PLANNING & ZONING COMMISSION

Wendy McClure
Commission Chair

p&z@ci.moscow.id.us

Mike Ray
Staff Liaison

208.883.7008

~Agenda~

http://www.ci.moscow.id.us/commissions/Pages/pz.aspx

Wednesday
January 24, 2018

7:00 PM

Council Chambers
206 E 3rd Street

Call to order

1. **Approval of minutes from January 10, 2018**
   ACTION: Approve minutes as presented; approve minutes with amendments; or provide staff further direction.

2. **Correspondence**
   ACTION: Read any correspondence received and provide staff further direction if necessary.

3. **Transportation Commission Meeting Report**
   ACTION: Receive report and provide staff further direction if necessary.

4. **Public Comment**
   (Time limit 15 minutes. Members of the Public may speak to the Commission regarding matters NOT on the Agenda nor currently pending before the Planning and Zoning Commission. Please state your name and address for the record and limit your remarks to three minutes.)

5. **2009 Comprehensive Plan Updates—Commission Recommendations**
   Review the proposed recommended updates to the Comprehensive Plan from the Sustainable Environment Commission and the Tree Commission.
   ACTION: Receive the presentation on the recommended updates to the Comprehensive Plan and provide Staff further direction as deemed necessary.

6. **Shared Readings**
   Announce the next round of shared readings and when they will be posted to the website.
   ACTION: Discuss shared reading topics and direct Staff to post to the Commission website.

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.

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~Meeting Minutes~
January 10, 2018

http://www.ci.moscow.id.us/commissions/Pages/pz.aspx

The meeting was called to order at 7:00 PM.

MEMBERS PRESENT: Wendy McClure, Chair; Greg Dickison, Joel Hamilton, Kurt Obermayr (via speaker phone), Robb Parish, Nels Reese, Victoria Seever, Dennis Wilson

MEMBERS ABSENT: Scott Gropp

ALSO IN ATTENDANCE: Mike Ray, Staff Liaison; Anne Zabala, Council Liaison; Anne Peterson, Deputy City Clerk

1. Member Introductions

Members introduced themselves to new Council Liaison Anne Zabala.

2. Approval of minutes from December 13, 2017

RESULT:	**ACCEPTED**
MOVER:	Seever
SECONDER:	Hamilton
AYES:	Dickison, Hamilton, McClure, Obermayr, Parish, Reese, Seever
NAYS:	None
ABSTENTION:	Wilson

Motion carried by acclamation.

3. Correspondence

None.

4. Transportation Commission Meeting Report

Hamilton announced the Third Street Corridor open houses are January 11th and 18th, the City Hall display is available for examination anytime City Hall is open, and feedback can be submitted in the Comment Box or via email.

5. Public Comment

None.

6. Election of Officers

Parish nominated McClure for Chair. There were no other nominations.

RESULT:	**APPROVED**
MOVER:	Parish
SECONDER:	Hamilton
AYES:	Dickison, Hamilton, Obermayr, Parish, Reese, Seever
NAYS:	None
ABSTENTION:	McClure

Motion carried by acclamation.

Hamilton nominated Parish for Vice Chair. There were no other nominations.

RESULT:	**APPROVED**
MOVER:	Hamilton
SECONDER:	McClure
AYES:	Dickison, Hamilton, McClure, Obermayr, Reese, Seever
NAYS:	None
ABSTENTION:	Parish

Motion carried by acclamation.

Dickison nomination Hamilton for Second Vice Chair. There were no other nominations.

RESULT:	**APPROVED**
MOVER:	Dickison
SECONDER:	Parish
AYES:	Dickison, McClure, Obermayr, Parish, Reese, Seever
NAYS:	None
ABSTENTION:	Hamilton

Motion carried by acclamation.

7. 2009 Comprehensive Plan Updates—Commission Recommendations

Ray presented the Sustainable Environment Commission recommendations that were integrated into the Comprehensive Plan as a new section in Chapter 1 entitled, "Local Response to Changing Global Climate Conditions." Hamilton suggested changing "findings" to "recommendations" near the end of the second paragraph. Parish requested that "GHG" be added after the first use of "greenhouse gas emissions" in the same paragraph. Parish asked if the ongoing work by PBAC to identify alternative water sources should be mentioned and Ray said that was included in Chapter 5. Regarding wildfire effects on air quality, Hamilton suggested a sentence explaining that Moscow itself is outside the hazardous forest fire area. Commissioners liked how staff incorporated the SEC recommendations.

Commissioners approved of additions recommended by the Tree Commission. McClure suggested utility companies be encouraged to consolidate overhead lines to one side of the street where possible, to reduce the need for excessive trimming of the tree canopy. There was discussion about what "public lands" refer to in terms of the area desired for increased tree planting. Guest Nils Peterson, outgoing member of the Tree Commission, explained that "public lands" was chosen purposely to be most inclusive of all public property (parks, paths, municipally owned property) because the Commission had other specific recommendations for rights of way. There was also discussion about the importance of species diversity.

8. Shared Readings

McClure introduced the topic of Context Sensitive Solutions to Walkable Planning and its relevance to recent conversations regarding street classifications and multimodal transportation. She asked Commissioners if they thought the article's suggestions brought anything to the planning process. Parish

said he liked the ideas but struggled with how the Commission could apply the concept to land use. He thought the Commission had done a lot of it already. Wilson agreed and said Moscow was on good track. Hamilton thought the process in the article was more complicated than Moscow needed. McClure said a thoroughfare vision with stakeholder involvement was critical and in her opinion Moscow has been too focused on vehicle counts in its decision making. Evaluating the impacts and tradeoffs is also important, as is having criteria to evaluate all aspects. She thought the review process underway for the Third Street Project won't prove to be very systematic without better methods of evaluating all the data being collected. Parish suggested this entire process could be a case study for how Planning & Zoning and Transportation Commission efforts should be better coordinated. Hamilton added his concern about potential zoning consequences of Transportation Commission's actions without P&Z being more involved. Reese was impressed with what the Transportation task force came up with in a very short timeframe. McClure concluded the article discussion by stating that at some point in history people forgot about the social aspect of streets and view them simply as transportation corridors. She asked the group if they wished to provide feedback on the Third Street Corridor as a Commission or individually. It was decided there wasn't time for the Commission to formulate a group consensus statement, so those with individual feedback will submit it individually.

The meeting adjourned at 8:58 p.m.

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Wendy McClure, Chair

1.3.3 Local Response to Changing Global Climate Conditions

According to the American Planning Association, over the past decade, planners have long focused on smart growth and sustainability, although they have not always directly connected them to climate change. Mitigation measures such as combating urban sprawl and fewer vehicle-miles traveled in turn can result in reduced greenhouse gas (GHG) emissions. Addressing the symptoms of climate change such as stormwater management and precipitation changes are adaptation measures. Many cities are working to significantly lower GHG emissions among a variety of actions, including higher density development, encouraging green building materials, and incorporating alternative energy sources. "By promoting the synergy between smart growth, sustainability and climate change mitigation and adaptation, planners can effect positive outcomes through a so-called 'no regrets' approach, whereby actions taken to adapt to or mitigate climate change are ones that should be taken anyway for other reasons related to smart growth and sustainability." (American Planning Association, Policy Guide on Planning and Climate Change)

The Guide identifies five primary hazard types linked to climate change: Heat waves, strong storms, flooding, drought, and wildfires. It further references areas of local concern. It is generally expected that the specific climate change impacts to the Pacific Northwest Region will include increases in annual average temperatures between 5ºF and 8.5 ºF by the year 2080 with potentially slight increases in annual precipitation. With the warmer temperatures it is anticipated that annual snowpack will decline, stressing water resources, and increasing the risk of wildfires from rising temperatures and drier summer conditions. Additionally, climate changes may result in population migration as people seek lesser adversely impacted areas. The Guide states that, "Rapid population growth may strain infrastructure, exacerbate NIMBYism, negatively impact community character, and create significant social services capacity issues." Among their recommendations are: to protect and enhance green spaces; reduce GHG emissions; promote public awareness and incentive programs; focus on public construction specifications, requirements, and retrofitting; and encourage locally produced food.

Water. With the reliance on the Wanapum and Grande Ronde aquifers as the primary water source for Moscow, there is a potential for reduced aquifer recharge because of changing climate patterns. The relatively linear population growth rate that the City has historically experienced is projected to reach 28,760 people by 2030. The changing climate conditions in other regions of the United States may lead to an increase in population growth in the northwest region due to a migration of people from areas that are more adversely effected by climate change. Increased water consumption due to population growth, declining aquifers, lower precipitation

Palouse Prairie

"The Palouse Prairie comprises moderately to strongly dissected loess-covered basalt plains, hills with large steptoes, undulating plateaus, and some river breaklands. Dry farming and livestock grazing occurs on about 90 percent of the area."

Source: www.palouseprairie.org

in the summer, and climate migration could further strain water supply in the future. Providing for future growth will require additional conservation, the expansion of effluent irrigation, and the investigation into an alternate water supply among other recommendations which are discussed in detail in Section 5.3, Potable Water.

Air Quality. Climate change is projected to alter forests in the northwest and southwest regions of the United States by increasing wildfire risk and insect and tree disease outbreaks. Many impacts will be driven by water deficits, which increase tree stress and mortality, tree vulnerability to insects, and fuel flammability. Although Moscow has a relatively low wildfire risk because of the surrounding agricultural fields, the City will continue to experience impacts to air quality because of regional wildfires and a lengthened fire season. Health, quality of life, outside working conditions, outdoor recreation, and the tourist economy can all be significantly impacted by air quality. Although air quality is largely a result from broad weather patterns that far exceed the city's ability to influence, the City should encourage natural filtering agents such as the urban forests, continue to reduce carbon emissions, and explore alternatives to outdoor activities that would provide additional options during negative air quality events.

Energy Usage. Moscow is currently implementing a 20% by 2020 plan through city operations with a goal of reducing carbon emissions 20% below a 2005 baseline. Upon completion of this goal in 2020, the City should explore expanding that effort to further reduce carbon emissions and fossil fuel consumption. The City could also explore incentives for citizens, businesses, and the University of Idaho to reduce their carbon emissions, similar to current incentives for water conservation. Individuals and businesses may desire to implement on-site solar electric or solar thermal or small-scale wind systems. There may also be a desire to create co-op or other community energy production systems which may require new permitting schemes. The City should identify barriers to alternative energy production and promote the use of fossil fuel alternatives.

Transportation. In order to reduce carbon emissions in the transportation sector, the City should continue to promote the use of multi-modal transportation within the community. Expanding SMART Transit routes and schedules while sustaining them at low or no cost to citizen use (the fixed SMART route is currently free to riders while the Dial-a-Ride has a fare charge) has been surveyed as a desired community outcome. Greater flexibility and accessibility should increase SMART ridership and decrease general vehicle usage. The City should continue to expand the bicycle and pedestrian transportation network and continue the "complete streets" approach that has been incorporated in new development. The City should work with the University of Idaho to research the feasibility of developing a bike share program initially focused on stations located on campus and downtown. Electric vehicles and their charging stations are also an emerging trend which the City could partner with Avista to explore. Strategic locations

like public parking lots downtown could be chosen for charging stations which could provide an economic benefit to downtown. Mixed-use developments and subdivisions can also provide shorter distances to critical services and promote the use of non-motorized transportation. Transportation goals and objectives are discussed in more detail in Chapter 3, Community Mobility.

Infrastructure and Environmental Impacts. Over the past decade the City has been focusing on revising Zoning Code requirements to allow greater flexibility in setback requirements, more mixed-use development permitted by right, more opportunities for infill development, and higher density close to the City core. Parking requirements were revised in 2017 to allow for reduced areas of impervious surface, larger areas of green space to manage and filter stormwater runoff, incentives for incorporating bicycle parking, and easier opportunities shared parking arrangements. The City should continue to support opportunities to incorporate higher density development where appropriate as well as different housing options such as townhomes, twinhomes, and smaller homes. Managing storm water runoff as federally mandated and mitigating stream flooding impacts will maintain property value and retain more moisture in soils, as well as reduce impacts on city wastewater treatment and recovery systems.

Climate Migration. Due to the effects of climate change in certain regions of the Country potentially flooding coastal areas, causing wide spread drought and extreme temperatures, and increasing the frequency of dangerous storm events, there is a potential for a population migration from those regions to areas that are less adversely impacted such as Moscow. Migration could occur slowly or could become sudden and would increase the demand for jobs, housing, resources, and services. Planning for growth is critical for normal population growth and made more urgent by the potential of climate migration which could bring with it an increasing burden to support economic opportunities, infrastructure, and city services.

Food Security. Climate change presents two challenges to the local food supply. Remote weather events could impact production and prices; and local weather events (ice storms, flooding) could impede supply. Locally produced and distributed food could address some of these concerns, both via the Farmers Market and individual urban agricultural efforts. There is a growing trend toward local food establishments featuring locally grown produce, as evidenced by a very successful downtown food coop, local restaurants, and a variety of food vendors in the Farmers Market. The City approved an urban agriculture ordinance in 2013 which permitted agricultural activities throughout the City to promote local food production. Continued support of local food production can increase access to healthy food options, reduce the environmental impacts of food distribution and transportation, and increase food security and affordability in the community.

1.4 NATURAL RESOURCE GOALS AND OBJECTIVES

1.4.1 General Natural Resource Goal

- To protect and conserve the natural resources of the area in a manner that balances their ecologic, economic, and aesthetic potentials to preserve natural features and ecosystems while directing development away from floodplains, steep slopes and other hazard areas to protect public health, safety and welfare and preserve sensitive areas.

1.4.2 Natural Resource

Objectives

A. Promote the conservation of valuable agricultural lands and Moscow's surrounding rural landscape.

B. Protect and enhance regional waterways and sensitive riparian areas to serve their natural functions, and as aesthetic and recreational assets.

C. Protect and expand the City's urban forest.

D. Minimize hazard potentials to new developments from flooding, and excessive erosion and earth slides.

E. Incorporate a proactive response to potential local and regional effects of changing climate conditions on natural resources and their impacts on socio-economic factors.

~~E~~F. Conserve and protect the groundwater of the region's aquifers and their natural recharge areas (as they are identified).

~~F~~G. Conserve sensitive natural areas for aesthetic and ecological purposes.

Implementation Actions

1. Direct new development to areas that are adjacent to existing developed areas where City utilities and other public services are readily available.
2. Minimize large lot subdivisions and other low-density development patterns in areas close to the City where higher density development can make more efficient use of available lands.
3. Protect farmland in areas surrounding the City, where intensive development is not appropriate, through agricultural zoning, clustered development, and non-agricultural use restrictions.
4. Promote the protection of the remaining areas of Palouse Prairie, utilize restoration methods for open spaces and retired farmland, and encourage use of native plant species in landscaping applications.
5. Provide buffer areas between new development and waterways, riparian and wetland areas by clustering development outside these areas, while still providing for the equivalent development density.

Where feasible, non-motorized multi-use pathways should be incorporated within riparian buffer areas to enhance educational, transportation, and recreational opportunities.

6. Develop partnerships with local, state, and federal environmental and natural resource management agencies to preserve and restore riparian areas and key wildlife corridors and habitats.

7. Actively promote the protection and expansion ~~and maintenance~~ of the City's urban forest by:

   a. Increasing the species diversity of ROW tree planting efforts through publications, educational venues, and partnerships with local tree nurseries. ~~Ensuring street trees are planted within all new developments. Standards should be provided for appropriate species and size, as well as planting and maintenance standards.~~

   b. Developing a systematic program for education, attentive monitoring and active enforcement of existing ordinances concerning the removal and replanting of ROW trees.~~Increasing tree planting requirements for landscaping within and adjacent to parking lots, as well as state highway corridors and City entrances.~~

   c. Inventorying the condition and vigor of the Downtown Business District ROW trees and determining a complete lifecycle and replacement plan that would consider methods of improving conditions for existing trees and developing improved planting schemes. ~~Including in the streetscape standards spacing for street trees and adequate tree lawns. Different types of trees and arrangements may be appropriate for commercial and residential districts.~~

   e. Working with utility providers to relocate utility lines underground or to one side of the street to reduce the damage done to street trees by pruning around utility lines.

~~8. Revise the floodplain protection ordinance to increase the protection of the floodplain and the prevention of flood damage.~~

9~~7~~. Revise the surface drainage regulations to increase treatment and detention of surface water runoff using techniques such as bioswales and on-site detention, and consideration of the use of alternative pervious paving surfaces, particularly in areas of modest or infrequent vehicular utilization.

1~~08~~. Adopt regulations to direct intense development away from steeply sloped areas to minimize grading, soil erosion and the potential for property damage.

1~~19~~. As they are identified, adopt regulations that protect and set aside aquifer recharge areas as open space.

1~~02~~. Understand, conserve, and protect the aquifers of the region including:

   a. The enhancement and expansion of water conservation practices by

individuals and private and public entities, including the expansion of effluent reuse.

~~b. Development of a water "budget" to ensure the sustainable utilization of the community's drinking water sources.~~

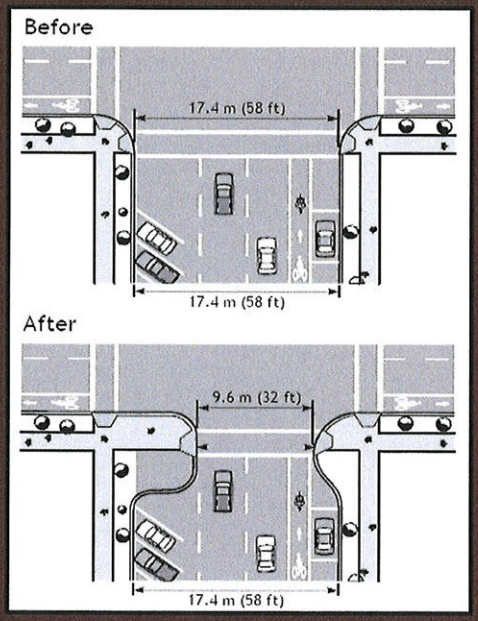
c. Further research of the aquifers to better understand the water quantity, quality, sources, and locations of recharge that may be occurring.

d. Research and consideration of alternative water sources that may be utilized to supplement the current groundwater withdrawals.

11~~3~~. Adopt regulations that provide for preservation of sensitive natural areas via development clustering and other innovative development practices.

12~~4~~. Amend the parkland dedication ordinance to allow credit for the preservation of sensitive natural areas that meet defined passive recreation and open space preservation criteria.

- North City Entry - Couplet at Main & C Street
- Downtown Streetscape (benches, trash receptacles, planters, sculpture plinths)
- Jackson and 6th Street (SW corner)
- South City Entry - U.S. 95 crossing of the South Fork of Palouse River
- Moscow Public Library
- Berman Creekside Park
- East City Park
- 1912 Center
- Paradise Path
- Friendship Square
- ~~The intersections of Jackson and Washington Streets with Third Street;~~
- ~~S.H. 8 and War Bonnet Drive; and~~
- ~~The northern and southern intersections of Jackson Street and Main Street, and at terminal vistas, such as:~~
  - ~~The north and south couplets of U.S. 95;~~
  - ~~The eastward curve on Jackson just South of Eighth Street;~~
  - ~~The intersection of U.S. 95 and Sweet Avenue; and~~
  - ~~Washington Street and Third Street, integrated with City Hall.~~



Source: Federal Highways Administration

3.4.12 Street Trees

As discussed in *Section 1.3.1*, street trees and the tree lawn areas are an essential part of the character of the historic parts of the City and provide significant environmental, economic and aesthetic benefits to the community. Tree lawns provide separation of pedestrians from passing automobiles, as well as a location for the storage of snow away from the sidewalk during the winter months. However, in many neighborhoods and the downtown business district, the city's ROW street trees are aging and under additional stress from increased temperatures and drier conditions. The threat of invasive and destructive insect and disease pests has increased as these species begin to migrate to our warming region. The rate of tree mortality along Moscow's streets is increasing. As such, the City should continue its efforts to diversify its urban forests since tree diversity is the best mechanism to make trees more resilient to weather extremes, disease, and insect pests.

In 2017, the City revised the current Street Tree Planting Program to require street trees to be planted as part of the building permit process. Street trees are now required to be planted as part of any new development and the developer is given the option of planting the trees or furnishing a security to install the trees at a later date. The Community Forestry Administrator works in concert with the Community Development Department to administer the Street Tree Planting Program.~~The City's current approach to street trees is to require developers to pay into a fund that pays for street trees to be provided to homeowners who wish to install them. A potential alternative approach would be to require developers to install street trees when property is subdivided. Street tree requirements should include a requirement to plant a diversity of tree species to ensure that disease does not decimate the street tree canopy. Furthermore, there should also be a financial guarantee system to ensure that the planted street trees remain healthy after three years.~~

3.5 PEDESTRIAN MOBILITY

3.5.1 Introduction

Much of Moscow (especially in and around downtown) is highly "walkable," with connected sidewalks and attractive streetscapes. This pedestrian-friendly environment is essential to the lifestyle of Moscow's residents. And Moscow residents do "walk the walk" (so to speak) -- one out of every five Moscow workers walked to work in 2000.

Part of Moscow's charm is the fact that the only large, uninterrupted width of street pavement in the City is S.H. 8 between downtown and the State line. For the streets with more limited capacity, the fact that so many people walk to work helps to reduce the need for street improvements and expansion -- protecting community character and the public treasury. Accordingly, maintaining and enhancing the pedestrian environment is a high priority.

3.5.2 Sidewalk and Crosswalk Facilities

Pedestrian connectivity and mobility is highly valued within the community. The installation of sidewalks where they do not currently exist, and the repair of sidewalks in disrepair have been identified as a priority for the City. Prioritization for sidewalk installation should include key routes to schools, as well as those areas connecting residential developments and areas of employment and commercial services.

The design of public streets and their amenities greatly influences the safety and enjoyment of pedestrians and encourages people to choose alternative modes of transportation. Sidewalks of a minimum width of five feet should be constructed upon both sides of all new public streets with wider sidewalks along designated arterial streets and within commercial areas. Tree lawns,

It is anticipated that the cost of meeting stormwater program requirements will be significant. A comprehensive stormwater management plan for the entire City should include an examination of water quality issues. In order to comply with the Phase II program requirements, the City anticipates the need to expend several million dollars in stormwater infrastructure improvements and supporting facilities, vehicles, and equipment.

5.5.3 Development Patterns and Runoff

The pattern of development affects the total amount of stormwater runoff. **Figure 5.10, Density and Stormwater Runoff**, shows how relatively dense development results in less stormwater runoff on a per dwelling unit basis. Although the conventional wisdom is that larger lots are better from a stormwater management perspective because of their comparably larger permeable area, on a large scale, the more important factor is the amount of runoff per dwelling unit.

For example, 100 dwelling units developed at three units per acre results in an average of 713,300 cubic feet of stormwater runoff and consumes just over 33 acres. By comparison, 100 dwelling units at nine units per acre results in an average of 476,700 cubic feet of stormwater runoff and consumes only slightly more than 11 acres. As such, not only is the more dense development pattern more efficient, it also produces 43 percent less runoff.

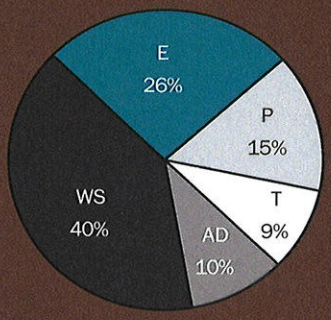
Moreover, if only 100 dwelling units are needed to accommodate growth, and those dwelling units use only 11 acres (as opposed to, say, 33), then 22 acres can remain as permeable open space. As such, not only does the cluster development pattern save potable water (compared to large-lot development), it also reduces stormwater runoff.

5.5.4 Detention, Retention, and Treatment

Detention/Retention. Detention and retention are two ways to reduce the flow of stormwater runoff by detaining it temporarily or retaining it in a basin. When stormwater runoff is slowed down, erosion is reduced and pollutants have an opportunity to settle out. Due to the relatively limited permeability of the soils in the area, retention is generally not a feasible option. However, the City does currently require stormwater detention for all new developments, and redevelopment projects, that include over 5,000 square feet of impermeable surface area. Such detained stormwater can only be released at a rate that is no greater than the predevelopment condition. Stormwater detention should continue to be required either on-site or in a regional facility.

Bioswales and Constructed Wetlands. Bioswales and constructed wetlands are natural approaches to treating stormwater runoff. Both use plants to take up nutrients from the runoff and to trap other pollutants before water is released into streams and rivers. Constructed wetlands can also be built on the edges of retention basin as riparian zones. Trees slow the impact of rain by capturing

Figure 5.1~~1~~2:
ISO Fire Rating System Factors



The level of service for fire protection is based on national standards set out by the ISO. The ISO fire rating system is complicated, but in general the rating relates to available water supply, equipment, personnel, training, and alarm and dispatch systems.

Of these, water supply ("WS") is the most important single factor. The rating system compares the water supply available at representative areas of the community with the amount of water that would be needed to fight a building fire there. There are also some specific minimum requirements for water delivery that a jurisdiction must meet to achieve certain ratings.

The second most important factor for the fire rating system is fire equipment ("E"). The rating system considers specific minimum equipment requirements, plus additional equipment standards that are based on the numbers and types of structures in the community, plus regular testing of equipment.

The third most important factor is personnel and training ("P" and "T"). This refers to the number of firefighters that are available for an initial response and the speed at which they can respond. It also refers to the initial and ongoing training of the firefighters.

The fourth factor is the alarm and dispatch system ("AD").

Source: League of Minnesota Cities.

rainfall in their canopy which can decrease storm water surge. The City should encorage the planting of large trees as part of stormwater mitigation.

5.6 PUBLIC SAFETY

5.6.1 Law Enforcement

The Moscow Police Department is a community-oriented police organization that provides around-the-clock law enforcement in the City and on the University of Idaho campus. The department currently employs 35 commissioned officers (a ratio of 1.~~5~~74 officers per 1,000 population) and ~~1~~18 civilian employees, and enjoys the support of many volunteers. The ratio of 1.~~5~~74 officers per 1,000 population is ~~slightly lower~~equal to ~~than~~ comparably sized communities in western mountain states (Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Utah, and Wyoming), which average 1.8~~4~~ officers per 1,000 residents.[6] ~~However, notwithstanding its lower ratio of officers per 1,000 residents,~~ Moscow has historically enjoyed~~s~~ a very low crime rate.

5.6.2Fire Protection and Emergency Medical Services

For more than a century, the Moscow Volunteer Fire Department (MVFD) has provided fire protection for the City. In addition, the Moscow Rural Fire Department provides service to approximately 128 square miles of Latah County.

63 *See* FBI Uniform Crime Report, Crime in the United States, 2006. Table 71, Full-Time Law Enforcement Officers by Geographic Region and Division by Population Group Number and Rate per 1,000 Inhabitants, 2006~~15~~. ~~At present, attaining the average ratio of 1.8 officers per 1,000 residents would mean adding five sworn officers to the force.~~