

# TRANSPORTATION COMMISSION



Michael Kyte  
Chair

~Agenda~

Les MacDonald  
Staff Liaison

<https://www.ci.moscow.id.us/556/Transportation-Commission>

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Thursday, July 11, 2019

4:00 PM

Council Chambers  
206 E. 3rd St.

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## WELCOME AND ATTENDANCE

## REGULAR AGENDA

### 1. Approval of Transportation Commission Minutes from June 13, 2019 (Action Item)

**PROPOSED ACTION:** Approve minutes as presented; approve minutes with amendments; or provide staff further direction.

### 2. Public Comment

### 3. Commission Communications (Michael Kyte)

### 4. Request for reassessment of the Bike Lane Facilities on F Street (Tyler Palmer) (Action Item)

The City Council recently received a request from a local citizen to reassess the bike lanes that were installed on F Street as part of the adopted bike facilities plan. The request notes concern regarding the bike lane installations near Eisenhower and also near the Moscow Middle School. The matter is being brought to the Transportation Commission for review and consideration.

**PROPOSED ACTION:** Review the request and make recommendation or provide staff further direction as deemed necessary.

### 5. Recommendation from Alta Planning & Design for the Terminus of the Third Street Separated Bike Lanes (Tyler Palmer) (Action Item)

The Idaho Transportation Department (ITD) has expressed reluctance to allow the construction of the separated two-way bicycle lane on Washington Street to Second Street as proposed within the City's preferred alternate design as developed by the City with the assistance of Alta Planning and Design. This has required the City to reassess the preferred alternative plan for the two-way bike lane termination. Staff requested Alta to assess the facility termination in light of ITD's decision and provide their recommendation. After review of the potential alternatives, Alta has provided a recommendation to terminate the two-way bike facility at Jefferson with some modifications. This is brought before the Commission for review and consideration.

**PROPOSED ACTION:** Review and discuss Alta Planning and Design's recommendation and make recommendation or provide staff further direction as deemed necessary.

**6. Paradise View Addition Preliminary Plat (Bill Belknap) (Action Item)**

Review of a preliminary subdivision plat of a 1.49-acre parcel located at 1924 Nursery Street to create seventeen (17) parcels ranging from 1,806 square feet to 5,002 square feet in size, referred to as the Paradise View Addition.

**PROPOSED ACTION:** Review and discuss the Paradise View Addition Preliminary Plat Application and make recommendation or provide staff further direction as deemed necessary.

**7. Gotcha Mobility Request to Reconsider the Bike Hub Location at Mountain View and F Street (Tyler Palmer) (Action Item)**

At the June 13, 2019 meeting, the Transportation Commission made a recommendation for Gotcha Bike Share Hub locations at West E. Street/Rosauers, S. Main/Third Street, Palouse Mall, Eastside Marketplace and at Mountain View and F Street. Gotcha is now requesting the Commission reconsider the northeast location at Mountain View and F Street. This matter is back to the Commission for review and recommendation.

**PROPOSED ACTION:** Review and discuss the Gotcha request and make recommendation or provide staff further direction as deemed necessary.

## **REPORTS**

**1. Development Projects Update (Bill Belknap)**

## **CONTINUING EDUCATION**

**1. National Highway Traffic Safety Administration (NHTSA) and E-Scooters (Michael Kyte)**

## **UPCOMING EVENTS/MEETINGS**

**1. The next scheduled meeting is August 8, 2019. Commission Members must submit agenda items directly to the chair by Wednesday, July 31, 2019.**

## **ADJOURN**

**NOTICE:** Moscow City Council Commission meetings can be televised, videotaped and/or recorded. Individuals attending the meeting who require special assistance to accommodate physical, hearing, or other impairments, please contact the City Clerk, at (208) 883-7015 or TDD 883-7019, as soon as possible so that arrangements may be made.

# TRANSPORTATION COMMISSION



Michael Kyte  
Chair  
[trans@ci.moscow.id.us](mailto:trans@ci.moscow.id.us)

## ~Agenda~

Les MacDonald  
Staff Liaison  
208.883.7028

<https://www.ci.moscow.id.us/556/Transportation-Commission>

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**Thursday, June 13, 2019**

**4:00 PM**

**Council Chambers  
206 E. 3rd St.**

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**The meeting was called to order at 4:00 pm.**

**Present:** Chair; Michael Kyte, Vice Chair; Don Meyer, Phil Cook, Ben Calabretta, Brian Johnson, Mike McGahan, Mary DuPree, Bob Sanders.

**Absent:** Les MacDonald, Public Works Director, Tyler Palmer Acting Public Works Director, Joel Hamilton

**Staff:** Bill Belknap, Community Development Director  
Jim Boland, Council Liaison  
Jared Hopkins, ITD  
Sandra Collins, Administrative Assistant / Deputy City Clerk

## REGULAR AGENDA

**1. Approval of Transportation Commission Minutes from May 9, 2019 (Action Item)**  
Meyer moved to approve the minutes as presented, seconded by DuPree. Roll Call Vote:  
Ayes: All. Nays: None. Minutes approved.

**2. Gotcha Bike Share Hub Locations (Tyler Palmer & Robert Mitchell, University of Idaho) (Action Item)**

Robert Mitchell from the University of Idaho Parking Transportation Services presented an overview of the proposed bike hub locations. The bike hub locations on campus are:

- North Campus – Student Recreation Center Parking Lot
- West Campus – Perimeter Drive/Kibbie Dome Parking Lot
- East Campus – Deakin Avenue/Starbucks/Vandal Store
- Central Campus – Line Street/Idaho Commons
- Southeast Campus – Blake Avenue/Counseling & Testing Center

The hub locations will be marked with paint and signage and can be moved later if needed. Suggested City of Moscow bike hub locations are:

- West E. Street/Rosauers
- S. Main/Third Street/existing bike corral

- Palouse Mall (exact location to be determined)
- Eastside Marketplace (exact location to be determined)
- S. Main/Sixth Street
- Northeast Moscow (Mountain View & D Street area)
- Intermodal Transit Center

The hub locations will cover a geo-fenced area of about twenty square feet. If bikes are left outside designated hubs, riders will incur an extra fee, which was thought to be \$5.00. There was discussion about the extra fee being too high for a pilot program. The Commission discussed the pros and cons of each hub location, including adding a northeast Mountain View location, eliminating one downtown location and the Intermodal Transit Center location. Mitchell said he would take the Commission's suggestions back to Becky Couch and once the program starts they can rebalance hubs if necessary. Johnson motioned to accept the northeast hub location but move it to Mountain View and F Street, instead of Mountain View and D Street and eliminate the hubs at S. Main and Sixth Street and at the Intermodal Transit Center, seconded by Calabretta. Roll Call Vote; Ayes: All; Nays: None. Motion passed.

**3. University of Idaho proposal for a variance to right of way improvements on Seventh Street (Ray Pankopf, University of Idaho) (Action Item)**

Ray Pankopf gave a presentation about proposed University of Idaho Seventh Street improvements from Elm Street to the Bruce Pitman Center. The University received funding from the State of Idaho Permanent Building Fund for these improvements. He showed an architectural rendering, including colored concrete pavers, new lighting, traffic calming and reconfiguration of five parking stalls. The street will remain open to vehicles, but the pedestrianized look is designed to deter vehicle use. The alley will have enhanced pavers and will also remain open to vehicles. The proposed construction should begin in 2020 with a current construction estimate of \$346,000. Belknap explained the University is requesting approval from City Council for an Engineering Variance because the improvements deviate from current City Street Standards. He said that this project was brought to the Transportation Commission to provide a recommendation to Council. Cook motioned to make a recommendation to City Council to support the University's request for an Engineering Variance for the improvements on Seventh Street from Elm Street to the Bruce Pitman Center, seconded by Meyer. Roll Call Vote: Ayes: All. Nays: None. Motion passed.

**4. Idaho Transportation Department (ITD) Development Review Process for the Idaho Central Credit Union (ICCU) (Jared Hopkins, ITD)**

Hopkins gave a presentation on the ITD procedure used when new access to a State Highway is requested through the permit process. He explained how that process was applied to the Idaho Central Credit Union (ICCU) development in Moscow. Approvals involve both the City and ITD. There was discussion, which included questions about the AASHTO Manual, whether there would be a traffic impact study and safety at the nearby crosswalk. Belknap reported that a future Local Highway Safety Improvement Project (LHSIP) would include improvements for the corridor, including better lighting at the crossing near the ICCU. Cook asked about the excessive parking spaces at ICCU and Belknap explained that the Zoning Code only set a minimum, not a maximum in this particular zoning district.

## **5. Continued Discussion Regarding Land Use and Transportation Planning (Bill Belknap) (Action Item)**

Kyte asked for discussion on the Land Use questions he had sent out. DuPree asked about the procedure for naming City Streets, particularly with reference to Logos School. Belknap explained the process, which is usually handled through the Planning & Zoning Commission. He said staff is working on a draft chapter of City Code, which will include street related requirements including specific street name standards. The Commission discussed the different types of quasi-judicial land use matters. Cook asked for a summary of what was quasi-judicial and what was not. Belknap said under state law subdivision plats may not be considered to be quasi-judicial and that has been one of the reasons that plats have been brought to the Transportation Commission for review. All other land use decisions are quasi-judicial and are reviewed by the Planning and Zoning Commission, Zoning Board of Adjustment, and/or City Council.

Meyer asked about the process for deciding streetlight and street name sign locations as it can be difficult to see street name signs at night when they are not placed near the street light. Belknap stated that in the older neighborhoods light locations are often dictated by the utility pole locations, but that Tyler Palmer could best respond to that question at a future meeting. Boland said Avista has input on where the lights go in consideration of the power line locations.

## **REPORTS**

### **1. Commission Communications (Kyte)**

Belknap said the Third Street Pedestrian Bridge concrete work is now complete. Paradise Path Underpass and Third Street Pedestrian Bridge dedication will be on June 29, 2019. Hopkins reported that the new Idaho Transportation Department District 2 Engineer is Doral Hoff. He also said the Moscow to Viola US 95 paving project has been delayed.

Citizen David Hall addressed the Commission and reported that students from Palouse Prairie Charter School gave a presentation on electric bikes and scooters at the Sustainable Environment Commission meeting. He said he attended the Planning and Zoning Commission meeting and wanted to bring a parking agenda item to the Transportation Commission's attention. He gave the Commission a copy of that item.

### **2. Transportation Commission Report to City Council (Kyte)**

Kyte distributed a summary of the questions City Council asked when he gave the Transportation Commission report.

## **CONTINUING EDUCATION**

### **1. Federal Highway Administration - Office of Safety (Kyte)**

Kyte showed a presentation which is also on the City Transportation Commission web page under Continuing Education for July.

## **UPCOMING EVENTS/MEETINGS**

### **1. US 95 Update by Ken Helm from Idaho Transportation Department (ITD) – July Meeting**

**ADJOURNED: 5:48**

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DRAFT

## Bill Belknap

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**From:** Gina Taruscio  
**Sent:** Wednesday, June 26, 2019 8:01 AM  
**To:** Tyler Palmer; Bill Belknap  
**Subject:** Fwd: bike lanes

Hello!  
I'm unsure who should get this note...  
Maybe the council?  
Thanks,  
G  
Sent from my iPhone

Begin forwarded message:

**From:** Wayne Krauss  
**Date:** June 26, 2019 at 7:59:58 AM PDT  
**To:** Gina Taruscio <[director@pepedo.org](mailto:director@pepedo.org)>  
**Subject:** bike lanes

Hi Gina, thanks for running our Board meeting so efficiently yesterday.

As a follow up to my conversation reference bike lanes yesterday:

It seems to me we may be going a little overboard on some of the lanes. Specifically, I refer to the bike lanes on east F street. If you take a drive down that street, you will see that bike lanes have been painted on BOTH sides of the street east of Eisenhower, which comprises two blocks. F street is a dead end at that point and it seems extremely redundant to have lanes on both sides of the street, thereby removing vehicle parking (even temporary) from the street. Folks that may wish to park on the street to walk the path, or those that live in that area have no place for friends and family to park when they come to visit. I am, of course, aware that the City is not obligated to provide vehicle parking or storage on City streets, however citizens need temporary, overflow parking when entertaining guests and family.

A bike lane has also been painted, west of Mountain View on the north side of F street all the way from Mountain View to Grant Street. The problem here is overflow parking for athletic events at the Football/Track field. During major events, folks from out of town still park on the north side of F st., even though they are parking on the bike lane. Enforcement of this parking issue may be by complaint only, however this has not been well thought out.

I spoke with Jim Boland, and I agree with him that, instead of bike lanes, this street should be marked as a shared street.

While I certainly support a walkable, bikeable community, it needs to be thought out a little more. The Transportation Commission should readdress this issue and make corrections.

Thanks for your help Gina,

Wayne Krauss



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Portland, OR 97214  
(503) 230-9862  
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# MEMORANDUM

**To: Kevin Lilly, City of Moscow**

**From: Derek Abe, Joe Gilpin, Alta Planning + Design**

**Date: June 26, 2019 (revised memo from June 14<sup>th</sup>)**

**Re: Moscow 3<sup>rd</sup> Street Bikeway Western Terminus Recommendation**

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In the Summer of 2018, Alta Planning + Design presented the City with design alternatives for a two-way protected bikeway along E 3rd Street from S Washington Street to S Mountain View Road. Since then, the City has refined those concepts and arrived at two final alternatives for the western terminus of the bikeway. This memorandum evaluates the final two alternatives and presents a recommendation for the preferred alternative based on the safety and operational characteristics of each design.

## Option 1: Washington St Terminus

The concepts for the Washington Street terminus continued the two-way protected bike lane all the way to the Washington Street intersection on the north side of 3<sup>rd</sup> Street. As originally proposed, at Washington Street, the two-way protected facility transitioned north on to Washington Street to connect to the 2<sup>nd</sup> Street Neighborhood Greenway, one block north of 3<sup>rd</sup> Street. One of the chief benefits of this design was the continuity, directness, and understandability of a consistent treatment that brought people on bikes all the way to the Downtown core on 3<sup>rd</sup> Street.

The two way-facility was proposed on the west side of Washington Street between 3<sup>rd</sup> Street and 2<sup>nd</sup> Street, and would have required the removal of one travel lane. As an ITD controlled facility, advancing this proposal would have required a study of the operational impacts of the proposed change, and close coordination and approval from ITD. Significant reconstruction of the intersection to provide a pedestrian safety refuge at the bikeway's northbound transition would have also added a degree of complexity and cost to the design. For these reasons, the concept for the two-way protected facility on Washington St was dropped from consideration.

By the recommendation of project stakeholders, an alternative concept was developed to transition people on bikes to/from the two-way protected bikeway into shared travel lanes on the west side of the intersection (See Figure 1). Here, westbound bikes would transition across the intersection from the two-way protected facility into the shared travel lane on the west side of the intersection. Eastbound bikes would use a left turn box on the SE corner of the intersection to make a two-stage transition to the two-way bikeway on the NE corner of the intersection. The benefits and challenges of this concept are listed below.

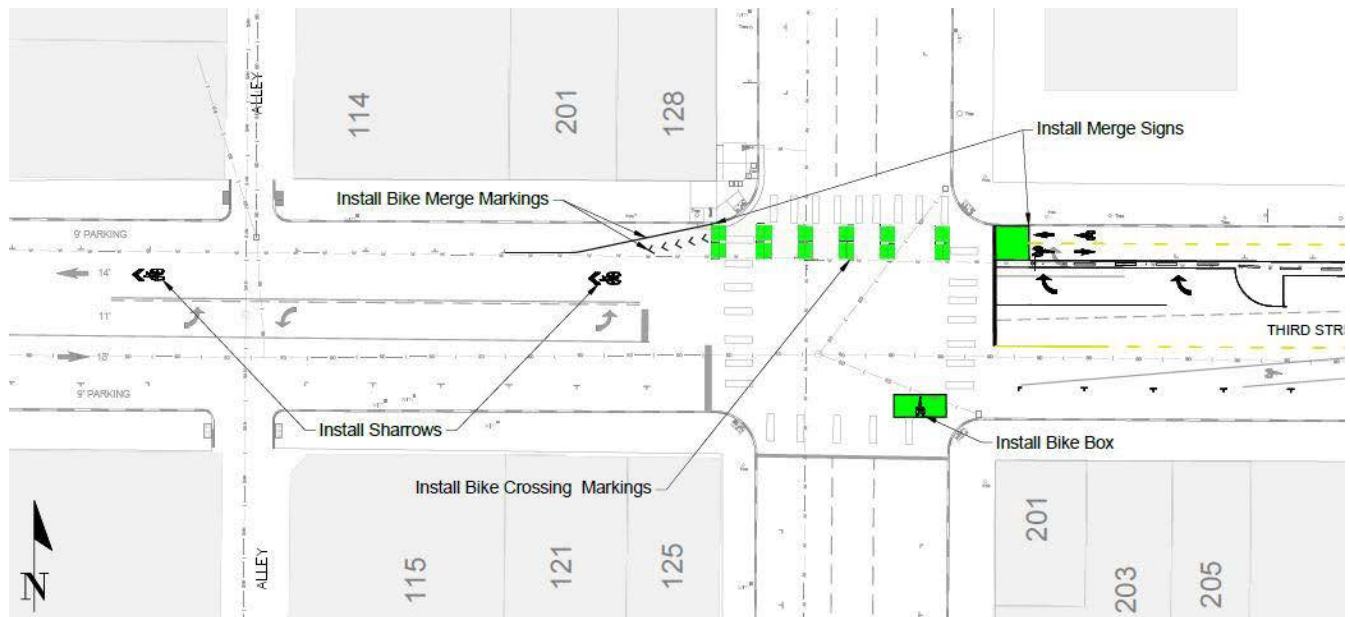


Figure 1. Washington Street transition from two-way protected bikeway to shared travel lanes.

#### Option 1 Benefit:

- Continuous route along 3<sup>rd</sup> Street brings west bound bike traffic into Downtown via the most direct route.

#### Option 1 Challenges/Considerations:

- West of Washington Street, westbound bikes abruptly transition into a shared street environment with vehicular traffic and large trucks at the far side of the intersection. The geometry is difficult due to several factors, the most notable being the westbound through lane offset which encompasses an entire lane shift within the intersection with westbound vehicles facing the eastbound left turn lane directly. This shift falls outside the normal  $\frac{1}{2}$  lane typical maximum that is within established traffic engineering practices and will put drivers in a position where they are coming in at an angle to conflict with bikes that are merging into the westbound travel lane at the same point. Because of the extreme shift in the lane, people on bikes may not notice approaching traffic from the rear when making the merging maneuver. This conflict is illustrated In Figure 2.

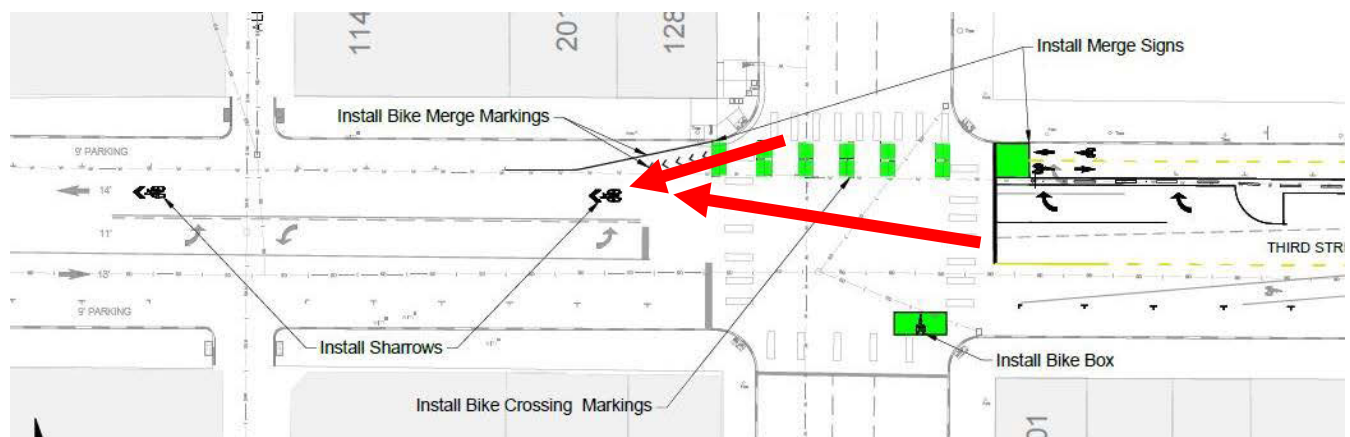


Figure 2. Merging conflict and lane westbound lane offset

- The MUTCD has a provision in Part 9 which prohibits bike lanes from being to the right of a right turn lane. This design requires the use of a bike-exclusive signal for the westbound bike through phase which would make the facility legal per MUTCD and separate westbound rights and eastbound lefts from through moving bicyclists. Adding this phase, will have signal delay consequences and restrict green time for other movements during the signal cycle, introducing delay on the truck route. Per FHWA bike signal face Interim Approval (IA-16), the use of the bike signal would require the following during the green bike phase: 1) right turn restriction for the vehicular westbound-to-northbound movement, and 2) a separate, protected left turn phase for the eastbound-to-northbound movement.
- The turn boxes are not compliant with the provisions of FHWA Interim Approval 20(IA-20) and need minor corrections.
- There would be no need for a two-way bike crossing as eastbound bikes would be coming from the southeast corner of the intersection.

Overall, Option 1 would have some substantial and unacceptable safety and delay consequences and should not be advanced.

## Option 2: Jefferson Street Terminus

The City also advanced a second alternative for the western terminus of the 3<sup>rd</sup> Street bikeway a block east of Washington Street, at Jefferson Street (See Figure 3). People on bikes would have a low-stress connection to/from Downtown and the 3<sup>rd</sup> Street bikeway via Jefferson Street and existing neighborhood greenways on 2<sup>nd</sup> Street and 5<sup>th</sup> Street. Westbound bikes would transition from the two-way protected bikeway south on to Jefferson Street by utilizing a two-stage left turn box on the NW corner of the intersection. Eastbound bikes approaching on 3<sup>rd</sup> Street in the existing bike lane would utilize a two-stage left turn bike box on the SE corner of the intersection to enter the two-way protected bikeway, on the NE corner of the intersection.

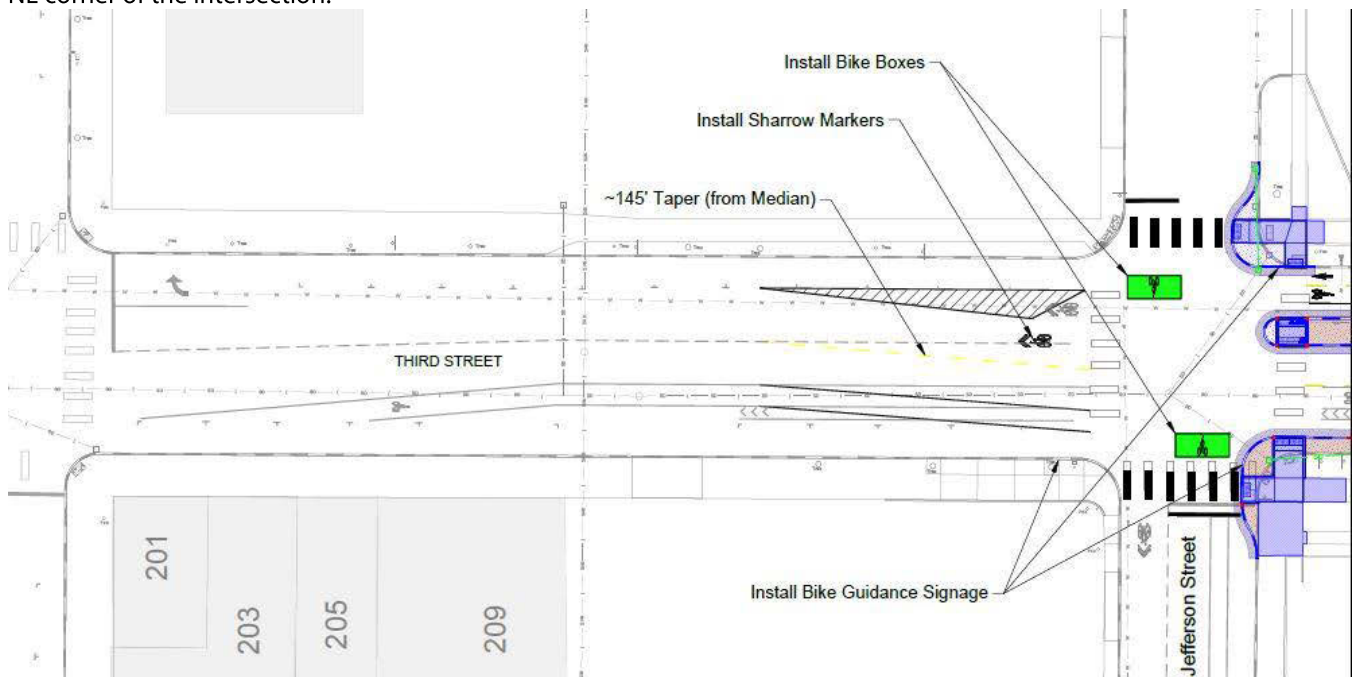


Figure 3. Jefferson Street terminus transition from two-way protected bikeway to connections to 2<sup>nd</sup> Street and 5<sup>th</sup> Street neighborhood greenways via Jefferson Street.

More confident riders preferring to continue west on 3<sup>rd</sup> Street have the option of transitioning into the westbound travel lane at Jefferson Street where traffic volumes are lighter than Washington Street.

Pedestrian improvements at Jefferson would include curb extensions to narrow the Jefferson street intersection approaches and reduce crossing distances. A median safety island would provide a refuge space for people walking between the vehicular travel lanes and two-way protected bikeway.

**Option 2 Benefits:**

- While this design routes some people on bikes off of 3<sup>rd</sup> Street one block short of Washington, it may still provide a direct, or in some cases, a more direct route to Downtown depending on the rider's destination.
- This concept eliminates the need for more complex signal operations (bike signal) and additional vehicle/truck delay at Washington Street.
- It provides a more comfortable and safer transition from the two-way bikeway into downtown than a shared travel lane on 3<sup>rd</sup> Street by allowing people on bikes to merge when safe rather than dropping their facility at the far side of the intersection and forcing an abrupt merge.
- This route reinforces existing neighborhood greenway routes, and may be more predictable based on current behavior and route preference.
- More confident riders are still provided with the option of a continuous westbound route on 3<sup>rd</sup> Street with shared lane markings placed in the travel lane west of Jefferson Street.
- Maintains good lane alignment at Washington Street.

**Option 2 Challenges/Considerations:**

- Enhanced street crossings of Washington Street would be necessary on the 2<sup>nd</sup> Street and 5<sup>th</sup> Street neighborhood greenways.
- Neighborhood greenway routing needs to be reinforced through wayfinding, and pavement markings to indicate the desired change of direction between Jefferson Street and the two-way protected bikeway on 3<sup>rd</sup> Street.
- Westbound bike lane between Washington and Jefferson Streets is overly wide and may be mistaken for on-street parking.
- The lateral shift for westbound bikes to merge into the westbound travel lane is a full travel lane. This could be improved with some minor adjustments.

**Recommended Concept:**

Alta worked with the City and provided feedback that a modified Option 2 was better than Option 1. Out of this discussion an older concept was revised from Alta's Memo dated May 25<sup>th</sup>, 2018, which preserves parking along the north side of 3<sup>rd</sup> Street and terminates the bike lane into a bike box. This option was named Option 2 in the 2018 memo, but is renamed Option 3 for the purposes of this memo. The benefits and challenges are summarized below.

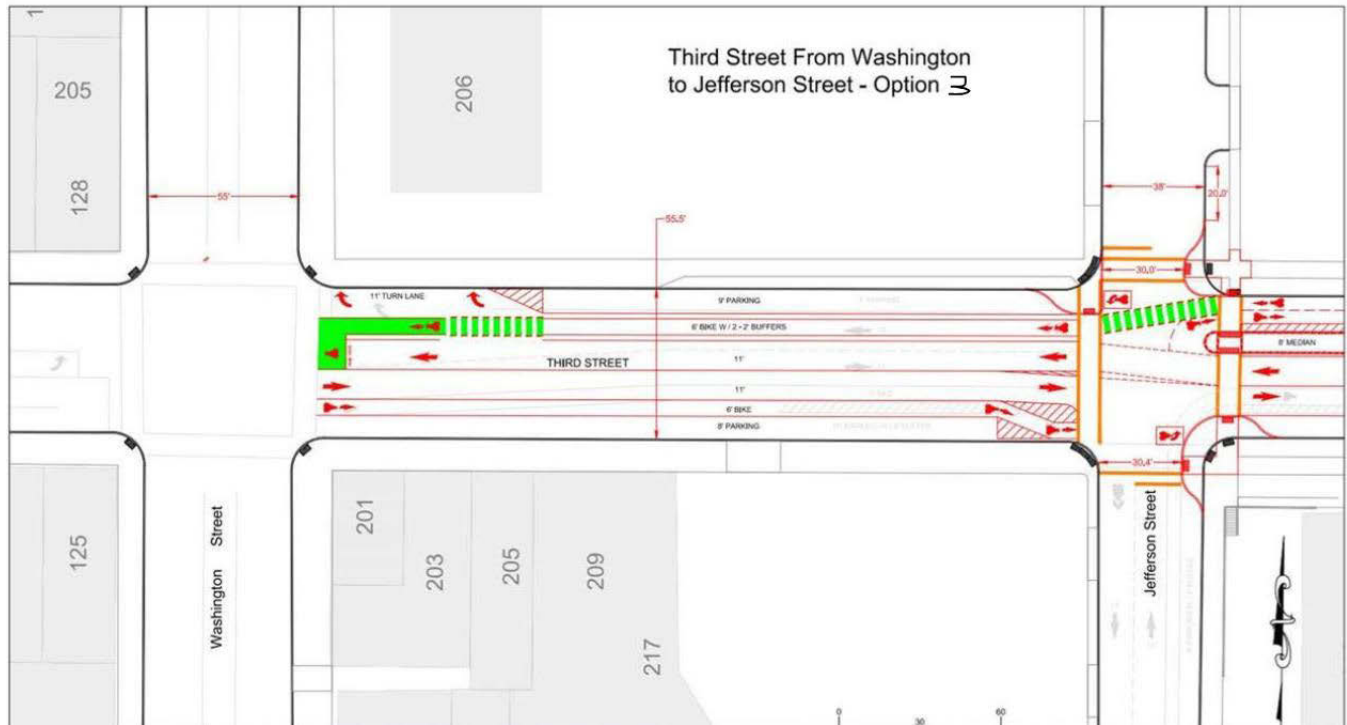


Figure 4. Option 3 which utilizes a bike box to terminate the bike lane.

#### Option 3 Benefits

- Transitions two-way facility on north side of 3<sup>rd</sup> Street to E-W routes via Jefferson St in advance of heavier downtown traffic, and provides directional bike lanes on 3<sup>rd</sup> St for more confident riders seeking a more direct route into downtown.
- Leaves navigation of downtown more to the control of the bicyclist rather than channelizing them into a set path. Connection to 2<sup>nd</sup> Street Greenway for example can be facilitated at Jefferson Street through wayfinding only. Jefferson is also the existing bike route into downtown to access the southern stretch of Main Street.
- Provides a double buffered bike lane to parked cars in the westbound direction, a bike box at Washington Street, and two left turn boxes at Jefferson, to provide a 2-stage transition for bicyclists headed north to 2<sup>nd</sup> Street, or south to 5<sup>th</sup> Street.

#### Option 3 Challenges/Concerns

- Bike box needed at Washington Street intersection to transition westbound bikes into shared lane environment west of the intersection. The bike box will only work on red signal indications as bicyclists will have to maneuver in advance during stale green signal indications. Bicyclists should take the lane on a green signal indication
- Conventional 6' bike lane on south side of street remains between travel lane and curbside parking lane. The current door zone buffer would also be removed, unless some space from the buffer in the WB buffered bike lane were reallocated to this bike lane.
- Westbound through lane alignment offset is approximately half a lane. This may be improved during final design.



**CITY OF MOSCOW**  
**COMMUNITY DEVELOPMENT**  
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| For City Use Only |                 |              |      |
|-------------------|-----------------|--------------|------|
| Date Received     |                 | 6-4-19       |      |
| Dept              | Fee Type        | Fees         | Paid |
| CD                | Application Fee | \$850        | 6449 |
| Receipt Number    |                 | LUP2019-0020 |      |

## APPLICATION FOR PRELIMINARY SUBDIVISION PLAT

### APPLICANT: NILS PETERSON

Name: MOSCOW AFFORDABLE HOUSING TRUST Telephone: (509) 336-1664

Complete Address: 510 W PALOUSE RIVER, MOSCOW, ID 83843

E-Mail: moscowhousingtrust@gmail.com Fax: \_\_\_\_\_

### OWNER: (if other than applicant)

Name: SAM Telephone: \_\_\_\_\_

Complete Address: \_\_\_\_\_

E-Mail: \_\_\_\_\_ Fax: \_\_\_\_\_

### ENGINEER/SURVEYOR: DUANE PRIEST, PLS RIMROCK

Name: SCOTT BECKER, P.E., DGE & ASSOCIATES Telephone: (208) 882-3520

Complete Address: PO BOX 8728 MOSCOW, ID 83843

E-Mail: scottbecker@moscow.com Fax: \_\_\_\_\_

Primary point of contact (select one): Applicant X Owner \_\_\_\_\_ Engineer/Surveyor \_\_\_\_\_

### PROPERTY:

1. Proposed Subdivision Name: PARADISE VIEW ESTATES ADDITION

2. Address(es) or Parcel Number(s): RPM0499003001A

3. Legal Description: Please attach copy of full description.

4. Gross area of all land involved: \_\_\_\_\_ acres, and/or \_\_\_\_\_ sq.ft.

5. Total Net Area of land area exclusive of proposed or existing public street and other public lands:

1.49 acres, and/or \_\_\_\_\_ square feet.

6. Total number of lots: 17 Average lot size: 2896 SF

7. Existing Zoning of subject property: ~~R-4~~ R-4

### SEWER AND WATER MAIN OVERSIZING REIMBURSEMENT POLICY

Oversizing of utilities will not be eligible for reimbursement from the City unless a written request is submitted to the City Engineer prior to approval of the project construction drawings and a written approval of such request is issued by the City Engineer.

**PROJECT DESCRIPTION:**

Please describe the concept of the proposed subdivision and approximate percentage (%) of each proposed new land use, i.e. 75% single family residential; 20% multi-family; 5% commercial. Also include any proposed park land and the acreage:

100% SINGLE FAMILY RESIDENTIAL

6% SINGLE FAMILY DETACHED 70% TWIN HOMES

24% TOWN HOUSES

**PRELIMINARY PLAT CHECKLIST:**

- ☒ 1. Subdivision name
- ☒ 2. Location: Section, Township, Range
- ☒ 3. Subdivider's name & address
- ☒ 4. Engineer/surveyor name & address
- ☒ 5. Date of subdivision
- ☒ 6. Reference to adjoining subdivisions with names
- ☒ 7. North arrow
- ☒ 8. Scale, not less than 1 in. = 60 ft.
- ☒ 9. Existing and proposed right-of-way or public tracts with widths and names
- ☒ 10. Lot and block layout with numbering and dimensions
- ☒ 11. Existing zoning designation, or proposed if a rezone is requested
- ☒ 12. All existing and proposed easements of record stating width and purpose
- ☒ 13. Location of any existing open spaces or permanent structures
- ☒ 14. General layout of sewer and water utilities
- ☒ 15. Proposed phasing, if any
- ☒ 16. Acreage breakdown with gross and net (less right-of-way)
- ☒ 17. Plan/profile of proposed street grades
- ☒ 18. Existing Topography\*
- ☒ 18. Proposed finished grading plan\*
- ☒ 19. Location of any delineated wetlands and/or water bodies and, if applicable, the floodway and 100-year floodplain (BFE data must be included if the plat is  $\geq 5$  acres or  $\geq 50$  lots)
- ☒ 20. Vicinity sketch

\*5' max. contour interval, except for slopes  $> 50\%$  may have 10' interval) Areas with existing slopes  $\geq 20\%$  shall be shaded or clearly indicated on the plans.

**SUBMITTAL:**

A Subdivision application is made by submitting the following information to the Community Development Department:

- Completed application.
- Copy of neighborhood meeting invitation, mailing list, attendance list and minutes.
- Payment of application fees.
- One full-sized Preliminary Plat Map and one electronic copy.

*I understand this information is a public record and may be posted to a public website.*

Applicant's Signature

Date

Property Owner's Signature (if different)

Date

Legal Description

a parcel of land located in the S1/2 of the SW1/4 of Section 17, T39N, R5W, B.M., being a portion of Lot 1, Block 3 of Indian Hills 8th Addition to the City of Moscow, Instrument #525967, Latah County, Idaho and being more particularly described as follows:

Beginning at the southeast corner of said Lot 1, Block 3 of Indian Hills 8th Addition to the City of Moscow, on the north right-of-way of Palouse River Drive;  
Thence along the south line of said Lot 1 and said north right-of-way N88°28'20"W, 251.67 feet;  
Thence 31.21 feet along a curve to the right, said curve having a Delta = 89°24'59",  
Radius = 20.00 feet, Chord = 28.14 feet and a Chord Bearing = N43°45'50"W to the west line of said Lot 3 and the east line of Nursery Street;  
Thence along said west line and said east right-of-way, N0°56'39"E, 201.03 feet;  
Thence 31.55 feet along a curve to the right, said curve having a Delta = 90°22'43",  
Radius = 20.00 feet, Chord = 28.38 feet and a Chord Bearing = N46°08'01"E to the north line of said Lot 1 and the south right-of-way of Powers Avenue;  
Thence along said north line and said south right-of-way the following two courses:  
Thence S88°40'38"E, 127.48 feet;  
Thence 6.89 feet along a curve to the left, said curve having a Delta = 1°43'00",  
Radius = 230.00 feet, Chord = 6.89 feet and a Chord Bearing = S89°32'47"E to the west corner of right-of-way Deed of Dedication, Instrument #594029;  
Thence leaving said north line and said south right-of-way, along the south line of said Deed of Dedication 83.68 feet, along a curve to the left, said curve having a Delta = 95°53'18", Radius = 50.00 feet, Chord = 74.25 feet and a Chord Bearing = N81°47'10"E to the north line of Lot 1, Block 3 of Indian Hills 8th Addition;  
Thence along said north line, S88°37'52"E, 39.55 feet to the northeast corner of said Lot 1;  
Thence along the east line of said Lot 1, S0°01'10"W, 254.36 feet to the Point of Beginning

Parcel contains 1.49 Acres, more or less.

Subject to public utility easements as shown on the Plat of Indian Hills 8th Addition.

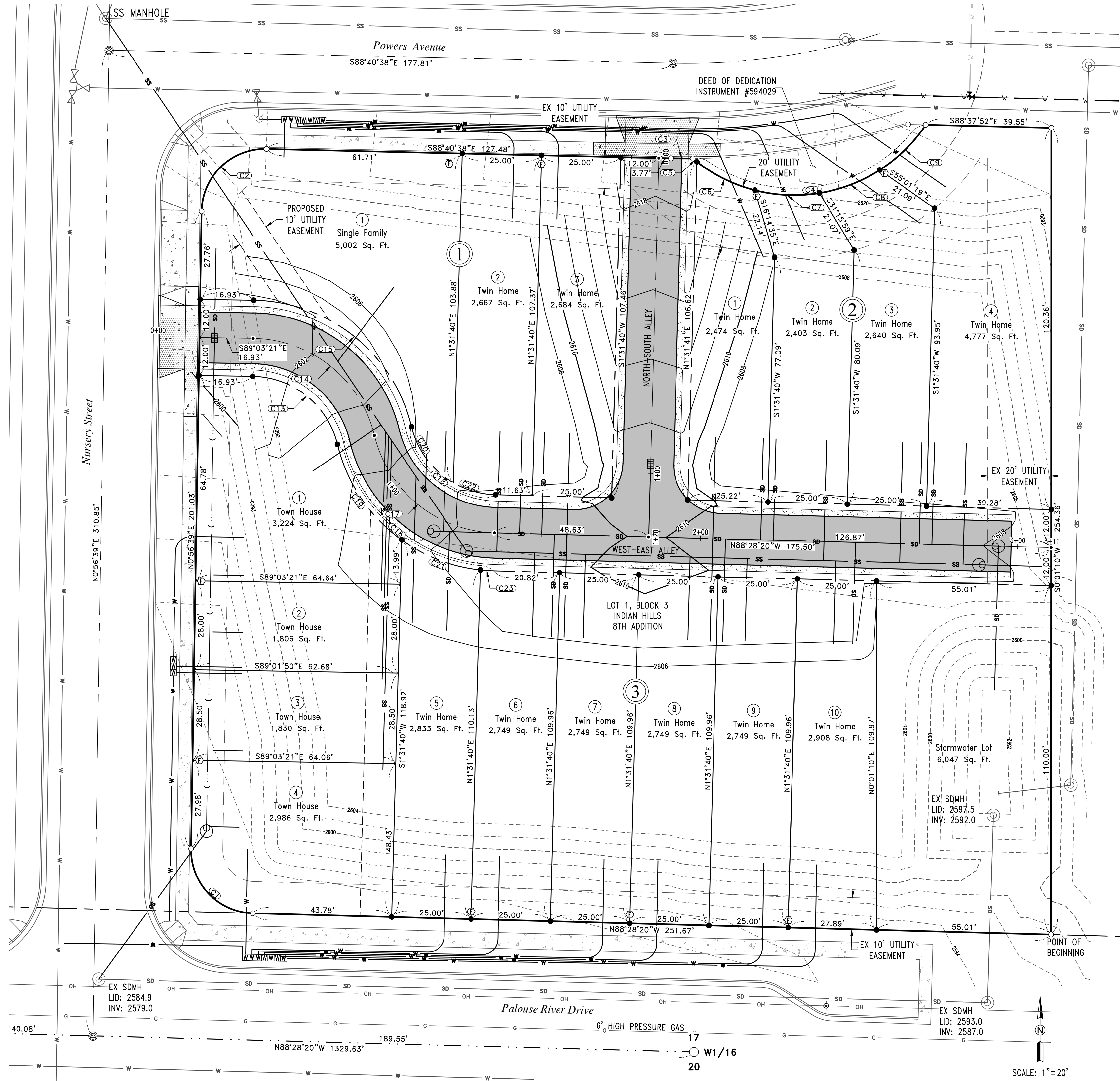
Also Subject to a 10 foot public utility and sidewalk easement southerly of Deed of Dedication, Instrument #594029 and a public stormwater utility easement as shown on the Plat of Indian Hills 9th Addition to the City of Moscow, Instrument #595522.

Notes

1. Plat area and areas to the west currently are Zoned R-4. Areas to the north and east are Zoned FR. Areas to the south are Zoned MB.
2. Total Plat Area: 65,000 Square Feet± (1.49 Acres±)  
Alley Dedication: 9,720 Square Feet±.  
Stormwater Dedication: 6,047 Square Feet±.  
Net Lot Area: 49,233 Square Feet± (1.13 Acres±).
3. All the area within Battery Fir Addition is within designated Flood Zone X: "Areas Determined to be outside 500-year flood-plain".  
Flood Zone designation and definitions from Flood Insurance Rate Map (FIRM) Community-Panel Number 1600900002D, dated 4-15-2002.  
No delineated wetlands on site.

Basis of Bearings

The Basis of Bearings for this survey in the south right-of-way line, between the northeast corner of Reynolds Addition and the Northwest corner of Tower Addition, shown hereon as S89°13'18"E, per GPS observation.

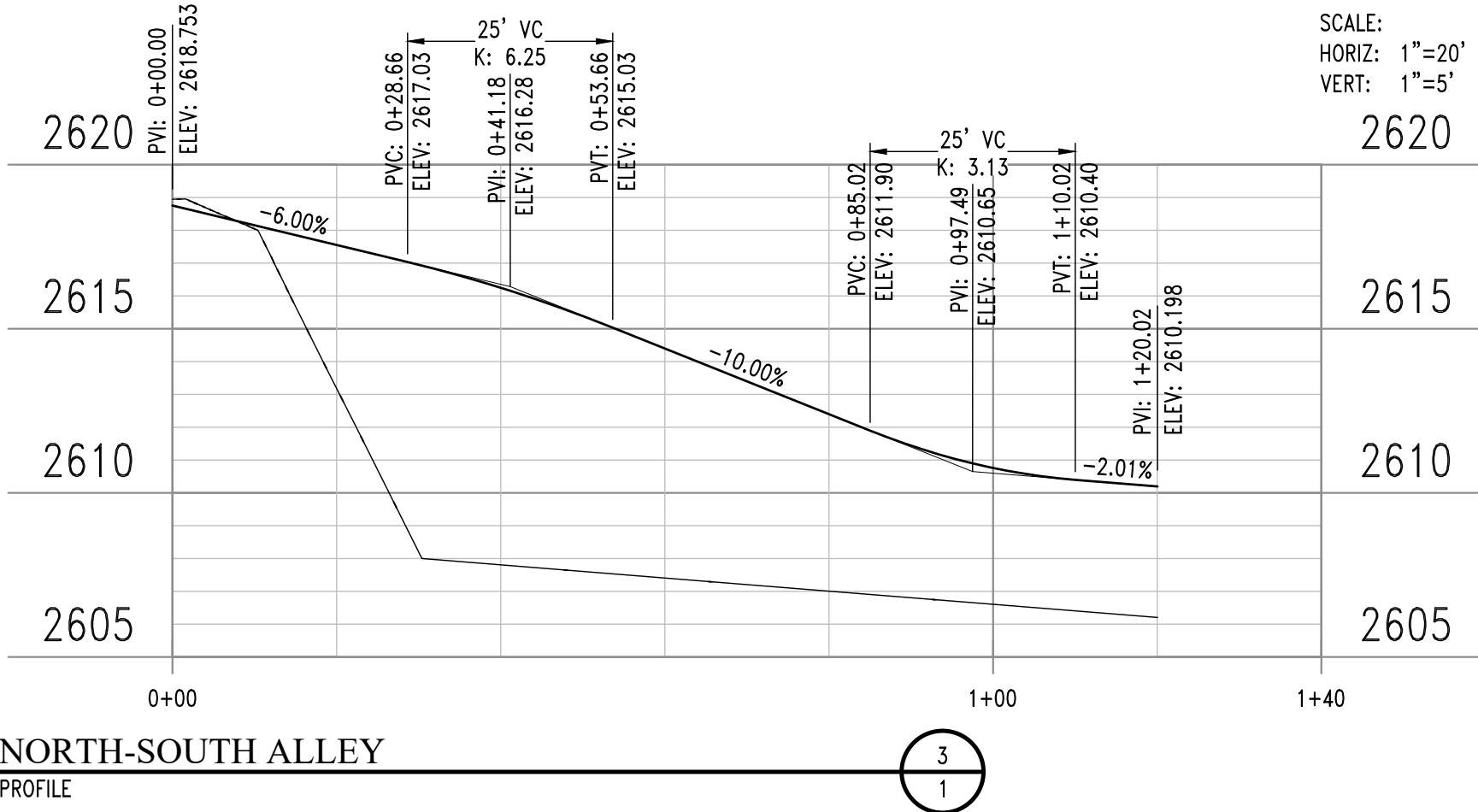
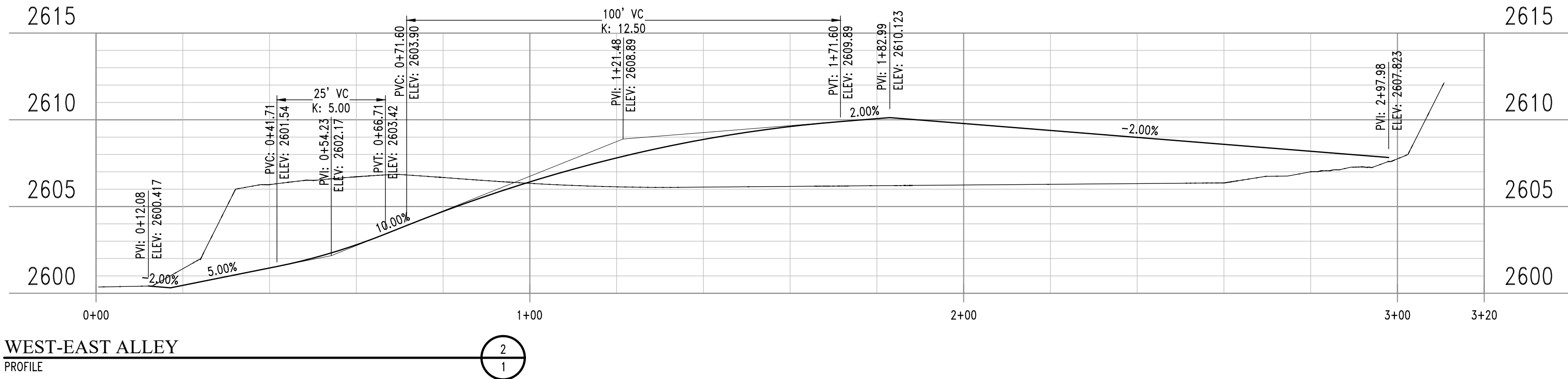
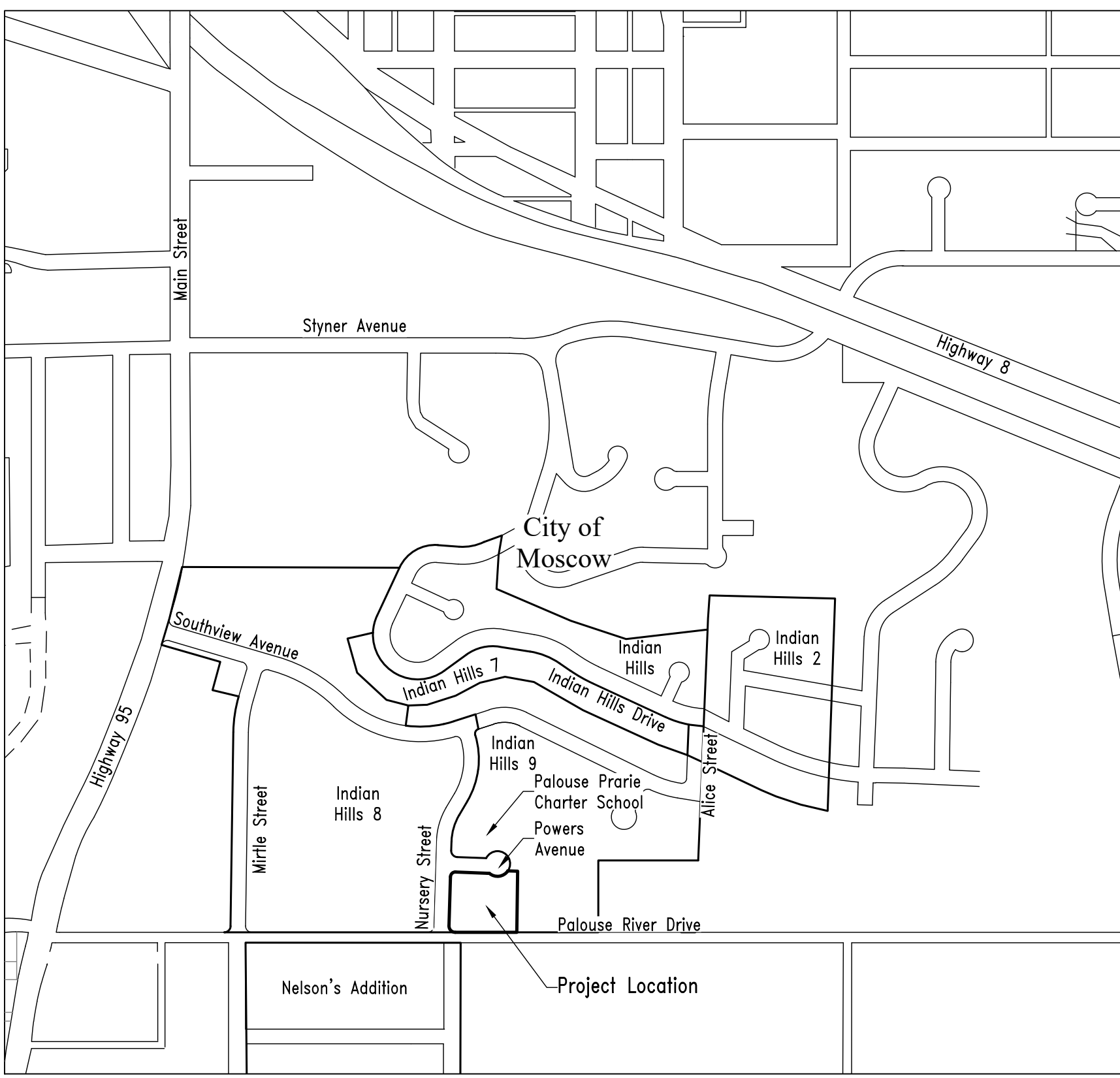


| CURVE TABLE |        |           |         |        |             |
|-------------|--------|-----------|---------|--------|-------------|
| Curve       | Length | Delta     | Radius  | Chord  | Chrd Brng   |
| C1          | 31.21' | 89°24'59" | 20.00'  | 28.14' | N43°45'50"W |
| C2          | 31.55' | 90°22'43" | 20.00'  | 28.38' | N46°08'01"E |
| C3          | 6.89'  | 1°43'00"  | 230.00' | 6.89'  | N89°32'47"W |
| C4          | 83.68' | 95°53'18" | 50.00'  | 74.25' | S81°47'10"W |
| C5          | 1.69'  | 1°55'52"  | 50.00'  | 1.69'  | S51°14'08"E |
| C6          | 20.50' | 23°29'08" | 50.00'  | 20.35' | S63°56'38"E |
| C7          | 20.48' | 23°29'03" | 50.00'  | 20.35' | S87°25'44"E |
| C8          | 20.50' | 23°29'23" | 50.00'  | 20.36' | N69°05'03"E |
| C9          | 20.51' | 23°29'50" | 50.00'  | 20.36' | N45°35'26"E |
| C13         | 36.93' | 75°33'54" | 28.00'  | 34.31' | S51°16'24"E |
| C14         | 52.75' | 75°33'54" | 40.00'  | 49.01' | S51°16'24"E |
| C15         | 68.58' | 75°33'54" | 52.00'  | 63.72' | S51°16'24"E |
| C16         | 68.05' | 74°58'53" | 52.00'  | 63.30' | S50°58'53"E |
| C17         | 52.35' | 74°58'53" | 40.00'  | 48.69' | S50°58'53"E |
| C18         | 36.64' | 74°58'53" | 28.00'  | 34.08' | S50°58'53"E |
| C19         | 37.07' | 40°50'39" | 52.00'  | 36.29' | S33°54'46"E |
| C20         | 22.71' | 46°27'49" | 28.00'  | 22.09' | S36°43'21"E |
| C21         | 26.80' | 29°31'31" | 52.00'  | 26.50' | S69°05'51"E |
| C22         | 13.94' | 28°31'04" | 28.00'  | 13.79' | S74°12'48"E |
| C23         | 4.19'  | 4°36'44"  | 52.00'  | 4.18'  | S86°09'58"E |

Legend

- FOUND SECTION MONUMENT
- FOUND CENTERLINE MONUMENT
- SET REBAR
- FOUND REBAR
- CALCULATED POSITION
- BLOCK NUMBER
- LOT NUMBER
- CURVE NUMBER SEE CURVE TABLE
- CATCH BASIN
- MANHOLE
- FRANCHISE UTILITY PEDESTAL
- UTILITY POLE
- PLAT BOUNDARY LINE
- LOT LINE
- EASEMENT LINE
- CENTERLINE
- WATER LINE
- SS SANITARY SEWER LINE
- SD STORM DRAIN LINE
- SD STORM DRAIN LINE
- G GAS LINE
- OH OVERHEAD UTILITY LINE
- ASPHALT PAVING
- CONCRETE PAVING
- GRAVEL PAVING

Vicinity Map



PRELIMINARY  
NOT FOR  
CONSTRUCTION

PARADISE VIEW ADDITION TO THE CITY OF MOSCOW  
PRELIMINARY PLAT  
MOSCOW AFFORDABLE HOUSING TRUST, INC.: NILS PETERSON  
510 W. PALOUSE RIVER DRIVE  
MOSCOW, ID 83843  
(509) 336-1664

Designed By: SB  
Drafted by: MK/SW  
Checked by: SB  
File Name: 4145 Preliminary Plat  
Tab: PROFILE  
Layer Style: TOPO  
Plot Style: OCE.ctb  
Project: 4145-01-19  
Date: 6/4/19

## Neighborhood Meeting

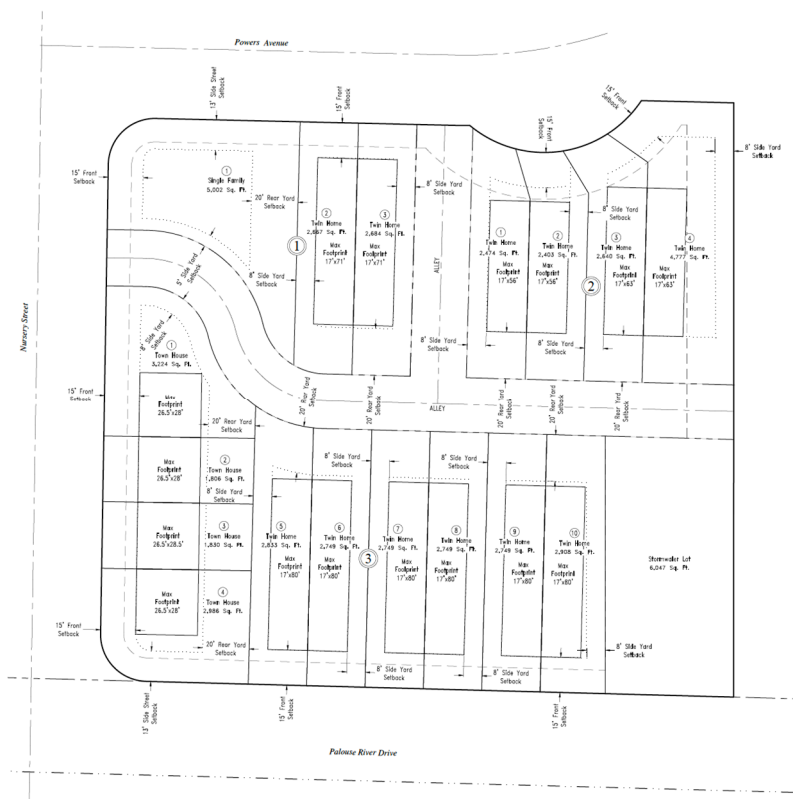
Thurs, May 23<sup>rd</sup>, 2019 @ 5:00PM

Moscow Affordable Housing Trust offices  
(in Martin Community Wellness Center)

510 W Palouse River Dr, Moscow

A neighborhood meeting at which you can ask questions and provide input on a proposal to replat Lot 1 Block 3 of Indian Hills 8<sup>th</sup> Addition to the City of Moscow. The site is bounded by Palouse River Drive, Nursery St and Powers Ave, near The Grove apartments and Palouse Prairie Charter School.

The Moscow Affordable Housing Trust proposes to plat seventeen (17) lots and construct an alley, see diagram below.



## Neighborhood Meeting

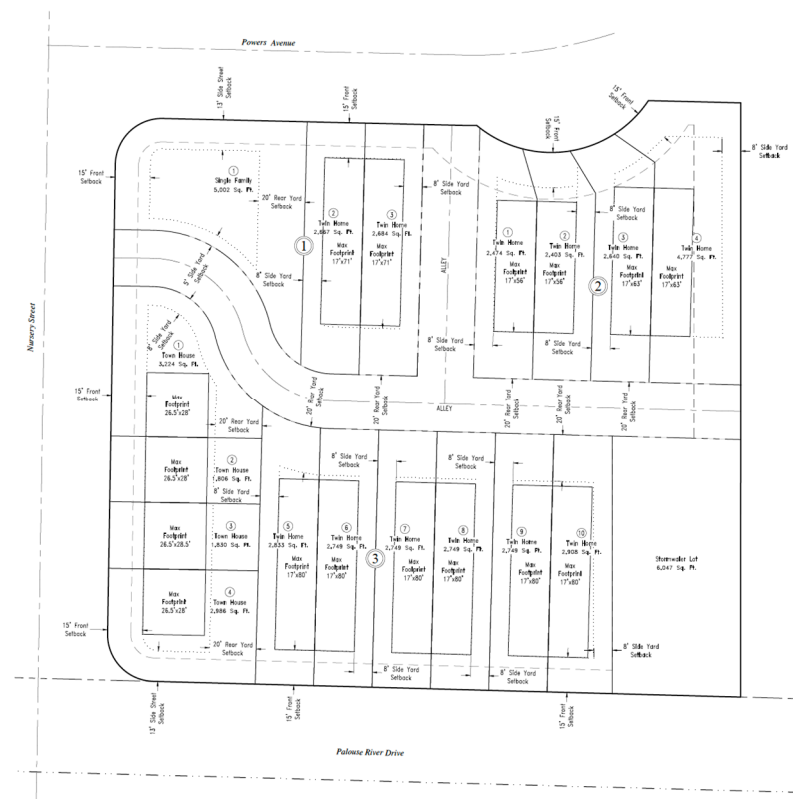
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## Neighborhood Meeting

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### Comments

Mike Bradley: There is a need affordable housing, here and in Pullman

Phil Rheingans: concern is how the site, and the school and the other Indian Hills lots are graded to his property line.

Mike Bradley: Focused on the 719 Indian Hills lot he owns and how it could interact with MAHT lots on 334-336-338 Southview.

## Neighborhood Meeting

Thurs, May 23<sup>rd</sup>, 2019 @ 5:00PM

Moscow Affordable Housing Trust offices  
(in Martin Community Wellness Center)

510 W Palouse River Dr, Moscow

### Sign-in Sheet

Name

Address

Mike & Linda Bradley  
Phil Rheingans

Indian Hills  
620 EPRD.

LUP2019-0020

B-C MARTS LLC  
PO BOX 9486  
MOSCOW ID 83843

BRADLEY, MICHAEL FRANCIS  
810 NW PALOUSE VIEW  
PULLMAN WA 99163

EISINGER, JEFFERY C  
PO BOX 8369  
MOSCOW ID 83843

GIBSON, HENRY M  
2182 NURSERY STREET  
UNITS A & B  
MOSCOW ID 83843

LEADS LLC  
2279 ARBORCREST RD  
MOSCOW ID 83843

NORTHWEST MGMT INC  
PO BOX 9748  
MOSCOW ID 83843

RHEINGANS, PHILIP T  
PO BOX 8986  
MOSCOW ID 83843

WJD ENTERPRISES LLC  
435 E PALOUSE RIVER DR  
MOSCOW ID 83843

BENNETT 1978 FAMILY TRUST  
1020 E PALOUSE RIVER DR  
MOSCOW ID 83843

CAMPUS CREST AT MOSCOW  
2100 REXFORD RD STE 300  
CHARLOTTE NC 28211

FARLEY, GERALD L  
2220 NURSERY ST  
MOSCOW ID 83843

GOLIS CONSTRUCTION INC  
16200 N BASIN WAY  
EAGLE ID 83714

MILESTONE INVEST LLC  
26769 HIGHWAY 53  
HAUSER LAKE ID 83854

PARADISE HOLDINGS LLC  
321 E PALOUSE RIVER DR  
MOSCOW ID 83843

SWIFT, JAMES B  
899 HIRSCHI RD  
MOSCOW ID 83843

BOUNDRY CREEK LLC  
676 W PULLMAN RD #302  
MOSCOW ID 83843

DAHL, DENIS R  
1380 LUNDQUIST LANE  
MOSCOW ID 83843

FICCA 225 E PALOUSE RVR DR  
LLC  
3422 FOOTHILL ROAD  
MOSCOW ID 83843  
INDIAN HILLS TRADING CO  
PO BOX 106  
RITZVILLE WA 99169

N CENTRAL HEALTH DEPT  
1221 F STREET  
LEWISTON ID 83501

PETERSEN, DAVID A H/W  
221 N ADAMS ST  
MOSCOW ID 83843

VIS, DANIEL W  
711 INDIAN HILLS DR  
MOSCOW ID 83843