

PLANNING & ZONING COMMISSION



Wendy McClure
Commission Chair

~Meeting Minutes~
February 14, 2018

Mike Ray
Staff Liaison

p&z@ci.moscow.id.us

208.883.7008

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

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

MEMBERS PRESENT: Joel Hamilton, Vice Chair; Scott Gropp, Wendy McClure (via phone), Kurt Obermayr, Nels Reese, Victoria Seever, Dennis Wilson.

MEMBERS ABSENT: Robb Parish

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

1. Approval of minutes from January 24, 2018

RESULT:	ACCEPTED [UNANIMOUS]
MOVER:	Wilson
SECONDER:	Reese

Motion carried by acclamation.

2. Correspondence

Ray distributed input from Nancy Chaney and Linda Pall regarding the Third Street Corridor, as well as a letter to Pall from Mayor Lambert. (Attached as part of the official record.)

3. Transportation Commission Meeting Report

Hamilton reported that the SMART Transit director has asked the Commission for input regarding possible route and/or schedule changes. A subcommittee is being formed to research options. Representatives from Gritman presented ideas regarding changes to on-street parking regulations in the vicinity of the hospital. Suggestions include permitted parking and patient-only spaces on Main Street between the hospital and the Medical Office Building. Discussions on that topic will continue. Hamilton also reported on two vacations of rights-of-way reviewed by the Commission: the turn-around on Lande Lane and one foot of an unused alley off of West C Street to make the adjacent parcel of legal conforming size. The Commission supported both proposals. The next meeting will be March 8th.

4. Public Comment

None.

5. Zoning Code Revisions

Ray reviewed the proposed ordinance changes to the Zoning Code and requested feedback.

Chapter 1: Hamilton didn't think the manufacturing definitions appropriately covered agricultural storage such as grain bins. Ray will look at whether this would be included within the exiting NAICS definition of Warehousing and Storage or if "storage" needed to be inserted into the definition of light manufacturing.

Chapter 2: No comments.

Chapter 3: There was some discussion about drive-through queuing and how to avoid the issues occurring regularly at Dutch Brothers. Ray said enforcement is up to ITD and the best the City can do is create

regulations that suffice for the average business. Dutch Brothers just happens to enjoy an inordinate level of business. Commissioners were very pleased with the new user-friendly table format.

Chapter 4: No concerns. Commissioners especially appreciated the set-backs illustration for flagpole lots. Hamilton asked about curb cuts and Ray said it was moved to the Public Works street regulations because it isn't a zoning issue. Public Works is in the process of updating Chapter 5 and codifying many street standards that aren't currently documented. McClure asked if staff fielded enough questions about front yard setbacks to warrant an illustration for alternate front yard setbacks. Ray said since they changed the definition of where the front yard setback is measured on lots that abut local neighborhood streets (back of sidewalk), that they don't run into the issue near as much.

Chapter 6: Commissioners liked the table outlining parking requirements for all the new use definitions.

Chapter 11: No concerns.

Ray will return with another single-ordinance draft incorporating tonight's comments and then it will be ready to schedule for public hearing. Obermayr recommended extra review time for the public due to the document size. Ray suggested three weeks between the public notice and public hearing, and the same prior to Council action.

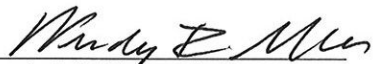
6. 2009 Comprehensive Plan Updates

Ray explained clarification from the Library regarding their recommended additions. There were no concerns and staff was directed to continue working toward the public comment/open house portion of Comp Plan review. Ray said he should have the Water Department comments for the next meeting.

7. Shared Readings

Density article is posted online for discussion at the next meeting. Some future projects relating to density could include tiny homes and Airbnbs.

The meeting adjourned at 8:23 p.m.


Wendy McClure, Chair

Nancy Chaney
1333 Ponderosa Dr.
Moscow ID 83843
nchaney@moscow.com

Feb. 8, 2018

Moscow Planning and Zoning Commission
Wendy McClure, Chair
p&z@ci.moscow.id.us

RE: Agenda Items 2 and 3, Feb. 14, 2018, "Correspondence" and "Transportation Commission Meeting Report"

Dear Chairperson McClure and P&Z Commissioners:

Thank you for your interest in the Third Street corridor, as it relates to your larger planning and zoning objectives for our whole community. The prospect of a multi-modal bridge as an extension of the roadway over Paradise Creek has more implications than simply moving traffic. I hope that you will submit recommendations to the City Council from your broader, more holistic perspective, to augment recommendations from Moscow Transportation Commission (MTC) and improve outcomes. Toward that end, I offer the following ideas for your consideration:

Ideally, future primary collectors and arterials will have fully protected bike lanes on each side, flanked by buffer spaces between the bike lanes and parked cars, and between cyclists and lanes of traffic, while retaining on-street parking. Third Street was not designed for such purposes, and its width simply can't accommodate all of them, along with other safety measures. That's how I came to reluctantly accept that Plan C was the preferred alternative. Plan C isn't perfect. It's a compromise that offers the most. It also serves as a model and lesson for P&Z, so that future primary collectors and arterials may be planned to accommodate more intensive multi-modal uses, and so that those who might choose to live or establish businesses along such corridors may have a better idea of what to expect than has been afforded to residents along Third Street. I invite P&Z to anticipate that in certain cases, retrofitting historic streets to accommodate much more intensive uses may not be realistic, safe, or compatible with values articulated in Moscow's Comprehensive Plan. Please leave room for exceptions to the rules (such as when a road diet, disconnected grid, or bicycle-pedestrian bridge and pocket park make more sense).

P&Z (in cooperation with MTC) might develop recommendations for updating street standards regarding raised medians for pedestrian refuge; elevated crosswalks and speed tables; wider sidewalks; ADA improvements; plantings and hardscape treatments to protect the privacy, quiet, safety, and property values for adjacent residents; traffic control and calming with four-way stops, traffic circles or roundabouts, pedestrian and bicycle-actuated signalization, etc.; policies for reduced speeds; better engagement of stakeholders; limited truck access; place-sensitive lighting treatments; and some means

of shielding nearby parks and other sensitive user spaces from disruptive illumination and traffic noise, etc.

In the context of speaking against Plan C (which was ultimately preferred unanimously by MTC) on Jan. 25, the Public Works Director said, "What we do here, we have to do right." I agree with that sentiment. Moscow may never fully mitigate the problems a multi-modal bridge is anticipated to cause, but P&Z is in a position to lessen them, and to prevent similar conflicts in the future.

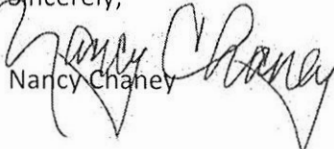
It is vital that egos, political pressure, and monetary interests do not confound your deliberations. Please offer recommendations to the City Council to minimize injury to what Moscow holds most dear: People, safety, a vibrant downtown, walkability, and an enviable quality of life in a community where people want to linger and put down roots, not simply pass through. Plan to protect the most vulnerable users, now and for the future. Proposed gateway treatments on medians at Jefferson and Hayes, to designate neighborhood entrances, is an example of safety installations that double as place-making elements.

In addition to safety improvements articulated in Plan C, please consider recommending:

- Green infrastructure so design elements of roadways, sidewalks, tree wells, vegetated buffers, rain gardens, etc. are consistent with the specialness of Paradise Creek and more generally, other creeks, rivers, and wetlands, and their ecosystem services
- Pocket park amenities at Paradise Creek, to reinforce the legitimacy of cyclists and pedestrians' presence in the corridor
- Safe accommodation of traditional alleyway access onto Third (e.g. convex mirrors; resident- and Latah Sanitation truck actuated caution lights)
- Protection of property values and safety of adjacent residents by proactively addressing their concerns individually (e.g. planting trees, building fences or walls, or acquiring property as has happened on East D St, West A St, etc.)
- Buffering the southern edge of East City Park from lights, sounds, hazards of car and truck traffic, to protect ambiance and desirability of that public space
- Cohesive thematic street furnishings
- Spot-lit crosswalks and isolated illumination of key intersections, in addition to low-level walkway illumination (e.g. bollards or shorter stanchions for luminaires), instead of lighting up neighborhoods like raceways or strip malls. LEDs are available in a range of intensities and spectral hues, and can be made selectively dimmable to suit specific circumstances. Agreements for co-located cellular antennae, etc. may be possible.
- Means of evaluating safety intervention measures for effectiveness and policies to require them

Thank you for considering my comments, and for your volunteer service to our community.

Sincerely,


Nancy Chaney

Press release for Community Design Workshop, February 24, 2018
Contact Linda Pall, 208-310-6266 for further information; Release February 12

THIRD AND PARADISE...YOUR THOUGHTS?

Imagining a crossing for Third and Paradise Creek!

What will benefit all of Moscow? A bridge with cars & trucks? A bridge for pedestrians and bikes only? Other?

Moscow, Idaho: In the wake of the Moscow City Council declining the opportunity to take up the offer of a community design workshop about the future of any bridge at the intersection at Third and Paradise Creek, the Board of the Citizens for a Livable Community have accepted the generous offer of WSU associate professor of design and construction, Ayad Rahmani, to conduct with his students and associates from the University of Idaho an exploratory design workshop about the future of the intersection and a possible bridge. CLC Inc. is a non profit organization dedicated to creative community solutions for Moscow Issues.

The CLC, Inc., has secured the Great Room at the 1912 Center for Saturday, February 24, 2018, from 12 noon sharp to 3 PM. Together with the faculty, students, invited city officials, and citizens from ALL of Moscow, the workshop will explore ideas for a crossing at 3rd Street and Paradise Creek with Professor Rahmani and his students. Lunch will be provided. The first hour will be devoted to collecting ideas, concerns and aspirations. Next, the tables will work within small groups for a two hour session, generating visual narratives and envisioning a future for the site. The afternoon concludes with a sharing of brief reports from each of the groups about their wishes and ideas. The students will take the results of the community work and put them into visual alternatives that the city and the community can use to continue the analysis of the future of the intersection.

"We hope that the ideas that the community members generate on the 24th will help the Mayor and Council reflect on their options and alternatives so that whatever decisions develop about the Third Street corridor will serve the interests of ALL of Moscow," Rahmani emphasized. "We are grateful that the Citizens for a Livable Community, Inc., can step up and sponsor this workshop. We hope that City officials will attend and be part of this community workshop."

Citizens need to make sure that they have secured a place at the workshop but are welcome even if they do not RSVP. The RSVP helps workshop organizers plan and make registration and welcome more efficient on February 24. Send your name, address and e-mail to Cory Hunter, corysheehy@gmail.com; by Wednesday, February 21, at 5 PM to assure a place! The entire community is welcome to participate. "This is definitely not a case of NIMBY (not in my back yard). This decision affects the entire Moscow community considering the importance of Third Street to the center of Moscow and its image of an approachable, sensitive community," said Professor Rahmani.



Heart of the Arts

Bill Lambert
Mayor

Kathryn Bonzo
Council President

Gina Taruscio
Council Vice-President

Art Bettge
Council Member

Jim Boland
Council Member

Brandy Sullivan
Council Member

Anne Zabala
Council Member

Gary J. Riedner
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February 14, 2018

Via Electronic Mail lpall@moscow.com & USPS

Linda Pall
304 East A St.
Moscow, ID 83843

Re: Invitation to Attend February 24th Workshop

Dear Linda:

Thank you for your invitation to attend and participate in a discussion about the City Council's decision to construct a multi-modal bridge across Paradise Creek at Third Street.

As you know from our discussions and the many public meetings during which the Third Street bridge and the improvements to the Third Street corridor, the City Council approved construction of the multi-modal bridge (which serves bicycles, pedestrian and motor vehicles) in the current City budget.

As you also know, for many months prior to the preparation of that budget, a group of citizens regularly appeared before City Council during the scheduled public input period at Council meetings, and presented their opinions that the Third Street crossing of Paradise Creek should not include access for motor vehicles, but be restricted to pedestrians and bicycles, although when emergency services access was brought up, it was proposed that emergency response vehicles might also share that access. In fact, Third Street bridge issues were presented or discussed in various instances at seventeen separate City Council meetings beginning in 2016 through the present. Additionally, in 2011 the City Council adopted east-west traffic flow and street connectivity, including a Third Street bridge, as a Council goal.

The multi-modal bridge was also called out specifically in the preparation of the 2018 budget and was discussed during the July 10, 2017 Council Budget Workshop and again at the August 7 public hearing on the budget. And, has been pointed out numerous times in the past several years, the Third Street bridge was specifically considered in the Moscow on the Move Multi-modal Transportation Plan, which was adopted by the City Council in 2014 and which involved many opportunities for public involvement.

In addition, alternatives for the Third Street transportation corridor were the subject of a robust community-centered public input process including numerous public meetings held by a subcommittee of the Moscow Transportation Commission since the fall of 2017, public open houses, and extended options for review at the Third Street Gallery. This input culminated in a recommendation by the Moscow



Transportation Commission to the City Council, which was considered (along with all alternatives) at a publically noticed Special Council meeting held on Tuesday, February 6, 2017. By unanimous vote of the full City Council, a plan for the corridor was approved for design and implementation, subject to review by a consulting engineer.

As you can see, there has been considerable public process involved in the Third Street issue spanning many years. As such, the City Council has elected to move forward with the project to construct a multi-modal bridge across Paradise Creek along with a variety of corridor improvements. Therefore, I am declining your invitation to participate or attend the February 24 workshop. The City's position on the Third Street bridge is clear, as stated by, and through the actions of the City Council.

If any Councilmember, employee or member of any City Commission wishes to attend as an individual, it is clearly their decision, however, absent a vote of the City Council to the contrary, the construction of the Third Street bridge will proceed as authorized by the City Council in the 2018 budget, and the Third Street corridor will be proceed as directed at the Council's February 6, 2018 meeting.

Thank you.

Sincerely,

Bill Lambert
Mayor

c: City Council
City Commission Chairs
Gary J. Riedner, City Supervisor
Les MacDonald, Public Works Director
Bill Belknap, Community Development Director