloh Hills Neighborhood Council needs to work with the City of Spokane to develop community outdoor places to improve the social and mental health of our residents.

IV. Neighborhood Outreach:

- More community events! Getting coffee, going on walks, bar-b-ques. People are lonely and wanna connect with their neighbors and it helps identify problems in the neighborhood.
- C.O.P.S. should not be gotten rid of! If you can afford to take care of the homeless, you can afford to keep C.O.P.S.! It’s an important organization!
- Neighborhood watch
- Shiloh Hills will need to work with CHHS to create homeless/evicted navigation system to keep people from becoming homeless – and to mitigate the emerging homeless situation.

The Office of Neighborhood Services (ONS) assists Spokane's 29 neighborhoods with a variety of programs, like traffic calming, organizing graffiti and neighborhood clean-up events, and engaging residents. The goal of these programs is to engage people in local government, build stronger, communities, and improve the quality of life.

The Building Stronger Neighborhoods Committee of the Community Assembly (BSN) works to provide training and resources to neighborhoods to increase participation, identify and meet neighborhood needs, and build capacity. The BSN continues NC outreach, helping neighborhoods to build capacity and oversees the .Community Engagement Grant fund usage which can financially support community events.

Comprehensive Plan Chapter 10 §10.2 Vision And Values: Vision; “Spokane will be a safe and nurturing community that provides a diversity of social, recreational, educational, and cultural opportunities for all ages. A strong, positive identity for Spokane will be furthered by constructive community events and activities.”

Comprehensive Plan Chapter 10 SH 6.7 Community Oriented Policing Services: Continue to support the operation and administration of neighborhood-based Community Oriented Policing Services (C.O.P.S.).

A) Community Events

Community events need volunteers and resources. Fortunately, the ONS and BSN have programs to increase the number of neighbors involved in their neighborhood. A prerequisite for organizing and providing neighborhood events is a strong group of volunteers.

Shiloh Hills Neighborhood Council should work with ONS and the Community Assembly’s BSN to continuously increase its membership. As more members attend it will be easier to put on social

gatherings and events. Partnering with other neighborhood councils and businesses is another possibility.

The Community Engagement Grant from the Community Assembly (and City of Spokane) can be used to increase membership and to fund neighborhood social events.

B) Community Oriented Policing Services

Community Oriented Policing Services (C.O.P.S.) mission is crime prevention and safety for the Spokane community. The purpose is to make Spokane a safe environment for all members of the Spokane community.

Programs currently offered by C.O.P.S. include: Neighborhood Observation Patrol (NOP), Paws on Patrol (PoP), Latent Fingerprinting, Operation Family I.D., Bicycle Registration, Code Enforcement Reporting, Crime Free Rental Properties Program, Block Watch, Business Watch, Property Drop Off, Identity Theft and Operation I.D.

These programs are vital to the safety of the Shiloh Hills Neighborhood and the residents of the City of Spokane.

Shiloh Hills' neighbors need to support these community safety programs and hold their elected officials accountable to continue supporting these safety programs as stated in the City of Spokane's Comprehensive Plan's sections 10.2 and SH 6.7

Parks

From the **Comprehensive Plan Chapter 12.2 Vision And Values:**

Vision: “Spokane will acquire, operate, enhance, and protect a diverse system of parks, boulevards, parkways, urban forest, golf courses, and recreational, cultural, historical, and open space areas for the enjoyment and enrichment of all.”

Values: “The things that are important to Spokane’s future include:

- Providing and maintaining parks to serve all neighborhoods;
- Maintaining open spaces, golf courses, and trails;
- Being close to the outdoors, recreation, and nature;
- Providing recreation facilities and programs; and
- Maintaining linkages between parks, recreation facilities, and open spaces.”

I. Maintenance of Parks

- Our Parks need to be refreshed and maintained
- Friendship Park needs the tennis courts to be resurfaced; water fountain repaired and bathroom upgrades. (Twice)
- Bathrooms at Friendship Park need to stay open and clean. (Twice)
- Safety fence around park, no parking by gates.
- Lighting, bathrooms in the park. (Three)
- Signage for our parks directing people on surrounding streets.
- Raised crosswalks / intersections near parks – it a place for PEOPLE first, cars second.
- Pet parks should be kept away from home areas – we don’t want to be listening to barking!
- We need signage about leash laws in the park

Comprehensive Plan Chapter 12 PRS 4.1 Maintenance Management Program

Implement a maintenance management program that will project maintenance, facility, and replacement costs.

Discussion: The current Park Operations budget is part of the Park Fund budget. The maintenance management program should include six-year projections of maintenance and capital needs in addition to facility and equipment replacement costs. Typical elements include playground equipment, community buildings, pavilions, shelters, restrooms, park furniture, irrigation systems, turf/tree/shrub areas, aquatics centers, splash pads, sports facilities and infrastructure.

Spokane Parks Master Plan (2022) Chapter 1, Stakeholder Engagement – “Feedback ranged from a desire to prioritize maintenance of existing park lands before expanding the system to directing a focus for enhancements in District 1.”

“Respondents at pop-up events indicated that improving daily maintenance and management as well as renovating and enhancing existing parks were the top two priorities for the next five years. Ensuring that parks feel welcoming and safe and that they’re accessible for all ages and abilities were important outcomes to improving park equity.”

Chapter 7 Goal K: Maintain And Care: Maintain and Care means improving maintenance standards and enhancing community involvement in park care. A management plan to increase standards of care, as well as expanding volunteerism, can contribute to this legacy. Amenities such as more trash and recycling cans (and more frequent emptying of existing ones) and year-round and 18-hour restroom access and upkeep will greatly improve both public perception of the parks system and increase access. Other strategies include improving landscaping, weeding, and watering, expanding environmental education and pursuing additional funding sources.

“*The Clean Syndrome*” Simply put, when human beings feel like they are in a clean environment, they tend to want to keep it that way. It’s a concept illustrated by the broken windows study that was famously performed in New York in the 1970s. An environment that is clean, tends to stay clean. An environment that is disheveled, will stay that way — and progressively get worse. <cleanlink.com>
(The broken windows theory states that visible signs of disorder and misbehavior in an environment encourage further disorder and misbehavior, leading to serious crimes. <psychologytoday.com>)

The City of Spokane has an “Adopt A Park” and a “Park Friends” programs:

<<https://my.spokanecity.org/parksrec/get-involved/partner/>>

Adopting a Park means the group is committed to routine volunteer efforts to care for a park for at least one year. This could be:

- Trash and graffiti clean-ups
- Weeding
- Trail maintenance
- Locking/unlocking gates routinely
- Wildfire risk reduction
- Reporting unwanted activity

Forming a Park Friends group is the next step after forming an “Adopt A Park” program. Park Friends groups:

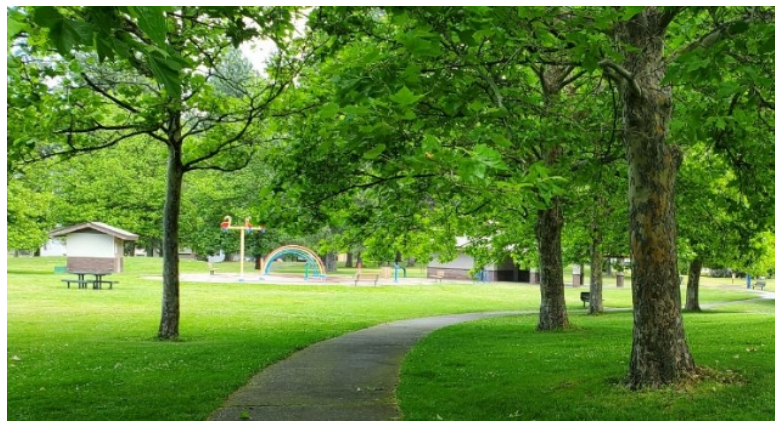
- Fund raise for park improvements
- Host events to activate the park (e.g. concerts, art festivals, or holiday events)
- Help set the vision for the park's future
- Continue with their routine care taking help

Park Friends groups need to do a few organizational things due primarily to the fundraising component, such as obtaining 501(c)(3) non-profit status, create a formal organizational structure and maintain liability insurance.

The Shiloh Hills Neighborhood Council should have a member on the executive committee that will work with the Parks Department to make sure our parks in Shiloh Hills are maintained properly. This park liaison/collaborator will contact the Parks and Recreation Department to make sure maintenance issues are taken care of in a timely manner. Additionally, the Park liaison will work with the Code Enforcement and Spokane Police Department to handle public security and safety issues not under the jurisdiction of the Spokane Parks and Recreation Department's authority. In the absence of a dedicated park liaison, an *ad hoc* member of the executive team will contact the appropriate city agency to resolve issues identified by any Shiloh Hills neighbor. (Code Enforcement officers are listed here: <<https://my.spokanecity.org/codeenforcement/officers/>>)

Because the Shiloh Hills Neighborhood has a very low ratio of park land to the number of Shiloh Hills residents, the executive committee is empowered to pursue an adopt-a-park program and possibly a Friends of Friendship Park at a future date. Friendship Park, as we have seen since Friendship Park was established in 1978, has been neglected in proper maintenance.

The Parks Department has been very helpful in responding to specific requests by our neighborhood council, but the Parks Department has not always been proactive in our park’s maintenance. If the Shiloh Hills neighbors wish to keep our neighborhood parks in proper form then we neighbors must take that responsibility ourselves. Our neighbors, working as a team with the Parks and Recreation Department can keep Friendship and Hill-n-Dale parks well maintained and safe.



Friendship Park Spokane Washington

II. Increase Park Amenities

- Playgrounds, pools -basketball pickle ball courts (Twice)
- With only two parks for the 16,000 residents the primary goal will be increasing acreage and maintaining the current parks.
- Marked 400 meter track for athletes to train.

Comprehensive Plan Chapter 11 Section N 5.1 Future Parks Planning: Utilize neighborhood groups to work with the City of Spokane Parks and Recreation Department to locate land and develop financing strategies that meet the level of service standards for neighborhood parks and/or open space.

Spokane Parks Master Plan (2022) Chapter 2 “Currently, when measuring all park lands, approximately 16.2 acres of park space are provided per 1,000 people. Excluding golf courses, parkways and natural lands, this number drops to 5.8 developed acres per 1,000 people, significantly lower than the national average of 9.9 acres per 1,000 people (NRPA).”

Shiloh Hills Neighborhood currently has less than 0.9 acres per 1,000 residents.

Chapter 3 - Shiloh Hills: The Shiloh Hills Neighborhood in the northwestern (*sic*) part of the city currently lacks adequate park access. Consider acquiring land east of North Nevada Street, near multi-family housing units.

Table 8: Shiloh Hills Neighborhood has 1,823 households (52% of all households) who are more than a ten minute walk to a City park. (District One average is 15%)

Park Amenities (park equipment/resources that help to provide comfort, convenience, or enjoyment)

Parks offer a wide range of social, emotional, cognitive, and physical development opportunities for our neighborhood. Playgrounds should have quality amenities available so that every person: children, teenagers, adults, seniors, people with disabilities, and individuals from different cultural backgrounds may take advantage of the park. The best park amenities can help neighbors establish a welcome public environment that encourages every neighbor to be healthy, happy, and well-adjusted.

In many cities, there are disparities in the distribution of parks and park amenities, with underserved communities often having limited access to well-maintained green spaces. To promote social cohesion, parks, and their amenities must be equitably distributed, ensuring that all residents have access to quality recreational spaces regardless of socioeconomic status or geographic location.

While parks are meant to be welcoming spaces, concerns about safety and security can sometimes hinder their use. Ensuring that parks are well-lit, regularly maintained, and patrolled when necessary can help create an environment where people feel safe to gather, play, and interact. Designing parks with clear sightlines and community involvement in their upkeep can also enhance security.

Site furnishings in a park offer numerous benefits, enhancing both the functionality and enjoyment of the space for visitors: well maintained benches and seating, restrooms, drinking fountains, shade structures, bicycle racks and storage options, adequate litter receptacles, space and furnishings for physical activities.

Parks should promote inclusivity and accessibility. Our neighborhood parks should encourage play and inter-generational connections, encourage physical and mental well-being, create shared spaces for interactions, as well as providing spaces for civic engagement.

Attractive furnishings and well-maintained landscaping contribute to the overall beauty of the park, creating a pleasant environment for visitors.

The Shiloh Hills Neighbors need to work with the City of Spokane and the Parks and Recreation Department to increase the usefulness of our Shiloh Hills Neighborhood’s parks in order to foster better physical and mental health, promote inclusivity and social cohesion for all our neighbors. The lack of park space for our neighborhood population makes it all the more important for our parks to have the proper amenities for Shiloh Hills neighbors of all ages and abilities.

III. Connect to Children of the Sun Trail

Comprehensive Plan Chapter 12 PRS 3 Bicycle And Pedestrian Circulation - Goal: Work with other agencies to provide a convenient and pleasant open space-related network for pedestrian and bicyclist circulation throughout the City of Spokane.

Comprehensive Plan Chapter 4 TR 5 Active Transportation: Ensure that the pedestrian and bicycle networks provide direct connections between major activity centers and transit stops and stations. The planning, design and construction of transportation projects should maintain or improve the accessibility and quality of existing and planned pedestrian and bicycle facilities.

TR 20 Consistently update and implement the pedestrian and bicycle master plans for active transportation users.

Section 4.4 Establishing a well-connected pedestrian and bicycle network of bicycle facilities.

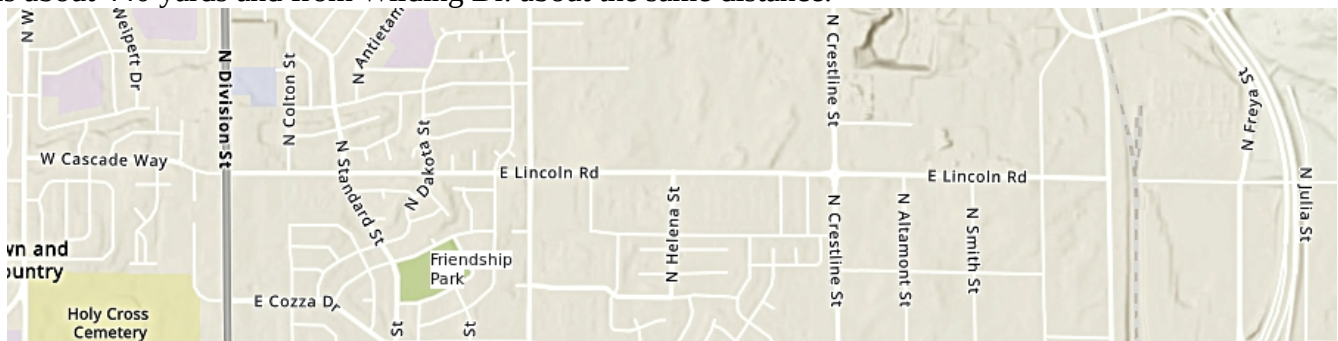
Bicycle Master Plan Policies: BMP 2: Complete and maintain connected bikeways that provide safe transportation for Spokane cyclists throughout the city.

Children of the Sun: The Children of the Sun trail is the pedestrian and bicycle trail provided through the North Spokane Corridor that will connect neighborhoods along the corridor to other trails along the route. This trail will connect neighborhoods to other major trails. (Comprehensive Plan Chapter 4 Page 4-40)

As part of a park and recreation amenity for Shiloh Hills, our neighbors have identified the need for a bicycle and connection for walkers to the Children of The Sun Trail east of our neighborhood.

The Children of the Sun Trail was part of the multimodal/micromobility complete streets requirement of the North Spokane Corridor (NSC) project that Washington State Department of Transportation is constructing. The Children of the Sun Trail, parallel to the NSC, connects with the Centennial trail that runs parallel to the Spokane River. Additionally, the Division Street Bus Rapid Transit route is a part of this north/south multimodal transportation project.

Connecting bus riders on the Division, Nevada and Crestline bus routes and our Shiloh Hills' parks on Lincoln Road is the most logical bike route from Shiloh Hills to the Children of the Sun Trail. Lincoln Rd. approximately bisects Shiloh Hills Neighborhood north to south. Friendship park to Lincoln Rd from Standard St. is about 440 yards and from Wilding Dr. about the same distance.



The section of Lincoln Rd. from Crestline east to the trail is in Spokane County. The section of Lincoln Rd. from Nevada east to Crestline presents issues for bicyclist, pedestrian and micromobility users. Shiloh Hills Neighborhood Council needs to work with the City and County of Spokane to make the Lincoln Road bike route acceptable for all non motorized users so that the Shiloh Hills Neighborhood can connect with the major trails offered in our County of Spokane.

Neighborhood Safety and Security

I. Safety and Security of person and property

Our Shiloh Hills Neighbors voiced these concerns during our 2024 planning meetings:

- *Crime is on the rise. I fear for my family's safety*
- *Everyone should feel safe and welcome in our community*
- *We need ongoing police patrols for trouble neighborhoods*
- *Derelict cars and RVs (Not near parks)*
- *Drag racing issues*



The psychologist Abraham Maslow (1908 – 1970) published his 1943 paper "A Theory of Human Motivation." This theory suggests human motivation is driven by the fulfillment of basic needs before higher-level psychological needs can be addressed. Safety needs (people want to experience order, predictability, and control in their lives) is just above physical needs (food, water, shelter, etc.) Maslow's theory proposes that physical and safety needs must be met before higher human psychological and emotional needs can be met such as love, friendship, intimacy, confidence, respect, etc. Being able to feel safe and secure is a primal need that we all face and that must be met before we can face other higher levels of human emotional and psychological health.

Public security or public safety is the prevention of and protection from events that could endanger the public from significant danger, injury, or property damage. It is often conducted by a state government to ensure the protection of citizens, persons in their territory, organizations, and institutions against threats to their well-being, survival, and prosperity.

The public safety issues that a municipality, county, regional, or federal jurisdiction may handle include crimes (ranging from misdemeanors to felonies), structure fires, conflagrations, medical emergencies, mass-casualty incidents, disasters, terrorism, and other concerns. (https://en.wikipedia.org/wiki/Public_security last edited 23 December 2024)

The City of Spokane was given these grades by CrimeGrade.org in 2024:

- Overall Crime Grade™ D+ Violent Crime Grade D+
- Property Crime Grade D+ Other Crime Grade D (October 2024)
- A crime occurs every 14 minutes (on average) in the Spokane area.
- Spokane is in the 28th percentile for safety, meaning 72% of cities are safer and 28% of cities are more dangerous. (<https://crimegrade.org/violent-crime-spokane-wa/>)

A new study, released in 2024, has revealed a staggering 93% increase in the average number of retail shoplifting incidents per year in the U.S. in 2023 compared to 2019, with a corresponding 90% rise in financial losses. (<https://www.retail-insight-network.com/news/us-shoplifting-2023-growth/?cf-view>)

Spokane Police Computer Statistics model <<https://my.spokanecity.org/police/prevention/compstat/>> reports crime in Shiloh Hills Neighborhood (Neva-Wood District P3). Shoplifting and car break-ins unfavorably affects our 650 Shiloh Hills Businesses and car break-ins affect our residents and impacts businesses.

Security and safety are important components of "Quality Of Life" for our Shiloh Hills Neighbors.

Public security and safety, a responsibility of government, is included in the City of Spokane's Comprehensive Plan, which states:

A Comprehensive Plan is the name given to identify the community's long-range plan for growth. It is comprehensive because it provides guidance for all aspects of the city's growth and development over a long

period, typically twenty-years. The plan is a set of visions, goals, policies, and implementation strategies that state how the city should grow physically, socially, and economically. This comprehensive plan is the product of many, many people including hundreds of community members, the city Plan Commission, City Council and Mayor.

(<https://my.spokanecity.org/shapingspokane/comprehensive-plan/>)

The Spokane Comprehensive Plan addresses these safety and security issues:

N 2.1 Neighborhood Quality of Life - Ensure that neighborhoods continue to offer residents transportation and living options, **safe streets**, quality schools, **public services**, and cultural, social, and recreational opportunities in order to sustain and enhance the vitality, diversity, and quality of life within neighborhoods.

NE 16 Quality Of Life - Goal: **Compile social**, natural environment, and economic **indicators of a healthy Spokane community on an annual basis**, and compare them to prior years in order to assess Spokane's progress.

NE 16.2 Benchmark Adoption - Develop quality of life benchmarks based on identified indicators that the community wants to obtain over time.

ED 8.1 Quality of Life Protection - Protect the natural and built environment as a primary quality of life feature that allows existing businesses to expand and that attracts new businesses, residents, and visitors.

Discussion: Good schools, infrastructure and public services, high quality neighborhoods, an attractive community appearance, many natural areas, a variety of recreational opportunities, and clean air and water attract both businesses and residents. These benefits act as economic development tools and must be protected in order to continue functioning as attractions to potential businesses and residents.

NE 16.1 Quality of Life Indicators - Coordinate with other groups and agencies to develop quality of life indicators based upon what others have previously identified.

LU 1.12 Public Facilities and Services - Ensure that public facilities and services systems are adequate to accommodate proposed development before permitting development to occur. (Comment: *This is an important section since Shiloh Hills has been annexed and also has a significant number of acres of raw land. Security issue in the past, as observed by our residents' comments, have not been adequately addressed. These capital amenities include safe streets for all, adequate lighting, adequate physical police service infrastructure to provide an adequate level of safety service.*)

N 4 Traffic And Circulation - Goal: Provide Spokane residents with clean air, safe streets, and quiet, peaceful living environments by reducing the volume of automobile traffic passing through neighborhoods and promoting alternative modes of circulation.

Other sections of the Comprehensive plan that cover the safety and security concerns of our Shiloh Hills Neighbors include: Sections CFU-1.9, LU-6, LU-6.3, N-4.3, SH-6.1, SH-6.3, SH-6.7 (Neighborhood Watch) and TR-20.

II. Safety of pedestrians and micromobility in the neighborhood

Safe walking in our neighborhood especially at night and under winter conditions was addressed by these two comments from the Shiloh Hills Neighbors:

- *Street lights – Walking in dark*
- *There should be designated walking areas for children walking to school.*

The Comprehensive Plan includes these safety concerns in “Quality of Life.” Lighting and snow removal are part of CFU-1 Adequate Public Facilities and Services and even though these expressed needs of our Shiloh Hills Residents are not included in the enumerated ‘level of service standards’ these services are included in the safe streets of N-4, LU-1.12 and quality of life protections in ED-8.1 as well as N-2.1

III. Safety from offensive animals and unsanitary excrement

Animal control was addressed by our Shiloh Hills Neighbors in these two comments:

- *People need to be fined a good amount when their dog is not on leash – Should be enforced better.*

- *I think we need better enforcement of leash laws by having more community events! And promoting community following of laws.*

The City of Spokane addresses this issue in the Spokane Municipal Code (SMC) Section 10.74.050 and Section 10.74.070.

[No] “owner may cause or permit a potentially dangerous dog to be or run at large within the City or to roam or stray from the building or enclosure where harbored unless: Restrained by a sufficient collar, harness or halter, and on a leash eight (8) feet or less in length and in the control of a person physically able to restrain the dog; or, Confined safely within a vehicle.”

“It is unlawful for an owner to fail to remove the fecal matter deposited by his animal”

Better code enforcement of Spokane Municipal Code would be appreciated by the residents of the City of Spokane.

IV. Recommendations to address Shiloh Hills Neighborhood’s concerns

Public security and public safety that prevents and/or protects residents from events that could endanger their physical health and safety as well as being secure from significant danger, injury, or property damage is addressed in the City of Spokane’s Comprehensive Plan, through the Spokane Municipal Code and Washington State laws. However, as stated by the Shiloh Hills Neighborhood residents in their planning process, these issues have not been adequately addressed by our elected officials, City staff or enforcement services.

Programs such as Neighborhood Watch can assist enforcement of many neighborhood safety concerns.

Benchmark, measure and compare safety and security issues on a periodic basis as addressed in the Comprehensive Plan’s Chapter 9 Natural Environment NE-16.2 and in Chapter 11 Neighborhoods Section N-2.1.

Neighborhood Quality of Life’s safety and security issues have not been successfully resolved as the Shiloh Hills Neighbors have voiced during this planning process. Good data from Spokane Police and other crime and safety statistic services, are needed regularly to determine progress and evaluate the success of safety/security programs.

V. Shiloh Hills Neighborhood Plan for the next five to ten years:

The City of Spokane is requested to improve their commitment regarding the safety and security of the citizens of our 29 Spokane neighborhoods and in Shiloh Hills specifically. This commitment of our City of Spokane goes beyond enforcement into prevention. Prevention can be achieved through education and meeting with the neighborhood and Neighborhood Council on a periodic basis. Regular communications with resources between City services and our Neighborhood Council can address many of our neighbors worries and concerns.