

PLANNING & ZONING COMMISSION



Robb Parish
Commission Chair
P&Z@ci.moscow.id.us

Regular Meeting
~Agenda~

Mike Ray
Staff Liaison
208.883.7008

<https://www.ci.moscow.id.us/581/Agendas-and-Minutes>

Wednesday
August 25, 2021

7:00 PM

Council Chambers
206 E Third Street

WELCOME AND ATTENDANCE

REGULAR AGENDA

1. Approval of August 11, 2021 Minutes (ACTION ITEM)

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

2. 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 resident city for the record and limit your remarks to three minutes.)

3. Public Hearing: Proposal for a Comprehensive Plan Land Use Designation, Zoning Designation, Preliminary Subdivision Plat and Planned Unit Development (PUD) for a 21.73-Acre Property Proposed to be Annexed into the City of Moscow and Generally Located North of Slonaker Drive, East of Arborcrest Road, and South of Trail Road within the City of Moscow (ACTION ITEM)

1. Comprehensive Plan Land Use Designation amendment from Auto-Urban Residential to a combination of the Auto-Urban Residential and Suburban Commercial designations.
2. Rezoning of the subject property from the Agriculture Forestry (AF) Zone to a combination of the Moderate Density, Single Family Residential (R-2) Zone and the Neighborhood Business (NB) Zone.
3. Proposed Preliminary Plat and Planned Unit Development (PUD) of a 21.73-acre area to create 74 lots ranging from 3,794 to 17,973 square feet in size, referred to as Woodbury Subdivision.

PROPOSED ACTIONS: After conducting the public hearing and consideration of testimony received:

1. Recommend approval of the proposed Comprehensive Plan Land Use Designations with no conditions; or recommend approval of the proposed Comprehensive Plan Land Use Designations with conditions; or recommend denial of the proposed Comprehensive Plan Land Use Designations; or take such other action deemed appropriate.
2. Recommend approval of the proposed Rezone with no conditions; or recommend approval of the proposed Rezone with conditions; or recommend denial of the proposed Rezone; or take such other action deemed appropriate.
3. Recommend approval of the proposed PUD with no conditions; or recommend approval of the proposed PUD with conditions; or recommend denial of the proposed PUD; or take such other action deemed appropriate.
4. Recommend approval of the proposed Preliminary Plat with conditions; or recommend approval of the proposed Preliminary Plat with no conditions; or recommend denial of the proposed Preliminary Plat; or take such other action deemed appropriate.

NOTICE: Moscow City Council and 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.

5. In accordance with the Commission's decision on the Comprehensive Plan Land Use Designations, Rezone, PUD, and Preliminary Plat, direct staff to prepare the Relevant Criteria and Standards documents.

4. Approval of Reasoned Statement of Relevant Criteria and Standards (ACTION ITEM)

Proposal for a Rezone, Replat, and Planned Unit Development (PUD) for a 7.56-Acre Area within Southgate 3rd Addition and located east of the current terminuses of Granville Street and Castleford Street within the City of Moscow as shown on the Vicinity Map Below.

1. Rezoning of the subject property from the current combination of Low-Density Single Family Residential (R-1), Moderate Density Residential (R-2), and Medium Density Residential (R-3) to the Medium Density Residential (R-3) Zone.
2. Proposed Preliminary Subdivision Plat of a 4.59-acre to create 12 lots ranging from 7,207 to 59,241 square feet in size, referred to as Park Valley Subdivision.
3. Proposed Preliminary Subdivision Plat and Planned Unit Development (PUD) of a 2.97-acre area to create 8 lots ranging from 9,189 to 19,589 square feet in size, referred to as Sierra Vista Subdivision.

PROPOSED ACTIONS: Review the draft Relevant Criteria and Standards documents and approve the documents; or approve the documents with modifications; or provide Staff further direction as deemed necessary.

REPORTS

1. Transportation Commission meeting report.

ANNOUNCEMENTS

UPCOMING EVENTS/MEETINGS

Next Planning & Zoning Commission regular meeting is scheduled for September 8, 2021.

ADJOURN

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PLANNING & ZONING COMMISSION



Robb Parish
Commission Chair
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Regular Meeting ~Minutes~

Mike Ray
Staff Liaison
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<https://www.ci.moscow.id.us/457/Planning-Zoning-Commission>

**Wednesday
August 11, 2021**

7:00 PM

**Council Chambers
206 E Third Street**

The meeting was called to order at 7:00 PM

MEMBERS PRESENT: Robb Parish, Chair; Rich Beebe, Scott Gropp, Joel Hamilton, Michael Nelsen, Victoria Seever, Dennis Wilson
MEMBERS ABSENT: Drew Davis, Nels Reese
OTHERS: Gina Taruscio
STAFF: Jennifer Fleischman, Mike Ray

REGULAR AGENDA

1. Approval of July 28, 2021 Minutes

Seever moved for approval of the minutes as presented, seconded by Nelsen. Vote by Acclamation; Ayes: Unanimous (7). Nays: None. Abstentions: None. Motion carried.

2. 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 resident city for the record and limit your remarks to three minutes.

None.

3. Public Hearing: Proposal for a Rezone of a 7.56-Acre Area within Southgate 3rd Addition and located east of the current terminuses of Granville Street and Castleford Street within the City of Moscow: Permit Application LUP2021-0026

Rezoning of the subject property from the current combination of Low-Density Single Family Residential (R-1), Moderate Density Residential (R-2), and Medium Density Residential (R-3) to the Medium Density Residential (R-3) Zone.

Ray presented the rezone proposal as described above, and recommended approval with the zone be limited to only detached single-family homes.

Public Hearing opened at 7:08 PM

Scott Becker (applicant), Moscow, explained that the developer did not have any issues with the condition, as detached single-family houses is part of their plan. They decided to request the change to R-3 because one portion of the plat is too steep to easily accommodate street standards, so it was decided to create a PUD which required the change to R-3.

Marty Staley, Moscow, asked about property taxes and the impact of new developments for the current neighborhood homeowners. Spoke about the sidewalks and streets that are in disrepair, as well as concern

for repaving the streets once the construction of the new development is concluded. Expressed concern about water conservation in the City of Moscow.

Carl DeWing, Moscow, had questions about the rezone related to the number of lots proposed. There will be a reduction of the number of lots proposed in the replat, which would presumably reduce the traffic volume from what was originally platted.

Norm Metzker, Moscow, spoke in favor of the development. Commented that the proposal was one the best plans that he has seen recently.

Scott Becker (applicant), Moscow, went into detail about the rezone request, explaining that the proposal would eliminate the island of R-2 in the middle of the subdivision plat.

Public Hearing closed at 7:13 PM

The Commission discussed the one condition recommended by Staff, and ultimately agreed with the proposal.

Hamilton moved to recommend approval of the Rezone with one condition, seconded by Wilson. Vote by Acclamation; Ayes: Unanimous (7). Nays: None. Abstentions: None. Motion carried.

Hamilton moved to direct Staff to draft the Relevant Criteria and Standards, seconded by Beebe. Vote by Acclamation; Ayes: Unanimous (7). Nays: None. Abstentions: None. Motion carried.

4. Public Hearing: Proposed Preliminary Subdivision Plat of a 4.59-acre area within Southgate 3rd Addition and located east of the current terminuses of Granville Street and Castleford Street within the City of Moscow: Permit Application LUP2021-0027

Proposed Preliminary Subdivision Plat of a 4.59-acre to create 12 lots ranging from 7,207 to 59,241 square feet in size, referred to as Park Valley Subdivision.

Ray presented the preliminary plat proposal as described above, and recommended approval with no conditions. There was an Engineering recommendation that will be addressed in the construction drawings for the Final Plat.

Public Hearing opened at 7:20 PM

Scott Becker (applicant), Moscow, expanded on the grading issues with the previous subdivision plat. The proposed layout would also decrease the amount of impervious surface, which would bring down the required roadway construction. This would have the benefit of lowering building costs and the possibility of passing those savings on to the buyers. The number of lots in the proposed plat is less than previously planned, so the lots will have more square feet.

Kathy Dawes, Moscow, expressed concern about the agenda items 4 through 7 regarding new subdivision developments. Commented on water conservation and the possible effect of people living in Moscow, as well as the growth limits on the current resources. She requested information on how many housing units the Commission has approved in the last couple of months. The estimated annual growth of Moscow compared to the proposed developments was addressed, as well as the impact on City services and property taxes.

David Hall, Moscow, asked about Sutton Street, which would be built north from Granville Road to Robinson Park Road as part of the proposed plat. Pointed out that traffic from adding that road might have an impact on current traffic on Robinson Park Road.

Marty Staley, Moscow, inquired about the selling price for the houses and the lots.

Scott Becker (applicant), Moscow, addressed the comments regarding water conservation. Explained that the proposed plat reduced the number of lots and would lessen water use, compared to what was platted before.

Public Hearing closed at 7:28 PM

Commissioners echoed the concern for water conservation and the impact of growth on the aquifer. The audience was addressed, with the Commission explaining that they look at every proposal diligently and with the Comprehensive Plan in mind. There was some discussion about possible routes that the public might utilize in approaching a water conservation concern. The process for calculating property taxes was reviewed, as well as the annual number of homes that are usually built. The market growth in the City of Moscow versus Latah County was discussed.

Wilson moved to recommend approval of the Preliminary Plat with no conditions, seconded by Gropp. Vote by Acclamation; Ayes: Unanimous (7). Nays: None. Abstentions: None. Motion carried.

Nelsen moved to direct Staff to draft the Relevant Criteria and Standards, seconded by Beebe. Vote by Acclamation; Ayes: Unanimous (7). Nays: None. Abstentions: None. Motion carried.

5. Public Hearing: Proposed Preliminary Subdivision Plat and Planned Unit Development (PUD) of a 2.97-acre area within Southgate 3rd Addition and located east of the current terminuses of Granville Street and Castleford Street within the City of Moscow: Permit Application LUP2021-0028

Proposed Preliminary Subdivision Plat and Planned Unit Development (PUD) of a 2.97-acre area to create 8 lots ranging from 9,189 to 19,589 square feet in size, referred to as Sierra Vista Subdivision.

Ray presented the preliminary plat and PUD proposal as described above, and recommended approval with four conditions from the Engineering department. One condition is to extend the public utility easement to allow access for franchise utilities along the front of the properties, and another condition is to verify that the private street will meet the requirements on City Standard Drawing No. 3. The other conditions are in regards to manhole access and the separation width needed between sewer and water service lines.

Public Hearing opened at 7:44 PM

Scott Becker (applicant), Moscow, went into detail about why the PUD was chosen because it allowed the roadway to be narrower, but they were still able to keep to the City grading standards accommodate for fire truck access. He gave a quick overview of the grading needed and what was proposed. The house plans included in the application are preliminary, but changes could possibly happen before the Final Plat stage.

Public Hearing closed at 7:47 PM

The Commission conversed regarding the PUD and plat, with special consideration of the topography.

Nelsen moved to recommend approval of the Preliminary Plat with four conditions, seconded by Hamilton. Vote by Acclamation; Ayes: Unanimous (7). Nays: None. Abstentions: None. Motion carried.

Wilson moved to recommend approval of the PUD with no conditions, seconded by Gropp. Vote by Acclamation; Ayes: Unanimous (7). Nays: None. Abstentions: None. Motion carried.

Seever moved to direct Staff to draft the Relevant Criteria and Standards for both the Plat and the PUD, seconded by Beebe. Vote by Acclamation; Ayes: Unanimous (7). Nays: None. Abstentions: None. Motion carried.

6. Proposed Final Subdivision Plat for a 17.2-acre area generally located east of the intersection of Third Street and Mountain View Road within the City of Moscow - Harvest Hills 2nd Addition: LUP2021-0033

Proposed Final Plat of a 17.2-acre area to create fifty-six (56) single-family parcels ranging from 7,219 to 24,075 square feet in size, referred to as Harvest Hills 2nd Addition.

Ray presented the proposed Final Plat as described above, and recommended approval to City Council with no conditions.

Seever moved to recommend approval of the Final Plat with no conditions, seconded by Hamilton. Vote by Acclamation; Ayes: Unanimous (7). Nays: None. Abstentions: None. Motion carried.

7. Proposed Final Planned Unit Development (PUD) and Final Subdivision Plat for 2.16-acre parcel located at 1606 E. Third Street within the City of Moscow – Replat of Lot 1, Block 1 of Harvest Hills 1st Addition and the Harvest Hills PUD: LUP2021-0032 & LUP2021-0034

Proposed Planned Unit Development (PUD) and Replat of a 2.16-acre parcel to create ten (10) twin-home parcels ranging from 2,643 to 6,602 square feet in size; four (4) townhouse parcels ranging from 2,592 to 3,852 square feet in size; and one (1) Neighborhood Business (NB) parcel of 17,905 square feet in size, referred to as the Replat of Lot 1, Block 1 of Harvest Hills 1st Addition and the Harvest Hills PUD.

Ray presented the proposed Final Plat and Final PUD as described above, and recommended approval to City Council with no conditions.

Seever moved to recommend approval of the Final Plat and Final PUD with no conditions, seconded by Wilson. Vote by Acclamation; Ayes: Unanimous (7). Nays: None. Abstentions: None. Motion carried.

8. Approval of Reasoned Statement of Relevant Criteria and Standards

Proposal for a Comprehensive Plan Land Use Designation and Zoning Designation for a 2.68-acre Property to be Annexed into the City of Moscow and Generally Located South of Robinson Park Road and East of the Current City Limits Boundary within the City of Moscow: Permit Application LUP2021-0031

- 1. Retaining the Current Comprehensive Plan Land Use Designation of Auto-Urban Residential.*
- 2. Rezoning of the subject property from the Agriculture Forestry (AF) Zone to the Medium Density Residential (R-3) Zone.*

Wilson moved to approve both of the Reasoned Statement of Relevant Criteria and Standards, seconded by Nelsen. Vote by Acclamation; Ayes: Unanimous (7). Nays: None. Abstentions: None. Motion carried.

REPORTS

1. Transportation Commission Meeting

The Transportation Commission will meet August 12 to review a number of preliminary subdivision plats.

ANNOUNCEMENTS

UPCOMING EVENTS/MEETINGS

Next Planning & Zoning Commission regular meeting is scheduled for August 25, 2021.

The meeting adjourned at 8:02 PM

Robb Parish, Chair

COMMUNITY PLANNING AND DESIGN DEPARTMENT STAFF REPORT

HEARING DATE: August 25, 2021

GENERAL INFORMATION

Hearing Body: Planning and Zoning Commission

Subject: Proposal for a Comprehensive Plan Land Use Designation, Zoning Designation, Preliminary Subdivision Plat and Planned Unit Development (PUD) for a 21.73-Acre Property Proposed to be Annexed into the City of Moscow and Generally Located North of Slonaker Drive, East of Arborcrest Road, and South of Trail Road within the City of Moscow. Permit Applications LUP2021-0022, LUP2021-0023, LUP2021-0024

Attachments:

1. Notice of Public Hearing
2. Annexation Request Letter
3. Application for Rezone
4. Preliminary Plat Application
5. Preliminary Plat
6. Legal Descriptions
7. Planned Unit Development Application
8. Planned Unit Development Materials
9. Neighborhood Meeting Materials

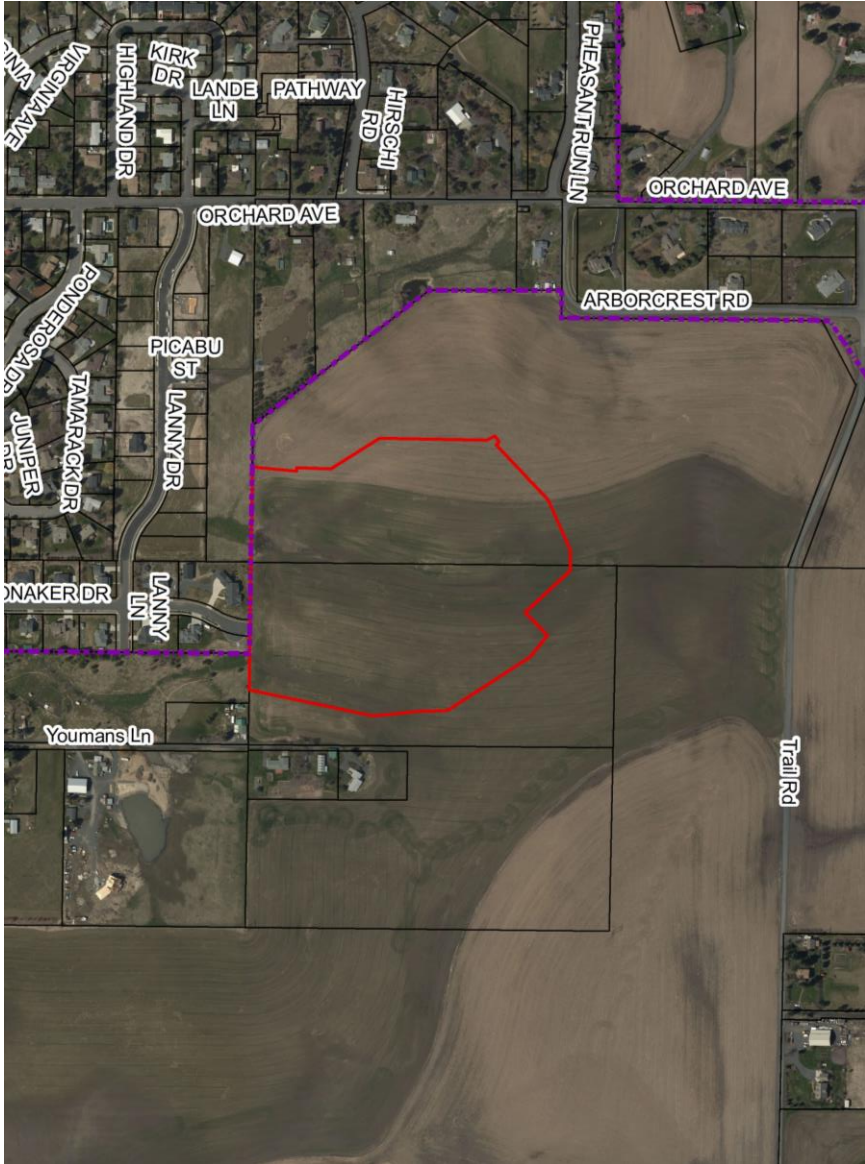
Prepared by: Mike Ray, AICP – Planning Manager

STAFF REVIEW

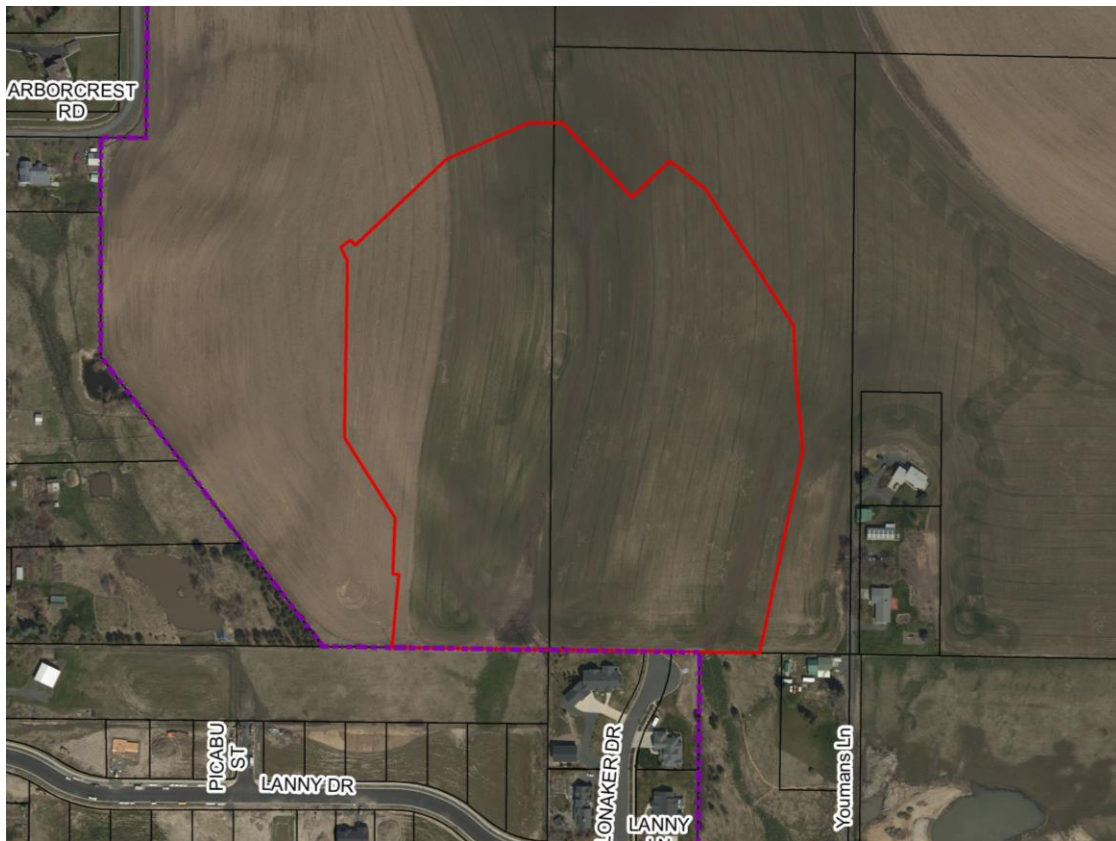
Proposal: The applicant, Wintz Company, LLC, is proposing a Comprehensive Plan land use designation, zoning designation, preliminary subdivision plat, and Planned Unit Development (PUD) for a 21.73-acre property proposed to be annexed into the City of Moscow and generally located north of Slonaker Drive, east of Arborcrest Road, and south of Trail Road. The current Comprehensive Plan Land Use Designation is Auto-Urban Residential and the proposal is a combination of the Auto-Urban Residential and Suburban Commercial designations. The zoning of the subject property is currently Agriculture Forestry (AF) and the proposal is to rezone to a combination of the Moderate Density, Single Family Residential (R-2) Zone and the Neighborhood Business (NB) Zone. The proposed preliminary plat and Planned Unit Development (PUD) is a 21.73-acre area to create 74 lots ranging from 3,794 to 17,973 square feet in size, referred to as Woodbury Subdivision.

Site and Area Land Use: The subject property is a 21.73-acre area that is currently being used for agricultural production. The subject property is surrounded by primarily agricultural land to the west, north, and east. Single family subdivisions within Moscow

City Limits are located to the south and include Picabu Estates, Blackwood 1st Addition, and Evergreen Hills Subdivisions to the south.



Vicinity Map



Aerial of Subject Property

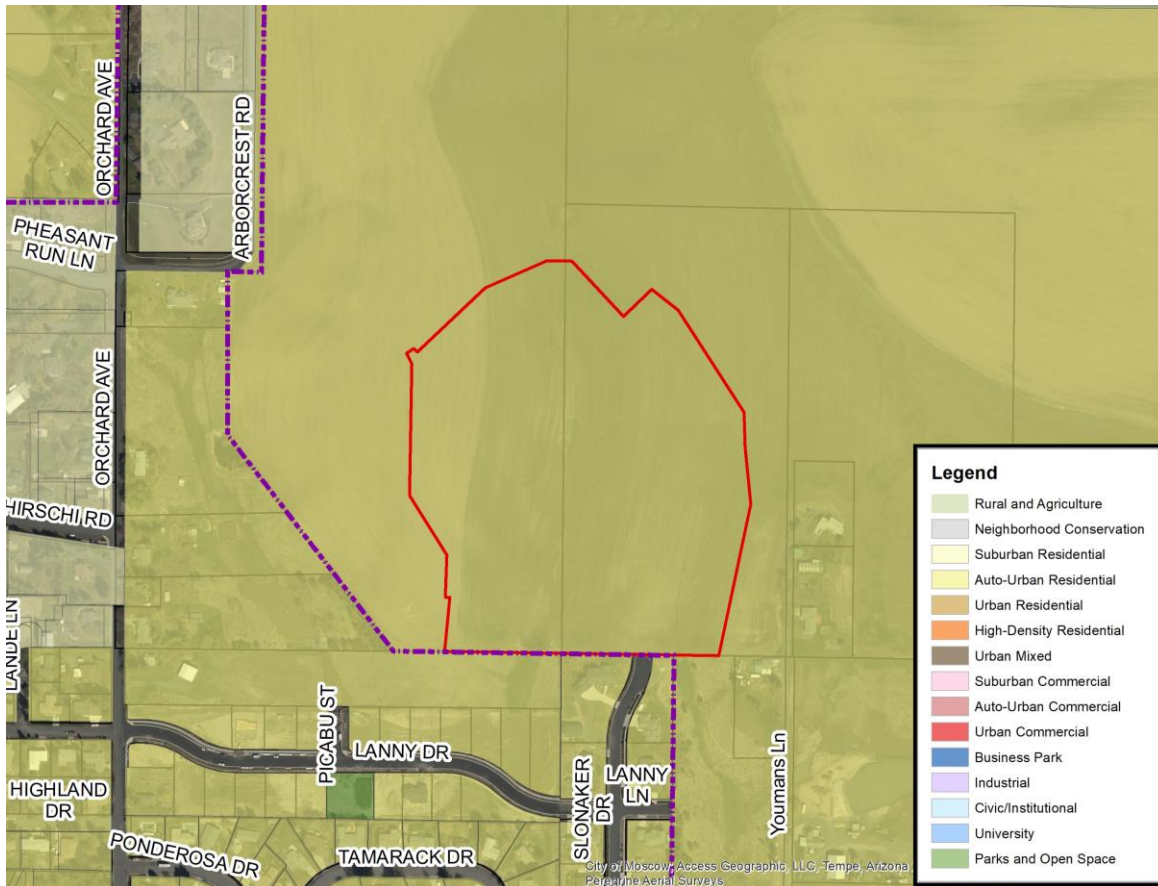
Comprehensive Plan: Within the 2019 Moscow Comprehensive Plan, the subject property is currently designated as Auto-Urban Residential. The proposal is to amend the designation of a portion of the property to the Suburban Commercial designation. According to the 2019 Comprehensive Plan, Auto-Urban Residential designated areas are intended to,

“contain predominantly single-family detached homes on lots ranging from 7,000 to 11,000 square feet in size and are more isolated from surrounding uses which may require residents to rely more on automobile transportation. This designation includes those areas generally anticipated to be developed for low- to moderate-density residential uses at densities between three to six units per acre which could include a mix of detached single-family, twinhome, and townhome residential dwellings. Appropriate current zoning for Auto-Urban Residential designated areas include Low Density Residential (R-1), Moderate Density Single Family Residential (R-2) and Medium Density Residential (R-3) in order to include a mixture of attached and detached dwellings where appropriate.”

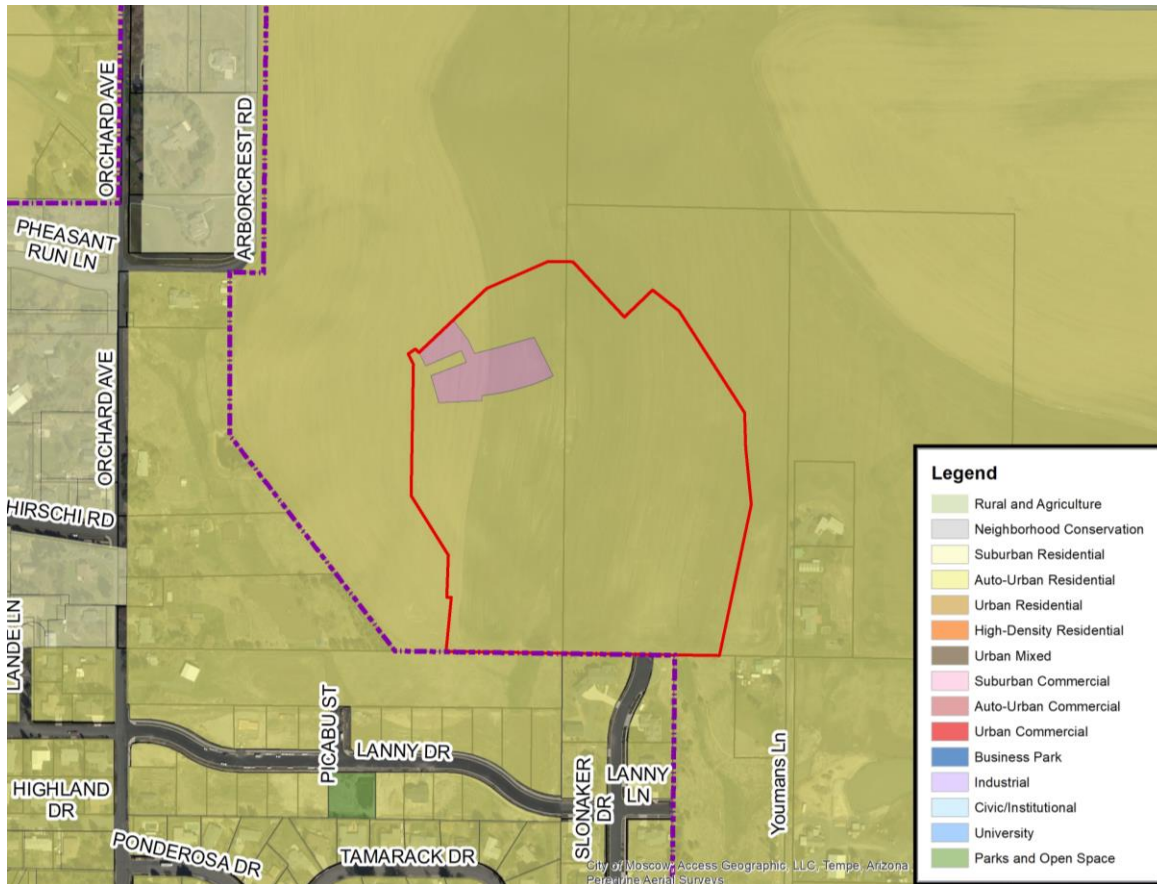
Suburban Commercial designated areas are intended to,

“provide local and neighborhood commercial services in a manner that is compatible within a residential neighborhood environment. Lands appropriate for this designation include areas in close proximity to higher-density residential development and intersections of designated collector or arterial streets near residential development.

Developments within these designated areas should include additional building scale and design standards (e.g., roof shape and materials, building height, setbacks, lighting, signage, etc., coupled with increased buffer yard requirements would better ensure compatibility). Developments within Suburban Commercial designated areas should limit the floor area ratios and require greater landscaping. Suburban Commercial designated areas are most appropriately zoned Neighborhood Business (NB).”



Current Comprehensive Plan Land Use Designations



Proposed Comprehensive Plan Land Use Designation

Zoning: The subject property and adjacent properties immediately to the west, north, and east are within Latah County and are currently designated as Agriculture/Forestry (AF). Properties to the west adjacent to Orchard Ave within the City Limits are a combination of the Suburban Residential (SR), Farm Ranch (FR), and Moderate Density, Single Family Residential (R-2) Zoning Districts. The Picabu Estates, Blackwood 1st Addition, and Evergreen Hills Subdivisions to the south and southwest are currently designated as Low Density, Single Family Residential (R-1).

The applicant is proposing to rezone the 21.73-acre parcel from the Agriculture Forestry (AF) Zone to a combination of the Moderate Density, Single Family Residential (R-2) Zone and the Neighborhood Business (NB) Zone.

According to the City of Moscow Zoning Code, the R-2 Zone is a moderate density residential zone appropriate where the following circumstances are present:

1. Single family dwellings predominate.
2. The terrain is not harshly irregular and smaller lot sizes can be accommodated without extensive earthwork.
3. Utilities and other public facilities are adequate for the densities allowed.
4. Existing lot development patterns and policies embodied in the Plan will also guide application of this zoning district.

Uses permitted within the R-2 Zone include single-family residential dwellings, market and community gardens, group child care facilities, and public parks and recreational facilities.

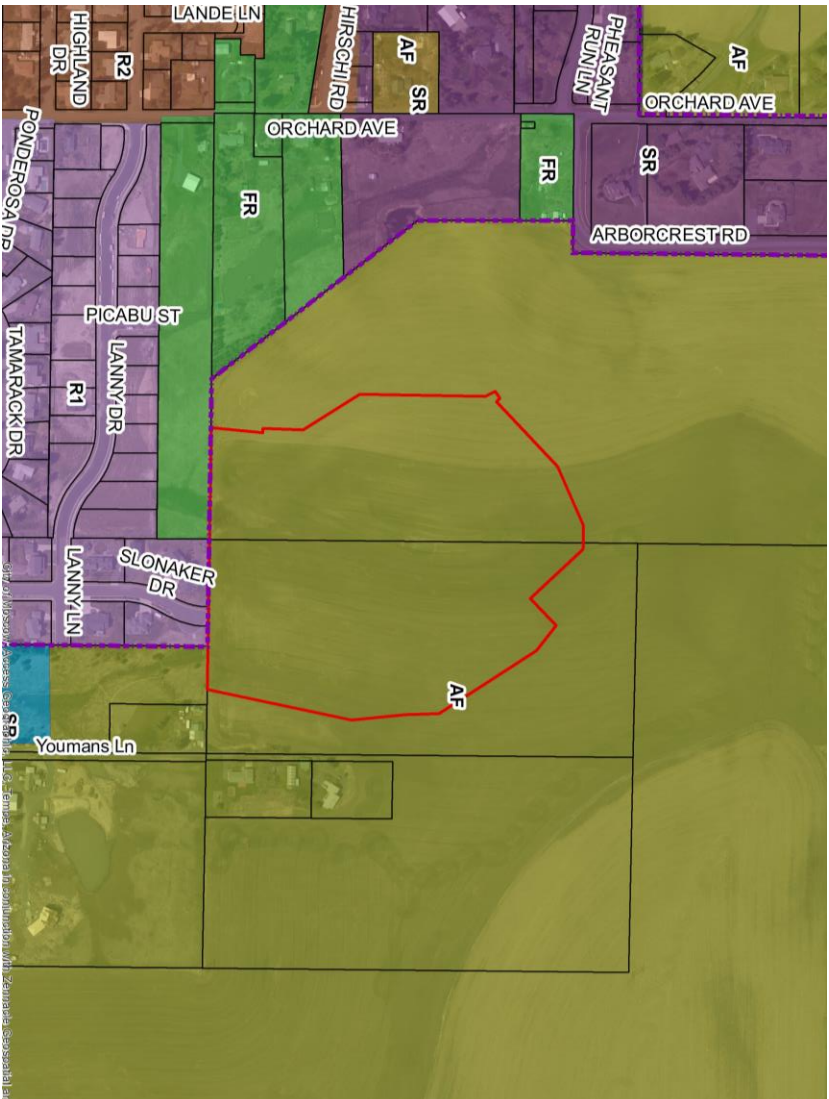
The minimum lot size for lots within the R-2 Zone is 7,000 sf and the minimum lot width is 60 feet (50 feet for lots with alley access). Front yard setbacks are a minimum of 20 feet, side setbacks are a minimum of 5 feet but both sides must equal 15 feet, street side setbacks are 15 feet, and rear setbacks are 20 feet.

The NB Zoning District is appropriately applied in the following circumstances:

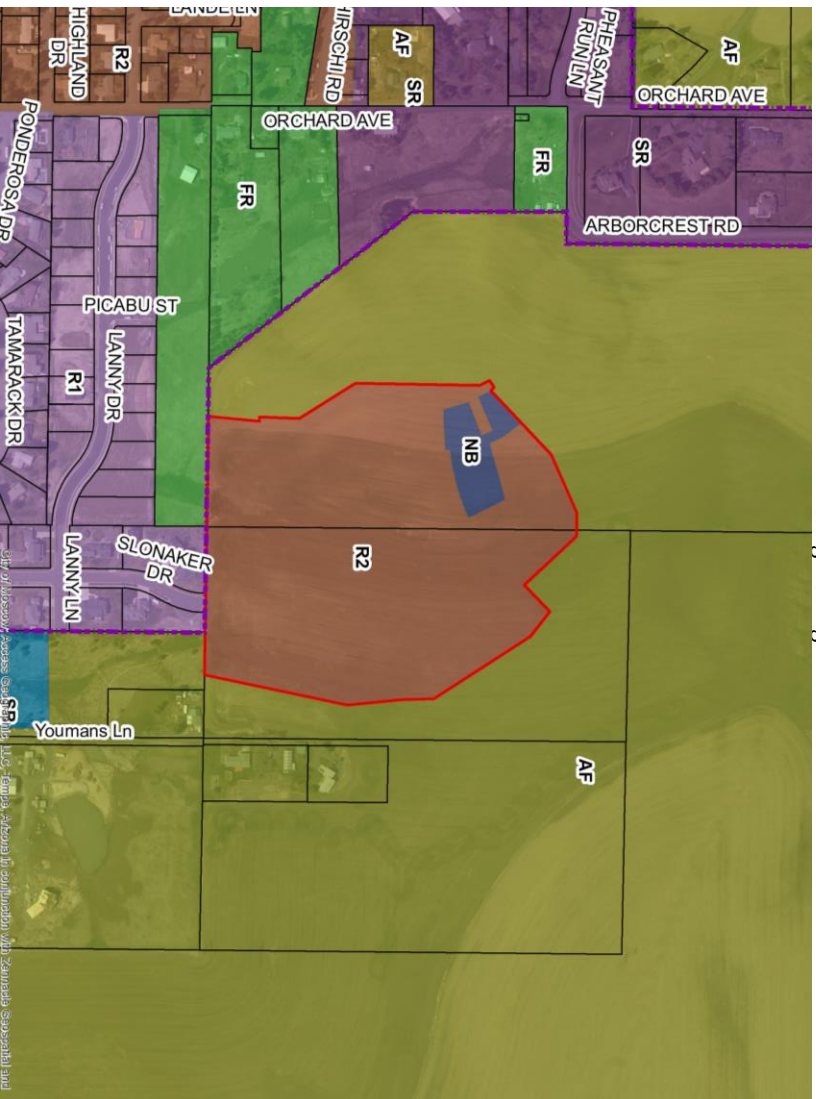
1. Where local commercial facilities will serve the everyday needs of a limited neighborhood area;
2. Where activity levels associated with small scale office development can be accommodated or tolerated by surrounding land uses and existing public services;
3. Where a neighborhood core is identified which is easily accessible by pedestrian or vehicular circulation; and
4. Where such commercial development will result in minimal interference with residential uses in the vicinity of the NB Zoning District.

Uses permitted within the NB Zone include residential uses above or behind a commercial use on the property, community and market gardens, fitness centers, veterinary services, professional offices, restaurants, coffee and espresso stands, child care facilities, community/neighborhood centers, health care services, museums and art galleries, religious facilities, retail and personal services, off-street parking areas, and bed and breakfast inns.

The minimum lot size for single-family, two-family, and multi-family dwellings parcels within the NB Zone is 5,000 sf or 800 sf per dwelling unit, whichever is greater. Townhouse dwellings have a minimum lot size of 1,800 sf and twinhome dwellings require 2,250 square feet. The minimum lot width for single-family, two-family, and multi-family dwellings is 50 feet, 18 feet for townhouses, and 25 feet for twinhomes. Front yard setbacks are a minimum of 20 feet, side setbacks are a minimum of 10 feet, street side setbacks are 10 feet, and rear setbacks are 20 feet.



Existing Zoning



Proposed Zoning

Preliminary Plat and PUD: The applicant is proposing to subdivide the 21.73-acre area to create 74 lots ranging from 3,794 to 17,973 square feet in size, referred to as Woodbury Subdivision. There are 7 lots that are proposed within the NB Zone and 67 lots proposed within the R-2 Zone. The applicant has proposed a PUD to coincide with the preliminary plat and is requesting numerous Zoning Code deviations to accommodate the master-planned subdivision that is being developed to a new urbanist design.

The entire property that the owner wishes to develop is approximately 82 acres in size and extends from Slonaker Drive to the south, Arborcrest Road to the west, Trail Road to the north, and slightly to the east of Youmans Lane to the east. The first phase of the subdivision is the 21.73 acres which is proposed to be annexed at this time. The applicant is proposing a master-planned community that would include a number of small neighborhoods that are linked by a combination of City and private streets. The community would include rear loaded garages, front porches, tree-lined streets, and a walkway system that will connect a number of small linear parks. Each home in the neighborhood is proposed to be unique, but also be of the same architectural style.

There are four types of lots within the proposed development: Village; Cottage; Fort Russell; and Garden Lots. The Village lots are those that surround the Center Park and include the proposed Neighborhood Business zoned lots. The Cottage lots are clustered in neighborhoods that surround the Village center. Fort Russell lots are larger in size and surround the cottage neighborhoods. The Garden lots are the largest lots which are located on the perimeter of the development and are the only lots that are not proposed to have rear access via a private street.

Village Lots

At the center of the development is an open space island which is being referred to as Center Park. The smallest residential lots in the development, as well as the seven Neighborhood Business lots are surrounding the Center Park area and are being referred to as the Village lots. All of the Village lots that surround the Center Park are intended to face Center Park and have a private street at the rear which provides vehicular access, fire department access, and refuse collection. The average lot size of the Village lots adjacent to Center Park is 4,800 sf with dimensions of 40 feet by 95 feet. Front setbacks are proposed to be 7 feet, side and street side setbacks are proposed to range between 0 and 5 feet, and rear setbacks are proposed to be 7 feet. All Neighborhood Business uses are proposed to be allowed on the Village lots that are zoned NB.

Cottage Lots

Directly to the south of the lots which surround Center Park is a neighborhood cluster of Cottage lots. The applicant is referring to all the Cottage lot clusters as “micro-neighborhoods” which will all face a center green space with walking paths with vehicular access at the rear via private streets. Each home within the Cottage neighborhoods is proposed to be unique, but still follow the style of the neighborhood. The average lot size of the Cottage lots adjacent to Center Park is 4,800 sf with dimensions of 40 feet by 95 feet. Front setbacks are proposed to be 7 feet, side and street side setbacks are proposed to

be 5 feet, and rear setbacks are proposed to be 7 feet. Example building plans have been submitted for the Cottage houses which show single story homes around 1,200 sf in size that contain a living room, kitchen, dining room, office, two bathrooms, and two bedrooms.

Fort Russell Lots

The next ring of homes in the micro-neighborhoods that are proposed to surround the Cottage core are on larger lots and are referred to as the Fort Russell lots. The applicant is referring to the lots as Fort Russell because of their similarity to the existing Fort Russell neighborhood in Moscow in regards to the lot size, tree-lined streets, and rear alley access. The average lot size of the Fort Russell lots is 6,600 sf with dimensions of 60 feet by 110 feet. Front setbacks are proposed to be 7 feet, side and street side setbacks are proposed to be 5 feet, and rear setbacks are proposed to be 7 feet. The larger lot sizes will accommodate homes which are larger than the Cottage homes. The example building plans depict an architectural design that is similar in appearance to homes that would exist in Fort Russell. The example home is a story and a half design that is 2,250 sf in size and contains a living room, kitchen, dining room, office, two bathrooms, and a master bedroom.

Garden Lots

At the perimeter of the development to the south where Slonaker Drive extends north from the Blackwood Subdivision, the applicant is proposing the Garden lots. Most of the Garden lots will have garage access directly from the public street that they front, so the setbacks are proposed to be greater. The applicant is intending to provide a smooth transition from the existing neighborhoods at the edge of the proposed subdivision all the way through the Fort Russell, Cottage, and Village neighborhoods. The average lot size of the Garden lots is 16,500 sf with dimensions of 110 feet by 150 feet. Front setbacks are proposed to be 10 feet for the house and 20 feet for the garage, side and street side setbacks are proposed to be 7 feet, and rear setbacks are proposed to be 10 feet. The example home is a two-story design that is 3,400 sf in size and contains a living room, kitchen, dining room, office/den, two bathrooms, master bedroom, upstairs living space, and a two-car garage.

Encroachments

The applicant is proposing to allow architectural projections such as bay windows, porches, and eaves to be able to encroach 3 feet into the front and street side setbacks.

Fencing

The applicant is proposing that fences located in the front yard be allowed up to 42 inches in height and set back 18 inches from the sidewalk. Hedges in the front setback shall not exceed 48 inches in height and the fences and walls shall be consistent with the architectural style of the house.

Rear and side yard fences are encouraged for privacy and shall not exceed 6 feet in height. Fencing over 48 inches shall be required to have 50% opacity which can be softened with vines and plantings. Gates and arbors are permitted and hedges on the side and rear of the lot are unrestricted.

PUD Base Density

The minimum PUD base density of the R-2 Zone is 4.8 dwelling units per acre and the base density of the NB Zone is 24 dwelling units per acre. The proposed PUD has a base density of 3.44 units per acre, therefore no density bonuses are required as part of the project.

Parking

On-street parking is provided on both sides of the Slonaker Street and on one side of Village Way. The proposed private streets contain no on-street parking, but the applicant is proposing to provide public parking spaces that would be dispersed throughout the subdivision adjacent to the private streets. 25 public off-street parking spaces are proposed as part of the development. Each lot within the proposed subdivision will provide a minimum of two off-street parking spaces, dispersed between a garage or driveway.

Accessory Dwelling Units (ADU's)

ADU's are permitted on all lots as long as setbacks can be met. Upon the Village, Cottage, and Fort Russell lots, ADU's may be placed above a one, two, or three car garage or carport and have a maximum floor area of 750 square feet. On Garden lots the ADU may be placed above a garage or carport, or be independent and have a maximum floor area of 1,200 square feet.

Access, Streets, Traffic: The primary point of access for the proposed subdivision is Slonaker Drive. An emergency secondary access and construction entrance is proposed to be extended to the proposed subdivision from Trail Road to the north. A minimum width of 20 feet and all-weather driving surface will be required for the secondary access road. Future phases of the entire development are planned to provide connections to Arborcrest Road, Trail Road, and Youmans Lane.

Slonaker Drive is a local neighborhood street that connects to Lanny Lane which is designated as a collector and Mountain View Road which is designated as a minor arterial. Slonaker Drive is developed to a prior City street standard which is a 34-foot-wide paved section with two 10-foot travel lanes, curb, gutter, tree lawns, sidewalks and on-street parking on both sides of the street. The applicant is proposing to continue the older street section on Slonaker Drive through the proposed subdivision. However, the applicant is proposing to reduce the tree lawn width from 8.5 feet to 7 feet. David Schott, Assistant Parks and Recreation Director has reviewed the proposed 7-foot width of tree lawn and determined that according to the Arboriculture Specifications and Standards, a 7-foot-wide tree lawn is sufficient for large class trees.

The only other public street within the proposed subdivision is Village Way. Village Way is proposed to be a 28-foot paved street with two 10-foot travel lanes, curb, gutter, tree lawns, and sidewalks on both sides of the street. On-street parking is located on only one side of the street with the proposed 28-foot-wide street section. The applicant is proposing to reduce the tree lawn width from 10 feet to 7 feet on the proposed street.

The remainder of the streets within the proposed subdivision are proposed to be private streets which will be maintained by a homeowner association. The private street standard that the City has adopted is minimum of a 20-foot-wide paved roadway with curbing on both sides of the street. The applicant is proposing an alternative private street design which would function and be designed similarly to a public alley standard. The proposed private street section would include a 16-foot paved roadway with 2-foot gravel shoulders on both sides of the street. The private streets provide the primary vehicular access to many of the lots within the proposed subdivision and also serve as emergency services access. The Fire Marshall has reviewed the private streets for sufficient access and the applicant has modeled the private street intersections for sufficient fire truck turning radiuses. The private streets within the development are Midsummer, Picotee, Le Petite Maisons, Southwick, Rosemary, and Cozy.

There are two streets which are proposed to be one-way in the proposed subdivision. The confluence of Slonaker Drive and Village Way at the Center Park are proposed to be one-way around the Center Park. Ashton Circle in the southwest of the subdivision is proposed to be one-way heading in the easterly direction, eventually intersecting with Slonaker Drive. There is currently no one-way street standard that has been adopted by the City, so the applicant is proposing a standard which have a 12-foot travel lane and an 8-foot lane for on-street parking on one side of the street. A 7-foot tree lawn and 5-foot sidewalk is proposed on one side of the street.

Traffic Impact Study

The applicant contracted with DKS Associates in Portland, Oregon, to conduct a traffic study of the impact of the proposed subdivision on existing roadways and primary intersections within the area. The intersections that were analyzed were the Mountain View Road/D Street intersection and the Mountain View Road/F Street intersection. The traffic impact study was conducted for the full buildout of the subdivision at an estimated 270 new single-family housing units. The traffic impact study concluded that the proposed subdivision is expected to result in minimal impacts to vehicle traffic conditions at the study intersections and meet City operating standards under all development scenarios. The study also concluded that no mitigations are needed to address potential project impacts to traffic conditions.

The City of Moscow Engineering Department has reviewed the traffic impact study and has no concerns with the analysis and results. However, the results do indicate that a 50% increase in traffic on portions of Mountain View Road is projected to occur as a result of the subdivision at full build-out. There is currently a segment of Mountain View Road between the intersection of Slonaker Drive and Mountain View Road extending south to the Hamilton-Lowe Aquatics Center that does not have sidewalks on either side of the street or bike lanes. Therefore, the Engineering Department is recommending that the applicant be responsible for fifty percent (50%) of the construction costs associated with the installation of curbing, sidewalk and roadway widening in order to connect this missing segment of sidewalk on Mountain View Road. The Moscow Engineering Department shall determine which side of the street the improvements should be constructed upon.

The Engineering Department is also concerned with the sight distance after Mountain View Road makes a ninety degree turn to the east, with vehicles queuing up to turn left onto Slonaker Drive. Therefore, the Engineering Department is recommending that the applicant evaluate a left turn lane from eastbound Mountain View onto Slonaker Drive to determine whether a turn lane is warranted. If it is determined that a left turn lane is warranted, Engineering is recommending that the applicant be responsible for the construction of the turn lane.

Utilities: Water mains will be extended throughout the subdivision from the existing main within Slonaker Drive. The property is considered developable in the City's Comprehensive Water System Plan dated January 2012. The Engineering Department has determined that the existing system has adequate potable and fire flows to serve the proposed subdivision.

Sanitary sewer is proposed to be extended throughout the subdivision primarily within the public and private streets. Engineering has determined that the system has adequate capacity to convey the additional flow from the development. The subject property is considered developable in the Comprehensive Sewer System Plan dated September 2011.

Storm sewer will be piped and directed to a stormwater detention pond located at the southwest corner of the proposed subdivision. The detention facilities of the proposed development will need to meet Moscow's Stormwater Runoff Control Standards which required the stormwater to be detained to the pre-development rate.

Parkland Dedication: Per the attached memo from David Schott, Assistant Parks and Recreation Director, the proposed subdivision falls under the requirements of the parkland dedication codes of the City. There is 10.98 acres of net developable area of platted R-2 Zoned property, which requires a 5% dedication. There is 0.72 acres of net developable area within the NB Zone which requires a 9% dedication. The total parkland dedication for the proposed subdivision is 26,746 sf or 0.61 acres. The applicant has submitted a letter proposing to defer the parkland dedication for phase 1 to phase 2 of the entire subdivision for a natural area comprised of 3.07 acres and a 1.14-acre area that totals 4.2 acres of open space that will include grading, a detention basin, and a ten-foot (10') wide gravel (pathway base) pathway provided by the developer. It is anticipated the parkland dedication requirements for the entire subdivision would be approximately 2.3 acres +/- . Said 4.2 acres of parkland dedication, together with agreed upon improvements to the parkland property would satisfy all parkland dedication requirements for the entire Woodbury subdivision. It is the Assistant Parks and Recreation Director's opinion that the proposed deferral of parkland dedication meets the dedication requirements for the subdivision. The Parks and Recreation Commission is scheduled to review the proposal at their August 26, 2021 meeting and provide a recommendation to City Council.

Other Issues: The applicant conducted a neighborhood meeting with affected property owners within 600 ft. of the subject property on March 27, 2021 to discuss the proposal. All neighborhood meeting materials are attached to your packet.

Input from other Departments/Commissions:

Engineering Department

The Engineering Department has provided parkland dedication requirements within an attached August 18, 2021 memo from Todd Drage, Engineering Technician.

Parks and Recreation Department

The Parks and Recreation Department has provided parkland dedication requirements within an attached August 18, 2021 memo from David Schott, Assistant Parks and Recreation Director.

Transportation Commission

The Transportation Commission reviewed the proposed subdivision at their August 12, 2021 meeting and had no recommended changes.

RECOMMENDATIONS:

Staff recommends that the City of Moscow Planning and Zoning Commission conduct the public hearing and upon consideration of testimony received:

1. Recommend approval of the proposed Comprehensive Plan Land Use Designation change from the Auto-Urban Residential designation to the combination of the Auto-Urban Residential and Suburban Commercial designations; and
2. Recommend approval of the proposed rezone from the Agriculture/Forestry (AF) Zone to the Moderate Density, Single Family Residential (R-2) Zone and the Neighborhood Business (NB) Zone with no conditions; and
3. Recommend approval of the proposed Planned Unit Development (PUD) with no conditions; and
4. Recommend approval of the proposed preliminary plat of the 21.73-acre area to create 74 lots ranging from 3,794 to 17,973 square feet in size, referred to as Woodbury Subdivision with two conditions:

Engineering

- i. A left turn lane from eastbound Mountain View onto Slonaker Drive shall be evaluated by the applicant to determine whether a turn lane is warranted and if so, the applicant shall be responsible for the construction of said turn lane.
- ii. In order to mitigate the increases in vehicular and pedestrian traffic on Mountain View Road as detailed in the applicant's Traffic Impact Study (TIS), the applicant shall be responsible for fifty percent (50%) of the construction costs associated with the installation of curbing, sidewalk and roadway widening in order to connect the existing pedestrian/bicycle facilities near the intersection of Slonaker Drive and Mountain View Road with the pedestrian/bicycle facilities on Mountain View Road near the Hamilton-Lowe Aquatics Center. The proposed roadway improvements shall only occur on one side of the roadway, which shall be determined by the City of Moscow Engineering Department.

5. In accordance with the Commission's decision on the Comprehensive Plan land use amendment, rezone, Planned Unit Development (PUD), and preliminary plat, direct staff to prepare the Relevant Criteria and Standards documents.

NOTICE OF PUBLIC HEARING

Proposal for a Comprehensive Plan Land Use Designation, Zoning Designation, Preliminary Subdivision Plat and Planned Unit Development (PUD) for a 21.73-Acre Property Proposed to be Annexed into the City of Moscow and Generally Located North of Slonaker Drive, East of Arborcrest Road, and South of Trail Road within the City of Moscow as Shown on the Vicinity Map Below. Permit Applications LUP2021-0022, LUP2021-0023, LUP2021-0024

A public hearing at which you may be present and speak will be conducted by the Planning and Zoning Commission of the City of Moscow at which time the following proposals will be considered:

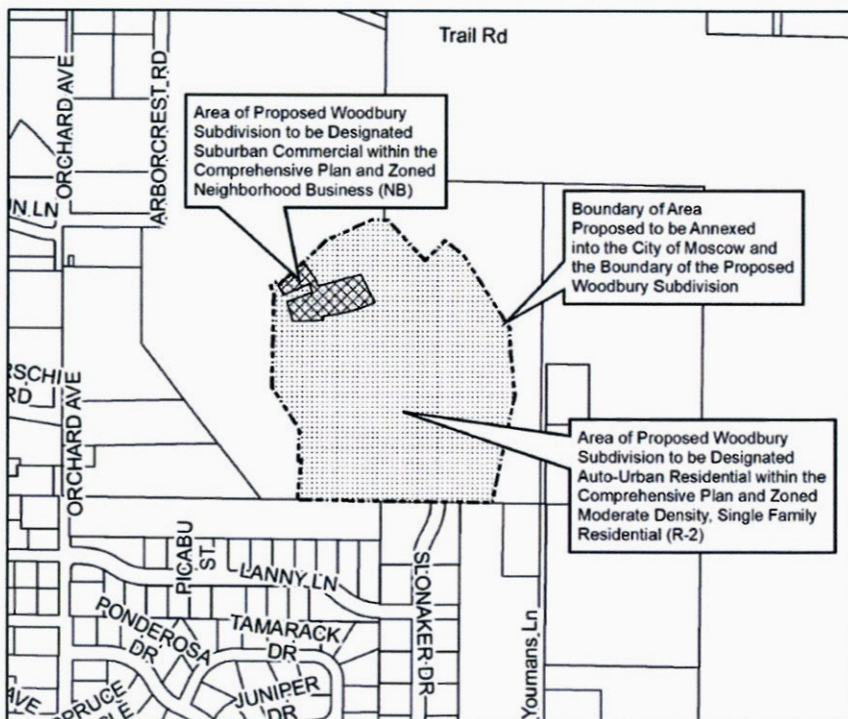
1. Comprehensive Plan Land Use Designation amendment from Auto-Urban Residential to a combination of the Auto-Urban Residential and Suburban Commercial designations.
2. Rezoning of the subject property from the Agriculture Forestry (AF) Zone to a combination of the Moderate Density, Single Family Residential (R-2) Zone and the Neighborhood Business (NB) Zone.
3. Proposed Preliminary Plat and Planned Unit Development (PUD) of a 21.73-acre area to create 74 lots ranging from 3,794 to 17,973 square feet in size, referred to as Woodbury Subdivision.

MEETING DATE: Wednesday, August 25, 2021

HEARING LOCATION: Council Chambers on the Second Floor of Moscow City Hall
206 East Third Street, Moscow, Idaho

MEETING TIME: 7:00 p.m.

Note: Meeting start time is not necessarily indicative of the hearing start time for the proposal advertised in this notice. Multiple hearings and/or agenda items may make it difficult to determine hearing start time, which could occur late in the meeting. The file containing information on this matter is available for public review at the Community Planning & Design Department located in the Paul Mann Building, 221 East Second Street, Moscow, Idaho. Call 883-7035 to get a meeting agenda and further information about the matter.



Verbal testimony at the hearing is generally limited to three (3) minutes time. Minor amounts of written materials (less than two (2) pages) may be submitted to the hearing body at any time prior to the close of comments, as determined by the hearing body. More in-depth written materials require at least five (5) calendar days for review prior to the hearing. You may obtain further information about the public hearing process and procedures on the City's Website at:

<https://www.ci.moscow.id.us/593/Public-Hearing-Notices>

Laurie M. Hopkins,
Moscow City Clerk

Jennifer Fleischman,
Deputy City Clerk

Publish: Saturday, August 7, 2021

Mike Ray
Planning Manager
City of Moscow
221 E. 2nd St.
Moscow, ID 83843

Re: Request for annexation

Dear Mike,

Wintz Company, LLC and the Trail Family, LLC request annexation of approximately 21.41 acres as describe within the Annexation and Zoning Description and the Annexation Exhibit.

Thank you,

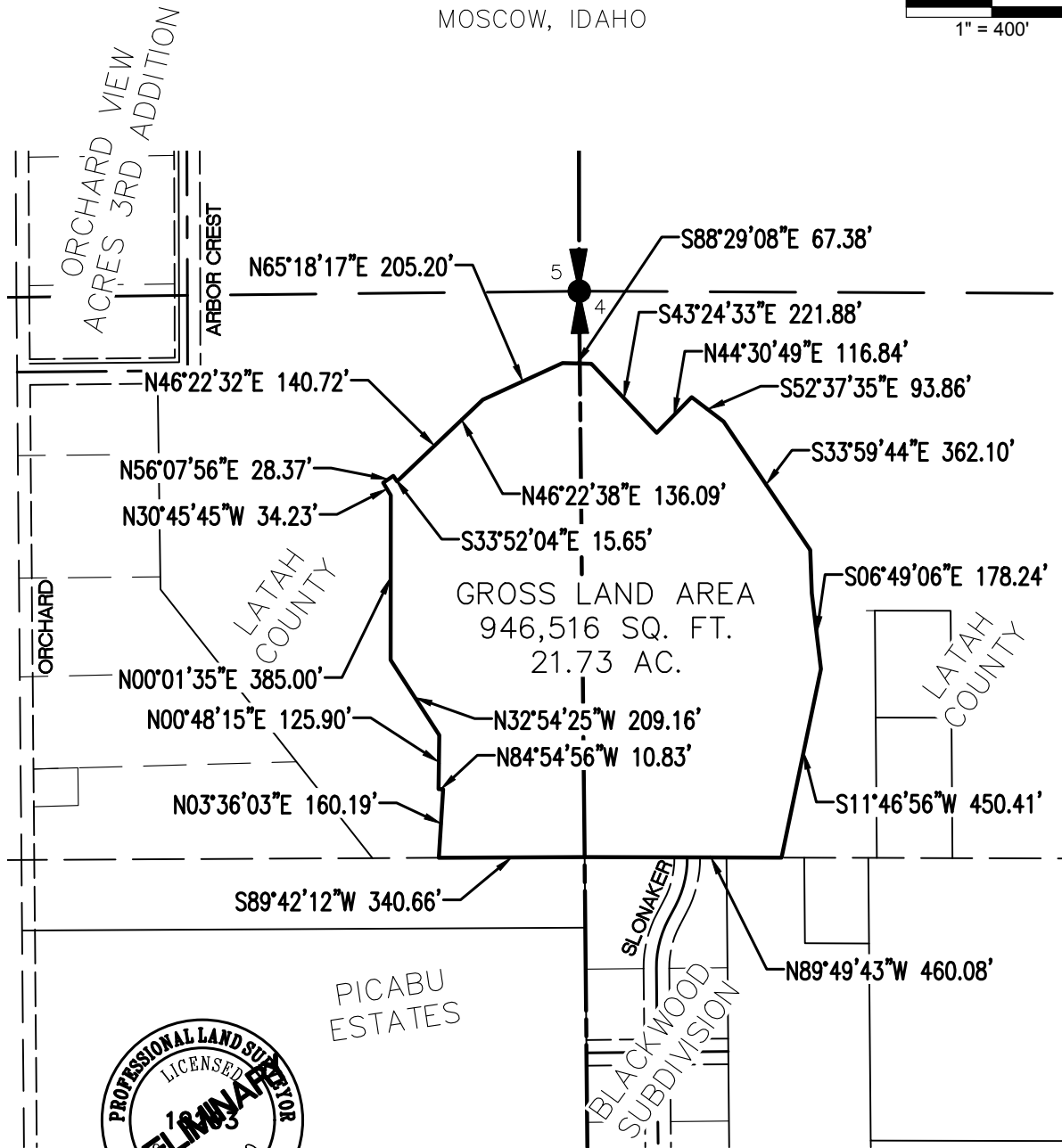
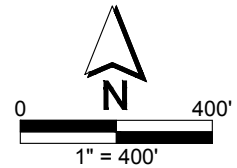
A handwritten signature in black ink, appearing to read 'Mark Wintz', with a large, stylized flourish at the end.

Mark Wintz
Wintz Company, LLC

Martin Trail
Trail Family, LLC

EXHIBIT

SECTION 4 & 5, TOWNSHIP 39N, RANGE 5W, B.M.
ANNEXATION AND ZONING
MOSCOW, IDAHO



THIS EXHIBIT DOES NOT CONSTITUTE A
PROPERTY BOUNDARY SURVEY

SHEET 1 OF 1

SYNTIER
Engineering, Inc.

405 SE Bishop Blvd, Suite 2
Pullman, WA 99163
www.SynTierEngr.com 509.339.6187

DESCRIPTION OF PROPOSED ANNEXATION & R3 ZONE

DESCRIPTION OF A PORTION OF PARCELS 3 AND 7 AS DESCRIBED IN QUITCLAIM DEED RECORDED UNDER INSTRUMENT NO. 460076, RECORDS OF LATAH COUNTY, SITUATE IN THE WEST HALF OF SECTION 4 AND THE EAST HALF OF SECTION 5 OF TOWNSHIP 39 NORTH, RANGE 5 WEST, B.M., LATAH COUNTY, STATE OF IDAHO, BEING MORE FULLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 4, SAID POINT BEING NORTH 00°33'28" WEST A DISTANCE OF 1322.72 FEET FROM THE SOUTHWEST CORNER OF SAID SECTION 4;

THENCE ALONG THE NORTH LINE OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 5 SOUTH 89°42'12" WEST A DISTANCE OF 340.66 FEET;

THENCE DEPARTING SAID NORTH LINE NORTH 03°36'03" EAST A DISTANCE OF 160.19 FEET;

THENCE NORTH 84°54'56" WEST A DISTANCE OF 10.83 FEET;

THENCE NORTH 00°48'15" WEST A DISTANCE OF 125.90 FEET;

THENCE NORTH 32°54'25" WEST A DISTANCE OF 209.16 FEET

THENCE NORTH 02°50'51" EAST A DISTANCE OF 444.46 FEET;

THENCE NORTH 52°06'30" EAST A DISTANCE OF 185.86 FEET;

THENCE NORTH 64°58'42" EAST A DISTANCE OF 302.87 FEET;

THENCE SOUTH 47°29'32" EAST A DISTANCE OF 236.88 FEET;

THENCE NORTH 44°10'38" EAST A DISTANCE OF 122.94 FEET;

THENCE SOUTH 52°37'35" EAST A DISTANCE OF 93.86 FEET;

THENCE SOUTH 33°59'44" EAST A DISTANCE OF 362.10 FEET;

THENCE SOUTH 02°01'38" EAST A DISTANCE OF 101.20 FEET;

THENCE SOUTH 06°49'06" EAST A DISTANCE OF 178.24 FEET;

THENCE SOUTH 11°52'56" WEST A DISTANCE OF 450.41 FEET;

THENCE ALONG SAID NORTH LINE NORTH 89°49'43" WEST A DISTANCE OF 460.08 FEET TO THE **POINT OF BEGINNING**.

CONTAINING: 932,703 SQUARE FEET OR 21.41 ACRES OF LAND, MORE OR LESS.

PREPARED BY SYNTIER ENGINEERING



CITY OF MOSCOW
COMMUNITY DEVELOPMENT
Ph.: 208-883-7035
Fax: 208-883-7033
jfleischman@ci.moscow.id.us

For City Use Only			
Date Received			
Dept	Check No		
CD	Application Fee	\$895	
Receipt Number			

APPLICATION FOR ZONING AMENDMENT

(Please type or print plainly with blue ink.)

GENERAL INFORMATION

1. Applicant

Name: Mark Wintz Telephone: 208 896-5555
1004 Dairy Lane, Moscow, ID 83843
(Home address)

Relationship to affected property (please check one):

Owner ☐ Purchaser ☒ Lessee ☐ Other ☐ (explain below)

2. Owner of Affected Property (if other than applicant)

Name: _____ Telephone: _____
(Home address)

3. Location of Affected Property: Average between Stonaker, Trails Rd. and Arbutuswest.

Legal Description: N/A
(Subdivision) (Block) (Lot)

If described by Metes and Bounds, please attach deed on a separate sheet.

INFORMATION ON REQUESTED REZONE

4. Proposal: The applicant requests a rezone on the above-described property as follows:

From: Agriculture to: R-2 and (NB) Neighborhood Bus.
(Current zoning) (Proposed zoning)

5. Reason: Applicant requests a rezone for the following reason(s):

Farm land in the County
that is being annexed into the City for residential development.

6. Before the Moscow Planning and Zoning Commission can approve a zoning amendment request, the Commission must first make findings of compliance with the following five Relevant Criteria and Standards. Please indicate in the spaces provided below what you believe to be justification showing compliance with each item:

A. The proposed rezone is consistent with Comprehensive Plan goals, objectives, and implementation actions.

Yes, the project is consistent with the Comprehensive Plan goals in numerous ways. Provides unique and diversified housing; provides walking paths and small parks; open space and recreation, well arranged street scenes and landscaped grounds. Meets projected densities.

B. The proposed rezone would provide for the logical and orderly location of land uses and community services and facilities.

The location is a likely extension at the immediate edge of our City. The edges were designed to blend with the adjoining land use be that low density residential at Arborcrest, naturalized space along the SW edge, similar lot size at Slonaker, etc.

C. The uses expected to occur as a result of the rezone will be compatible with the surrounding area.

Although some of the lots are small the overall density of about 3.5 DU is compatible with the surrounding neighborhoods.

D. The size, type, and density of development expected to occur as a result of the rezone will not place an undue burden upon delivery of services provided by any political subdivision within the planning jurisdiction.

No.

E. The size, type, and density of development expected to occur as a result of the rezone can be adequately served by existing transportation network, public facilities and services.

An effort was made to connect wherever possible to the surroundings network of streets. The master plan as fully constructed was reviewed by DKS engineering. Their report found that most of the traffic would occur on Mtn View and Orchard and that with the added volume both roadways would still be consistent with their classification. The assessment has been provided.

Notification: The Idaho Code requires that all property owners located within 300 feet of the affected property receive notification of the public hearing to be conducted by the Planning and Zoning Commission regarding any rezone request.

The Planning and Zoning Commission shall have the authority to require any additional information they consider necessary to render a fair decision and recommendation on a rezone request. The Commission may recommend and the City Council may require additional conditions and limitations as specified in Section 4-9-3C of the Moscow Code.

All questions addressed on this application and the application itself must be filed with the Moscow City Planner at least twenty-one (21) days prior to the hearing date. The applicant will be notified by the City as to the time and place of the hearing pertaining to this application. The applicant or his/her duly-appointed representative must be present at the public hearings held before both the Planning & Zoning Commission and the City Council.

The following materials must be included with this application:

1. Application fee.
2. If a legal description of the affected property is given by Metes and Bounds, a separate sheet containing that description.

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

Applicant's Signature

Date

6/28/21

Property Owner's Signature

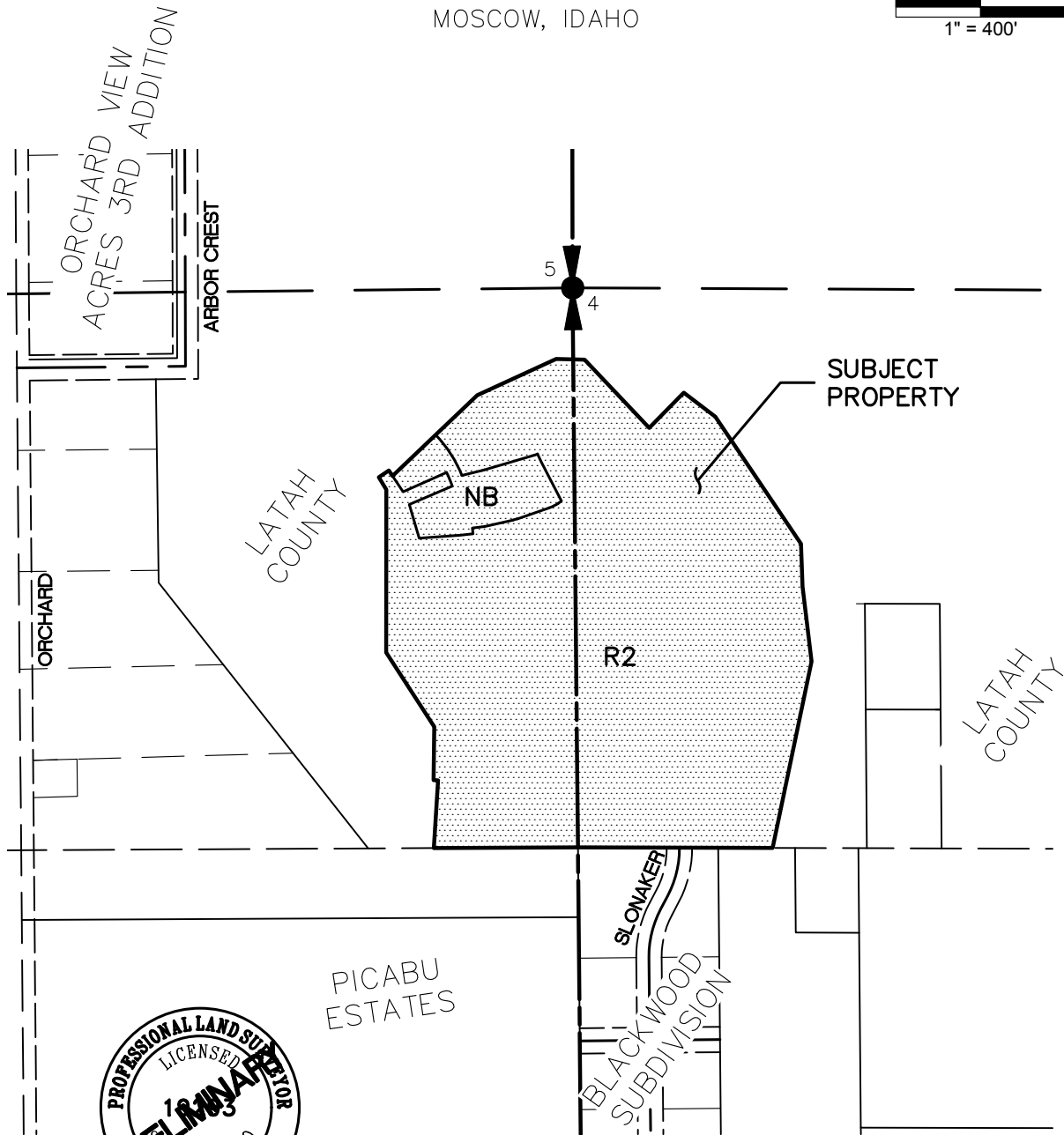
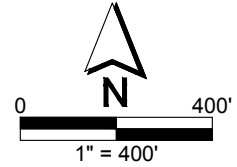
Date

LT Real Estate, LLC
mgr.

7/29/21

ZONING EXHIBIT

SECTION 4 & 5, TOWNSHIP 39N, RANGE 5W, B.M.
ANNEXATION AND ZONING
MOSCOW, IDAHO



THIS EXHIBIT DOES NOT CONSTITUTE A
PROPERTY BOUNDARY SURVEY

SHEET 1 OF 1

SYNTIER
Engineering, Inc.

405 SE Brelsford Drive, Suite C
Pullman, WA 99163
www.SynTierEngr.com 509.339.6187

DESCRIPTION OF NB ZONE

Description of THAT portion of Parcel 3 as described in Quitclaim Deed recorded under Instrument No. 460076, records of Latah County, situate in the West half of Section 4 and the East half of Section 5 of Township 39 North, Range 5 West, B.M., Latah County, State of Idaho, being more fully described as follows:

Commencing at the Northwest corner of the Southwest quarter of the Southwest quarter of said Section 4, said point being North 00°33'28" West a distance of 1322.72 feet from the Southwest corner of said Section 4;

Thence North 19°02'24" West a distance of 1031.30 feet to the **Point of Beginning**;

Thence along a curve to the right, with a radius that bears South 46°14'08" West a distance of 300.00 feet, a central angle of 021°53'56", the chord of which bears South 32°48'54" East for a distance of 113.97 feet, an arc distance of 114.66 feet;

Thence North 76°27'21" East a distance of 49.59 feet to the beginning of a tangent curve to the left;

Thence along said tangent curve to the left, with a radius that bears North 13°32'39" West a distance of 100.00 feet, a central angle of 002°56'58", the chord of which bears North 74°58'52" East for a distance of 5.15 feet, an arc distance of 5.15 feet;

Thence North 73°30'23" East a distance of 124.01 feet to the beginning of a tangent curve to the left;

Thence along said tangent curve to the left, with a radius that bears North 16°29'37" West a distance of 50.00 feet, a central angle of 008°44'04", the chord of which bears North 69°08'21" East for a distance of 7.61 feet, an arc distance of 7.62 feet;

Thence South 25°13'41" East a distance of 22.00 feet;

Thence South 27°16'27" East a distance of 103.09 feet;

Thence South 55°47'46" West a distance of 9.43 feet to the beginning of a tangent curve to the right;

Thence along said tangent curve to the right, with a radius that bears North 34°12'14" West a distance of 90.00 feet, a central angle of 015°10'38", the chord of which bears South 63°23'05" West for a distance of 23.77 feet, an arc distance of 23.84 feet;

Thence South 70°58'24" West a distance of 80.20 feet to the beginning of a tangent curve to the right;

Thence along said tangent curve to the right, with a radius that bears North 19°01'36" West a distance of 90.00 feet, a central angle of 006°12'25", the chord of which bears South 74°04'37" West for a distance of 9.75 feet, an arc distance of 9.75 feet;

Thence South 77°10'49" West a distance of 68.44 feet;

Thence South 83°21'39" West a distance of 30.00 feet;

Thence South 06°38'21" East a distance of 13.90 feet;

Thence South 83°21'39" West a distance of 30.00 feet;

Thence South 86°00'11" West a distance of 97.65 feet;

Thence North $16^{\circ}19'20''$ West a distance of 82.83 feet;

Thence North $66^{\circ}47'28''$ East a distance of 110.12 feet to the beginning of a non-tangent curve to the left;

Thence along said non-tangent curve to the left, with a radius that bears South $71^{\circ}19'37''$ West a distance of 270.00 feet, a central angle of $007^{\circ}26'05''$, the chord of which bears North $22^{\circ}23'26''$ West for a distance of 35.01 feet, an arc distance of 35.04 feet;

Thence South $65^{\circ}59'49''$ West a distance of 112.33 feet;

Thence North $33^{\circ}52'04''$ West a distance of 44.93 feet;

Thence North $46^{\circ}22'32''$ East a distance of 140.72 feet to the **Point of Beginning**.

CONTAINING: 51,226 square feet or 1.18 acres of land, more or less.

Prepared by SynTier Engineering

DESCRIPTION OF R2 ZONE

Description of a portion of Parcels 3 and 7 as described in Quitclaim Deed recorded under Instrument No. 460076, records of Latah County, situate in the West half of Section 4 and the East half of Section 5 of Township 39 North, Range 5 West, B.M., Latah County, State of Idaho, being more fully described as follows:

Beginning at the Northwest corner of the Southwest quarter of the Southwest quarter of said Section 4, said point being North 00°33'28" West a distance of 1322.72 feet from the Southwest corner of said Section 4;

Thence South 89°42'12" West a distance of 340.66 feet;

Thence North 03°36'03" East a distance of 160.19 feet;

Thence North 84°54'56" West a distance of 10.83 feet;

Thence North 00°48'15" East a distance of 125.90 feet;

Thence North 32°54'25" West a distance of 209.16 feet;

Thence North 00°01'35" East a distance of 385.00 feet;

Thence North 30°45'45" West a distance of 34.23 feet;

Thence North 56°07'56" East a distance of 28.37 feet;

Thence South 33°52'04" East a distance of 15.65 feet;

Thence South 33°52'04" East a distance of 44.93 feet;

Thence North 65°59'49" East a distance of 112.33 feet to the beginning of a non -tangent curve to the right;

Thence along said non-tangent curve to the right, with a radius that bears South 63°53'32" West a distance of 270.00 feet, a central angle of 007°26'05", the chord of which bears South 22°23'26" East for a distance of 35.01 feet, an arc distance of 35.04 feet;

Thence South 66°47'28" West a distance of 110.12 feet;

Thence South 16°19'20" East a distance of 82.83 feet;

Thence North 86°00'11" East a distance of 97.65 feet;

Thence North 83°21'39" East a distance of 30.00 feet;

Thence North 06°38'21" West a distance of 13.90 feet;

Thence North 83°21'39" East a distance of 30.00 feet;

Thence North 77°10'49" East a distance of 68.44 feet to the beginning of a tangent curve to the left;

Thence along said tangent curve to the left, with a radius that bears North 12°49'11" West a distance of 90.00 feet, a central angle of 006°12'25", the chord of which bears North 74°04'37" East for a distance of 9.75 feet, an arc distance of 9.75 feet;

Thence North 70°58'24" East a distance of 80.20 feet to the beginning of a tangent curve to the left;

Thence along said tangent curve to the left, with a radius that bears North 19°01'36" West a distance of 90.00 feet, a central angle of 015°10'38", the chord of which bears North 63°23'05" East for a distance of 23.77 feet, an arc distance of 23.84 feet;

Thence North 55°47'46" East a distance of 9.43 feet;

Thence North 27°16'27" West a distance of 103.09 feet;

Thence North 25°13'41" West a distance of 22.00 feet to the beginning of a non-tangent curve to the right;

Thence along said non-tangent curve to the right, with a radius that bears North 25°13'41" West a distance of 50.00 feet, a central angle of 008°44'04", the chord of which bears South 69°08'21" West for a distance of 7.61 feet, an arc distance of 7.62 feet;

Thence South 73°30'23" West a distance of 124.01 feet to the beginning of a tangent curve to the right;

Thence along said tangent curve to the right, with a radius that bears North 16°29'37" West a distance of 100.00 feet, a central angle of 002°56'58", the chord of which bears South 74°58'52" West for a distance of 5.15 feet, an arc distance of 5.15 feet;

Thence South 76°27'21" West a distance of 49.59 feet to the beginning of a non-tangent curve to the left;

Thence along said non-tangent curve to the left, with a radius that bears South 68°08'04" West a distance of 300.00 feet, a central angle of 021°53'56", the chord of which bears North 32°48'54" West for a distance of 113.97 feet, an arc distance of 114.66 feet;

Thence North 46°22'38" East a distance of 136.09 feet;

Thence North 65°18'17" East a distance of 205.20 feet;

Thence South 88°29'08" East a distance of 67.38 feet;

Thence South 43°24'33" East a distance of 221.88 feet;

Thence North 44°30'49" East a distance of 116.84 feet;

Thence South 52°37'35" East a distance of 93.86 feet;

Thence South 33°59'44" East a distance of 362.10 feet;

Thence South 02°01'38" East a distance of 101.20 feet;

Thence South 06°49'06" East a distance of 178.24 feet;

Thence South 11°46'56" West a distance of 450.41 feet;

Thence North 89°49'43" West a distance of 460.08 feet to the **POINT OF BEGINNING**.

CONTAINING: 895,290 square feet or 20.55 acres of land, more or less.

Prepared by SynTier Engineering



CITY OF MOSCOW
COMMUNITY DEVELOPMENT
Ph.: 208-883-7035
Fax: 208-883-7033
jfleischman@ci.moscow.id.us

For City Use Only			
Date Received			
Dept	Fee Type	Fees	Paid
CD	Application Fee	\$895	
	Receipt Number		

APPLICATION FOR PRELIMINARY SUBDIVISION PLAT

APPLICANT:

Name: Wintz Company, LLC Telephone: 208.596.5555
Complete Address: 1004 Dairy Lane, Moscow, ID 83843
E-Mail: mark@wintzcompany.com Fax: _____

OWNER: (if other than applicant)

Name: Trail Family, LLC Telephone: _____
Complete Address: _____
E-Mail: _____ Fax: _____

ENGINEER/SURVEYOR:

Name: Scott Sumner Telephone: 208.596.7912
Complete Address: 405 SE Bishop Blvd, Ste 2, Pullman, WA 99163
E-Mail: scott@syntierengr.com Fax: _____

Primary point of contact (select one): Applicant _____ Owner _____ Engineer/Surveyor _____

PROPERTY:

- Proposed Subdivision Name: Woodbury
- Address(as) or Parcel Number(s): RP39N05W050015 & RP39N05W045553
- Legal Description: *Please attach copy of full description.*
- Gross area of all land involved: 17.12 acres, and/or _____ sq. ft.
- Total Net Area of land area exclusive of proposed or existing public street and other public lands:
2.90 acres, and/or _____ square feet.
- Total number of lots: 71 Average lot size: 7,978 sq. ft
- Existing Zoning of subject property: Agriculture/Forestry

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:

Residential single family detached home, Density is approximately 3.5 units per acre. Employs
new-urbanist ideas including, narrower streets to slow traffic, alleys for rear auto storage, tighter front
setbacks to allow for more natural exchange with people on the sidewalk or street.

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 ≥ 5 acres or ≥ 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

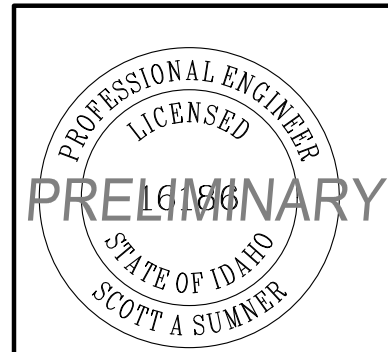
Property Owner's Signature (if different)

Date

NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 4 AND THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 5 OF TOWNSHIP 39 NORTH, RANGE 5 WEST, B.M., LATAH COUNTY, STATE OF IDAHO

WOODBURY PRELIMINARY PLAT

Syntier
Engineering, Inc.
405 SE Brelsford Drive, Suite C Pullman, WA 99163
www.SyntierEng.com 509.339.6187



				DESIGNED: SAS
				DRAWN: ATSSAS
				CHECKED: SAS
DATE	NO.	DESCRIPTION		
		R	E	V
		I	S	I
		O	N	S
		DATE: AUGUST 5, 2021		

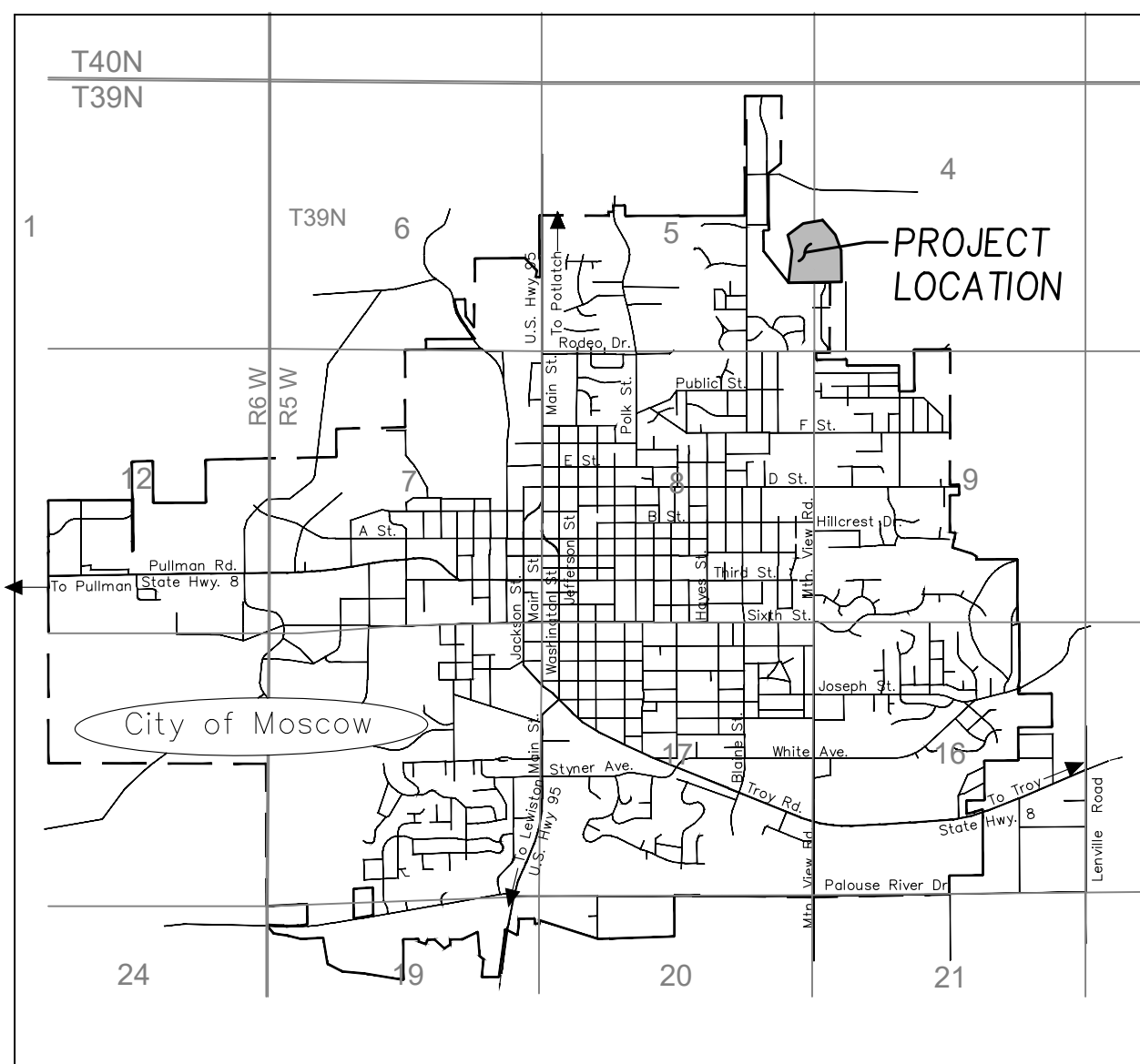
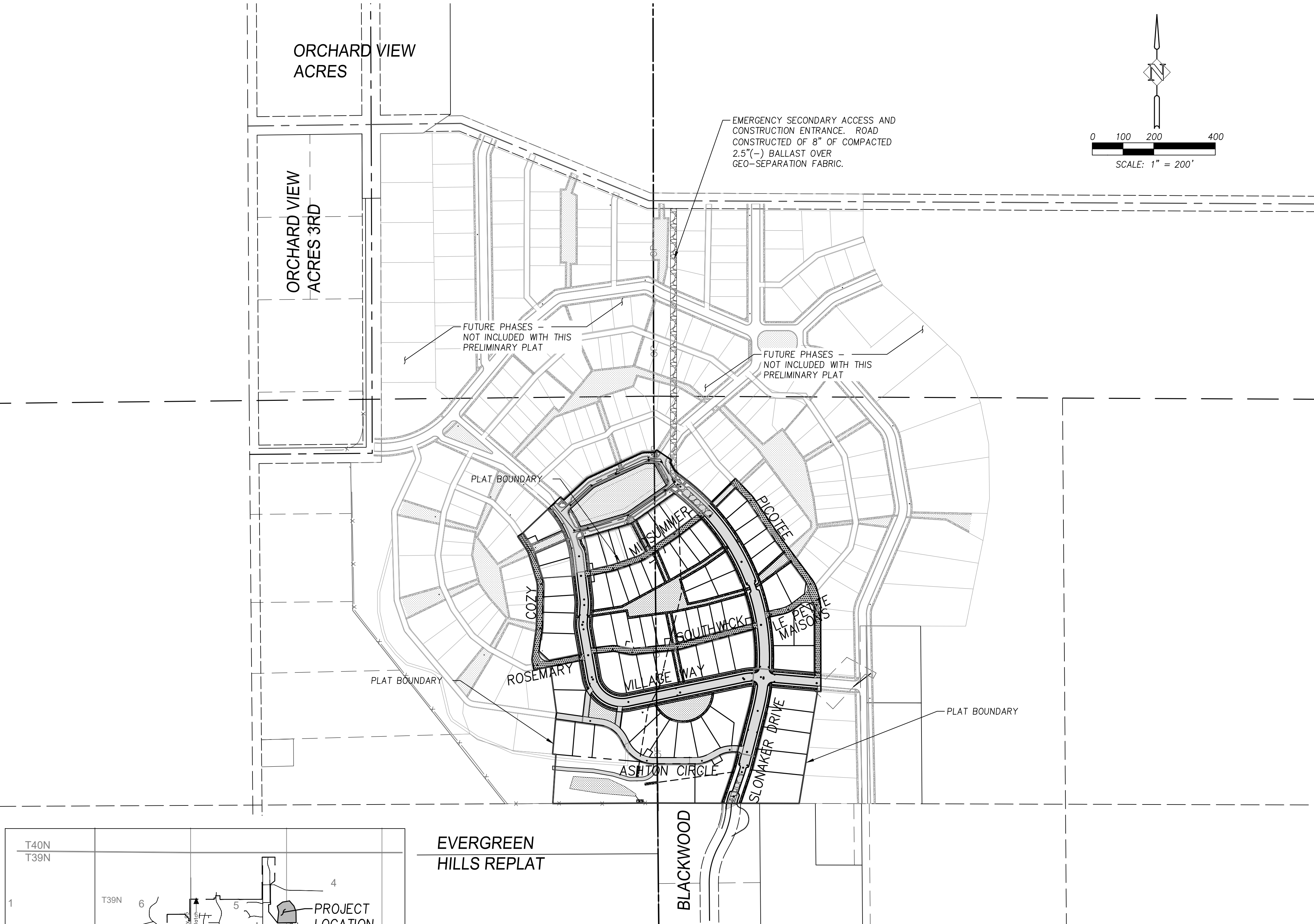
SHEET NO.

C1.0

1 OF 9

JOB NO. W/N17.02

WENZ-03



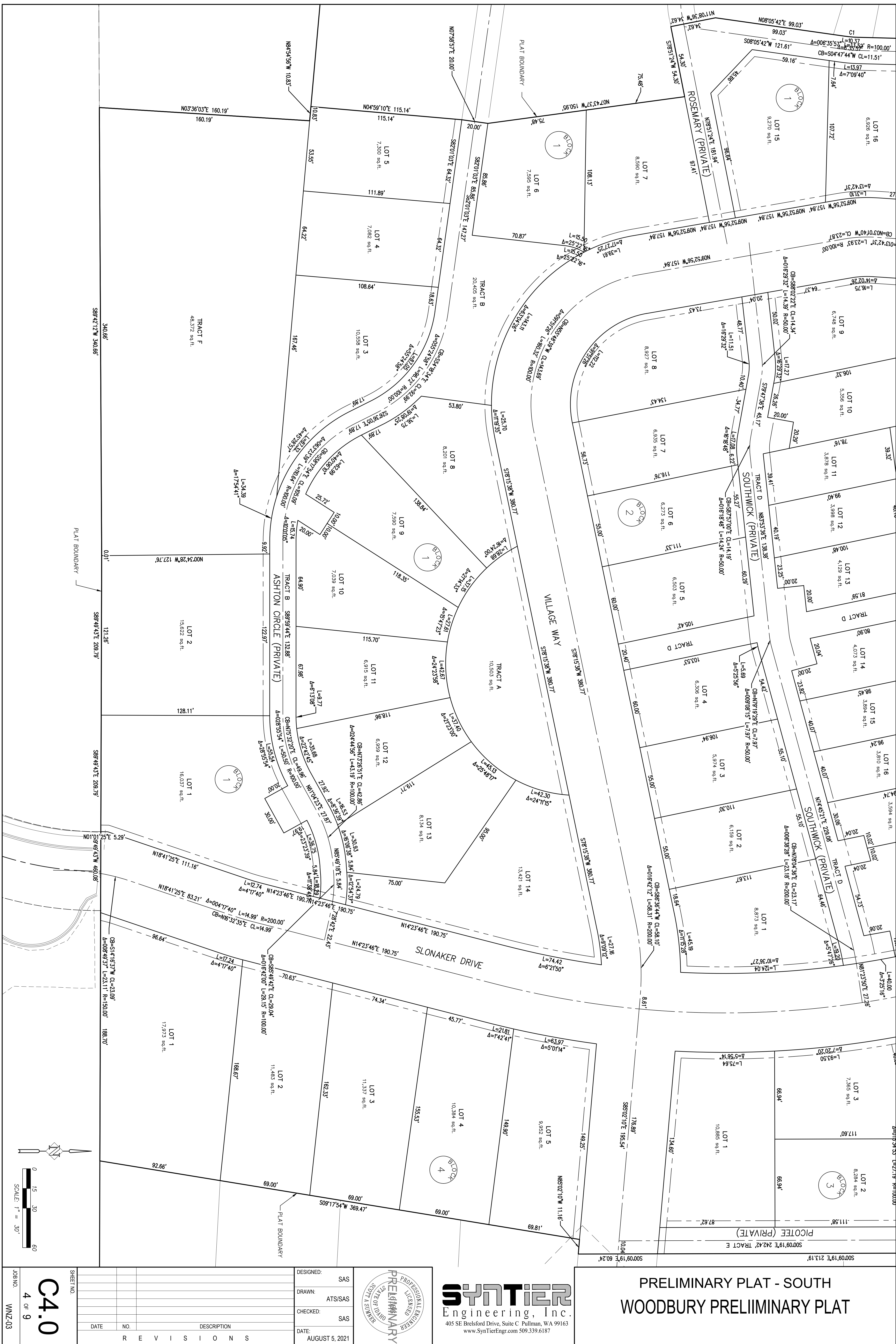
VICINITY MAP

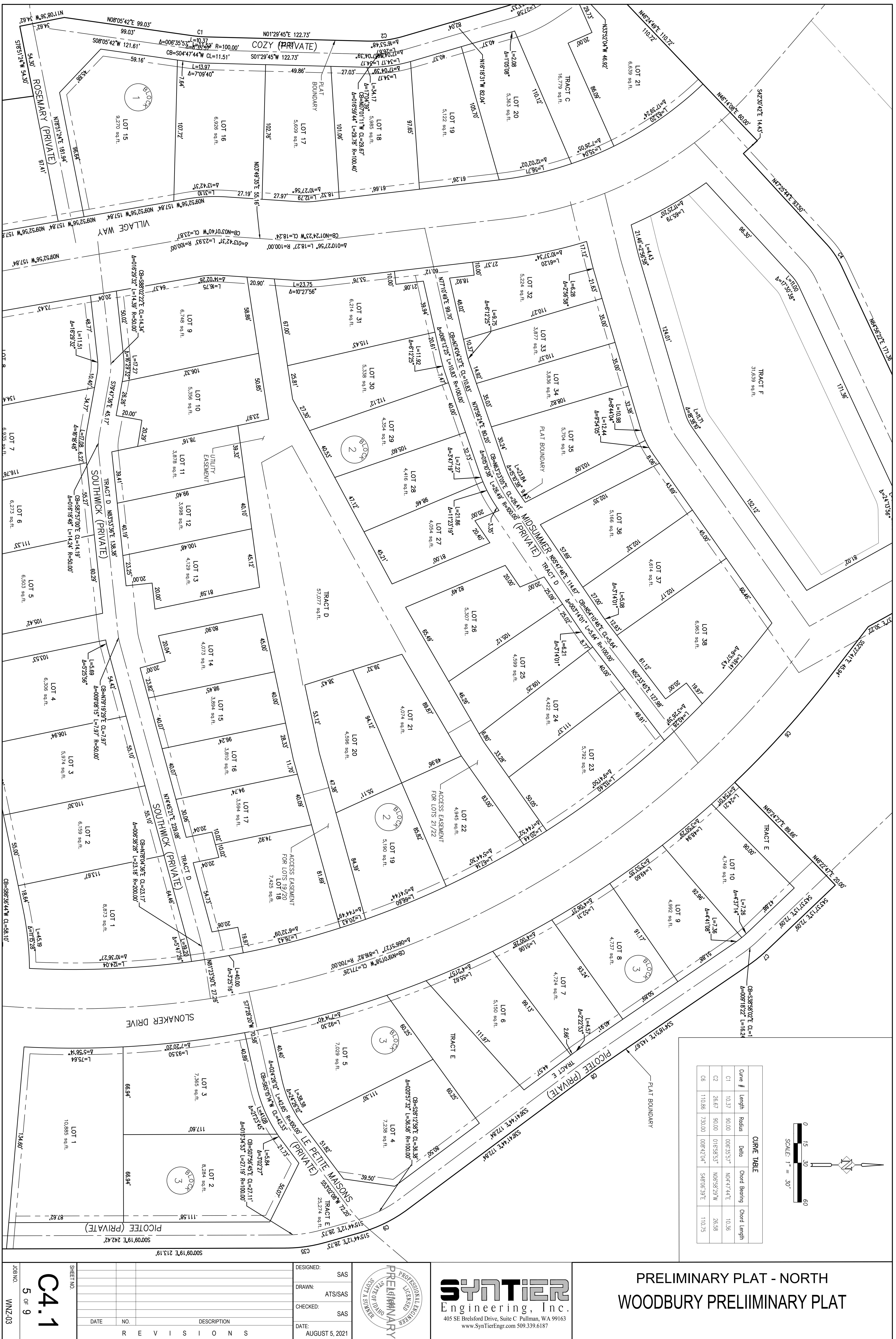
EVERGREEN
HILLS REPLAT

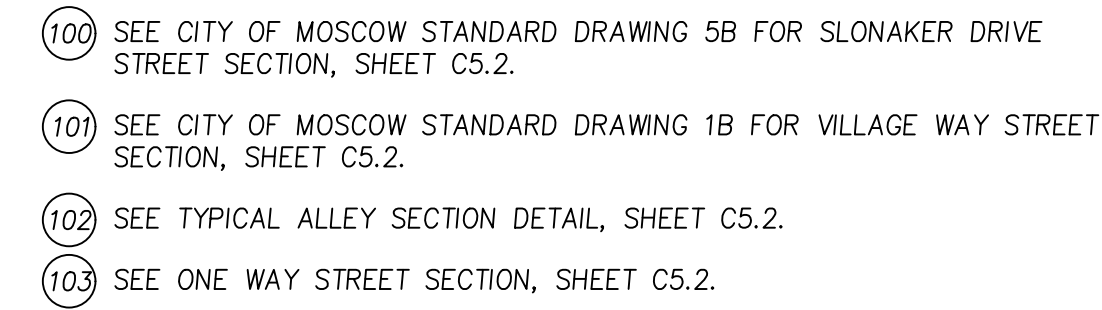
SHEET INDEX

- 1 C1.0 COVER SHEET
2 C2.0 PRELIMINARY GRADING PLAN
3 C3.0 PRELIMINARY UTILITY PLAN
4 C4.0 PRELIMINARY PLAT - SOUTH
5 C4.1 PRELIMINARY PLAT - NORTH
6 C5.0 SLOPAKER PLAN AND PROFILE 9+64 TO 21+40
7 C5.1 VILLAGE PLAN AND PROFILE 20+00 TO 33+00
8 C5.2 ROAD SECTIONS
9 C6.0 FIRE TRUCK ACCESS

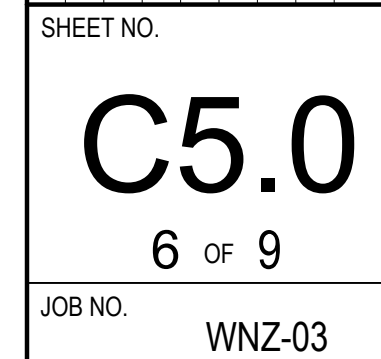
PREPARED BY SYNTIER ENGINEERING







SCALE: 1" = 60' (HORIZ.)
1" = 6' (VERT.)



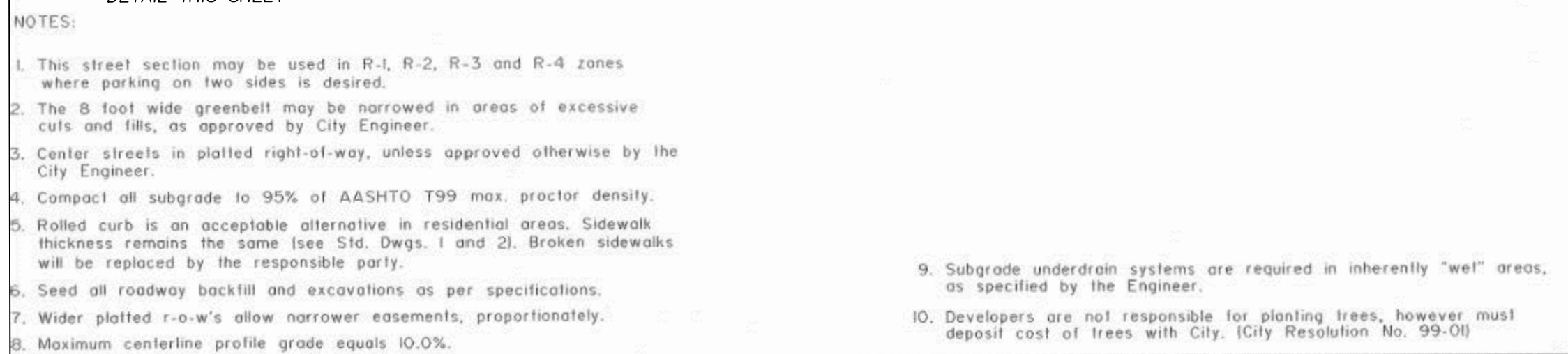
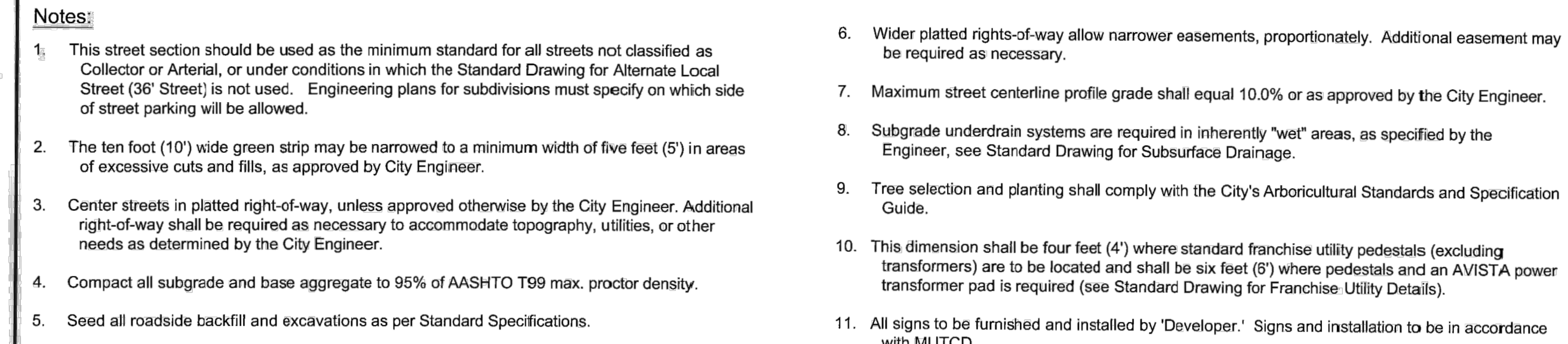
SynTier
Engineering, Inc.
405 SE Brelsford Drive, Suite C Pullman, WA 99163
www.SynTierEng.com 509.339.6187

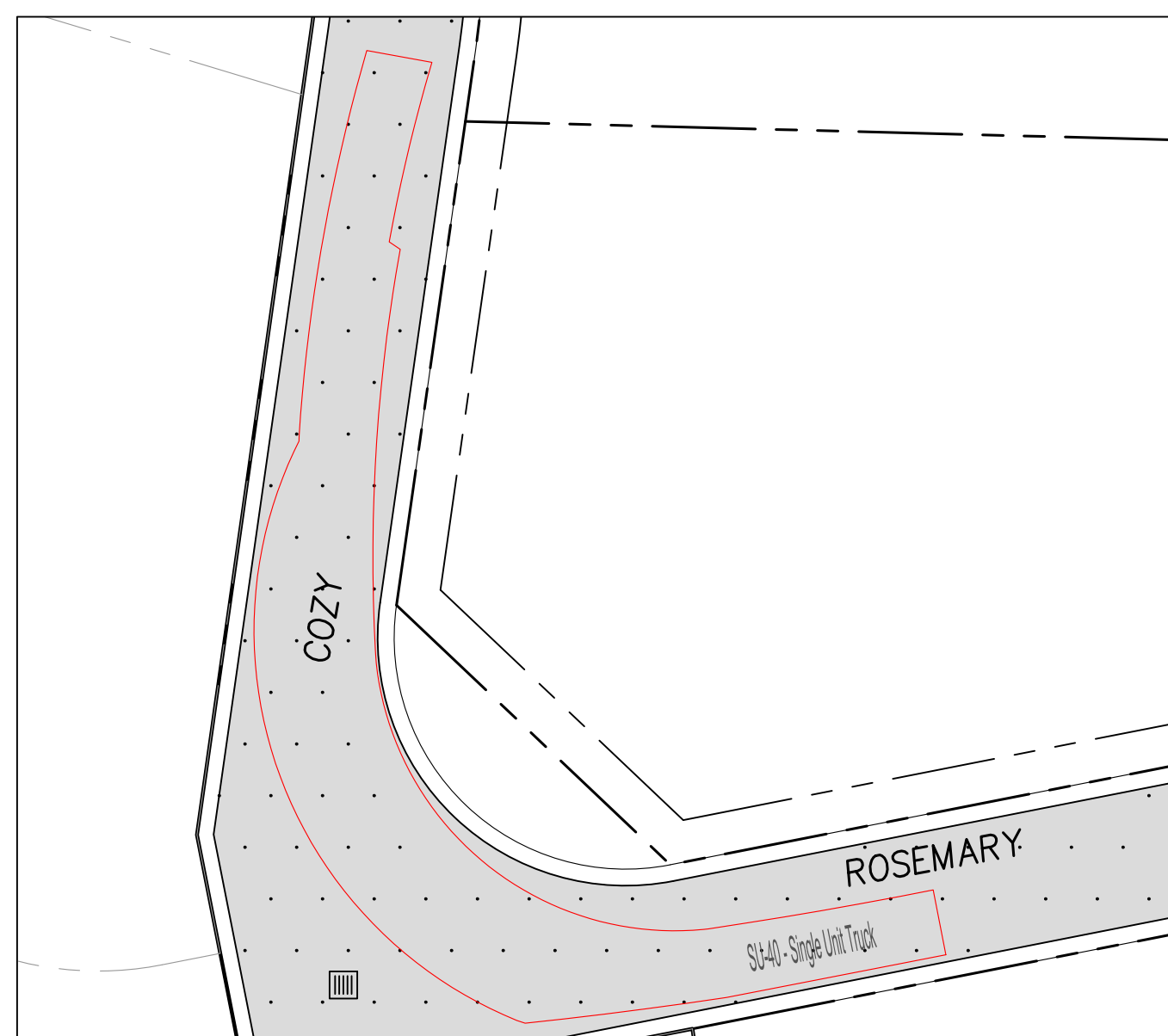
C-03			DATE:		AUGUST 5, 2021	SNO			
DESCRIPTION		R	E	V	I	S	O	N	S

DAHO
MOSCOW

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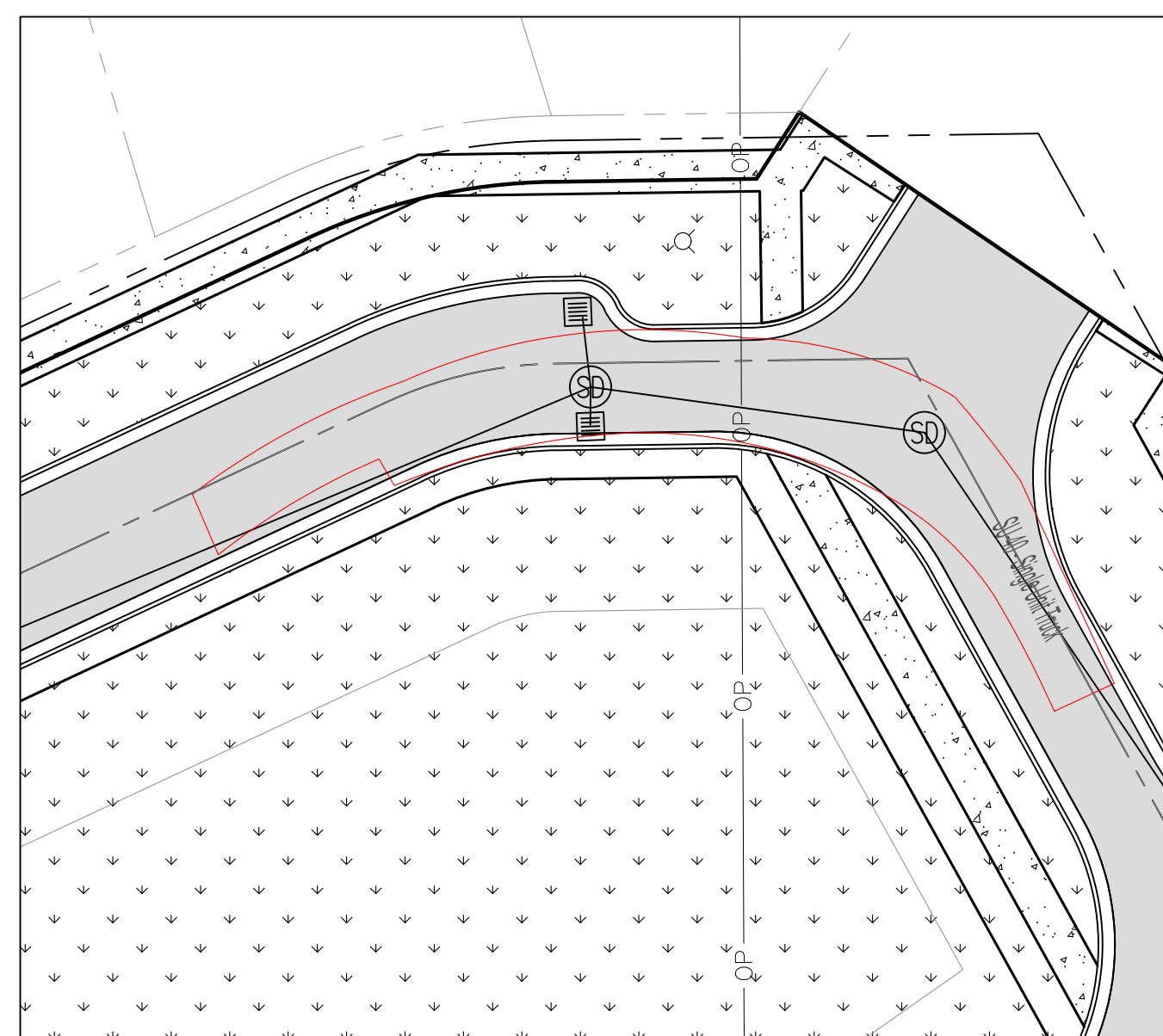
405 SE Belsford Drive, Suite C Pullman, WA 99163
www.SynTerEngr.com 509.339.6187





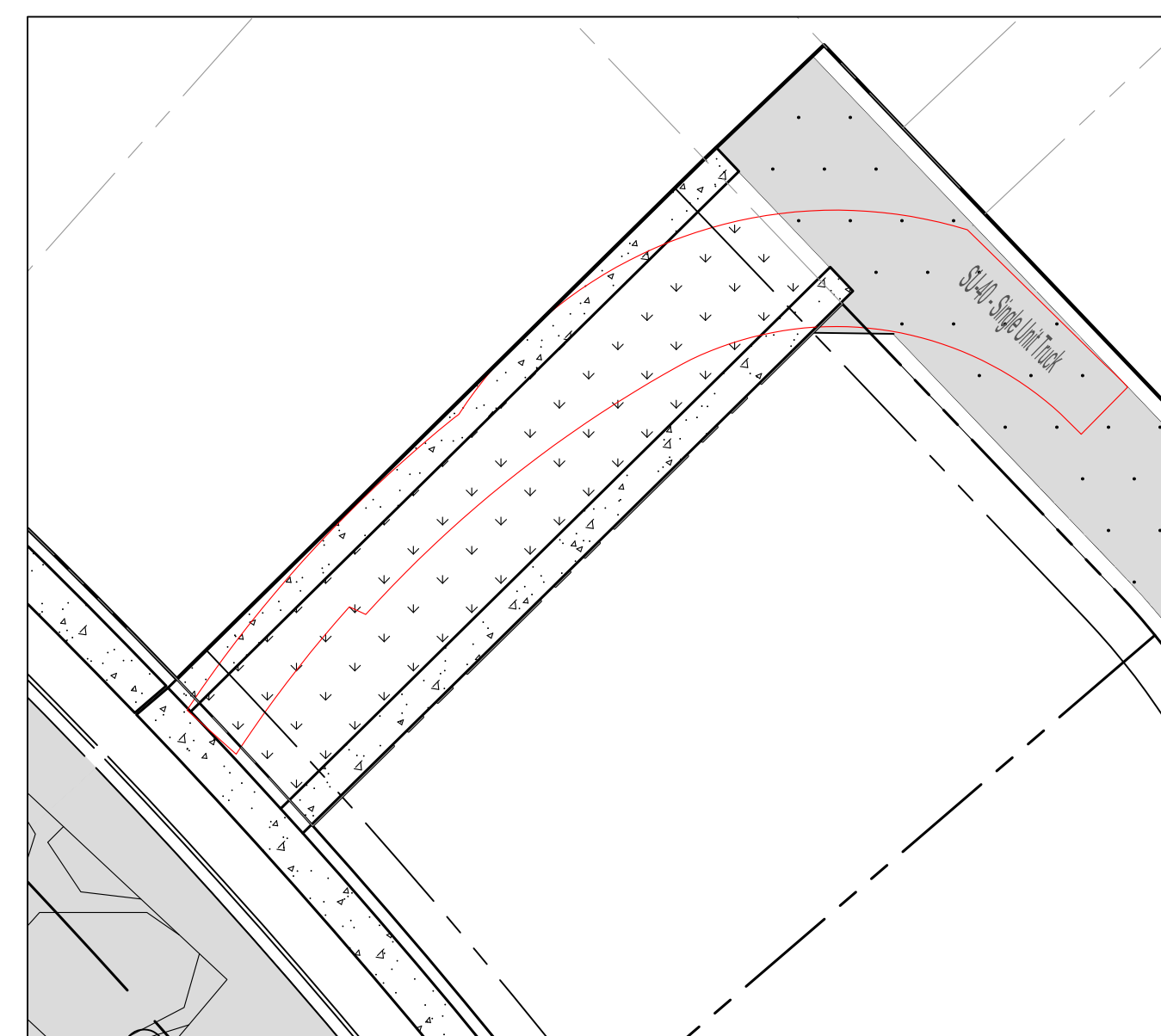
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SCALE: 1" = 20'



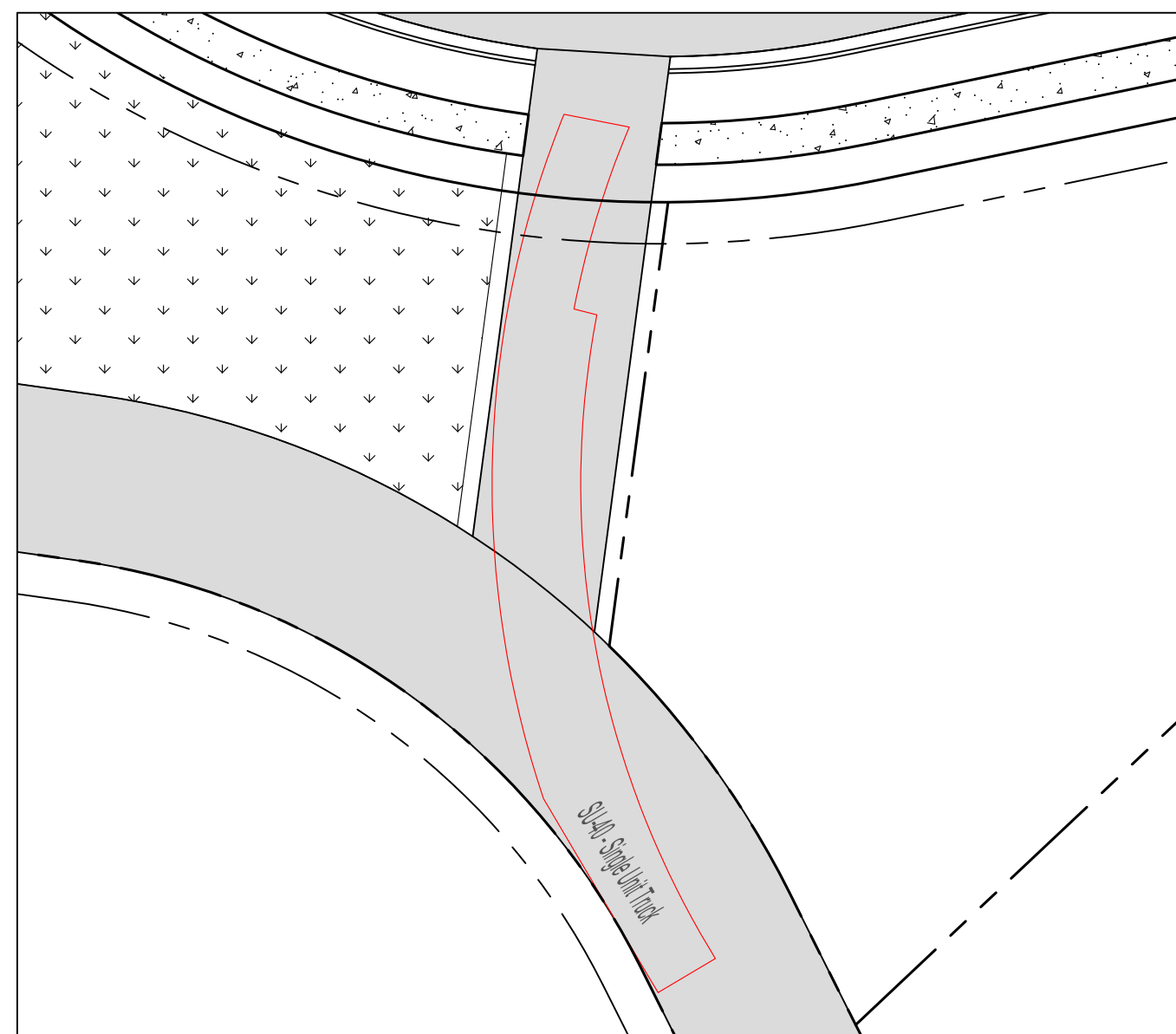
2 -SLONAKER LT NORTH PARK LANE

SCALE: 1" = 20'



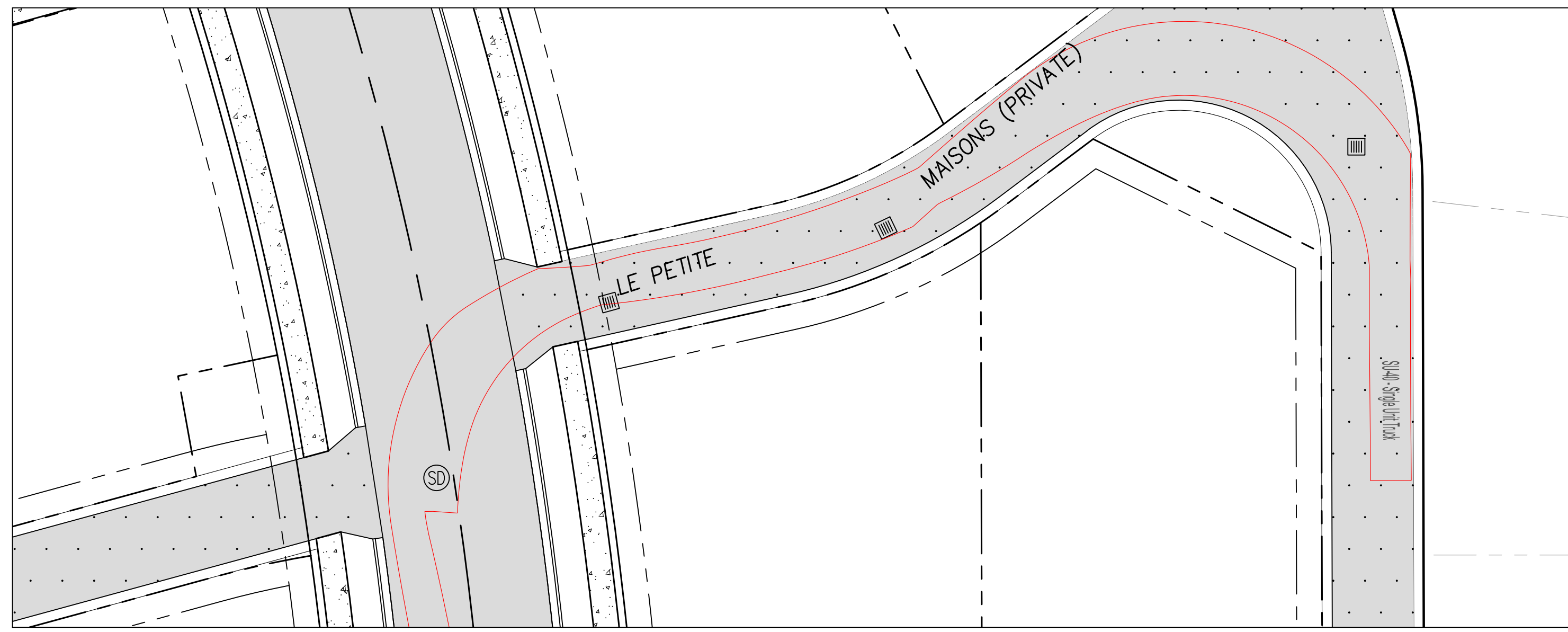
3 - PICOTEE LT TO TEMP FIRE ACCESS

SCALE: 1" = 20'



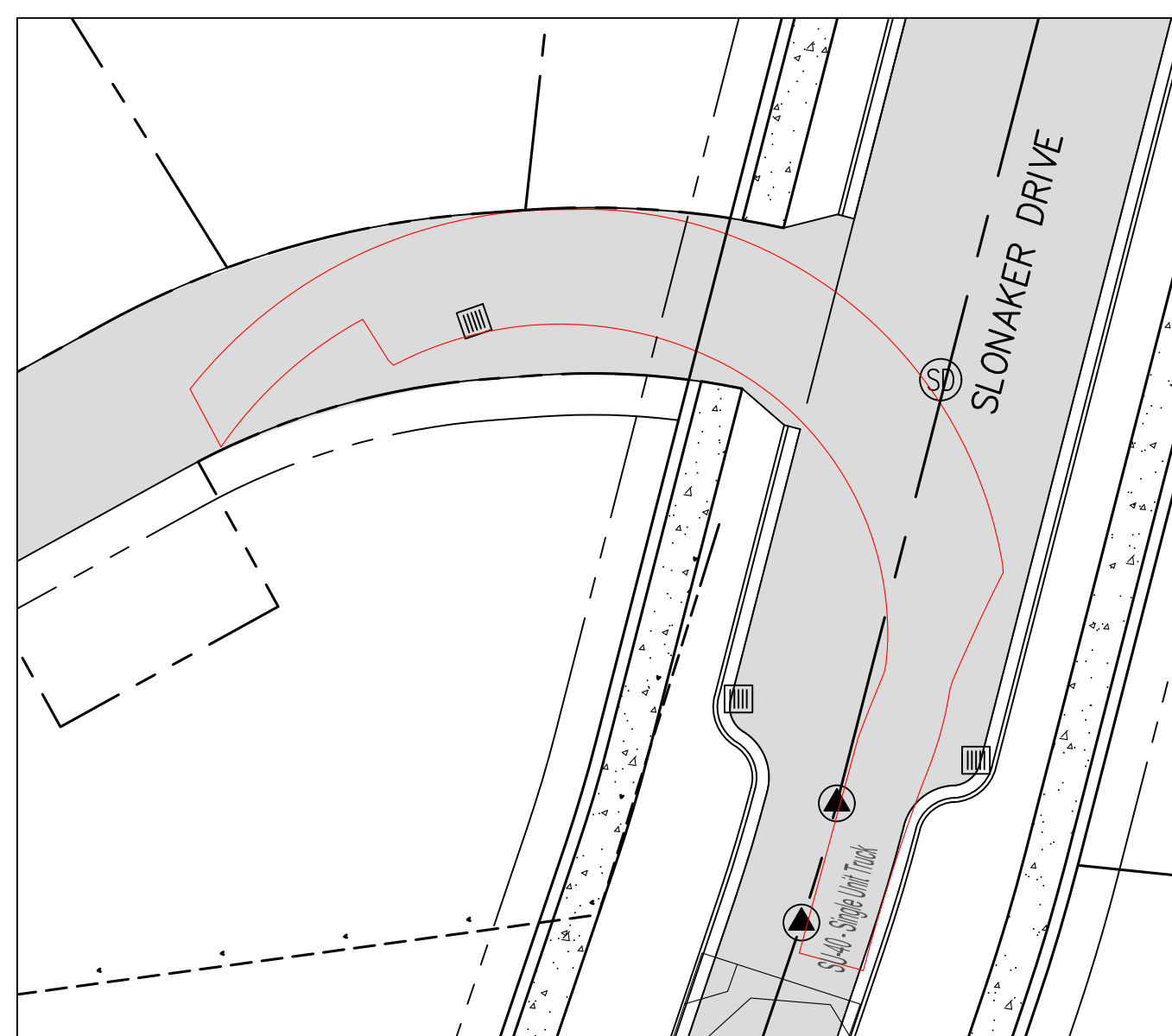
4 - ASHTON CIRCLE RT UNNAMED ACCESS

SCALE: 1" = 20'



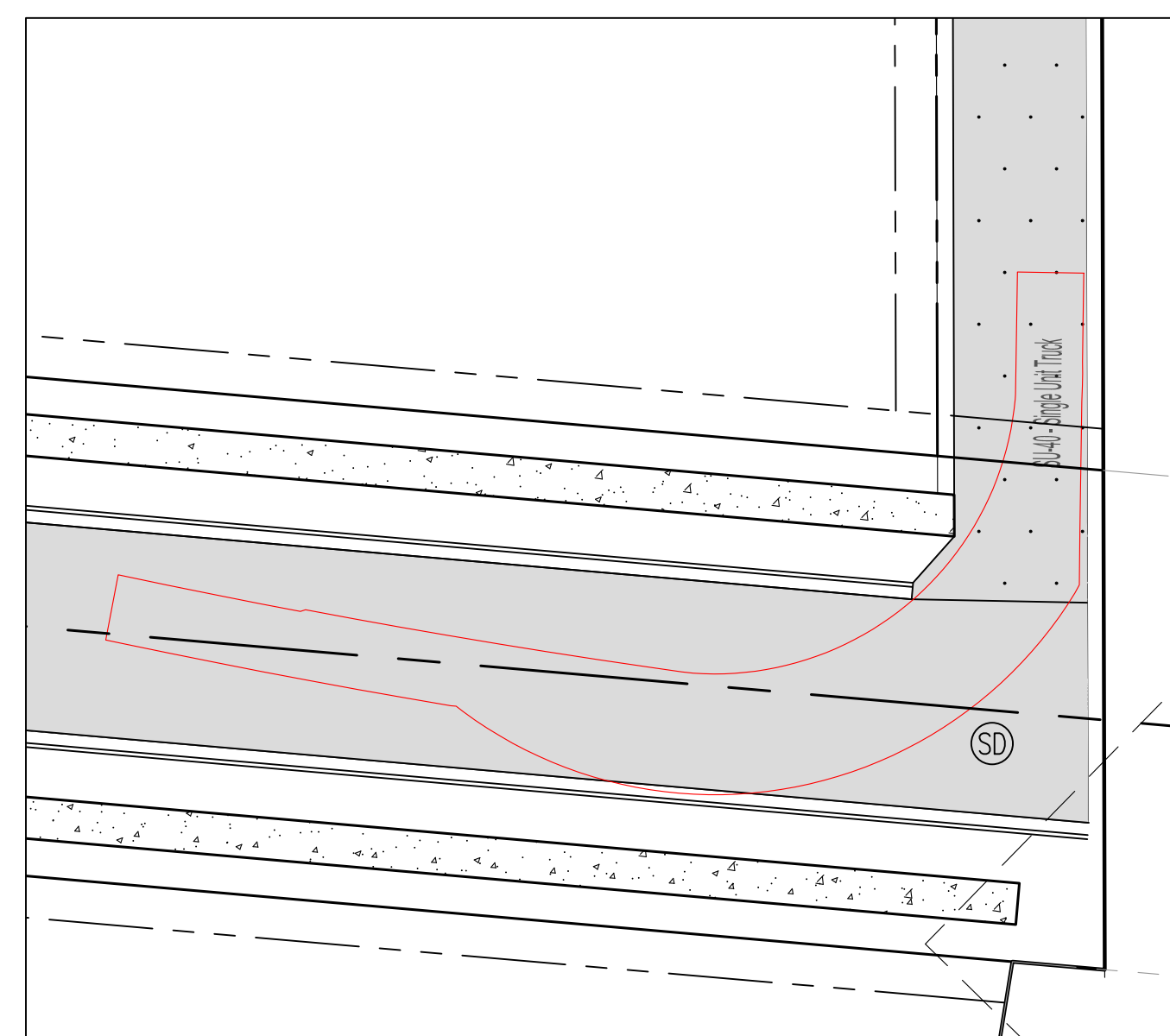
5 – PICOTEE LT LE PETITE MAISONS LT SLONAKER

SCALE: 1" = 20'



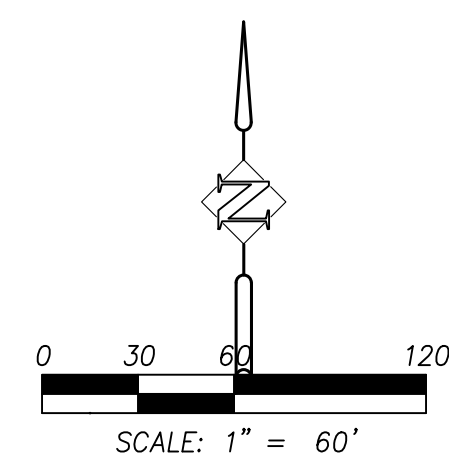
6 - SLONAKER LT ASHTON CIRCLE

SCALE: 1" = 20'



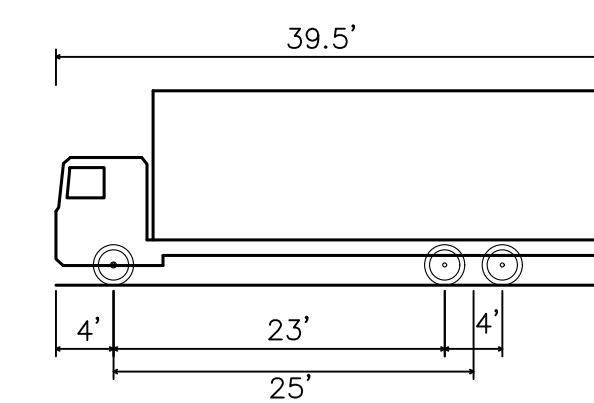
7 - PICOTEE RT VILLAGE

SCALE: 1" = 20'



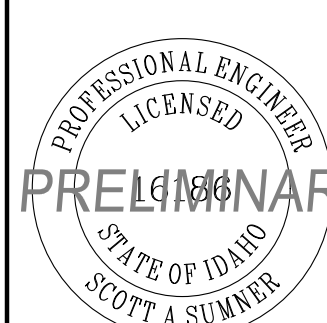
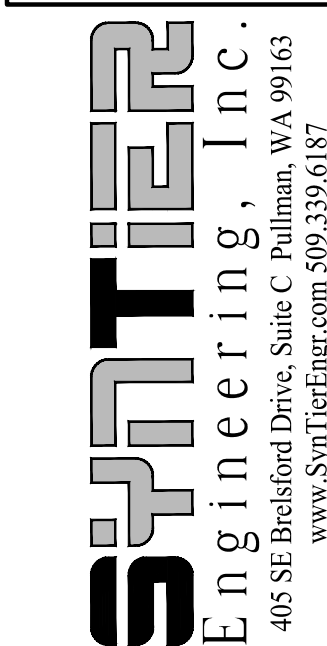
FIRE TRUCK ACCESS

WOODBURY PRELIMINARY PLAT



OVERALL LENGTH	40.000 FT
OVERALL WIDTH	8.000 FT
OVERALL BODY HEIGHT	13.500 FT
MIN BODY GROUND CLEARANCE	1.367 FT
TRACK WIDTH	8.000 FT
MAX STEERING ANGLE (VIRTUAL)	31.80°

SU-40 - SINGLE UNIT TRUCK



DESIGNED:	SAS
DRAWN:	ATS/SAS
CHECKED:	SAS
DATE:	AUGUST 5 2021

[illegible]

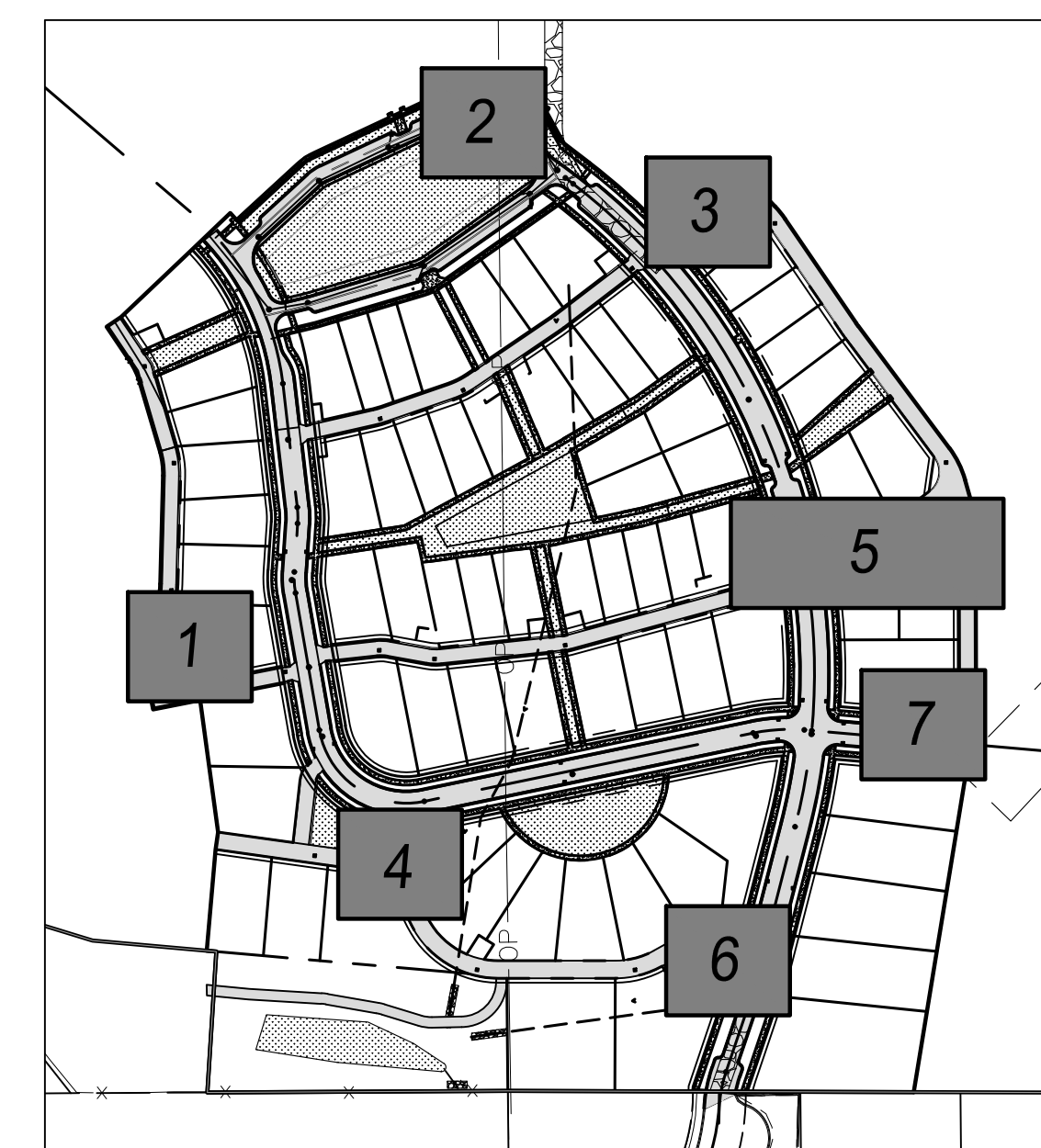
SHEET NO.

C6.0

9 OF 9

JOB NO

WN7-03



KEYMAP



**CITY OF MOSCOW
COMMUNITY DEVELOPMENT**
Ph.: 208-883-7035
Fax: 208-883-7033
jfleischman@ci.moscow.id.us

For City Use Only			
Date Received			
Dept	Fee Type	Fees	Paid
CD	Preliminary or Major Amendment	\$565	
CD	Minor Amendment or Design Review	\$220	
Receipt Number			

APPLICATION FOR PRELIMINARY PLANNED UNIT DEVELOPMENT OR PUD AMENDMENT

APPLICANT:

Name: Wintz Company, LLC Telephone: 208) 596-5555
Complete Address: 1004 Dairy Lane, Moscow, ID 83843
E-Mail: mark@wintzcompany.com Fax: _____

OWNER: (if other than applicant)

Name: Trail Family, LLC Telephone: _____
Complete Address: _____
E-Mail: _____ Fax: _____

PROPERTY:

- Proposed PUD Name: Woodbury
- Address or Parcel Number: _____
- Legal Description: _____
(Subdivision) (Block) (Lot)

If described by Metes and Bounds, please attach deed on a separate sheet.

PROJECT DESCRIPTION: Please describe the new (or revised) use, design and construction for the above-described property.

Residential single family detached homes. Density is approximately 3.5 units to the acre. Employs new-urbanist ideas including narrower streets to slow traffic, alleys for rear auto storage, tighter front setbacks to allow for more natural exchange with people on the sidewalk or street, etc.

The proposed activities and use shall be shown on an attached site plan drawn to a standard engineer's or architect's scale. The site plan shall show, label and dimension all property lines and easements, existing and proposed buildings, parking lot and driveway(s), fencing and landscaping. A site topography map shall be provided when appropriate.

FOR MINOR AMENDMENTS/DESIGN REVIEW ONLY: SKIP TO SIGNATURE LINES ON PAGE 3

AUTHORIZATION:

1. Section _____ of the Moscow Zoning Ordinance authorizes the proposed use through a Planned Unit Development application.
2. The Moscow Planning and Zoning Commission must make findings of compliance with the following six **relevant criteria and standards**. Please indicate in the spaces provided below the justifications you believe show compliance with each of the relevant criteria and standards:

A. The proposed development is consistent with the Comprehensive Plan.

Sections 2.2.2 and 2.2.3 - Project promotes unique owner occupied housing including well-appointed small houses (from 1150 s.f.) designed for mature singles and couples. Section 2.5 Project recognizes and implements great streetscapes and well landscaped grounds.

B. The proposed development is consistent with the intents and purposes of Chapter 7 of the City Zoning Code.

Chap. 7 - "The purpose of the PUD option is to encourage innovative, economical, attractive, environmentally sensitive and mixed use development with open space and recreation, and which efficiently locates public and private services. Woodbury does all these things."

C. The proposed development is compatible with the character and uses in the surrounding area.

The project is compatible with its surroundings. The neighborhoods on the south and west are low to moderate density detached housing. Care has been taken at the interface to blend with our neighbors in terms of density and green space.

D. Public Services and utilities are available or can be made available and are adequate to accommodate the proposed development.

All utilities are directly accessible.

E. The proposed development will not endanger the public health or safety.

In our opinion the Woodbury neighborhood may be the most healthy and safe neighborhood in Moscow because it conscientiously promotes outdoor engagement and has worked to narrow the streets and slow down autos.

F. The residential densities, proposed land uses, and design proposed with the development promote the innovative, efficient, economic, and attractive development of the subject property.

Our design objective was to combine everything we know to be attractive in our past neighborhood experiences and bring it to bear in this limited space while addressing the broadest possible housing options with a special emphasis on mature singles and couples.

CONDITIONS OF APPROVAL:

The Commission may impose conditions including, but not limited to, those (1) minimizing adverse impact on other development; (2) controlling the sequence and timing of development; (3) controlling the duration of development; (4) assuring that development is maintained properly; (5) designating the exact location and nature of development; (6) requiring the provision for onsite or offsite public facilities or services; (7) requiring more restrictive standards than those generally required in an ordinance; and/or (8) requiring mitigation of effects of the proposed development upon service delivery by any political subdivision, including school districts, providing services within the planning jurisdiction.

Compliance:

- 1) Should the preliminary PUD be approved, a final PUD review before the original decision making body is required to determine whether the proposed development conforms to the intent and conditions of the preliminary PUD approval.
- 2) Approval of a preliminary PUD proposal shall expire automatically eighteen (18) months after the date of approval unless final PUD approval has been obtained prior to such time.
- 3) Where final PUD plans approved by the decision making body are subsequently modified following such approval, such plan modifications must be submitted to the Community Development Department to be reviewed for substantial conformance with the approved plans. If plan modifications are not in substantial conformance, the plans may need to go through a minor or major amendment process as detailed in Section 4-7-13 of Moscow City Code.

Revocations:

- 1) If building permits pertaining to an approved PUD, consistent with any proposed phasing, are not obtained within eighteen (18) months of the final PUD approval, such final PUD approval shall be immediately revoked and shall be automatically null and void.
- 2) The applicant may request a one (1) time extension of a final PUD approval not to exceed one (1) year. Such request shall be in writing and shall be approved by the applicable decision making body prior to expiration of the original PUD approval or such approval shall not be granted.

SUBMITTAL:

This application must be completed and submitted with the below-described items to the Moscow Community Development Department before the application will be scheduled for a public hearing:

- Completed application.
- Payment of application fees.
- Site Plan, drawn to scale (1 full size electronic copy; two 11" x 17" hard copies)
- Floor Plans, drawn to scale (1 full size electronic copy; two 11" x 17" hard copies)
- Elevation Drawings and/or Renderings, drawn to scale (1 full size electronic copy; two 11" x 17" hard copies)

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

Applicant's Signature

Date

Property Owner's Signature

Date

An Introduction to the Woodbury Neighborhood

Moscow, Idaho

Wintz Company, LLC

The proposed Woodbury Neighborhood is a master-planned neighborhood to be located on approximately 82 acres currently in the County. The neighborhood will be connected to the Orchard Avenue neighborhoods by means of Arborcrest, and the Blackwood neighborhood by means of Slonaker. Trail Road is its boundary to the north.

Although the entire project as concept designed is what is in mind, this application requests approval of Phase One, which is 21.48 acres and 57 home sites. It was our opinion that the following narrative should describe the project as a whole so that the Commission and Counsel could best acquaint themselves with the long range goal and intent.

Taking its cues from the new-urbanism movement, an effort to restore the best design elements from our past experiences, the neighborhood design is intended to create a small scale community consisting of a number of micro-neighborhoods linked by tree-lined streets and integrate it into the larger scale fabric of suburban Moscow. These elements include rear loaded garages, front porches, shady streets, a considerable walkway system through a number of small parks and a good amount of landscaping that is installed by the builder at the completion of each home. Each home within the neighborhood is unique yet stylistically they harmonize with each other.

Beginning our tour at the center we have a common-green ringed by one-way streets and small scale houses. Building lots facing the "Center Park" area will sit on lots that average approximately 48 feet by 100 feet or 4,800 square feet. All lots facing the center park are supported by a surrounding system of alleys or "lanes" at the rear of each lot that will provide automobile access to parking, fire access and trash pickup. Utility easements are relegated to the lanes allowing each front yard to be a continuously landscaped green space instead of the clutter that intermittent driveways, cars and utility pedestals can present to a streetscape. Neighborhood business will be allowed on building sites located on the west end of this central neighborhood.

Moving concentrically out we have four "Cottage" neighborhood clusters that surround the Center Park core. These four distinct micro-neighborhoods each have a center "common green" on which they are focused and are interconnected by multiple walking paths. Each of the four Cottage micro-neighborhoods are envisioned as having a slightly different architectural theme while adhering to Woodbury's larger front-porch-cottage theme. Each home within a micro-neighborhood is unique yet stylistically they harmonize with each other. For example, there is Edgartown, a theme based on the small village on Martha's Vineyard that consists of all white cottages with black windows and shutters or Rosemary Park which is more colorful and eclectic or the French Quarter that flirts with steep roofs and dormers and so on. In all cases, general floor plan orientation will be toward the front of the house, which looks onto and takes direct access to a sidewalk and the landscaped common green.

The arrangement as a group of homes that relate to each other and share open lawn is intended to raise a greater sense of belonging and security. As mentioned, homeowners park in garages that are accessed from the outer lanes. For visitors there is no mistaking the entry points. Broad tree-lined walks extend out to the surrounding street system and lead the residents and visitors to the inner court

and the front walks, porches and doors of each residence. Parking for visitors can be found on the surrounding streets or in an extra space provided on the homeowner's lot and accessed via the rear alley. Individual homes in the Cottage neighborhoods sit on lots that average approximately 4,800 square feet. The average lot size including the immediate common areas allocated to the that lot is greater 6,000 square feet.

The next ring of homes and micro-neighborhoods surround the Cottage core and are considerably larger in lot size. For general reference we are using the name "Fort Russell" for this lot type because of its similarity with our older Moscow neighborhood in terms of lot size, tree-lined public streets and alleys. Green spaces abound as connections to the inner and outer walking paths and some neighborhoods cluster around a center landscaped area both at the north and south ends. The more conventionally sized lots will accommodate a larger home than the cottage lots, homes that can grow to be modified to meet the owner's changing needs. Required parking in the rear off the alley will keep the fronts clear of driveways and provide an uninterrupted swath of front yard landscaping. The right species of street tree that can provide an umbrella of shade will be a required planting.

At the perimeter, where the neighborhood adjoins Arborcrest, Slonaker and the east edge we are proposing large "Garden" lots. Most of these lots will have garage access directly from the street they front on. Garages will be held back a minimum of 20'. At Slonaker, the intention is to blend with the existing neighborhood in terms of house setbacks, street width, parkway width, sidewalks and street tree species. The design goal is to accomplish a smooth transition as one moves from the Slonaker typology through the Fort Russell ring to the more compact feel that will be characteristic of the Cottage and Center Park core of Woodbury.

Walkways and paths

Woodbury was laid out to be a pedestrian dominant environment with paths, walkways, shady rear lanes and classic tree-lined streets. Strolling, jogging and biking are expected to be a key feature for local residents and offer endless variations to one's routes given the concentric design with bisecting paths. Altogether, innumerable options for a pleasant walk are available.

Streets

Woodbury was designed to diminish the impacts of autos and auto traffic while encouraging pedestrians and bike traffic. This is being accomplished by narrowing the streets, creating pinch points at walkway crossings and making non-typical street connections with slightly unconventional twists and turns, which altogether send intuitive signals to auto drivers to slow down and be alert. The street system can be described as follow:

- Slonaker – Public. Continue with a 34-foot section with parking on both sides. Create bulb-out pinch points at a few locations to slow traffic.
- Village, Yeoman, Woodbury and North Highlands – Public. 28-foot wide with parking on one side.
- Ashton Circle, Park Lane and Park Place – Public. 20-foot wide plus four-foot compacted gravel shoulder with parking on one side.
- The Lanes – Private. 20-foot wide with 16 feet of paving and two feet of compacted gravel shoulders.

Public /Private Parks, Walks and Common Areas

Center Park and the undeveloped swath along southwest edge will be considered park lands dedication. The remainder of the parks will be privately owned and maintained by Woodbury. Parkways along public streets will be maintained by the Woodbury Home Owners Association.

The Woodbury Home Owners Associations

Woodbury is conceived to be a well-landscaped and well-maintained neighborhood community. To ensure that this goal is achieved, the Woodbury covenants will establish the planting requirements for “public areas” and then the Woodbury HOA will maintain these landscape areas, the publically dedicated open space along the southwest edge, the Center Park, paths and walkways on-going. Additionally, the Woodbury master HOA will be responsible for maintenance of the private lanes including snow removal. The Woodbury master HOA will be responsible for enforcing the covenants including parking issues on private lanes and public streets.

In addition to the master Woodbury HOA, there will be sub HOA formed for several of the micro-neighborhoods that provides a higher level of landscape maintenance and snow removal services specific to that group of homes. This arrangement in particular will be applied to the four “Cottage” clusters where the residents mutually enjoy a common area at their center. These common areas and the front yards that surround them will be designed and specified by the developer to present the setting as a balanced space that harmonizes. The master HOA and each sub HOA will have the authority to make changes over time as they see fit.

The Woodbury master HOA and sub HOAs shall be formed according to Idaho State laws for the maintenance of the common areas and enforcement of the CC&Rs. The HOAs shall be overseen by the Developer until such time as each group of homes are at least 50% sold and occupied and willing homeowners volunteer to join the Developer and then eventually take over to operate each of the HOAs.

Public and Private

Although there are many common area spaces woven into the Woodbury community plan that are privately owned and maintained, the intention is that these spaces will remain open to public access. An example of an exception would be a small pool, hot tubs or a pickle-ball court that is privately owned and managed by the HOA.

Use Easements

Village lots, Cottages and Fort Russell - To provide greater privacy between each residence, homes on the smaller lots will in many cases “nest” together: the “open” or active side of one house faces the “closed” or passive side of the one home next to it. The open side has large windows facing its side yard whereas the closed side has obscured and fixed or high windows, if any. This arrangement allows another measure of privacy. Along with this active/passive planning goes Use-Easements that allow the active side of one house to include the narrow and unusable side yard of the neighbor. This

consolidation makes one useful side yard out of two narrow yards with a fence dividing them. The Use-Easement is granted for landscaping and general yard use (nothing can be built in it) and the Grantor has the right to enter the Easement in order to maintain his house. A clear description of what a Grantee can and cannot do in the Use-Easement will be detailed in the neighborhood Covenants.

The Wintz Company - Experiences with Small Neighborhoods

The Wintz Company has built over 200 homes over the past 30 years including two projects for which they have received the Gold Nugget Awards from the Pacific Coast Builders Conference for “Best Small Home Project”. The Wintz Company is presently under construction on a cottage neighborhood in Pullman, WA.

www.kamiakcottages.com

www.wintzcompany.com

Ross Chapin and Associates, an architect in Langley, WA, has been building, designing and promoting small neighborhoods, first in the Northwest but now across the country, for 25 years. Along with the Cottage Company, Ross Chapin has developed a number of successful “small neighborhood” projects around the Seattle area. His work in this field has been featured in books published by the Urban Land Institute and he is the author of *Pocket Neighborhoods – creating small scale community in a large-scale world.*

The Wintz Company has been following the work of Ross Chapin and Associates for the past 15 years and has consulted with RCA on a number of ideas included in this project.

www.rosschapin.com

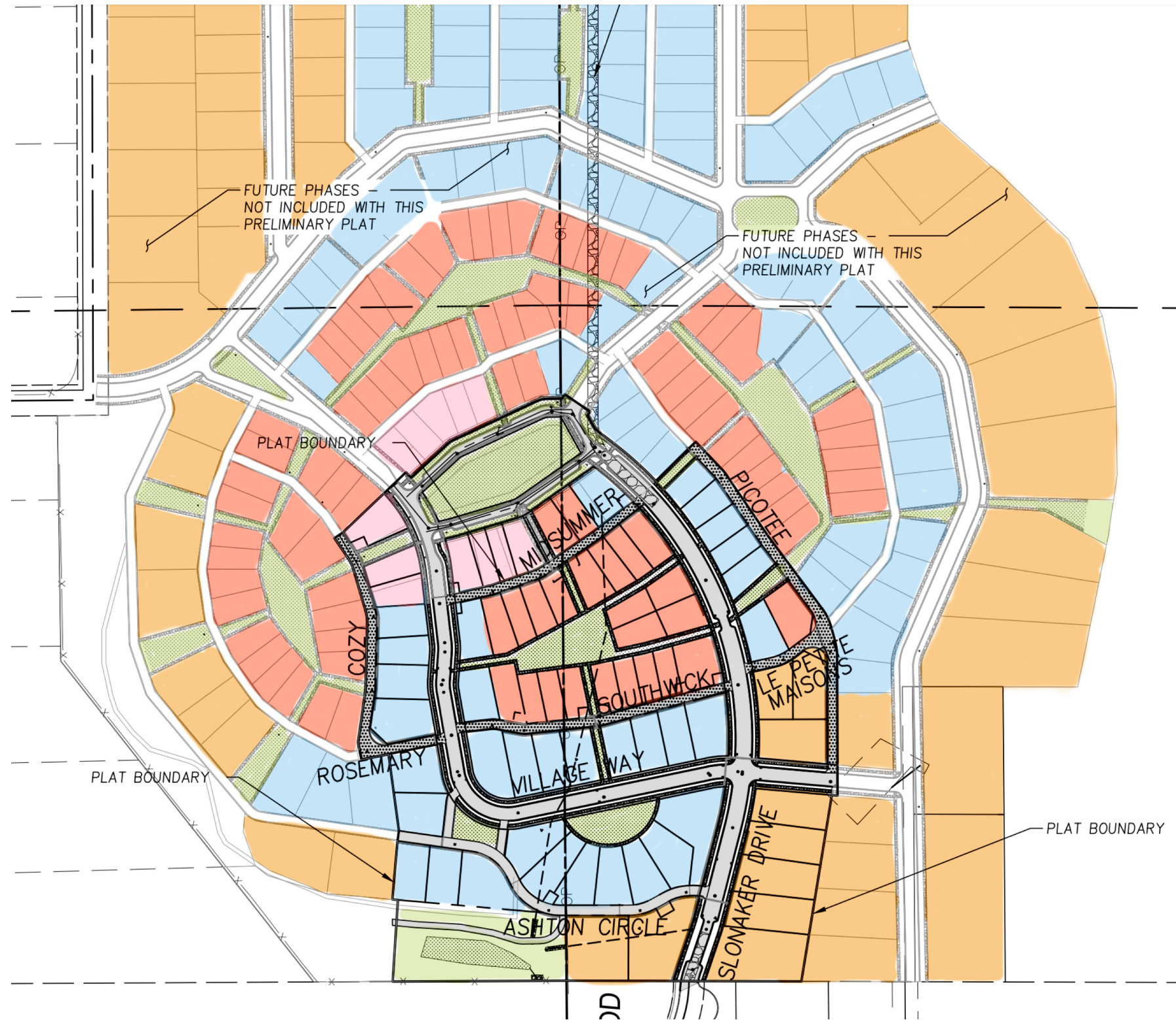
The Subdivision design was worked out in cooperation with Laurence Qamar of Laurence Qamar and Associates. Laurence received his MA degree from the university of Miami and then worked several years at DPZ, recognized as the industry leader in artful subdivision design. As Laurence Qamar and Associates, located in Portland, he has completed numerous notable new neighborhoods including the new town of Seabrook, WA.

www.DPZ.com – Andres Duany and Elizabeth Plater Zyberk

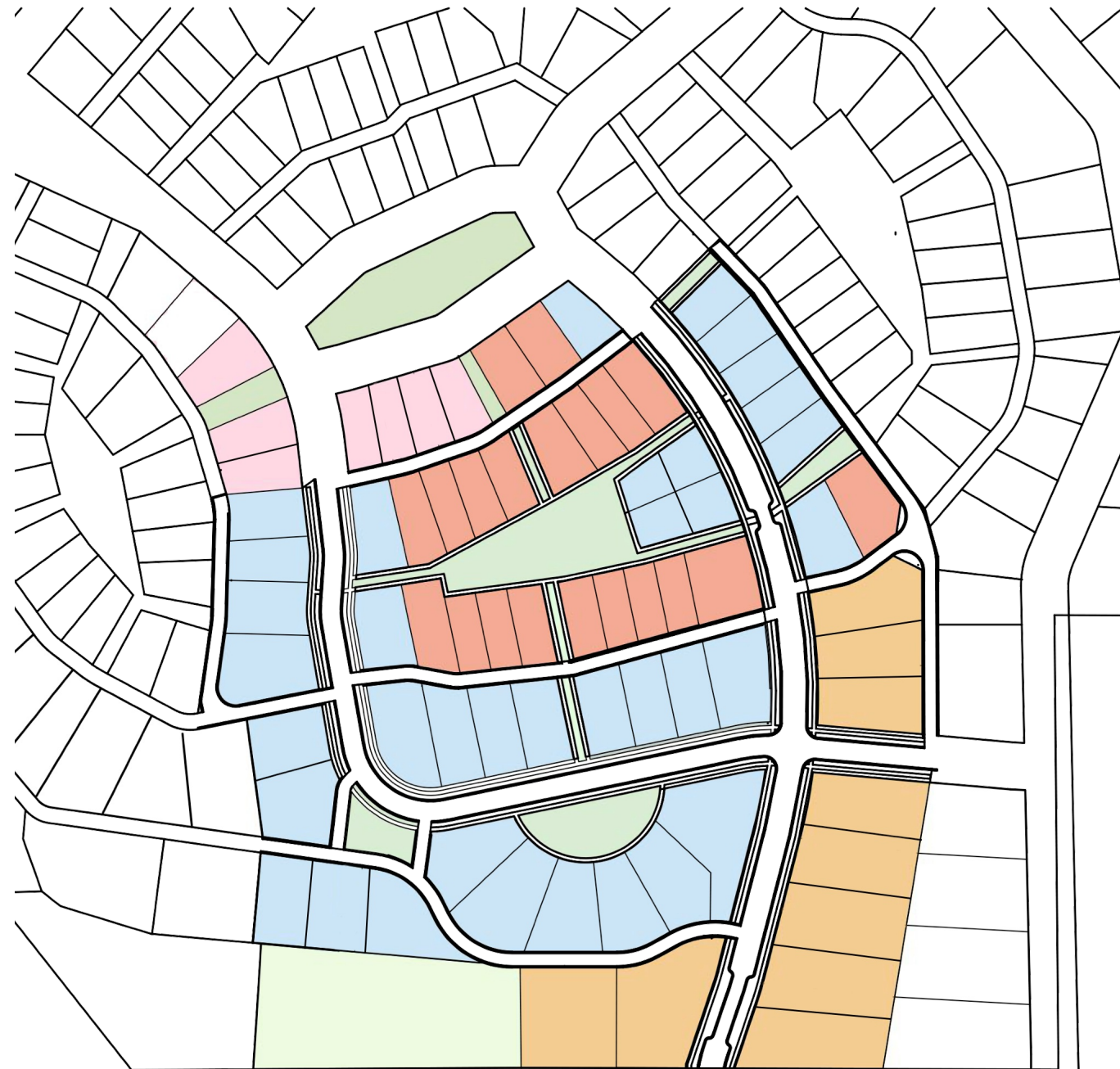
www.qamararchitecture.com – Laurence Qamar

Construction Schedule

Subject to approval, the Woodbury neighborhood is expected to begin earthwork in late Summer/Fall of 2021 and begin selling completed homes in the first phase by Summer of 2022.



Woodbury



Lot Types - Phase One

Woodbury offers a variety of lot types and locations ranging in size from approximately 3,800 square feet near the center to 37,500 square feet at the perimeter. For convenience, we have designed them as follows:

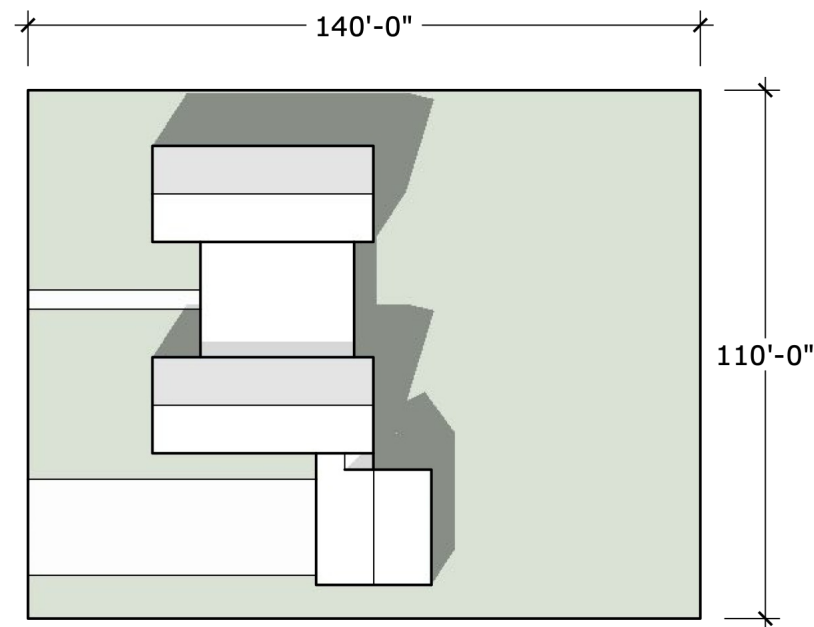
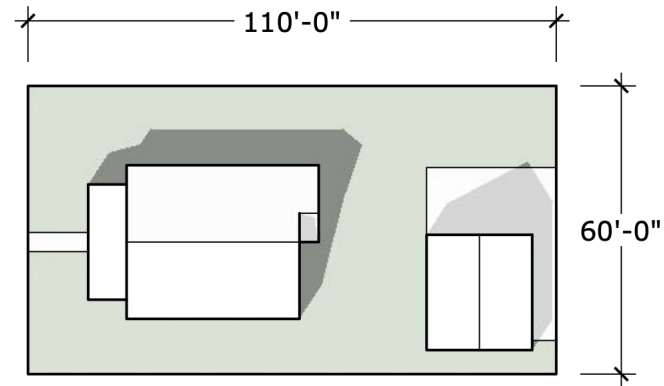
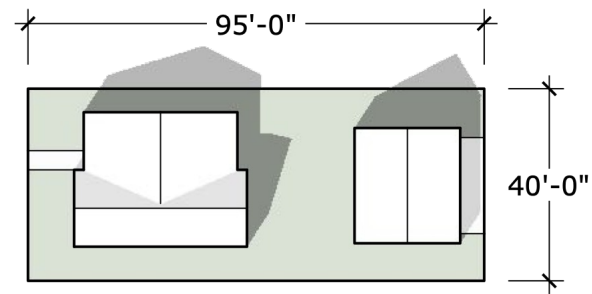
- Village-Those surrounding the center park
- Cottages-The four neighborhoods surrounding the Village
- Fort Russell-Larger lots that surround the cottage neighborhoods
- Garden Lots-Large lots at the perimeter that are not alley loaded

All lots in the Village, the Cottages and Fort Russell have rear lane access for garage parking allowing landscaped front yard that are uninterrupted by parked cars and driveways.

- Neighborhood Business
- Cottage
- Fort Russell
- Garden Lots

Lot Types

WOODBURY DEVELOPMENT



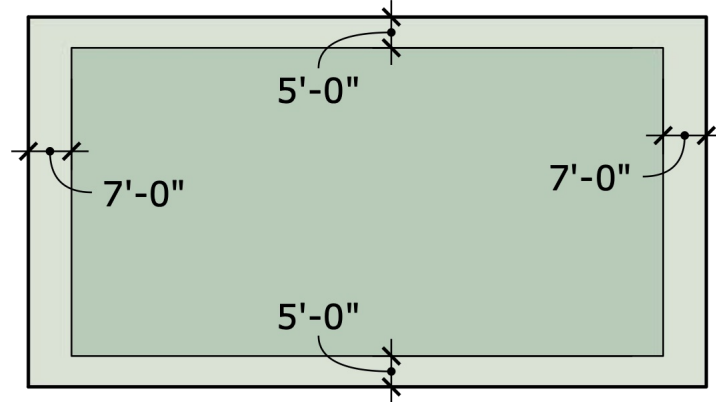
Lot Sizes

Lot widths, depths, and average size range as follows:

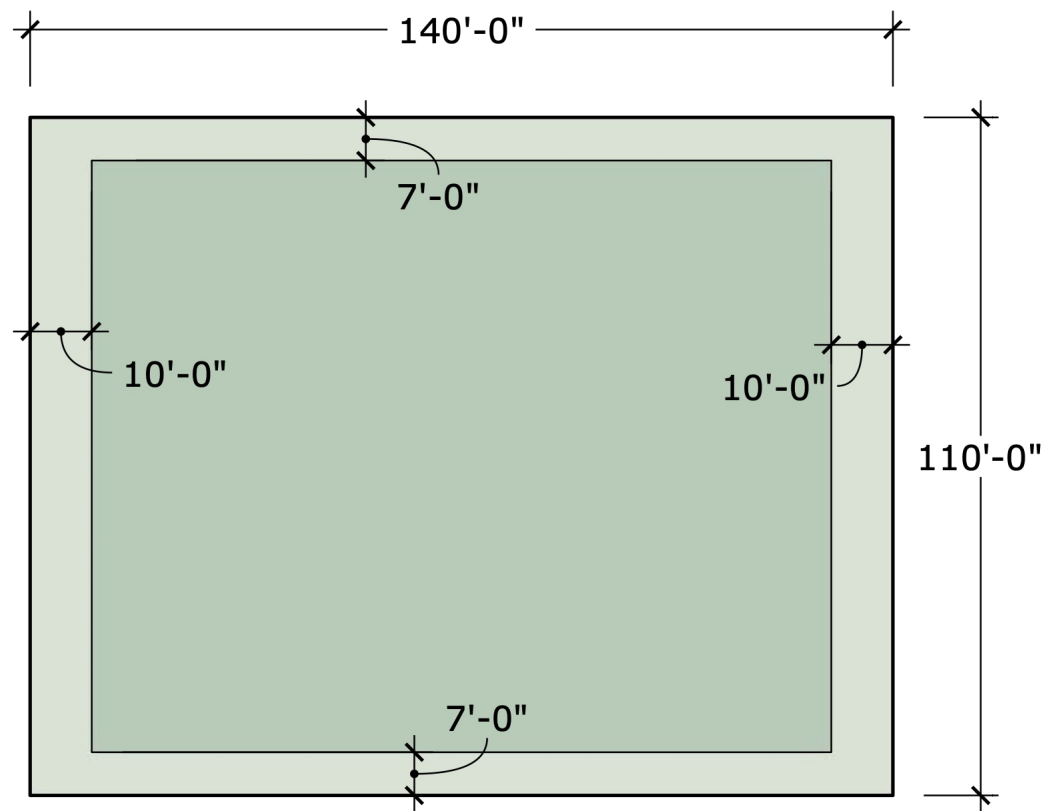
- Neighborhood business - Typically, 40 feet by 95 feet. Average size is 3,800 square feet
- Cottages – Typically, 40 feet by 95 feet. Average size of 3,800 square feet.
- Fort Russell – 60 feet by 110 feet. Average size of 6,600 square feet.
- Garden Lots – Typically, 110 feet by 150 feet. Average size of 16,500 square feet.

Lot Sizes

WOODBURY DEVELOPMENT



Center, Cottage and Fort Russell lots



Garden Lots

Setbacks

WOODBURY DEVELOPMENT

Front Yard Setbacks

Neighborhood business, Cottage and Fort Russell Lots

In all cases, Neighborhood business, Cottage and Fort Russell lots gain access to their garages from the rear or side of their lot, leaving the front available for landscaping and front porches. Given this condition where cars are not being parked in the front yard, it is our desire to move the house and the porch area forward so that people on the porch are in closer communication with the people in the street and on the sidewalk. Setbacks from the front property line or common area sidewalks on these lots shall be a minimum of seven feet.

Garden Lots

In most cases, Garden lots do not have alley access so the garage access will be from the street. Garages shall be held back a minimum of 20' from the front property line. Other portions of the house shall be setback a minimum of 10' from the property line.

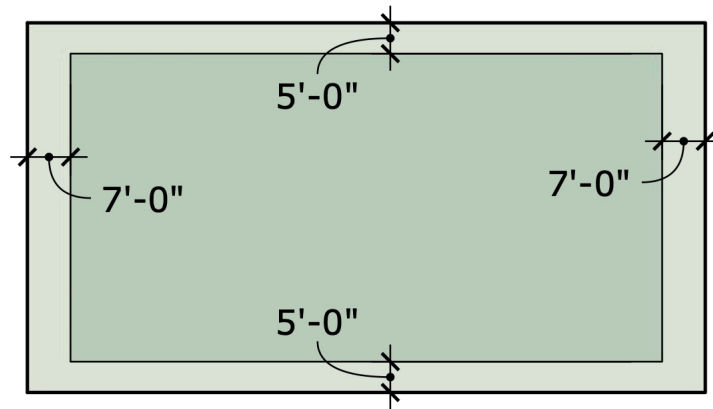
Rear Yard Setbacks

Neighborhood business, Cottage and Fort Russell Lots

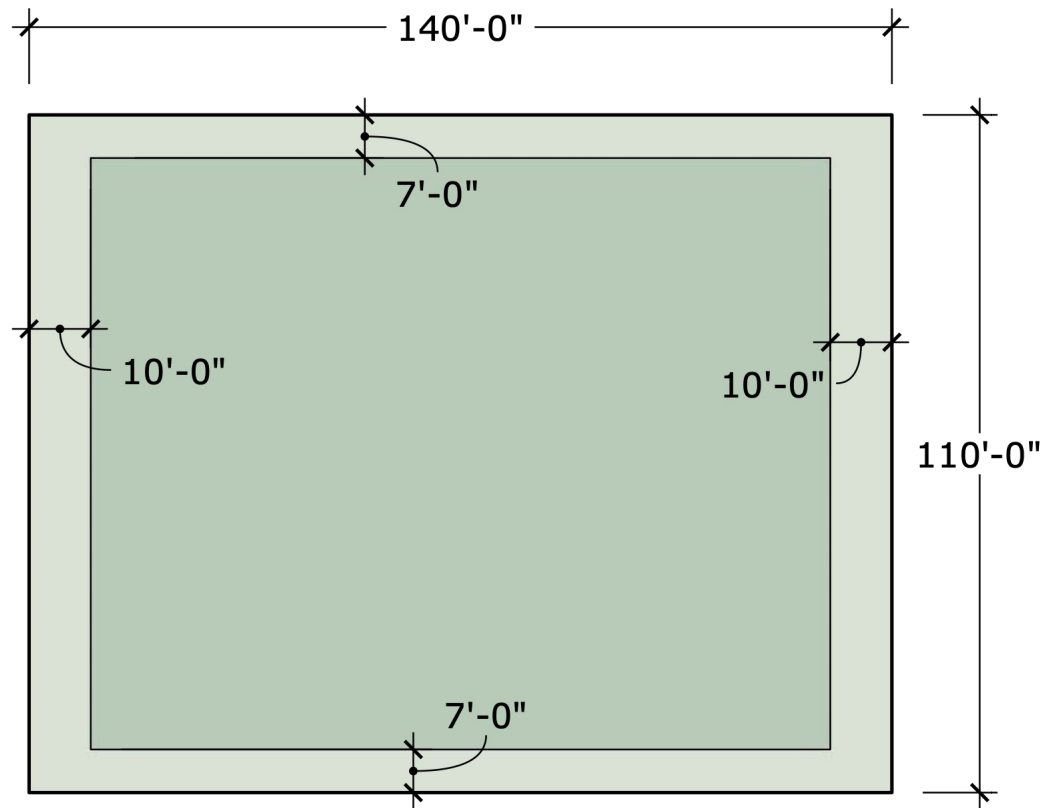
Given that these lots back up to an alley where no buildings can be constructed within a twenty-foot wide space, public utility easements notwithstanding, the rear yard setback, where a public utility easment does not exist, may be reduced to zero-feet from the rear property line. Where garages are taking direct access from an alley the setback to the face of the garage doors shall be a minimum of seven feet from the rear property line.

Garden Lots

Buildings shall be a minimum of 10' setback from rear property lines.



Neighborhood Business, Cottage and Fort Russell lots



Garden Lots

Side Yard and Side Street Setbacks

Neighborhood business, Cottage and Fort Russell Lots

Minimum five-foot setback on each side from side property line.

Garden Lots

Minimum seven-foot setback on each side from side property lines

Side Setback Exceptions

- 1 . Side street setbacks along Trail Road shall be 15 feet.
- 2 . Side yards that adjoin the existing Slonaker subdivision at the north end of Slonaker shall be 15 feet.
- 3 . Side yard setbacks in the Neighborhood Business Zone located in the Neighborhood business may be reduced to zero-feet.

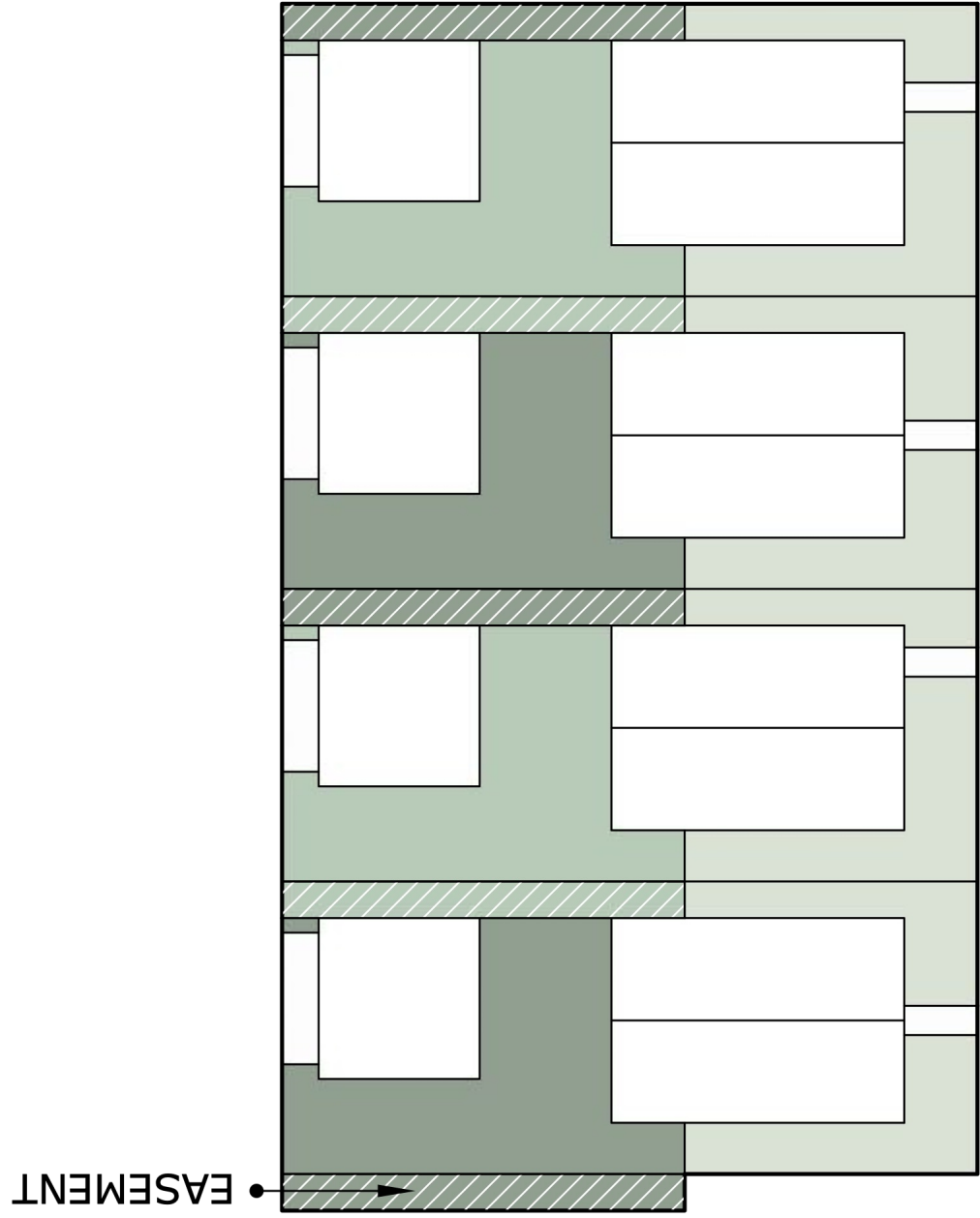
Setbacks

WOODBURY DEVELOPMENT

Lot Type	Uses	Average Lot Size	Minimum Setbacks			Off Street Parking	Encroachments or Exceptions
			Front	Sides	Rear		
Village Center - Neighborhood Business	SF Detached, Neighborhood Business, three lots or less attached	4,800 +	7'	0'	7'	Minimum 1 enclosed and 1 additional off-street space provided by parking pad, carport or garage.	Same as Cottage lots. Additionally, side setbacks between lots may be reduced to zero feet.
Cottage Lots	Single Family Detached	4,800 +	7'	5'	7'	Minimum 1 enclosed and 1 additional off-street space provided by parking pad, carport or garage.	Garages doors shall be set back to 7'. At front, side and side street setbacks, porches, bays and appendages may encroach up to 3'.
Fort Russell	Single Family Detached	6,600 +	7'	5'	7'	Minimum 1 enclosed and 1 additional off-street space provided by parking pad, carport or garage.	Garages doors shall be set back to 7'. At front, side and side street setbacks, porches, bays and appendages may encroach up to 3'.
Garden/Perimeter	Single Family Detached	16,000 +	10'	7'	10'	Minimum 2 enclosed and off-street spaces	Setback on garages to be a minimum of 20'
Carraige Houses - ADUs	Accessory Units	One, two and three car garages	varies			1 additional off-street space	None
Note: Eaves are permitted to encroach into setbacks and required open space subject to building code requirements.							
Summary of Lot Specifications							
Woodbury Neighborhood							

Setbacks

Various



Encroachments

Porches and bay windows (square, angular or curved) may encroach three feet into both the front and side street setbacks. Building appendages that are not a part of the primary massing of the home (less than half the width of the front elevation), may encroach three feet into both the front yard and side street setbacks.

Fencing Recommendations

Front yard fences and walls are a permitted upgrade. When used in the front, walls and fences are allowed up to a maximum of 42 inches high and shall be held back 18 inches from sidewalk. Hedges in the front setback shall not exceed 48" tall. Fences and walls shall be consistent with the architectural style of the house.

Rear and side yard fences and screens are encouraged for privacy in Woodbury. Walls and fences shall not exceed six-foot in height. Fencing over 48 inches shall be required to have 50% opacity. The appearance can be softened with vines and plantings. Gates are permitted. Arbors are a permitted upgrade. Hedges on the side and rear of the lot are unrestricted.

Carriage Houses, Accessory Dwelling Units

A single unit carriage house or accessory dwelling unit is permitted where placement on the lot can be managed within the allowed setback. Within the Center Park, Cottage of Russell lots, the carriage house may be placed above a one, two or three car garage or carport and have a maximum floor area of 750 square feet. On Garden lots the carriage house may be placed atop a garage/carport or be independent or a combination thereof and may have a maximum floor area of 1,200 square feet.

Chanticleer Pear at end of walkways.

Smaller walkway tree
25' high x 20' wide. Shade and
ornamental. Species to be determined.

Primary Street Tree : 45' high by 40'
wide. Species to be determined.

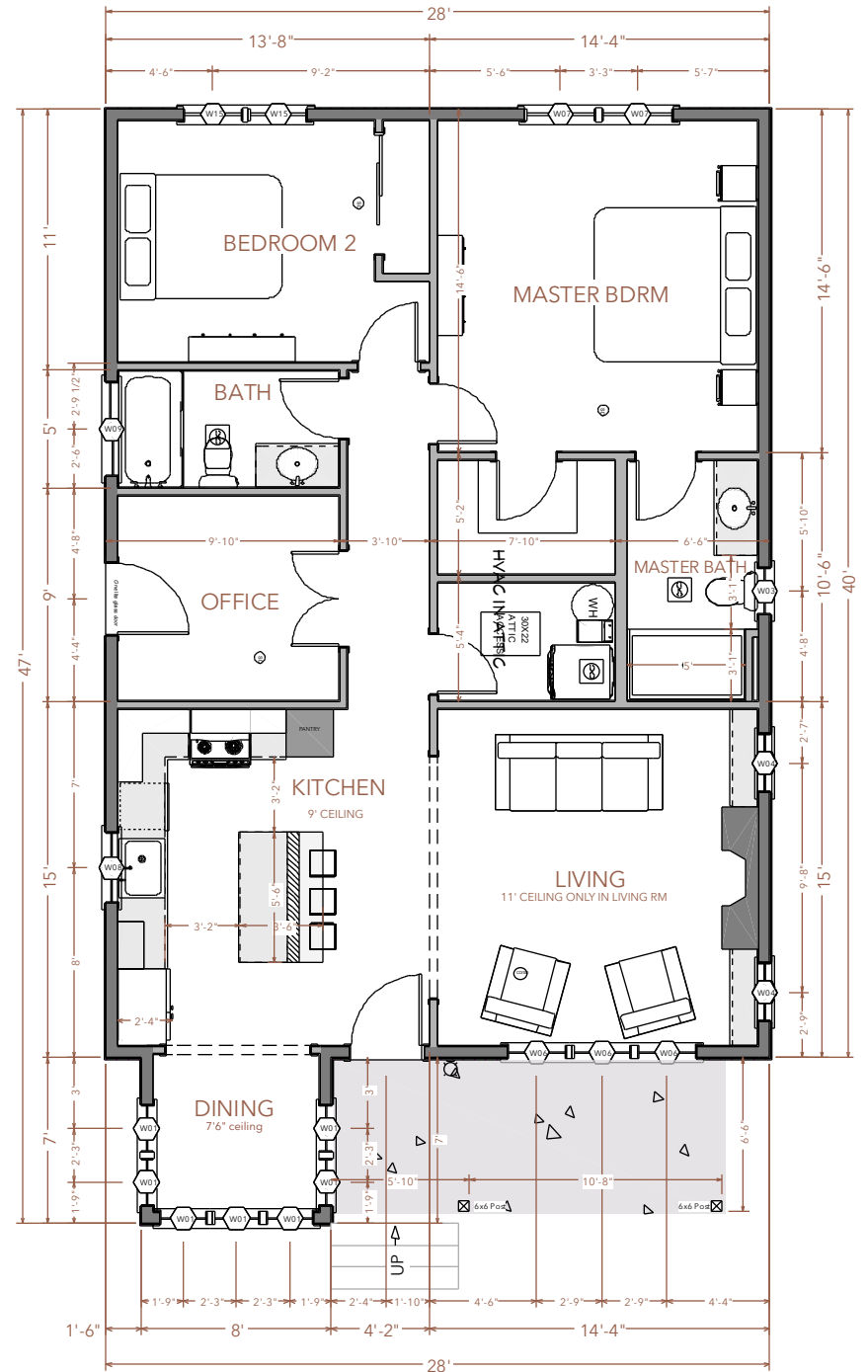
Primary Street Tree : 45' high by 40'
wide. Species to be determined.

Maple tree to match existing trees and
spacing on Slonaker until Ashton Circle.



Landscape Plan

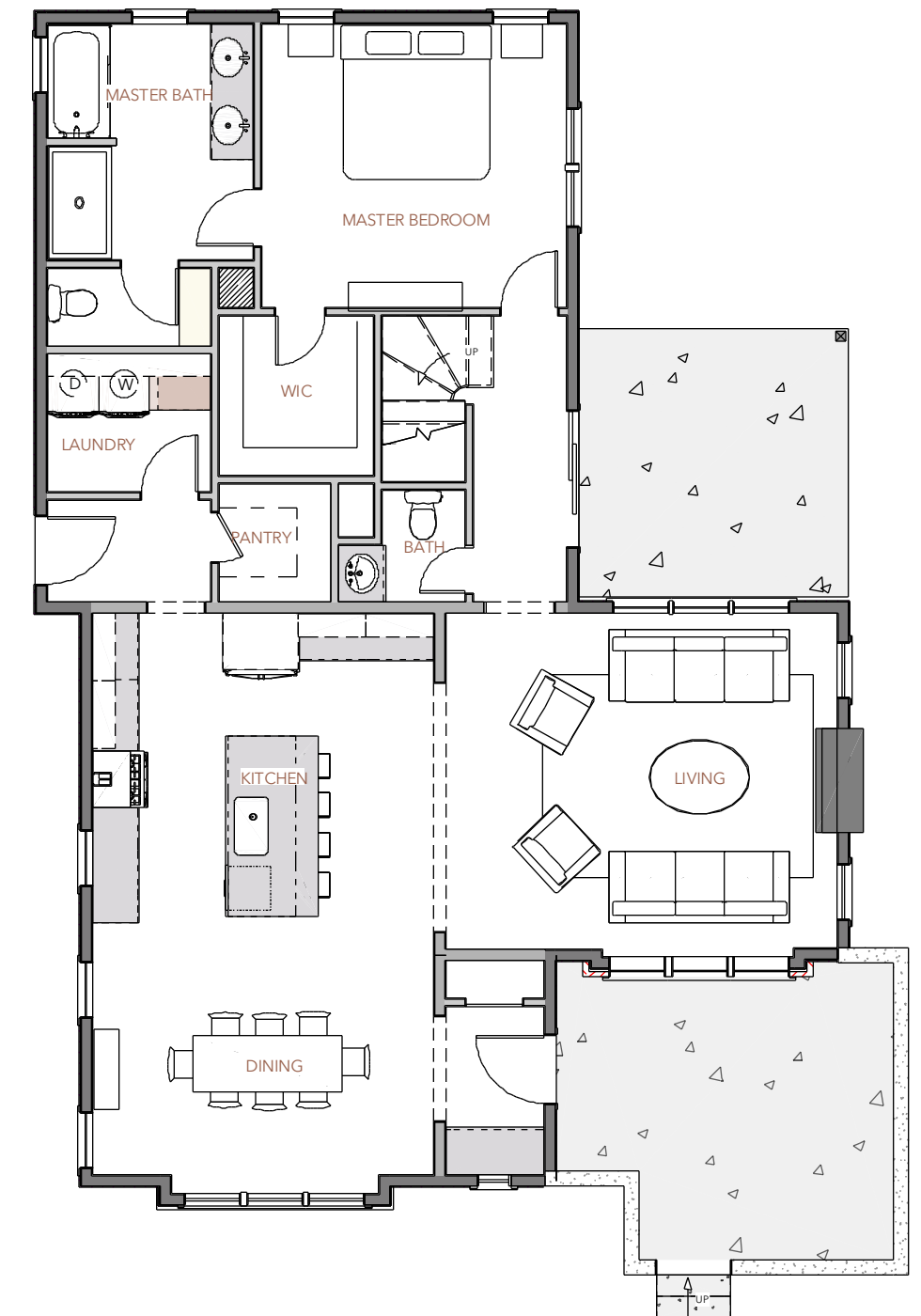
WOODBURY DEVELOPMENT



Example Plans - Cottage

1176 SQFT

WOODBURY DEVELOPMENT



2250 SQFT

Example Plans - Fort Russell

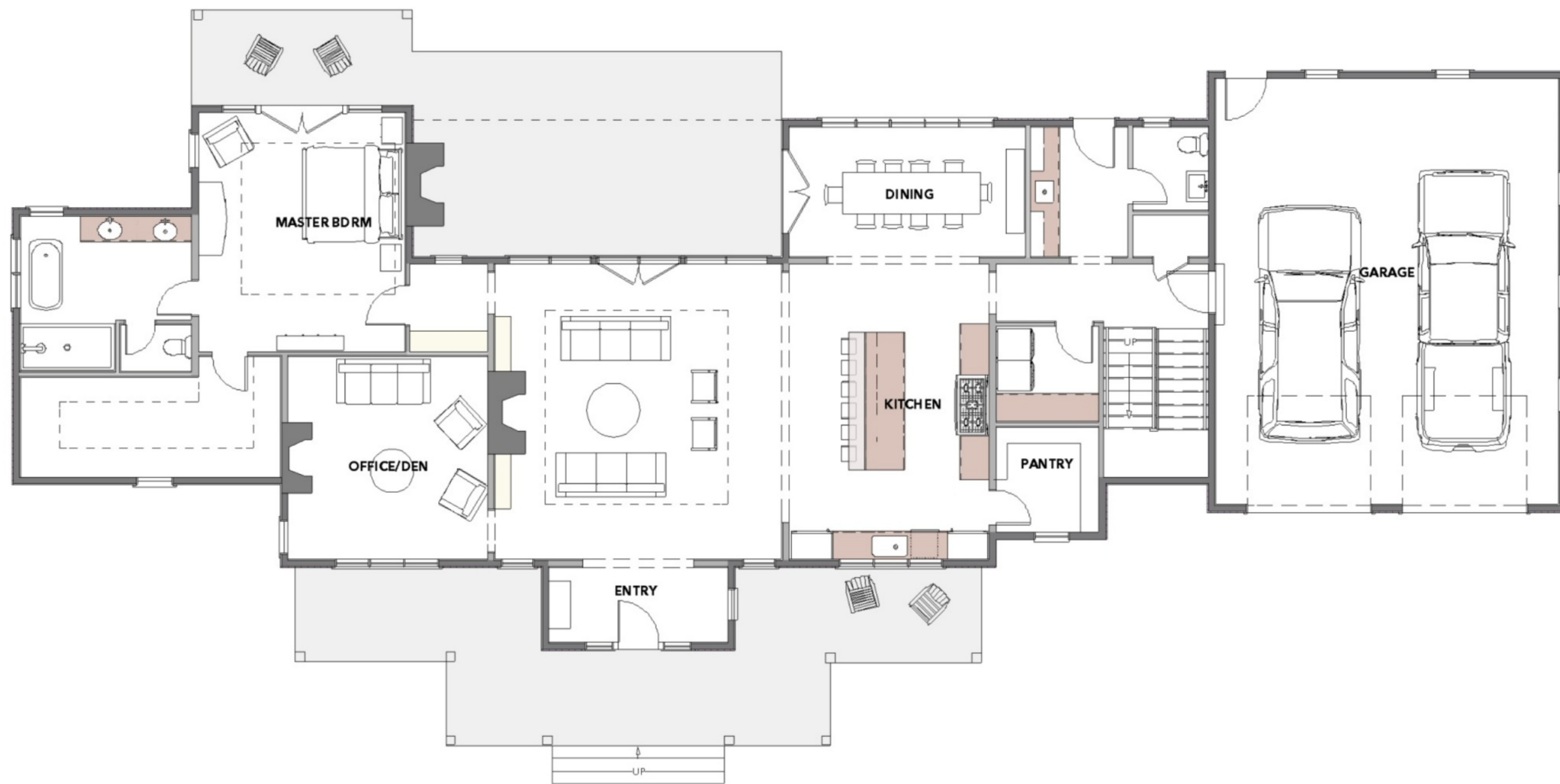
WOODBURY DEVELOPMENT



Example Plans - GARDEN LOTS

3400 SQFT

WOODBURY DEVELOPMENT



Example Plans - GARDEN LOTS

WOODBURY DEVELOPMENT



TRAFFIC IMPACT ANALYSIS MEMORANDUM

DATE: July 29, 2021

TO: Scott Sumner, PE | SynTier Engineering

FROM: Reah Flisakowski, PE and Kelly Smith | DKS Associates

SUBJECT: Moscow Subdivision Traffic Impact Study

Project #21075-000

The following memorandum presents a traffic impact study conducted for a proposed subdivision in Moscow, Idaho. The proposed development includes 270 new single family housing units located south of Trail Road, west of Arborcrest Road and north of Slonaker Drive as shown in the preliminary site plan in Appendix A.

The following sections present operational analysis results for the existing year (2021) and the projected project opening year (2022) both with and without the developed subdivision at the study intersections. The proposed subdivision is expected to result in minimal impacts to vehicle traffic conditions at the study intersections and meet City operating standards under all development scenarios. No mitigations are needed to address potential project impacts to traffic conditions.

EXISTING CONDITIONS ANALYSIS (2021)

As required by City of Moscow staff, two study intersections were analyzed for this traffic impact study:

- Mountain View Road/D Street
- Mountain View Road/F Street

Historic traffic volume data and the travel demand model created for the Moscow Multimodal Transportation Plan¹ were used to estimate volume data to reflect year 2021 existing conditions.

¹ Moscow on the Move, Multimodal Transportation Plan, adopted July 2014.

MOUNTAIN VIEW ROAD/D STREET INTERSECTION VOLUMES

Intersection turning movement count data from 2006 was provided by the City of Moscow for the AM Peak Period (7:00-9:00 AM) and PM Peak Period (4:00-6:00 PM). The traffic count data was adjusted using a one percent per year annual growth rate to estimate existing year 2021 conditions. Calculations can be found in the Appendix.

MOUNTAIN VIEW ROAD/F STREET INTERSECTION VOLUMES

Intersection approach count data from 2017 was provided by the City of Moscow for the AM Peak Period (7:00-9:00 AM) and PM Peak Period (4:00-6:00 PM). Turning movement count data is required to conduct the intersection operations analysis. The travel demand model for Moscow was used to estimate turning movements at each approach. The 2017 count data was adjusted using a one percent per year annual growth rate to estimate existing year 2021 conditions. Calculations can be found in the Appendix.

EXISTING YEAR (2021) OPERATIONS ANALYSIS

Existing intersection operations were analyzed in the AM and PM peak hours using the adjusted traffic volumes for 2021. Intersection operations were evaluated using the most recent Highway Capacity Manual methodology (6th Edition). The estimated average delay, level of service (LOS), and volume-to-capacity (v/c) ratio are provided for each study intersection. The following minimum motor vehicle operating standards are applied to City streets and intersections:

- LOS D is considered acceptable at signalized and all-way stop controlled intersections if the volume to capacity ratio (v/c) is not higher than 1.0 for the sum of critical movements

Study intersection operations for the Existing Year (2021) are summarized in Table 1. Both study intersections operate within acceptable standards in the existing year (2021).

TABLE 1. STUDY INTERSECTION OPERATIONS (AM AND PM PEAK)

INTERSECTION	INTERSECTION CONTROL	OPERATING STANDARD	AM PEAK			PM PEAK		
			Delay	LOS	V/C	Delay	LOS	V/C
MOUNTAIN VIEW ROAD/D STREET	All-way stop	LOS D	11.1	B	0.36	10.9	B	0.37
MOUNTAIN VIEW ROAD/F STREET	All-way stop	LOS D	8.7	A	0.25	9.0	A	0.24

PROJECT IMPACT ANALYSIS (2022)

Existing year (2021) traffic volumes were adjusted using a one percent per year annual growth rate to represent project opening year (2022) and baseline conditions prior to construction of the project. The following future scenarios were considered:

- 2022 Baseline Conditions
- 2022 Baseline + Phase 1 Project Conditions (74 houses total)
- 2022 Baseline + Phase 1-2 Project Conditions (140 houses total)
- 2022 Baseline + Phase 1-3 Project Conditions (205 houses total)
- 2022 Baseline + Phase 1-4 Project Conditions (270 houses total)

Trip generation estimates for the AM and PM peak hours, shown in Table 2, were prepared for each development scenario provided in the Institute of Transportation Engineers (ITE) Trip Generation Manual². A diagram of the trip distribution for all project condition phases is included in the Appendix.

TABLE 2. VEHICLE TRIP GENERATION ESTIMATE

SCENARIO	# OF DWELLING UNITS	AM PEAK HOUR TRIPS				PM PEAK HOUR TRIPS			
		RATE	IN	OUT	TOTAL	RATE	IN	OUT	TOTAL
PHASE 1	74	0.76	14	41	55	1.00	46	27	73
PHASES 1-2	140	0.76	26	78	104	1.00	88	51	139
PHASES 1-3	205	0.76	38	114	152	1.00	128	75	203
PHASES 1-4	270	0.76	50	150	200	1.00	168	99	267

Study intersection operations were analyzed in the AM and PM peak hours using the adjusted traffic volumes for 2022. Intersection operations were evaluated using the most recent Highway Capacity Manual methodology (6th Edition). The estimated average delay, level of service (LOS), and volume-to-capacity (v/c) ratio are provided for each study intersection, as shown in Table 3 and Table 4.

² Trip Generation Manual, Institute of Transportation Engineers, 10th Edition, Land Use Code 210 – Detached Single Family Residential

TABLE 3. STUDY INTERSECTION OPERATIONS (AM AND PM PEAK) – MOUNTAIN VIEW/D STREET

FUTURE SCENARIO	OPERATING STANDARD	AM PEAK			PM PEAK		
		<i>Delay</i>	<i>LOS</i>	<i>V/C</i>	<i>Delay</i>	<i>LOS</i>	<i>V/C</i>
2022 BASELINE	LOS D	11.1	B	0.36	11.0	B	0.38
2022 BASELINE + PHASE 1	LOS D	11.5	B	0.41	11.4	B	0.41
2022 BASELINE + PHASES 1-2	LOS D	11.9	B	0.46	12.0	B	0.45
2022 BASELINE + PHASES 1-3	LOS D	12.5	B	0.52	12.6	B	0.48
2022 BASELINE + PHASES 1-4	LOS D	13.1	B	0.57	13.3	B	0.52

TABLE 4. STUDY INTERSECTION OPERATIONS (AM AND PM PEAK) – MOUNTAIN VIEW/F STREET

FUTURE SCENARIO	OPERATING STANDARD	AM PEAK			PM PEAK		
		<i>Delay</i>	<i>LOS</i>	<i>V/C</i>	<i>Delay</i>	<i>LOS</i>	<i>V/C</i>
2022 BASELINE	LOS D	8.8	A	0.25	9.1	A	0.25
2022 BASELINE + PHASE 1	LOS D	9.0	A	0.28	9.4	A	0.30
2022 BASELINE + PHASES 1-2	LOS D	9.3	A	0.31	9.9	A	0.36
2022 BASELINE + PHASES 1-3	LOS D	9.5	A	0.35	10.3	B	0.41
2022 BASELINE + PHASES 1-4	LOS D	9.8	A	0.38	10.9	B	0.46

Both study intersections operate within acceptable standards in the future year (2022) under all scenarios.

APPENDIX



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MEMORANDUM

DATE: May 12, 2021

TO: Scott Sumner, PE | SynTier Engineering

FROM: Reah Flisakowski and Kayla Fleskes | DKS Associates

SUBJECT: Moscow Subdivision Trip Generation Letter

Project #21075-000

This memorandum describes the assessment of the transportation trip impacts associated with the proposed subdivision in Moscow, Idaho. The proposed development includes 270 new single family housing units located south of Trail Road, west of Arborcrest Road and north of Slonaker Drive as shown in the preliminary site plan in Appendix A. The following sections describe the trip generation estimate for the proposed subdivision and an estimate of daily trips on the adjacent street network.

PROJECT TRIP GENERATION

The amount of new vehicle trips generated by the proposed land use was estimated using average trip generation data published in the ITE Trip Generation Manual for the proposed 270 single family detached homes.¹ Trip generation estimates for the proposed development are provided for daily, morning, and evening peak hours, and are summarized in Table 1. It is expected that the proposed subdivision will generate approximately 2,550 trips per day.

TABLE 1. VEHICLE TRIP GENERATION ESTIMATE

LAND USE (ITE CODE)	UNITS	TOTAL DAILY TRIPS	AM PEAK HOUR TRIPS				PM PEAK HOUR TRIPS			
			RATE	IN	OUT	TOTAL	RATE	IN	OUT	TOTAL
210	Dwelling Units	2,550	0.76	53	152	205	1.00	173	97	270

¹ Trip Generation Manual, Institute of Transportation Engineers, 10th Edition, Land Use Code 210 – Detached Single Family Residential

DAILY TRAFFIC DISTRIBUTION

To provide an estimate of existing year 2021 traffic conditions, available 2016 daily traffic volumes collected by the City of Moscow² were increased by one percent per year. Figure 1 shows the 2021 traffic volumes on roadways near the proposed subdivision.

The estimated daily trips generated by the proposed subdivision were distributed to adjacent roadways based on 2016 traffic patterns and existing land use. Access to the subdivision will be provided by Trail Road (classified as a minor arterial by the City of Moscow³), Arbor Crest Road (local) and Slonaker Drive (local). As shown in Figure 1, new trips generated by the subdivision are expected to distribute primarily along Mountain View Road (minor arterial) and Orchard Avenue (collector).

Daily trips on Mountain View Road will increase by approximately 50 percent while daily trips along Orchard Avenue will increase by approximately 64 percent compared to existing 2021 conditions. However, the total daily traffic volume (2021 volume with proposed subdivision trips) is still consistent with the functional classification of both roadways. The total daily traffic volume on Orchard Avenue is estimated at 2,600 vehicles per day, similar to existing daily traffic volumes on F Street between Orchard Avenue and Mountain View Road. On Mountain View Road north of F Street, total daily traffic volume is estimated at nearly 3,000 vehicles per day, similar to existing daily traffic volumes on Hayes Street between 3rd Street and 6th Street.

² <https://www.ci.moscow.id.us/DocumentCenter/View/1014/Traffic-Volume-PDF?bidId=>

³ Moscow on the Move, Multimodal Transportation Plan, adopted July 2014.

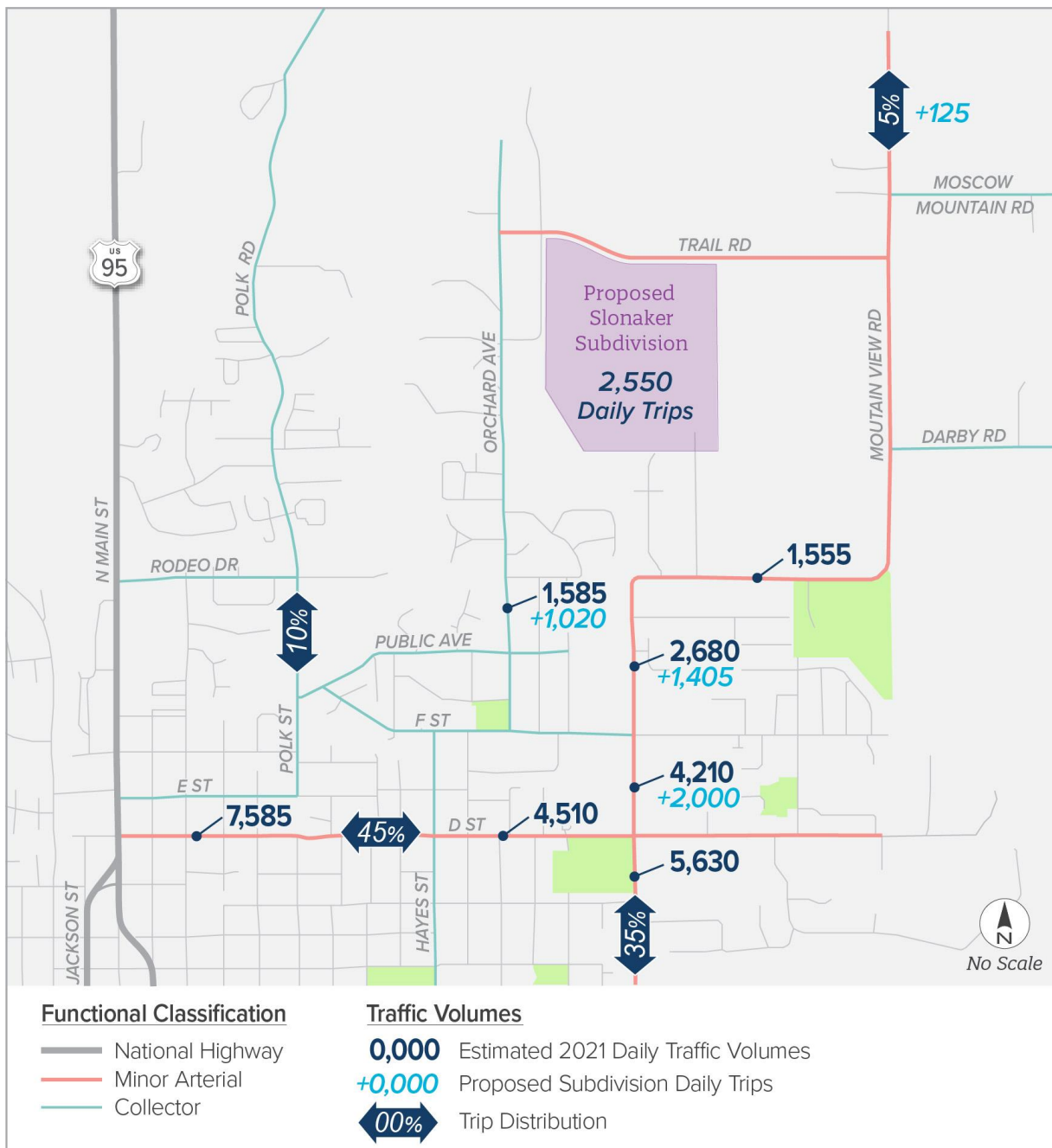


FIGURE 1. PROPOSED SUBDIVISION DAILY TRIP DISTRIBUTION

Intersection Level Of Service Report
Intersection 1: Mountain View / D StControl Type:
Analysis Method:
Analysis Period:All-way stop
HCM 6th Edition
15 minutesDelay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):11.1
B
0.358**Intersection Setup**

Name	Mo Vi			Mo Vi			D St			D St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	60	10	10	70	10	10	30	10	10	16	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0	0	0	0	0	0	0	0	0	0	0	0
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			D St			D St		
Base Volume Input [veh/h]	14	12	10	43	17	41	24	63	58	72	10	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	12	10	43	17	41	24	63	58	72	10	10
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	37	30	27	11	45	10	6	16	15	18	26	3
Total Analysis Volume [veh/h]	14	12	10	43	17	41	24	63	58	72	10	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	564	648	552	612	516	586	520	567
Degree of Utilization, x	0.26	0.35	0.08	0.36	0.05	0.21	0.14	0.20

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.04	1.56	0.25	1.62	0.15	0.77	0.48	0.75
95th-Percentile Queue Length [ft]	25.9	39.0	6.31	40.5	3.65	19.2	11.9	18.8
Approach Delay [s/veh]	11.25		11.50		10.37		10.69	
Approach LOS	B		B		B		B	
Intersection Delay [s/veh]	11.08							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 2: Mountain View / F StControl Type:
Analysis Method:
Analysis Period:All-way stop
HCM 6th Edition
15 minutesDelay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):8.7
A
0.248**Intersection Setup**

Name	Mo Vi			Mo Vi			F St			F St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75	10	10	10	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			F St			F St		
Base Volume Input [veh/h]	54	31	63	8	14	35	5	28	79	80	18	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	31	63	8	14	35	5	28	79	80	18	10
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	14	8	16	2	37	9	1	7	20	20	5	3
Total Analysis Volume [veh/h]	54	31	63	8	14	35	5	28	79	80	18	10
Pedestrian Volume [ped/h]	0			0			0			0		

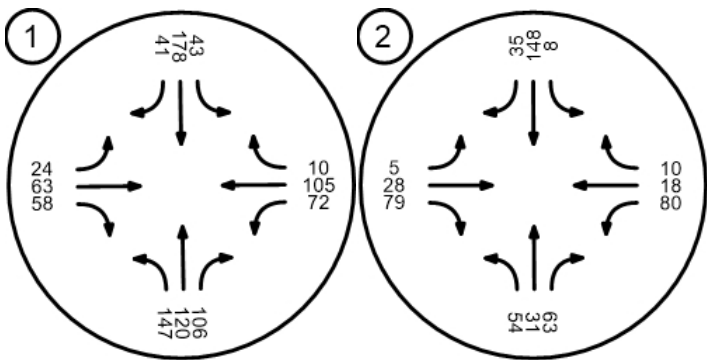
Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	625	752	771	803	723
Degree of Utilization, x	0.09	0.13	0.25	0.14	0.15

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.28	0.43	0.97	0.48	0.52
95th-Percentile Queue Length [ft]	7.07	10.6	24.37	12.09	13.09
Approach Delay [s/veh]	8.48	9.20	8.21	8.86	
Approach LOS	A	A	A	A	
Intersection Delay [s/veh]	8.74				
Intersection LOS	A				

Traffic Volume - Future Total Volume



Intersection Level Of Service Report**Intersection 1: Mountain View / D St**

Control Type:
Analysis Method:
Analysis Period:

All-way stop
HCM 6th Edition
15 minutes

Delay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):

11.1
B
0.363

Intersection Setup

Name	Mo Vi			Mo Vi			D St			D St		
Approach	Northboun			Southbou			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	60	10	10	70	10	10	30	10	10	16	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			D St			D St		
Base Volume Input [veh/h]	14	12	10	43	17	41	24	63	58	72	10	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	12	10	43	18	41	24	64	59	73	10	10
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	37	30	27	11	45	10	6	16	15	18	27	3
Total Analysis Volume [veh/h]	14	12	10	43	18	41	24	64	59	73	10	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	562	646	551	609	514	583	519	565
Degree of Utilization, x	0.26	0.35	0.08	0.36	0.05	0.21	0.14	0.21

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.05	1.59	0.25	1.65	0.15	0.79	0.49	0.77
95th-Percentile Queue Length [ft]	26.2	39.7	6.33	41.2	3.67	19.7	12.1	19.1
Approach Delay [s/veh]	11.33		11.59		10.43		10.74	
Approach LOS	B		B		B		B	
Intersection Delay [s/veh]	11.15							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 2: Mountain View / F StControl Type:
Analysis Method:
Analysis Period:All-way stop
HCM 6th Edition
15 minutesDelay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):8.8
A
0.250**Intersection Setup**

Name	Mo Vi			Mo Vi			F St			F St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75	10	10	10	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			F St			F St		
Base Volume Input [veh/h]	54	31	63	8	14	35	5	28	79	80	18	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	31	64	8	14	35	5	28	80	81	18	10
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	14	8	16	2	37	9	1	7	20	20	5	3
Total Analysis Volume [veh/h]	55	31	64	8	14	35	5	28	80	81	18	10
Pedestrian Volume [ped/h]	0			0			0			0		

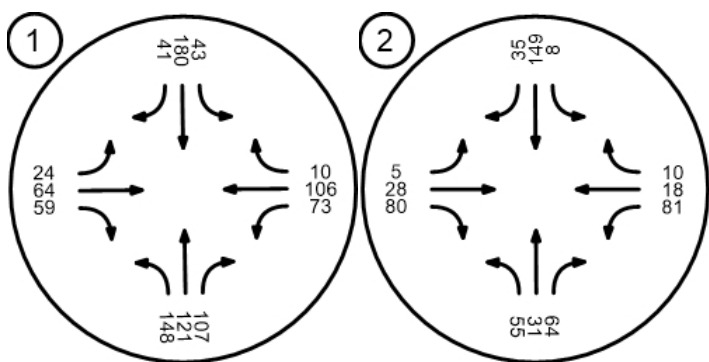
Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	623	751	769	801	721
Degree of Utilization, x	0.09	0.13	0.25	0.14	0.15

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.29	0.43	0.98	0.49	0.53
95th-Percentile Queue Length [ft]	7.23	10.8	24.60	12.25	13.27
Approach Delay [s/veh]	8.50		9.23	8.23	8.88
Approach LOS	A		A	A	A
Intersection Delay [s/veh]	8.77				
Intersection LOS	A				

Traffic Volume - Future Total Volume



Intersection Level Of Service Report
Intersection 1: Mountain View / D StControl Type:
Analysis Method:
Analysis Period:All-way stop
HCM 6th Edition
15 minutesDelay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):11.5
B
0.413**Intersection Setup**

Name	Mo Vi			Mo Vi			D St			D St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	60	10	10	70	10	10	30	10	10	16	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0	0	0	0	0	0	0	0	0	0	0	0
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			D St			D St		
Base Volume Input [veh/h]	14	12	10	43	17	41	24	63	58	72	10	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	0	0	14	19	6	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	12	10	43	19	60	30	63	58	72	10	10
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	37	31	27	11	48	15	8	16	15	18	26	3
Total Analysis Volume [veh/h]	14	12	10	43	19	60	30	63	58	72	10	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	557	638	549	611	507	575	512	557
Degree of Utilization, x	0.26	0.36	0.08	0.41	0.06	0.21	0.14	0.21

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.05	1.65	0.25	2.02	0.19	0.79	0.49	0.77
95th-Percentile Queue Length [ft]	26.3	41.2	6.36	50.4	4.70	19.7	12.1	19.2
Approach Delay [s/veh]	11.50		12.27		10.54		10.86	
Approach LOS	B		B		B		B	
Intersection Delay [s/veh]	11.46							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 2: Mountain View / F StControl Type:
Analysis Method:
Analysis Period:All-way stop
HCM 6th Edition
15 minutesDelay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):9.0
A
0.283**Intersection Setup**

Name	Mo Vi			Mo Vi			F St			F St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75	10	10	10	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			F St			F St		
Base Volume Input [veh/h]	54	31	63	8	14	35	5	28	79	80	18	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	11	0	0	23	0	0	0	10	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	42	64	8	17	35	5	28	90	81	18	10
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	14	11	16	2	43	9	1	7	23	20	5	3
Total Analysis Volume [veh/h]	55	42	64	8	17	35	5	28	90	81	18	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	617	734	760	787	706
Degree of Utilization, x	0.09	0.14	0.28	0.16	0.15

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.29	0.50	1.17	0.55	0.54
95th-Percentile Queue Length [ft]	7.31	12.5	29.13	13.80	13.60
Approach Delay [s/veh]	8.66	9.60	8.42	9.03	
Approach LOS	A	A	A	A	
Intersection Delay [s/veh]	9.01				
Intersection LOS	A				

Moscow Slokaner Subdivision TIA

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Scenario 2 2022 Project - Phase 1

Report File: X:\...\AM Peak Hour Operations - Moscow

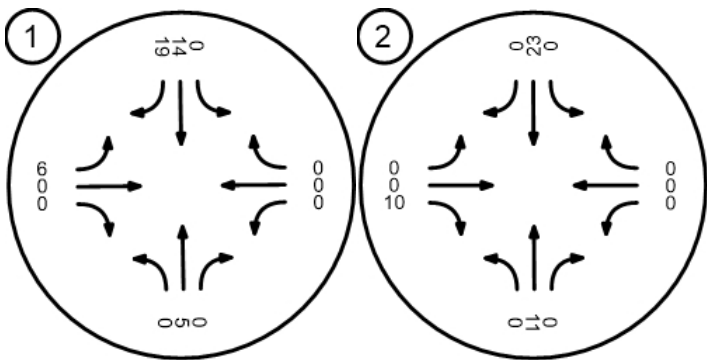
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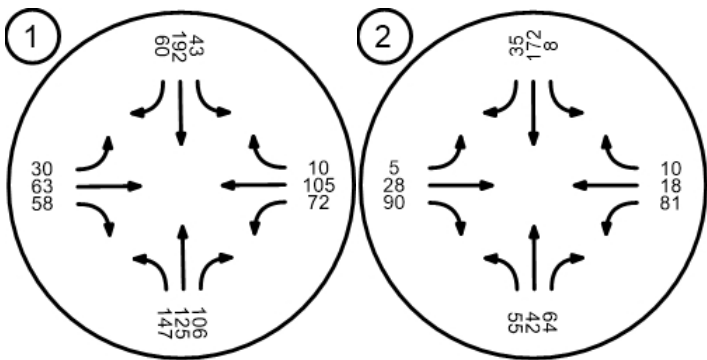
Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Slokaner Subdivision		210		0.740	74.000	25.00	75.00	14	41	55	100.00
Added Trips Total								14	41	55	100.00

Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Intersection Level Of Service Report
Intersection 1: Mountain View / D StControl Type:
Analysis Method:
Analysis Period:All-way stop
HCM 6th Edition
15 minutesDelay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):11.9
B
0.462**Intersection Setup**

Name	Mo Vi			Mo Vi			D St			D St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	60	10	10	70	10	10	30	10	10	16	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0	0	0	0	0	0	0	0	0	0	0	0
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			D St			D St		
Base Volume Input [veh/h]	14	12	10	43	17	41	24	63	58	72	10	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	9	0	0	27	35	12	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	12	10	43	20	76	36	63	58	72	10	10
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	37	32	27	11	51	19	9	16	15	18	26	3
Total Analysis Volume [veh/h]	14	12	10	43	20	76	36	63	58	72	10	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	551	629	545	608	501	567	505	547
Degree of Utilization, x	0.27	0.37	0.08	0.46	0.07	0.21	0.14	0.21

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.07	1.73	0.26	2.43	0.23	0.80	0.50	0.79
95th-Percentile Queue Length [ft]	26.7	43.2	6.40	60.8	5.79	20.1	12.3	19.6
Approach Delay [s/veh]	11.73		13.11		10.70		11.02	
Approach LOS	B		B		B		B	
Intersection Delay [s/veh]	11.88							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 2: Mountain View / F StControl Type:
Analysis Method:
Analysis Period:All-way stop
HCM 6th Edition
15 minutesDelay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):9.3
A
0.313**Intersection Setup**

Name	Mo Vi			Mo Vi			F St			F St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75	10	10	10	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			F St			F St		
Base Volume Input [veh/h]	54	31	63	8	14	35	5	28	79	80	18	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	21	0	0	43	0	0	0	19	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	52	64	8	19	35	5	28	99	81	18	10
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	14	13	16	2	48	9	1	7	25	20	5	3
Total Analysis Volume [veh/h]	55	52	64	8	19	35	5	28	99	81	18	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	611	720	750	775	692
Degree of Utilization, x	0.09	0.16	0.31	0.17	0.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.30	0.57	1.34	0.61	0.56
95th-Percentile Queue Length [ft]	7.39	14.2	33.49	15.29	13.91
Approach Delay [s/veh]	8.82	9.97	8.60	9.17	
Approach LOS	A	A	A	A	
Intersection Delay [s/veh]	9.25				
Intersection LOS	A				

Moscow Slokaner Subdivision TIA

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Scenario 3 2022 Project - Phase 1 + 2

Report File: X:\...\AM Peak Hour Operations - Moscow

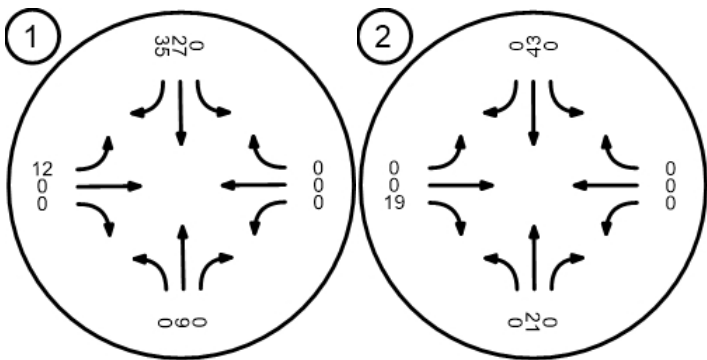
7/29/2021

Slokaner Subdivision - 2022 Phase 1 + 2_v3.pdf

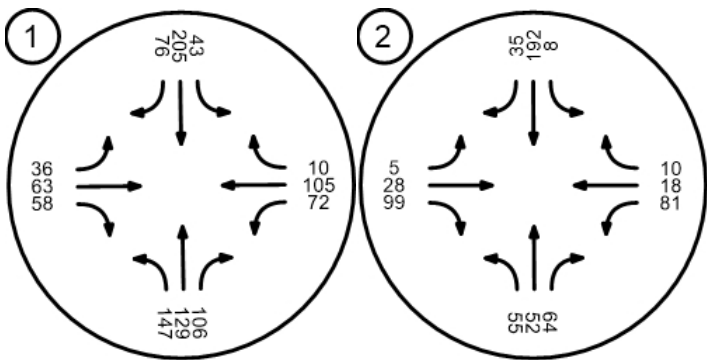
Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Slokaner Subdivision		210		0.740	140.000	25.00	75.00	26	78	104	100.00
Added Trips Total								26	78	104	100.00

Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Intersection Level Of Service Report
Intersection 1: Mountain View / D StControl Type:
Analysis Method:
Analysis Period:All-way stop
HCM 6th Edition
15 minutesDelay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):12.5
B
0.517**Intersection Setup**

Name	Mo Vi			Mo Vi			D St			D St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	60	10	10	70	10	10	30	10	10	16	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			D St			D St		
Base Volume Input [veh/h]	14	12	10	43	17	41	24	63	58	72	10	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	13	0	0	40	51	17	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	13	10	43	22	92	41	64	59	73	10	10
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	37	34	27	11	55	23	10	16	15	18	27	3
Total Analysis Volume [veh/h]	14	13	10	43	22	92	41	64	59	73	10	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	542	618	540	603	493	556	496	537
Degree of Utilization, x	0.27	0.39	0.08	0.52	0.08	0.22	0.15	0.22

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.10	1.85	0.26	2.97	0.27	0.84	0.51	0.81
95th-Percentile Queue Length [ft]	27.5	46.1	6.47	74.2	6.78	21.0	12.8	20.3
Approach Delay [s/veh]	12.05		14.29		10.93		11.23	
Approach LOS	B		B		B		B	
Intersection Delay [s/veh]	12.47							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 2: Mountain View / F StControl Type:
Analysis Method:
Analysis Period:All-way stop
HCM 6th Edition
15 minutesDelay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):9.5
A
0.345**Intersection Setup**

Name	Mo Vi			Mo Vi			F St			F St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75	10	10	10	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			F St			F St		
Base Volume Input [veh/h]	54	31	63	8	14	35	5	28	79	80	18	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	30	0	0	64	0	0	0	27	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	61	64	8	21	35	5	28	10	81	18	10
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	14	15	16	2	53	9	1	7	27	20	5	3
Total Analysis Volume [veh/h]	55	61	64	8	21	35	5	28	10	81	18	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	605	708	742	763	680
Degree of Utilization, x	0.09	0.18	0.34	0.18	0.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.30	0.64	1.54	0.67	0.57
95th-Percentile Queue Length [ft]	7.47	15.9	38.49	16.73	14.22
Approach Delay [s/veh]	8.98		10.38	8.78	9.31
Approach LOS	A		B	A	A
Intersection Delay [s/veh]	9.52				
Intersection LOS	A				

Moscow Slokaner Subdivision TIA

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Scenario 4 2022 Project - Phase 1 + 2 + 3

Report File: X:\...\AM Peak Hour Operations - Moscow

7/29/2021

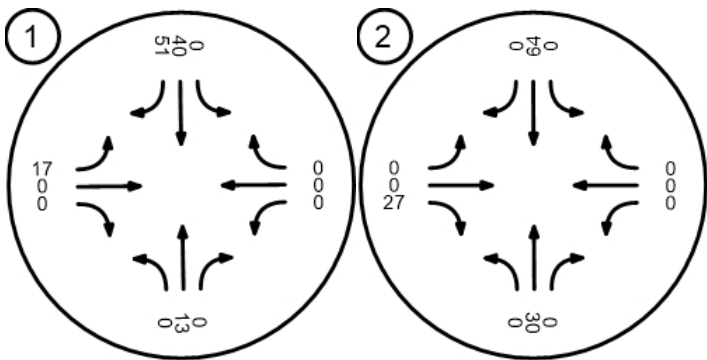
Slokaner Subdivision - 2022 Phase 1 + 2 + 3_v3.pdf

Trip Generation summary

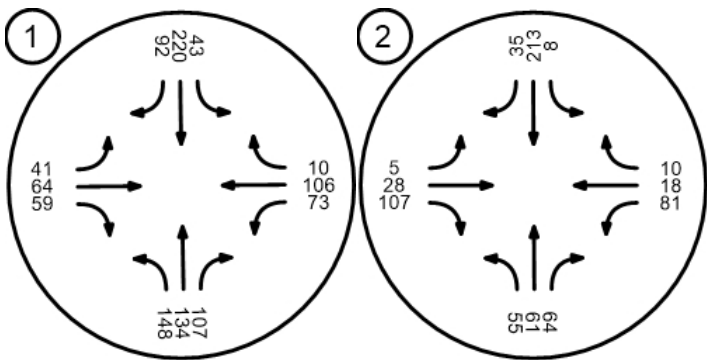
Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Slokaner Subdivision		210		0.740	205.000	25.00	75.00	38	114	152	100.00
Added Trips Total								38	114	152	100.00

Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Intersection Level Of Service Report
Intersection 1: Mountain View / D StControl Type:
Analysis Method:
Analysis Period:All-way stop
HCM 6th Edition
15 minutesDelay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):13.1
B
0.567**Intersection Setup**

Name	Mo Vi			Mo Vi			D St			D St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	60	10	10	70	10	10	30	10	10	16	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0	0	0	0	0	0	0	0	0	0	0	0
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			D St			D St		
Base Volume Input [veh/h]	14	12	10	43	17	41	24	63	58	72	10	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	18	0	0	53	66	23	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	13	10	43	23	10	47	64	59	73	10	10
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	37	35	27	11	58	27	12	16	15	18	27	3
Total Analysis Volume [veh/h]	14	13	10	43	23	10	47	64	59	73	10	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	536	609	535	600	485	547	488	528
Degree of Utilization, x	0.28	0.40	0.08	0.57	0.10	0.22	0.15	0.22

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.12	1.95	0.26	3.54	0.32	0.86	0.52	0.83
95th-Percentile Queue Length [ft]	27.9	48.7	6.52	88.5	8.00	21.4	13.0	20.7
Approach Delay [s/veh]	12.33		15.56		11.11		11.40	
Approach LOS	B		C		B		B	
Intersection Delay [s/veh]	13.08							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 2: Mountain View / F StControl Type:
Analysis Method:
Analysis Period:All-way stop
HCM 6th Edition
15 minutesDelay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):9.8
A
0.375**Intersection Setup**

Name	Mo Vi			Mo Vi			F St			F St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75	10	10	10	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0	0	0	0	0	0	0	0	0	0	0	0
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			F St			F St		
Base Volume Input [veh/h]	54	31	63	8	14	35	5	28	79	80	18	10
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	41	0	0	83	0	0	0	36	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	72	64	8	23	35	5	28	11	81	18	10
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	14	18	16	2	58	9	1	7	29	20	5	3
Total Analysis Volume [veh/h]	55	72	64	8	23	35	5	28	11	81	18	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	599	696	734	749	667
Degree of Utilization, x	0.09	0.20	0.37	0.20	0.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.30	0.72	1.74	0.74	0.58
95th-Percentile Queue Length [ft]	7.55	18.0	43.62	18.42	14.54
Approach Delay [s/veh]	9.18	10.82	8.99	9.46	
Approach LOS	A	B	A	A	
Intersection Delay [s/veh]	9.80				
Intersection LOS	A				

Moscow Slokaner Subdivision TIA

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Scenario 5 2022 Project - Phase 1 + 2 + 3 + 4

Report File: X:\...\AM Peak Hour Operations - Moscow

7/28/2021

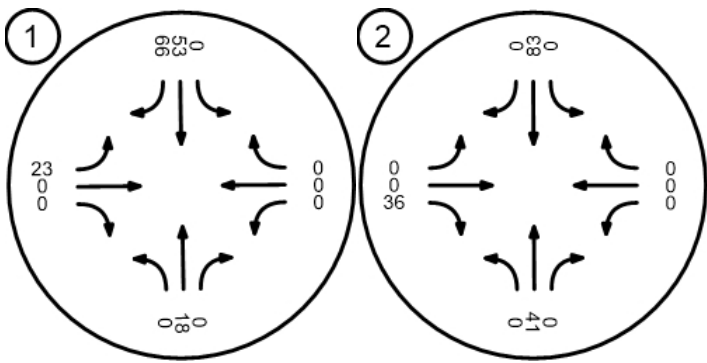
Slokaner Subdivision - 2022 Phase 1 + 2 + 3 + 4_v2.pdf

Trip Generation summary

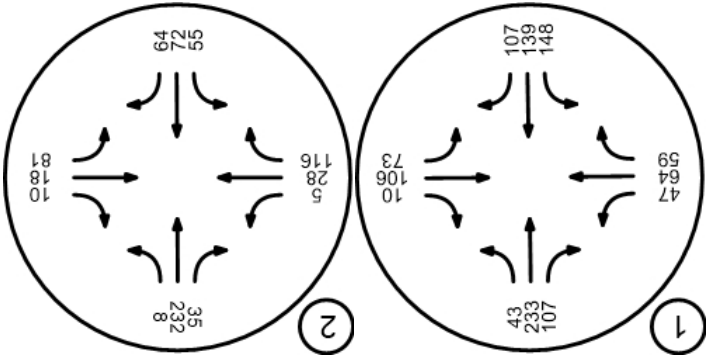
Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Slokaner Subdivision		210		0.740	270.000	25.00	75.00	50	150	200	100.00
Added Trips Total								50	150	200	100.00

Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Intersection Level Of Service Report
Intersection 1: Mountain View / D StControl Type:
Analysis Method:
Analysis Period:All-way stop
HCM 6th Edition
15 minutesDelay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):10.9
B
0.374**Intersection Setup**

Name	Mo Vi			Mo Vi			D St			D St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	60	10	10	70	10	10	30	10	10	16	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			D St			D St		
Base Volume Input [veh/h]	84	15	81	16	14	33	70	70	89	61	94	13
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	15	81	16	14	33	70	70	89	61	94	13
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	21	39	20	4	37	8	18	18	22	15	24	3
Total Analysis Volume [veh/h]	84	15	81	16	14	33	70	70	89	61	94	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	559	631	546	603	538	620	531	581
Degree of Utilization, x	0.15	0.37	0.03	0.30	0.13	0.26	0.11	0.18

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.53	1.73	0.09	1.25	0.45	1.02	0.39	0.67
95th-Percentile Queue Length [ft]	13.1	43.2	2.26	31.1	11.1	25.4	9.67	16.7
Approach Delay [s/veh]	11.38		11.05		10.47		10.32	
Approach LOS	B		B		B		B	
Intersection Delay [s/veh]	10.88							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 2: Mountain View / F StControl Type:
Analysis Method:
Analysis Period:All-way stop
HCM 6th Edition
15 minutesDelay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):9.0
A
0.244**Intersection Setup**

Name	Mo Vi			Mo Vi			F St			F St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75	10	10	10	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			F St			F St		
Base Volume Input [veh/h]	64	73	10	38	10	11	18	26	71	76	21	4
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	73	10	38	10	11	18	26	71	76	21	4
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	16	18	27	10	27	3	5	7	18	19	5	1
Total Analysis Volume [veh/h]	64	73	10	38	10	11	18	26	71	76	21	4
Pedestrian Volume [ped/h]	0			0			0			0		

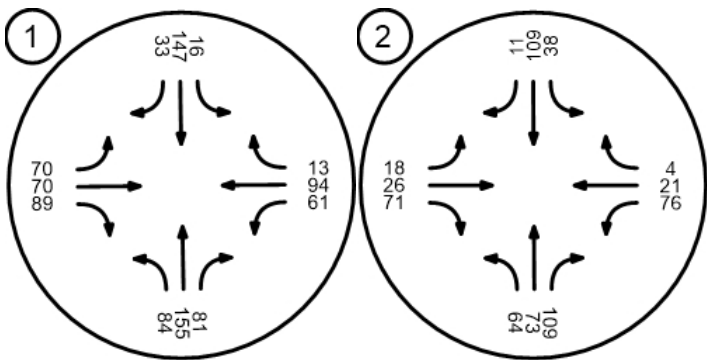
Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	626	745	734	763	694
Degree of Utilization, x	0.10	0.24	0.22	0.15	0.15

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.34	0.96	0.81	0.53	0.51
95th-Percentile Queue Length [ft]	8.50	23.9	20.34	13.22	12.70
Approach Delay [s/veh]	9.09	9.25	8.55	9.07	
Approach LOS	A	A	A	A	
Intersection Delay [s/veh]	9.03				
Intersection LOS	A				

Traffic Volume - Future Total Volume



Intersection Level Of Service Report
Intersection 1: Mountain View / D StControl Type:
Analysis Method:
Analysis Period:All-way stop
HCM 6th Edition
15 minutesDelay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):11.0
B
0.380**Intersection Setup**

Name	Mo Vi			Mo Vi			D St			D St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	60	10	10	70	10	10	30	10	10	16	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0	0	0	0	0	0	0	0	0	0	0	0
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			D St			D St		
Base Volume Input [veh/h]	84	15	81	16	14	33	70	70	89	61	94	13
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	15	82	16	14	33	71	71	90	62	95	13
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	21	39	21	4	37	8	18	18	23	16	24	3
Total Analysis Volume [veh/h]	85	15	82	16	14	33	71	71	90	62	95	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	557	629	544	600	535	618	529	579
Degree of Utilization, x	0.15	0.38	0.03	0.30	0.13	0.26	0.12	0.19

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.54	1.77	0.09	1.26	0.45	1.04	0.40	0.68
95th-Percentile Queue Length [ft]	13.3	44.3	2.27	31.5	11.3	25.9	9.89	17.0
Approach Delay [s/veh]	11.48	11.11	10.53	10.37				
Approach LOS	B	B	B	B				
Intersection Delay [s/veh]	10.96							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 2: Mountain View / F StControl Type:
Analysis Method:
Analysis Period:All-way stop
HCM 6th Edition
15 minutesDelay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):9.1
A
0.247**Intersection Setup**

Name	Mo Vi			Mo Vi			F St			F St		
Approach	Northboun			Southbou			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75	10	10	10	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			F St			F St		
Base Volume Input [veh/h]	64	73	10	38	10	11	18	26	71	76	21	4
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	74	11	38	11	11	18	26	72	77	21	4
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	16	19	28	10	28	3	5	7	18	19	5	1
Total Analysis Volume [veh/h]	65	74	11	38	11	11	18	26	72	77	21	4
Pedestrian Volume [ped/h]	0			0			0			0		

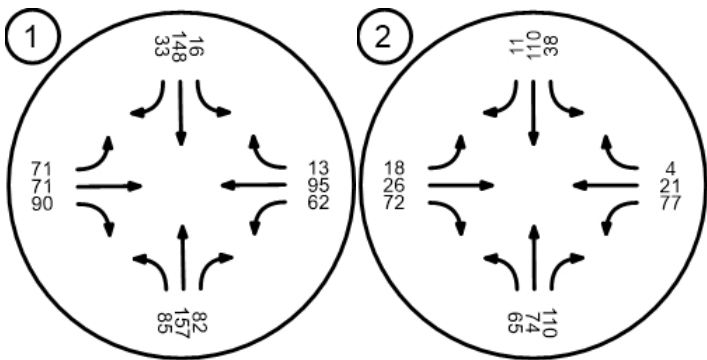
Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	624	744	732	762	692
Degree of Utilization, x	0.10	0.25	0.22	0.15	0.15

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.35	0.97	0.82	0.54	0.52
95th-Percentile Queue Length [ft]	8.67	24.3	20.56	13.39	12.88
Approach Delay [s/veh]	9.12	9.27	8.57	9.10	
Approach LOS	A	A	A	A	
Intersection Delay [s/veh]	9.06				
Intersection LOS	A				

Traffic Volume - Future Total Volume



Intersection Level Of Service Report
Intersection 1: Mountain View / D StControl Type:
Analysis Method:
Analysis Period:All-way stop
HCM 6th Edition
15 minutesDelay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):11.4
B
0.409**Intersection Setup**

Name	Mo Vi			Mo Vi			D St			D St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	60	10	10	70	10	10	30	10	10	16	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			D St			D St		
Base Volume Input [veh/h]	84	15	81	16	14	33	70	70	89	61	94	13
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	0	0	9	13	21	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	17	81	16	15	46	91	70	89	61	94	13
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	21	43	20	4	39	12	23	18	22	15	24	3
Total Analysis Volume [veh/h]	84	17	81	16	15	46	91	70	89	61	94	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	548	616	536	595	527	606	518	565
Degree of Utilization, x	0.15	0.41	0.03	0.34	0.17	0.26	0.12	0.19

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.54	1.99	0.09	1.50	0.62	1.05	0.40	0.69
95th-Percentile Queue Length [ft]	13.4	49.6	2.30	37.4	15.4	26.1	9.95	17.2
Approach Delay [s/veh]	12.00		11.67		10.82		10.56	
Approach LOS	B		B		B		B	
Intersection Delay [s/veh]	11.37							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 2: Mountain View / F StControl Type:
Analysis Method:
Analysis Period:All-way stop
HCM 6th Edition
15 minutesDelay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):9.4
A
0.301**Intersection Setup**

Name	Mo Vi			Mo Vi			F St			F St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75	10	10	10	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0	0	0	0	0	0	0	0	0	0	0	0
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			F St			F St		
Base Volume Input [veh/h]	64	73	10	38	10	11	18	26	71	76	21	4
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	37	0	0	15	0	0	0	7	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	11	10	38	12	11	18	26	78	76	21	4
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	16	28	27	10	31	3	5	7	20	19	5	1
Total Analysis Volume [veh/h]	64	11	10	38	12	11	18	26	78	76	21	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	620	727	722	744	674
Degree of Utilization, x	0.10	0.30	0.24	0.16	0.15

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.34	1.27	0.93	0.58	0.53
95th-Percentile Queue Length [ft]	8.59	31.7	23.33	14.61	13.13
Approach Delay [s/veh]	9.64	9.55	8.79	9.28	
Approach LOS	A	A	A	A	
Intersection Delay [s/veh]	9.41				
Intersection LOS	A				

Moscow Slonaker Subdivision TIA

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Scenario 2 2022 Project - Phase 1

Analysis.vistro

Report File: X:\...\PM Peak Hour Operations - Moscow

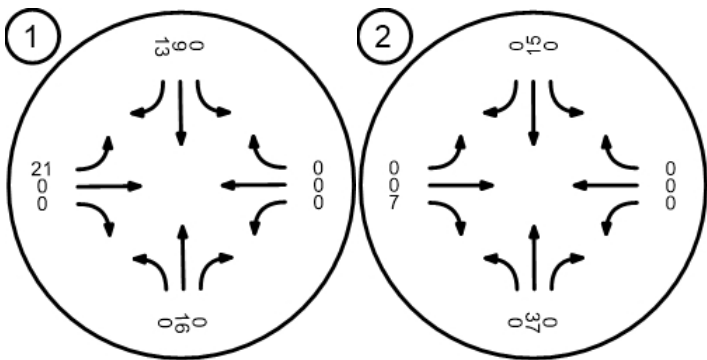
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Slonaker Subdivision - 2022 Phase 1_v3.pdf

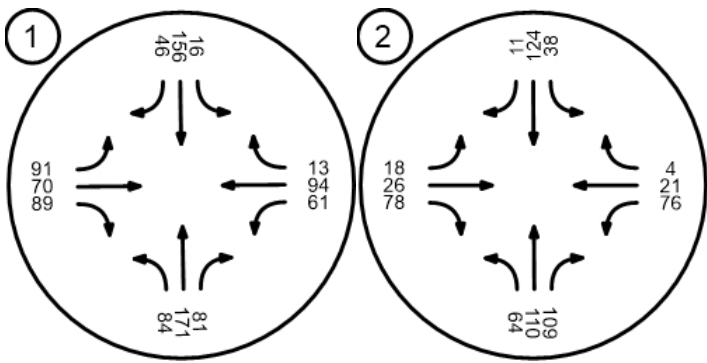
Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Slonaker Subdivision		210		0.990	74.000	63.00	37.00	46	27	73	100.00
Added Trips Total								46	27	73	100.00

Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Intersection Level Of Service Report**Intersection 1: Mountain View / D St**

Control Type:
Analysis Method:
Analysis Period:

All-way stop
HCM 6th Edition
15 minutes

Delay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):

12.0
B
0.449

Intersection Setup

Name	Mo Vi			Mo Vi			D St			D St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	60	10	10	70	10	10	30	10	10	16	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0	0	0	0	0	0	0	0	0	0	0	0
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			D St			D St		
Base Volume Input [veh/h]	84	15	81	16	14	33	70	70	89	61	94	13
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	31	0	0	18	22	40	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	18	82	16	16	55	11	71	90	62	95	13
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	21	47	21	4	42	14	28	18	23	16	24	3
Total Analysis Volume [veh/h]	85	18	82	16	16	55	11	71	90	62	95	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	538	602	526	583	516	592	505	550
Degree of Utilization, x	0.16	0.45	0.03	0.38	0.22	0.27	0.12	0.20

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.56	2.31	0.09	1.76	0.81	1.10	0.42	0.72
95th-Percentile Queue Length [ft]	13.9	57.8	2.35	44.0	20.2	27.4	10.4	18.1
Approach Delay [s/veh]	12.79		12.39		11.26		10.84	
Approach LOS	B		B		B		B	
Intersection Delay [s/veh]	11.97							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 2: Mountain View / F StControl Type:
Analysis Method:
Analysis Period:All-way stop
HCM 6th Edition
15 minutesDelay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):9.9
A
0.358**Intersection Setup**

Name	Mo Vi			Mo Vi			F St			F St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75	10	10	10	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0	0	0	0	0	0	0	0	0	0	0	0
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			F St			F St		
Base Volume Input [veh/h]	64	73	10	38	10	11	18	26	71	76	21	4
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	71	0	0	28	0	0	0	12	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	14	11	38	13	11	18	26	84	77	21	4
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	16	36	28	10	35	3	5	7	21	19	5	1
Total Analysis Volume [veh/h]	65	14	11	38	13	11	18	26	84	77	21	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	614	713	709	724	655
Degree of Utilization, x	0.11	0.36	0.26	0.18	0.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.35	1.63	1.06	0.64	0.55
95th-Percentile Queue Length [ft]	8.83	40.6	26.41	15.97	13.72
Approach Delay [s/veh]	10.28	9.88	9.04	9.50	
Approach LOS	B	A	A	A	
Intersection Delay [s/veh]	9.85				
Intersection LOS	A				

Moscow Slonaker Subdivision TIA

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Scenario 3 2022 Project - Phase 1 + 2

Analysis.vistro

Report File: X:\...\PM Peak Hour Operations - Moscow

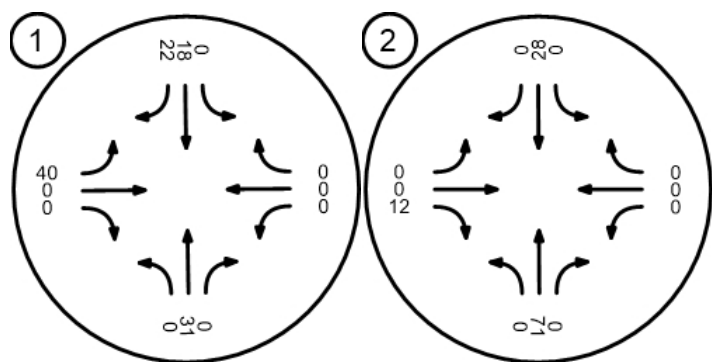
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Slonaker Subdivision - 2022 Phase 1 + 2_v3.pdf

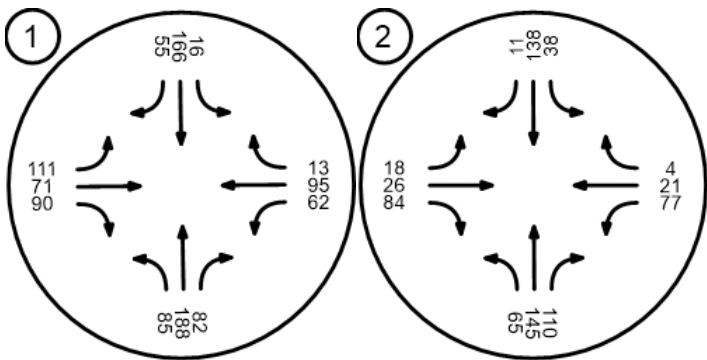
Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Slonaker Subdivision		210		0.990	140.000	63.00	37.00	88	51	139	100.00
Added Trips Total								88	51	139	100.00

Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Intersection Level Of Service Report
Intersection 1: Mountain View / D StControl Type:
Analysis Method:
Analysis Period:All-way stop
HCM 6th Edition
15 minutesDelay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):12.6
B
0.482**Intersection Setup**

Name	Mo Vi			Mo Vi			D St			D St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	60	10	10	70	10	10	30	10	10	16	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			D St			D St		
Base Volume Input [veh/h]	84	15	81	16	14	33	70	70	89	61	94	13
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	45	0	0	26	33	58	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	20	82	16	17	66	12	71	90	62	95	13
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	21	51	21	4	44	17	32	18	23	16	24	3
Total Analysis Volume [veh/h]	85	20	82	16	17	66	12	71	90	62	95	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	529	590	518	575	507	580	493	537
Degree of Utilization, x	0.16	0.48	0.03	0.42	0.25	0.28	0.13	0.20

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.57	2.61	0.10	2.05	1.00	1.13	0.43	0.75
95th-Percentile Queue Length [ft]	14.2	65.2	2.39	51.2	25.0	28.1	10.6	18.6
Approach Delay [s/veh]	13.53		13.15		11.68		11.07	
Approach LOS	B		B		B		B	
Intersection Delay [s/veh]	12.56							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 2: Mountain View / F StControl Type:
Analysis Method:
Analysis Period:All-way stop
HCM 6th Edition
15 minutesDelay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):10.3
B
0.409**Intersection Setup**

Name	Mo Vi			Mo Vi			F St			F St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75	10	10	10	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0	0	0	0	0	0	0	0	0	0	0	0
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			F St			F St		
Base Volume Input [veh/h]	64	73	10	38	10	11	18	26	71	76	21	4
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	10	0	0	41	0	0	0	18	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	17	11	38	15	11	18	26	90	77	21	4
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	16	44	28	10	38	3	5	7	23	19	5	1
Total Analysis Volume [veh/h]	65	17	11	38	15	11	18	26	90	77	21	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	609	701	699	708	639
Degree of Utilization, x	0.11	0.41	0.29	0.19	0.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.36	2.00	1.18	0.69	0.56
95th-Percentile Queue Length [ft]	8.91	50.0	29.50	17.35	14.12
Approach Delay [s/veh]	10.97	10.20	9.27	9.70	
Approach LOS	B	B	A	A	
Intersection Delay [s/veh]	10.32				
Intersection LOS	B				

Moscow Slonaker Subdivision TIA

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Scenario 4 2022 Project - Phase 1 + 2 + 3

Analysis.vistro

Report File: X:\...\PM Peak Hour Operations - Moscow

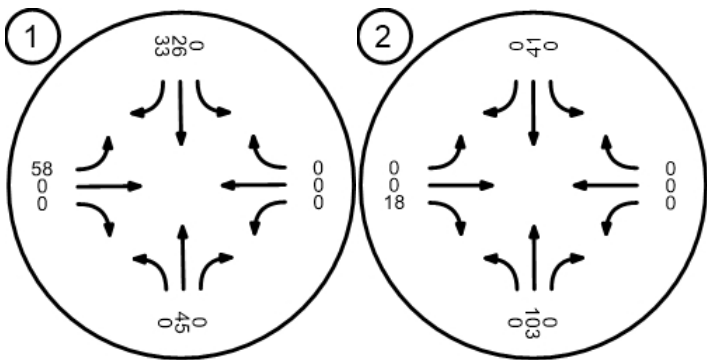
7/29/2021

Slonaker Subdivision - 2022 Phase 1 + 2 + 3_v3.pdf

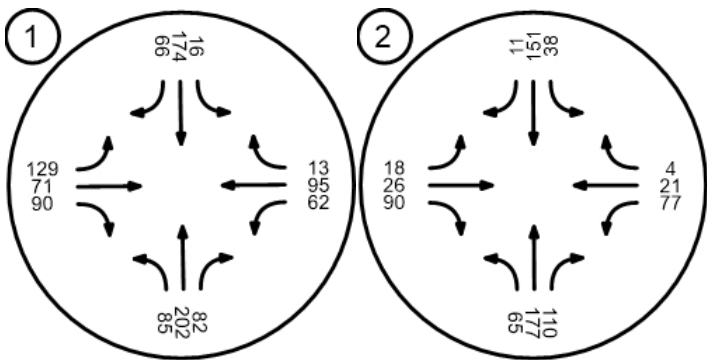
Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Slonaker Subdivision		210		0.990	205.000	63.00	37.00	128	75	203	100.00
Added Trips Total								128	75	203	100.00

Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Intersection Level Of Service Report**Intersection 1: Mountain View / D St**

Control Type:
Analysis Method:
Analysis Period:

All-way stop
HCM 6th Edition
15 minutes

Delay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):

13.3
B
0.516

Intersection Setup

Name	Mo Vi			Mo Vi			D St			D St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	60	10	10	70	10	10	30	10	10	16	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			D St			D St		
Base Volume Input [veh/h]	84	15	81	16	14	33	70	70	89	61	94	13
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	59	0	0	35	44	76	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	21	82	16	18	77	14	71	90	62	95	13
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	21	54	21	4	46	19	37	18	23	16	24	3
Total Analysis Volume [veh/h]	85	21	82	16	18	77	14	71	90	62	95	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	520	577	510	567	498	569	482	523
Degree of Utilization, x	0.16	0.52	0.03	0.46	0.30	0.28	0.13	0.21

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.58	2.95	0.10	2.40	1.22	1.16	0.44	0.77
95th-Percentile Queue Length [ft]	14.5	73.7	2.43	59.8	30.5	28.9	10.9	19.2
Approach Delay [s/veh]	14.42	14.08	12.19	11.33				
Approach LOS	B	B	B	B				
Intersection Delay [s/veh]	13.27							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 2: Mountain View / F StControl Type:
Analysis Method:
Analysis Period:All-way stop
HCM 6th Edition
15 minutesDelay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):10.9
B
0.464**Intersection Setup**

Name	Mo Vi			Mo Vi			F St			F St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri	Le	Th	Ri
Lane Width [ft]	12	12	12	12	12	12	12	12	12	12	12	12
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75	10	10	10	10	10	10	10	10	10	10	10
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Mo Vi			Mo Vi			F St			F St		
Base Volume Input [veh/h]	64	73	10	38	10	11	18	26	71	76	21	4
Base Volume Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Heavy Vehicles Percentage [%]	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Growth Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	13	0	0	55	0	0	0	24	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	20	11	38	16	11	18	26	96	77	21	4
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	16	52	28	10	41	3	5	7	24	19	5	1
Total Analysis Volume [veh/h]	65	20	11	38	16	11	18	26	96	77	21	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings**Lanes**

Capacity per Entry Lane [veh/h]	602	688	685	688	620
Degree of Utilization, x	0.11	0.46	0.31	0.20	0.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.36	2.46	1.33	0.76	0.59
95th-Percentile Queue Length [ft]	9.03	61.5	33.31	18.97	14.64
Approach Delay [s/veh]	11.88	10.62	9.57	9.95	
Approach LOS	B	B	A	A	
Intersection Delay [s/veh]	10.94				
Intersection LOS	B				

Moscow Slonaker Subdivision TIA

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Analysis.vistro

Scenario 5 2022 Project - Phase 1 + 2 + 3 + 4

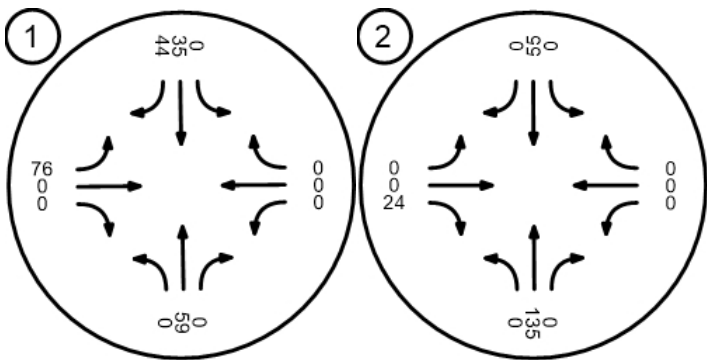
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Slonaker Subdivision - 2022 Phase 1 + 2 + 3 + 4_v2.pdf

7/28/2021

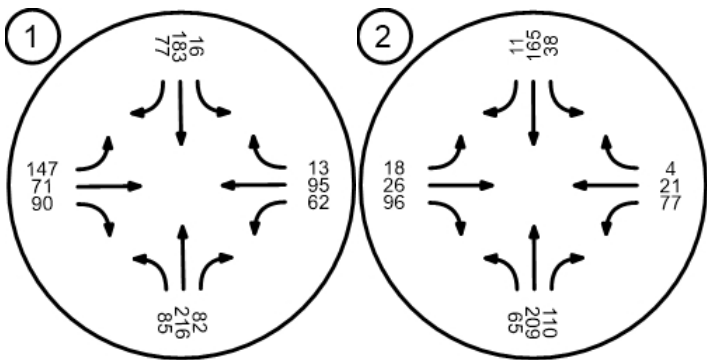
Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	Trips In	Trips Out	Total Trips	% of Total Trips
1: Slonaker Subdivision		210		0.990	270.000	63.00	37.00	168	99	267	100.00
Added Trips Total								168	99	267	100.00

Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



TMC Reduction (5-4-21 version) - Moscow Subdivision Study 7-27-2021

TMC Reduction (5-4-21 version) - Moscow Subdivision Study 7-27-2021

F Street "F Street Combined Counts.xls"

15-Jun-15

15-Jun-15	Tue		Wed		Thu				
	EB	WB	EB	WB	EB	WB	EB	WB	
12:00 AM		5	3	6	4	6		6	4
01:00		2	1	1	0	2		2	1
02:00		0	0	1	0	4		2	1
03:00		2	1	1	4	1		1	2
04:00		0	2	1	3	2		1	3
05:00		3	11	2	13	5		3	12
06:00		12	30	11	30	19		14	31
07:00		39	73	33	60	53		42	70
08:00		119	117	104	106	93		105	102
09:00		16	32	20	31	55		30	39
10:00		22	26	51	48	49		41	45
11:00		55	37	65	61	73		64	54
12:00 PM		47	40	73	73	63		61	58
01:00		35	32	73	71	61		56	55
02:00		53	32	79	61	75	88	69	60
03:00		95	82	87	89	95	62	92	78
04:00		60	38	99	87	121	121	93	82
05:00		83	54	104	90	136	141	108	95
06:00		61	48	79	84	95	85	78	72
07:00		38	30	70	72	80	99	63	67
08:00		28	25	52	56	63	61	48	47
09:00		21	17	36	36	41	61	33	38
10:00		16	5	17	16	29	24	21	15
11:00		11	5	11	9	14	12	12	9

Mt View "MTView Combined Counts.xls"

	1-Jun-15		Tue		Wed		Thu		Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM			4	5	8	5	4	4	5	10
01:00			3	1	4	4	0	2	2	5
02:00			0	0	1	2	3	1	2	3
03:00			3	1	3	2	2	1	3	4
04:00			9	1	6	0	6	3	7	8
05:00			12	1	10	3	16	2	13	15
06:00			35	8	45	17	39	14	40	53
07:00			127	29	131	37	122	41	127	162
08:00			121	55	111	52	125	55	119	173
09:00			63	51	85	37	83	40	77	120
10:00			84	77	66	67	63	74	71	144
11:00			67	65	64	80	73	56	68	135
12:00 PM			95	79	79	82	80	84	85	166
01:00			66	85	79	84	87	92	77	164
02:00			91	74	64	77	14	13	56	111
03:00	99	109	87	117	95	119			94	209
04:00	84	139	79	111	79	132			81	208
05:00	84	156	89	154	123	161			99	256
06:00	136	123	76	129	110	124			107	233
07:00	54	77	63	75	76	77			64	141
08:00	26	46	88	59	65	80			60	121
09:00	22	32	26	42	34	42			27	66

10:00	14	11	11	21	12	24	12	19	31
11:00	4	9	3	11	9	11	5	10	16

	01-Jun-15		Tue		Wed		Thu		Average	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
			6	8	11	12	5	3	7	8
			2	4	3	4	2	3	2	4
			1	0	1	2	2	4	1	2
			4	3	7	3	3	4	5	3
			12	1	8	1	6	2	9	1
			20	2	18	5	17	4	18	4
			62	20	70	29	66	26	66	25
			162	55	167	62	156	71	162	63
			184	134	172	144	184	139	180	139
			99	80	104	77	108	78	104	78
			95	93	110	94	109	104	105	97
			116	114	114	120	117	124	116	119
			143	133	124	128	146	127	138	129
			94	113	123	131	103	115	107	120
			120	122	117	130			119	126
	173	184	158	208	179	200			170	197
	137	197	156	179	133	211			142	196
	130	228	144	223	174	245			149	232
	156	170	131	195	160	169			149	178
	86	133	88	132	118	163			97	143
	43	66	105	90	102	136			83	97
	42	47	61	62	61	78			55	62
	16	21	15	30	24	41			18	31
	12	14	14	22	21	21			16	19

You are invited to attend a Neighborhood meeting

- Why? The Wintz Company, LLC is making an application to the City of Moscow to annex into the City and approve a planned residential and mixed use development on approximately 82 acres. This informal setting of this neighborhood meeting will allow the Wintz Company to explain the project to those living nearby and provide a relaxed setting for questions in advance of the City's public hearings.
- When? – Saturday, March 27th - 10:00 am
- Where? – 1912 Center – 412 E. 3rd St. – Fiske Room
- Contact person – Mark Wintz – 208) 596-5555 or email - mark@wintzcompany.com

Donuts and coffee will be served!

Hope to see you there.

Mark Wintz

2103 ORCHARD AVE
MOSCOW, ID 83843

2210 TRAIL RD
MOSCOW, ID 83843

934 PHEASANT RUN RD
MOSCOW, ID 83843

2045 ARBORCREST RD
MOSCOW, ID 83843

980 HIRSCHI RD
MOSCOW, ID 83843

1524 LANNY DR
MOSCOW, ID 83843

1405 ORCHARD AVE
MOSCOW, ID 83843

1953 ARBORCREST RD
MOSCOW, ID 83843

1931 ORCHARD AVE
MOSCOW, ID 83843

1228 PONDEROSA DR
MOSCOW, ID 83843

2236 ARBORCREST RD
MOSCOW, ID 83843

1512 LANNY DR
MOSCOW, ID 83843

2238 TRAIL RD
MOSCOW, ID 83843

1609 LANNY LN
MOSCOW, ID 83843

1510 ORCHARD AVE
MOSCOW, ID 83843

1506 LANNY DR
MOSCOW, ID 83843

1212 TAMARACK DR
MOSCOW, ID 83843

1204 TAMARACK DR
MOSCOW, ID 83843

2157 ARBORCREST RD
MOSCOW, ID 83843

1418 LANNY DR
MOSCOW, ID 83843

2106 ORCHARD AVE
MOSCOW, ID 83843

2111 ORCHARD AVE
MOSCOW, ID 83843

1228 TAMARACK DR
MOSCOW, ID 83843

1705 LANNY AVE
MOSCOW, ID 83843

1825 ORCHARD AVE
MOSCOW, ID 83843

1542 LANNY LN
MOSCOW, ID 83843

1306 SLONAKER DR
MOSCOW, ID 83843

2005 ORCHARD AVE
MOSCOW, ID 83843

2048 ARBORCREST RD
MOSCOW, ID 83843

1212 SLONAKER DR
MOSCOW, ID 83843

██████████
1632 ARBORCREST RD
MOSCOW, ID 83843

██████████
1820 ORCHARD AVE
MOSCOW, ID 83843

██████████
1580 CHRISTOPHER LN
MOSCOW, ID 83843

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1309 SLONAKER DR
MOSCOW, ID 83843

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1507 ORCHARD AVE
MOSCOW, ID 83843

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1412 ORCHARD AVE
MOSCOW, ID 83843

██████████
1854 TIMBER GLADE PL
NORTH LAS VEGAS, NV 89084

██████████
1400 ORCHARD AVE
MOSCOW, ID 83843

██████████
PO BOX 10001
MOSCOW, ID 83843

██████████
958 HIRSCHI RD
MOSCOW, ID 83843

██████████
1075 TRAIL RD
MOSCOW, ID 83843

██████████
1515 LANNY DR
MOSCOW, ID 83843

██████████
1601 ORCHARD AVE
MOSCOW, ID 83843

██████████
1224 TAMARACK DR
MOSCOW, ID 83843

██████████
PO BOX 9780
MOSCOW, ID 83843

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1870 ORCHARD AVE
MOSCOW, ID 83843

██████████
10393 N IDAHO RD
POST FALLS, ID 83854

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1216 TAMARACK DR
MOSCOW, ID 83843

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1220 TAMARACK DR
MOSCOW, ID 83843

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1208 TAMARACK DR
MOSCOW, ID 83843

██████████
966 PHEASANT RUN RD
MOSCOW, ID 83843

██████████
2241 ARBORCREST RD
MOSCOW, ID 83843

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1326 ORCHARD AVE
MOSCOW, ID 83843

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1232 TAMARACK DR
MOSCOW, ID 83843

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1215 SLONAKER DR
MOSCOW, ID 83843

██████████
1406 ORCHARD AVE
MOSCOW, ID 83843

██████████
1091 YOUMANS LN
MOSCOW, ID 83843

██████████
1509 LANNY LN
MOSCOW, ID 83843

██████████
1750 ARBORCREST RD
MOSCOW, ID 83843

██████████
2214 ORCHARD AVE
MOSCOW, ID 83843

1415 ORCHARD AVE
MOSCOW, ID 83843

1424 LANNY DR
MOSCOW, ID 83843

1310 YOUMANS LN
MOSCOW, ID 83843

2152 ARBORCREST RD
MOSCOW, ID 83843

1867 ARBORCREST RD
MOSCOW, ID 83843

1156 YOUMANS LN
MOSCOW, ID 83843

NAME

ADDRESS

1931 Orchard Ave.

2780 N. Mountainview

1601 ORCHARD AVE

2236 ARBORCREST + AVE

2442 Arborcrest Rd

1212 SLONAKER DR

1215 SLONAKER DR

1400 Orchard Ave

1510 Orchard Ave.

1870 Orchard Ave.

934 Pheasant Run

1820 Orchard

811 Sherwood St.

2210 Trail Rd.

2238 Trail

1106 Slonaker Dr.

1109 Slonaker Dr.

" "

1115 Slonaker Dr.

1326 Orchard

966 Pheasant Run

2152 Arbor Crest Rd

WINTZ COMPANY NEIGHBORHOOD MEETING – TRAILS DEVELOPMENT

Meeting Minutes:

Begin: 10:01 am

00:00 – Mark introduces himself and the project

01:15 – Mark begins presentation

20:40 – Open up the presentation for questions

21:00 – Questions about water table concerns

21:50 – Question about paving gravel roads such as Trail and Arborcrest

22:40 – Question about widening Orchard for big machinery
- Accessing development off of what street

25:00 – Mark answers questions of Water runoff and water retention

27:00 – Scott Sumner addresses water containment

28:00 – More questions about runoff affecting resident's property that already has lots of water runoff

29:55 – Scott addresses drinking water and water table concerns. There will be studies with the city to make sure there are not system failures.

31:30 – More questions about water table levels. Arborcrest development lowered water pressure

33:00 – Question on the sequence of development

35:00 – Question on direction of utilities and the support

38:00 – Concerns of the PICA BOOM development and the disruption to

40:00 – Concerns about traffic and how this development will play out

41:00 – Pay for repairs

44:00 – Where is the access for this property

46:00 – Can a summer road be built off of Mtn View

49:00 – Where will the traffic for this development go? Family and children concerns...

51:00 – Request for a traffic study

51:00 – Will feel more comfortable if they know there is proper concerns taken

52:30 – Question on if there is future development planned North of Trail

53:00 – Parking questions

55:00 – Questions about lot size and concerns of how conducive things are

56:00 – TRAFFIC and WATER are two biggest concerns

58:00 – Quiet roads and quiet neighborhoods

59:30 – What will be the extent of neighborhood business

60:00 – What will the process be going forward and what does work with the city look like

61:00 – Will residents get informed about zoning and planning?

62:00 – Back to sewer concerns with low water pressure

63:30 – Sustainable water use

65:30 – Any other owners to the project besides Mark?

67:20 – Will there be a required Development Impact report? Water, traffic, sewage, etc...

68:00 – City allowed parking issues to arise with Identity

70:00 – More parking questions

72:00 – How will this compete with other developments and what will happen in a downturn?

73:00 – Will the development ever been sold?

76:00 – Concerns about diesel exhaust

80:00 – What is the initial process? When will this get started?

81:00 – What will the grading process look like? Make sure we have good topsoil

83:00 – Sewage questions about section between Lanny and Sloanaker

84:00 – Treat this development like you were living there and be a good neighbor

84:40 – End of Meeting



City of Moscow Parks and Recreation

Memo

To: Mike Ray, Planning Manager

From: David Schott, Assistant Parks and Recreation Director

Date: May 6, 2021

Re: Parkland Dedication Requirements for the Proposed Woodbury Subdivision, Phase 1

As part of the subdivision process, this proposed subdivision falls under the requirements of the parkland dedication codes of the City.

Please note, the following will be my recommendation to the Parks and Recreation Commission meeting on August 26, 2021.

There is 509,807 SF (11.70 acres) of net developable area platted in phase 1 of the Woodbury subdivision. Of the 509,807 SF (11.70 acres), 478,409 SF (10.98 acres) is zoned R-2 Moderate Density, Single Family Residential Zoning District. The other 31,398 SF (0.72 acres) is zoned NB Neighborhood Business Zoning District.

The R-2 requires five percent (5%) of required parkland dedication. There is 478,409 SF (10.98 acres) of net developable area, which requires 23,920.45 SF (0.55 acres) of parkland dedication.

The NB requires nine percent (9%) of required parkland dedication. There is 31,398 SF (0.72 acres) of net developable area, which requires 2,825.82 SF (0.06 acres) of parkland dedication.

The total parkland dedication requirement for phase 1 of the Woodbury subdivision is 26,746.27 SF (0.61 acres).

It is my recommendation to defer the parkland dedication requirements for phase 1 to phase 2 of the entire subdivision for a natural area comprised of 133,793 SF (3.07 acres) and a 49,493 SF (1.14 acres) area that total 183,256 SF (4.2 acres) for open space that will include grading, a detention basin, and a ten foot (10') wide gravel (pathway base) pathway provided by the developer.

The WintzCompany, LLC has submitted a letter to this effect, Exhibit A.

It is anticipated the parkland dedication requirements for the entire subdivision would be approximately 2.3 acres +/- . Said 4.2 acres of parkland dedication, together with agreed upon improvements to the parkland property, would satisfy all parkland dedication requirements for the entire Woodbury subdivision.

It is my opinion that as proposed, the owner meets (exceeds) the parkland dedication requirements for this subdivision.

Should there be any changes to the developable land or zoning on the final plat, I would need to review those changes for any possible affects to my recommendation.

Please do not hesitate to contact my office with any questions or clarifications.

Exhibit A

WintzCompany, LLC

General Contracting / RE Development

August 18th, 2021

David Shott

650 N. Van Buren Street

Moscow, ID, 83843

Re: Woodbury park dedication

Dear David,

In order to meet our parks dedication requirements for the Woodbury subdivision, we would like to offer the naturalized area on our southwest boundary. This area comprised of an 133,793 sf area and a 49,463 sf area that together total 183,256 + - (see attached) will include a detention basin as a water feature and a ten-foot wide gravel path that meanders along the slope. The area overlooks an adjacent low lying natural drainage area, some portion of which has been dedicated to a nature conservancy, consisting of a few ponds that attract waterfowl and various other animals. We envision this naturalized greenspace, being a popular walking area and a possible connector to the larger pathway system.

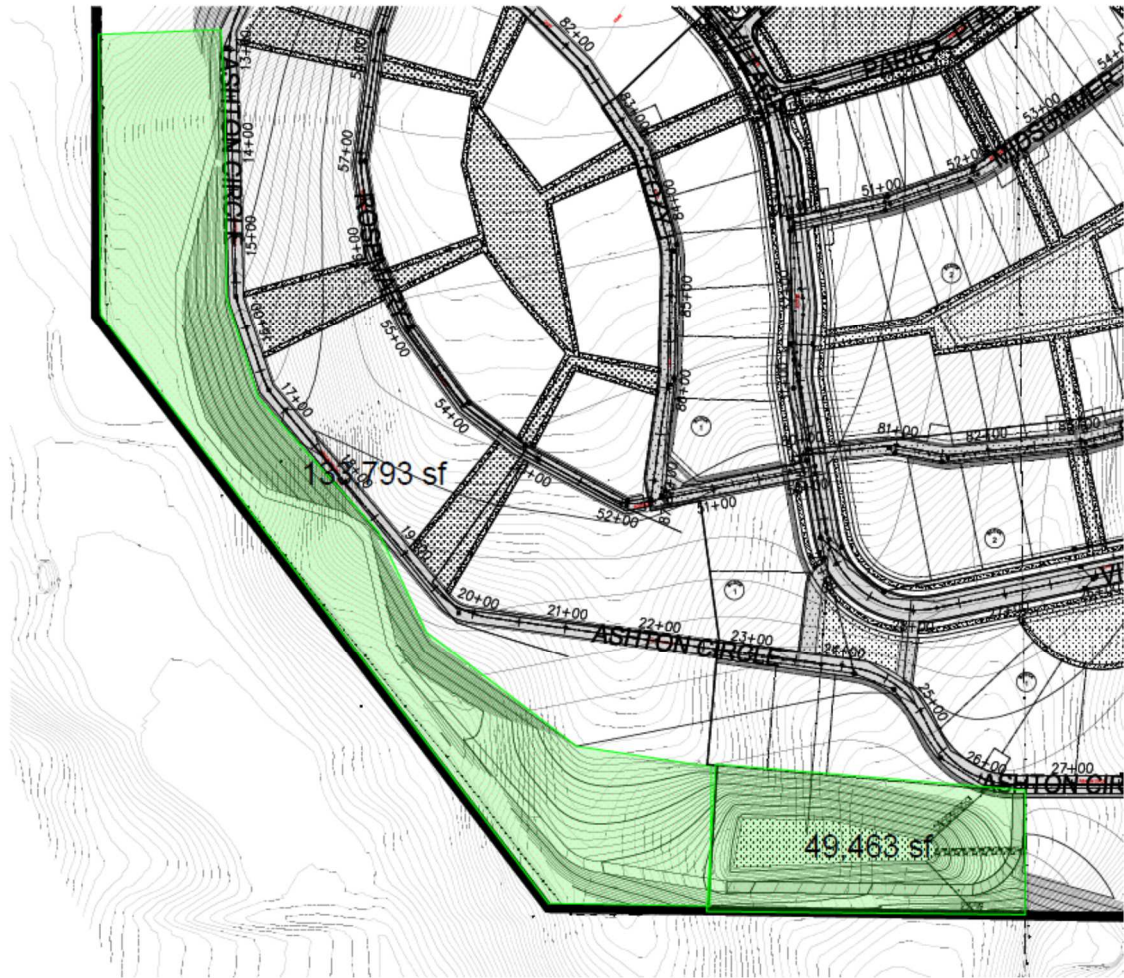
The entire space consists of approximately 4.2 acres and if completed as designed would meet the parkland dedication requirement for the entire 82 acres proposed for Woodbury. Additionally, Wintz Company proposes to do the grading improvements along with construction of the pathway and placement of gravel if the City is willing to contribute the trees, shrubs and maintenance.

Wintz Company has an agreement with the present land owners to purchase successive phases as we build out the larger project. This proposed area will be part of Phase 2 and will be purchased after Phase 1 is complete. After the purchase of the Phase Two area, Wintz Company would be able to make the dedication to the City but until then our parkland dedication would be suspended by mutual agreement.

Let us know if this is agreeable. We look forward to working with you on creating some fantastic parkland.

Best Regards,

Mark Wintz



**City of Moscow
Engineering Dept.**

Memo

To: Michael Ray, Planning Manager

From: Todd Drage, Engineering Technician

cc: Scott Bontrager, City Engineer; Jennifer Fleischman, Administrative Assistant – Capital Projects & Deputy City Clerk.

Date: 2021-08-18

Re: Department Review of the Woodbury Addition Preliminary Plat and Planned Unit Development

After reviewing the preliminary plat and planned unit development (PUD) for the Woodbury addition, the engineering department has a couple of recommendations for consideration at this stage of the platting process. Both comments have to do with the current ability for City infrastructure to facilitate pedestrian and vehicular traffic for the development and the surrounding area. We anticipate that the traffic on Mountain View Road will increase as a result of the proposed subdivision. Additionally, we anticipate that traffic will increase as a result of development to the east the proposed project that will utilize Mountain View Road as well. As a result, please consider the following:

1. As the main access road for the addition is by way of Slonaker Road. And, because of the proximity of Slonaker Road's entrance to a 90 degree bend in Mountain View Road. We recommend that a left turn lane from eastbound Mountain View onto Slonaker be evaluated.
2. Because of the anticipated increase vehicular and pedestrian traffic on Mountain View Road, we recommend improvements be made to safely facilitate this traffic. Our recommended improvements would include installation of curbing, sidewalk and roadway widening in order to connect the existing pedestrian/bicycle facilities near the intersection of Slonaker Drive and Mountain View Road with the pedestrian/bicycle facilities on Mountain View Road near the Hamilton-Lowe Aquatics Center

This concludes our comments for this preliminary application. Please let me know if you have any questions or comments.

Regards,

Todd Drage

April 15, 2021

Moscow Planning and Zoning Committee,

I am not opposed to development in Moscow or the proposed addition on the Trail property that will be Slonaker II addition. Afterall, there is no shrinking to greatness. But I do think you should take some things into consideration prior to affirming the project.

As a previous resident of Moscow at 1306 Slonaker Drive I can understand, and I know the concern the current residents have regarding the construction that will occur. I believe there are valid concerns and you should consider them. Not from a NIMBY perspective but from the neighborhood perspective that they will be severally impacted for multiple years. It's not so much the building, although there is that, but it's the traffic and large trucks and equipment that will be forced though the neighborhood. The current plan of using Slonaker Drive as the only access will disrupt a neighborhood street with many families with young children and increase the possibility of something tragic happening. Yet, there are several ways to alleviate and reduce the effects of this multi-year project to every homeowner and resident while making sure the project is built and stays on plan.

First, the construction equipment that will be required to excavate and develop the project going through the neighborhood. This equipment traveling down Slonaker

Drive, a residential neighborhood full of kids, homes and traffic will be extremely disruptive and detrimental to the lives of everyone there. It's not just the equipment to move dirt but the loads and loads of rock and concrete to put in streets, sidewalks and infrastructure. The solutions are multiple.

There is Youmans Lane, a dirt road, that leads to the property with significantly fewer homes and is already used for heavy equipment because of the excavating company residing there makes clear sense. Not only that, it's the Trail property and they might as well accept the impact to the area and what was once their land. You could also insist the construction traffic use Mountain View to Trail Road with access to the proposed development. This would keep this traffic off Slonaker Drive and a neighborhood street.

These simple solutions for approval would alleviate most of the concerns held by the homeowners of Slonaker Drive and yet give the developer his request for development. Realizing that city streets are for everyone's use I realize this solution could present an issue. But if the developer really wants to be a "good" neighbor I would think these simple solutions would be of little consequence to develop not just a new neighborhood but relations with his neighbors.

Regards,
Dick Adams

[REDACTED]

Boise, Idaho 83712

From: Heather Walke [REDACTED]
Sent: Tuesday, April 13, 2021 9:02 PM
To: Michael Ray; Aimee Hennrich
Subject: Proposed Wintz Development

CAUTION: This message originated from outside the City of Moscow's network. Exercise caution when clicking links or opening attachments. If in doubt, please contact Information Systems at extension 7004.

In reading through the Comprehensive Plan - A Vision for Moscow, I am concerned that the Wintz development off of Slonaker Dr and the area surrounding it is not in keeping with the character of the neighborhood and the close community that we have on Slonaker Dr. The Wintz development is not complementary to the environment that already exists on the street. I feel that the size of lots and spacing between homes is one thing that makes our street unique. The Wintz development does not "sustain the character that is so vitally important to the residents [of Slonaker Dr] as it defines our individual neighborhood and community and creates a quality of place like no other." (A vision for Moscow 1.2)

I am not opposed to growth in Moscow. I am not opposed to the Wintz development. I am opposed to using Slonaker Dr as a thoroughfare, highway, or considering it as a collector street. I am extremely concerned about the increase of traffic that will ruin what once was a quiet neighborhood. Is it possible to keep us out of the development entirely? Is it possible to keep Slonaker Dr from going through as an access point for cars? Rather keep a walk/bike path that connects the communities? Similar to what the city did on third street with the pedestrian bridge. Keeping the road from going through would make a huge difference to the residence of our street. The proposed development would eventually add 270 homes in which the future residents, cement trucks, construction vehicles and crew from the plat design, would prefer to use Slonaker Dr as the main point of entry for the new community. Slonaker Dr would now be a very busy street and it would completely change the character and aesthetics of our street that have kept our neighborhood enjoyable. It would change our sense of community. As I've stated, it would become a thoroughfare. Please, please protect our "existing neighborhoods identity and character"! (A Vision for Moscow, 1.4 Ch 2, objectives)

When Lanny Lane was developed it added a number of cars that significantly increased (not to mention the amount of heavy construction vehicles) the traffic on Slonaker Dr. I would urge the city to do a traffic study to analyze the potential impact. I feel the street is being used to thru traffic in ways that are already impacting our street and the safety of those that live here. I can't imagine the impact of another 270 homes and the number of construction vehicles it takes to develop a neighborhood of this size. Is it possible for the developer to provide its own street entrance from a different location? Wouldn't it be best for a development of this size to have its own entrance point?

Also the impact of traffic on Mountain View. Mountain View is a busy road and I feel uncomfortable having my kids walk to school because of the lack of sidewalks from Slonaker Dr down to F street. Mountain View from these two points is unsafe for all pedestrians but especially children. Will the road be improved with sidewalks? I would imagine that there would be a number of children in a community of that size (including my own children and the kids on this street) that should have a safe route to school.

I hope that the city and Wintz development would be willing to go back to the drawing board and work with the residents to find a plan that works for all.

I appreciate your time and really hope that you will value the concerns of those that are most impacted. Again, I am not against the proposed development, I just don't want Slonaker Dr to become a highway. Please help us keep our street the neighborhood that it is.

Heather Walker

[REDACTED]

From: Davis, Suzie [REDACTED]
Sent: Wednesday, April 28, 2021 9:11 AM
To: Planning & Zoning Commission
Subject: Harvest Hills

CAUTION: This message originated from outside the City of Moscow's network. Exercise caution when clicking links or opening attachments. If in doubt, please contact Information Systems at extension 7004.

To members of the Planning and Zoning Commission,

I am writing to express my concerns over the number of proposed developments occurring within and on the outskirts of the city of Moscow, with an immediate concern about the Harvest Hills development, Areas 1 & 2. My main concerns with this development and the two others (Trail Road and West Palouse River Drive) are:

1. Where are the people coming from that will fill all of these homes?
2. How are these going to be entry level homes when the cost of lumber and other building materials have skyrocketed? Yes, this could just be a passing trend, but all the more reason to postpone the approval until prices go down.
3. What is going to be done with the added congestion and traffic on Mountain View, 6th Street, B Street, and D Street? One fancy crosswalk at 3rd and Mt. View is not going to "cut it".
4. And finally, and most importantly, in my opinion, where is the water going to come from for all these new homes? We are already depleting the water table faster than it can replenish. How is this sustainable?

This feels like a huge increase in housing without much thought to sustainability. There should be more input and discussion with homeowners near these developments and the public in general. I realize this is more difficult to accomplish during a pandemic, but that shouldn't be the excuse. It should be a reason to be more cautious and thoughtful with our actions.

Sincerely,

Suzie Davis

[REDACTED], Moscow

Moscow resident since 1968

AUG 19 2021

August 17, 2021

Excerpts from Moscow, Idaho's Comprehensive Plan

City of Moscow

Please take a moment to refresh yourselves on information taken directly of Moscow's published Comprehensive Plan.

1.1 Community Values and Plan Goal:

"Through the public input process it was clear that the community possesses common desires for the future of Moscow.....Consideration should be given to these values during decision-making processes."

1.1.1 Community Values

"Moscow is a unique community blending amenities of the urban environment with those of the rural landscape. The residents of Moscow value quality of life, stability and sustainability. They want growth to be sustainable and keeping with the character of the community and Moscow's sense of place.

Maintenance and Enhancement of Community Character that Promote a Sense of Community

Character and community are not easily defined.....character primarily refers to the built environment.....arrangement of buildings and spaces and their relationship to each other, the natural environment.....

A sense of **community**.....people must feel connected to their environment.....

Each neighborhood has characteristics that make it special, which help form its unique identity.....Sustaining character is vitally important to the residents as it defines their individual neighborhood and community.....In order to maintain character, important identifying features must be protected and integrated into development. There must also be transitions between area of varying character so as to preserve values and ensure compatibility.

As a resident of Moscow, Idaho since 1988, I have come to love Moscow and the Palouse and proudly call it my home. My husband and I raised our two daughters here, both of whom received a quality education in the Moscow Public Schools. When we arrived in the area we had the choice of living in Moscow or Pullman, as my husband's ROTC job was primarily located at WSU. As we drove through Moscow and its neighborhoods, we chose to live in Moscow due to the overwhelming sense of character and community which we both highly value. The beauty of the Palouse's rolling hills and agricultural land surrounding Moscow are characteristics which define the area.

After we both retired, we were fortunate to be able to build our dream home on Slonaker Drive. To our great surprise, in late March, we learned of a proposed 82 acre 260+ home development on the rolling farm land, adjoining Slonaker Drive. Along with others on our street and adjoining neighborhoods, we attended an informational meeting on March 27, 2021 with the Developer Mark Wintz. We learned of the size, scope and general proposed plat of the development. Input from those in attendance was invited and we heard numerous concerns from those in attendance. The current Woodbury Phase I development includes 21 acres and 74 homes (allowing also for Carriage Houses on most homes).

My husband and I believe the following:

Moscow needs more homes and are NOT opposed to growth.

The tax benefit to Moscow is clear, welcomed and needed.

Mark Wintz has a reputation for building nice homes.

We have several concerns regarding the proposed plan as presented at the neighborhood meeting.

The general **Infrastructures must be in place** before any new construction begins in an area. This includes adequate street development, sidewalks and curbs, traffic impact/studies, environmental impact including water use and drainage studies,

Traffic Issues are at the top of most everyone's concerns. Initially the construction traffic will be enormous. The main entrance to this development appears to be Slonaker Drive. Slonaker Drive is not a thoroughfare and is a currently a quiet neighborhood street, with many young children playing and riding bikes on or near the street. The street was not designed for heavy construction traffic. The Slonaker Drive entrance, off of Mountain View Drive, is a short 100 yards or so after a sharp 90 degree curve. Traffic on Slonaker has already increased many times over with the completion of Lanny Lane, mostly from individuals using it as a bypass from other neighborhoods. When I asked an employee in the city office if a traffic study could be done for this area, prior to this development being approved, I was told that "no traffic studies would be done this summer because there are no summer interns." I found this to be an unacceptable answer. In the current proposed Woodbury Phase I application Mr. Wintz references a Traffic Assessment. Upon our request at the City office, we received a partial copy of this assessment. The data used is based on a **2006** traffic study of D Street and Mountain View and a **2017** traffic study of F Street and Mountain View, using a 1% increase for each year. No traffic study has been conducted for the impact on Slonaker Drive and Mountain View. During the neighborhood meeting, when asked about using the Trail Road access for construction, Mr. Wintz stated that the Trails wanted to farm the land as long as they could and so a construction road couldn't go in from Trail Road. Many farmers have dirt roads through their fields in order to access other parts of their land, so this is not an acceptable reason for avoiding a northern entrance.

With the current plan for this development to take over 10 years to complete—as stated by Mr. Wintz—the continual heavy construction traffic will ruin Slonaker and nearby neighborhoods. In addition, A June 2018 report from the Office of Energy Efficiency and Renewable Energy states, "The average number of vehicle trips made by a household in a year's time was 1,865 in 2017, which translates to an average of 5 household trips per day (one-way)." With 270+ homes (and the addition of allowed Carriage house on most properties—more people more cars) proposed for the Wintz development, we could potentially see over 1300 cars/day one way traveling Slonaker Drive unless other viable entrances are developed.

With much to consider, I would implore the Planning and Zoning and City Council to consider the following:

- Conduct a current traffic study
- require an alternative entrance for construction other than Slonaker Drive
- ensure other viable entrances are developed for the Woodbury Development

Water Usage—my knowledge is very limited in this area, however, I am aware of the continued decrease of the Grande Ronde aquifer that serves as the sole drinking water for Moscow and Pullman. Over the past 85 years the aquifer has decreased over 100'. At the April 4, 2021 Water Usage on the Palouse Basin Zoom meeting, Kara Haley, Pullman City Engineer, reported that there has been some improvement in conserving water usage in the past 20 years. However, as is reported by various other sources, the Grande Ronde drawdown continues and recharging is not occurring. Rather like, drinking through a straw and never refilling the glass. There are currently

Water saving devices, of course, are encouraged in new developments, but they cannot provide the totality of our plan to save the aquifer. It is essential that we, Moscow Planning and Zoning, Moscow City Council and the community, take time to evaluate the current water concerns and needs and don't default to, "we've always done it that way" mentality. If we don't, we will end up like California, Arizona and other western states without any options for water and attempting to pipe water from long distances—which would take years to plan and complete. Having attended a recent Planning and Zoning meeting regarding another Moscow development where water was raised as a concern, I was discouraged to hear from a member of the Board, "we are studying that" and then proceeding to approve all parts of the development.

Slonaker Drive, Aroborcrest, and Orchard Avenue each have a unique character which offer the sense of community for which Moscow is known. This development, by itself, may have a sense of community and character, but in my opinion, seems to stand separated from the Moscow community.

Thank you for your time and dedication to ensuring Moscow maintains the community values of the Moscow Comprehensive Plan and the many qualities we love about Moscow.

Moscow

Woodbury Subdivision

8-19-2021

My wife and I moved to Moscow several years ago after Retiring. We lived out whole life in very large city with all the problems. It was time for us to find a quiet, peaceful, senior friendly place to live out the rest of our lives.

To quote the Moscow Comprehensive Plan "Moscow is a unique community blending amenities of urban environments with those of the rural landscape. The residents of Moscow value quality of life, stability, and sustainability. They want growth to be sustainable and in keeping with the character of the community and Moscow's sense of place".

I have seen first hand the aftermath of several cities that grown beyond their INFRASTRUCTURE. I see Moscow headed in that direction!

A rough guess of the new homes proposed is around 600. With 4 people, 2 cars, lawns, toilets, washer and driers that's quite an impact on all city systems.

At the Planning and Zoning Meeting for the third ave project. The commission listened and answered questions. At the end several things bothered me.

1 - Nel Reese stated regarding traffic. "I'm not sympathetic about traffic I've had traffic at my house since I've lived there, so just deal with it". That doesn't sound like the commission has an open mind!

2 - In regards to having enough water. Robb Parish stated. "They were not aware of any studies in regard to how much water was available if any. You will have to ask the Council". Do we have a sustainable water supply? Harvard, Troy, Genesee and many other cities are having water problems in our area. How can we in good conscious ok this number of housing without knowing if they can be supplied with water? And for how long will this severe drought last in the west?

3 - Will Slonaker Dr be able to handle all the extra traffic which it wasn't designed for? The last traffic study for Mountain View that I could find was 2006. A lot has happened since then. Is it too much to ask of a quiet neighborhood like Blackwood to have 10-20 years of construction traffic going back and forth

4 - Is it time to widen Mountain View to 4 lanes? With a new school and more housing it is harder to turn onto Mountain View at times.

5 - Lessons learned from my passed life of 34 years in the fire service. Narrow streets can easily be blocked by well meaning motorist who only leave there car parked illegal for a minute. Which delay big fire trucks on the way to an emergency. Minutes count!

In conclusion Moscow will never be a large metropolis. At my age my hope is we save our precious resources for the future. Instead of using now and nothing for the future. So my kids and grandkids (that live here) will enjoy the Moscow way of life.

Joe + Mary May - [REDACTED]

RECEIVED

AUG 19 2021

City of Moscow

To: Moscow City Council

August 15, 2021

From: Dr. Mary R. Jett

Dr. Mary R. Jett
[Redacted] Lan [Redacted]

RECEIVED

AUG 19 2021

City of Moscow

WATER????

1. We have consistently received messages from the city, in many forms, saying that we need to conserve on water.
2. How will this new development impact the water supply?
3. I suspect the city sees the development as an opportunity for more tax \$. How will you weight the \$ against the diminishing water supply?
4. What plans are in the works to increase the water supply? For example, capturing flood waters.
5. Will the new development have water restrictions? For example, building each dwelling so that gray water can be recycled into yards and toilets and other innovative ways of managing water.

Jennifer Fleischman

From: Michael Ray
Sent: Wednesday, August 18, 2021 11:16 AM
To: Jennifer Fleischman
Subject: FW: Proposed Woodbury Development

Follow Up Flag: Follow up
Flag Status: Flagged

From: Paul Hendrix <[REDACTED]>
Sent: Wednesday, August 18, 2021 11:06 AM
To: Michael Ray <mray@ci.moscow.id.us>; Bill Belknap <bbelknap@ci.moscow.id.us>; Council <council@ci.moscow.id.us>
Subject: Proposed Woodbury Development

CAUTION: This message originated from outside the City of Moscow's network. Exercise caution when clicking links or opening attachments. If in doubt, please contact Information Systems at extension 7004.

To whom it may concern:

As a Slonaker Drive homeowner, I am concerned about the plan to use our street as the Phase One construction access for the proposed Woodbury subdivision. Having spent my career in the construction equipment space, I have seen the effects that new development can have on existing neighborhoods -- higher traffic in general, but astoundingly high construction traffic during the initial phases.

At the developer's neighborhood meeting in March, while Slonaker homeowners objected to using their street as sole construction access for his project, homeowners on Trail Road, a gravel county road at the opposite end of the proposed development, also objected to the alternative of using Trail as the entrance. But only two homes on Trail would be affected, versus 15 homes on Slonaker, many with young children. Because this is 100% new construction with no existing infrastructure, tons of equipment and materials would be traveling to the site for months, even years to come. Using Slonaker will undoubtedly affect the safety and quality of life of families on our quiet city street.

At the August 12 Traffic Commission meeting, Deputy City Supervisor Bill Belknap admitted that old data was used for Woodbury's traffic study with a "growth factor" of 1% a year applied. The study included traffic patterns for a "built-out" development instead of 100% new construction. Surely this requires more in-depth study.

Woodbury's developer, Mark Wintz (at the neighborhood meeting), and Mr. Belknap (at the Traffic Commission meeting) compared Slonaker's street width (34') to the narrower streets proposed for Woodbury (20'), stating that as the road narrows from 34' to 20' traffic would naturally slow down. If this were true, wouldn't the opposite also be true? As drivers leave Woodbury and enter Slonaker, wouldn't they speed up? Again, this would make Slonaker less safe for homeowners.

I implore the City to conduct further study of this proposed project and seek answers to the concerns I have raised. If Woodbury goes forward, I ask that the developers be required to use Trail Road as the sole access until Phase One construction is complete.

Sincerely, Paul D. Hendrix

RECEIVED

AUG 19 2021

August 17, 2021

City of Moscow

I am writing, as a concerned citizen who lives on Slonaker Drive, pertaining to the proposed Woodbury, Phase 1 addition. I am not opposed to development, but I am alarmed that Slonaker Drive would be the primary access for construction. It will take a massive amount of equipment and months of earth moving, trenching, and heavy equipment transport prior to even starting the first home construction. It will then be months to years of construction with gravel, concrete, lumber and other building supplies. The street is residential with numerous families with small children, and not built to heavy equipment specifications.

At the Moscow Traffic Commission meeting on August 12, 2021 The Deputy City Supervisor, Bill Belnap, suggested at that the Slonaker Drive intersection would be similar to Sixth Street and Mountain View. However, the access to Slonaker from Mountain View is from a blind 90 degree corner which is about 100 yards before the turn. When there are soccer games and gatherings at the Mountain View Park the traffic awaiting to turn onto Slonaker backs up, stopping both access from Slonaker and access to Slonaker. Once Logos School is completed on Mountain View, traffic will increase even more.

Traffic on Slonaker has already more than doubled with the completion of Lanny Lane. The majority of this is not from homes on either street but from through-traffic to and from Orchard, Arborcrest and adjoining streets, as a quicker route to the Junior High, and all of the eastern areas of Moscow. Through-traffic is always in a hurry and usually less attentive to safety issues and speed limits. As an example, an accident occurred by an inattentive driver accelerating around the corner from Lanny Lane to Slonaker and taking out three trees. A Traffic Assessment was referred to by Mark Wintz in his Application for Zoning Amendment, page #2, item 6 E. We went to the Moscow City office and requested a copy of the report. A city engineer copied and gave us the 4 pages (of a multi page report) that he said was pertinent. The Assessment data referred to was based on traffic studies done in 2006 on D Street and Mountain View and in 2017 on F Street and Mountain View, adjusted to increase 1% per year. **NO** traffic study was done at Slonaker and Mountain View, the street most likely impacted by this development.

The latest plat map of Woodbury Phase I shows Slonaker Drive as the only full access to the development with an apparent penciled-in line labeled "emergency secondary and construction access." We don't really know what that means, but the word secondary infers a lot. I would recommend that the northward extension of Slonaker Drive to Trail Road be completed as part of Phase I. The original 82 acre plat entitled "Slonaker Village" shows Slonaker Drive going through to Trail Road and would be a much safer, responsible, and logical access for construction. While all of the earthmoving equipment is available for the Phase I work, it would seem logical to construct the gravel base for that street which goes to Trail Road and use it as the PRIMARY construction access. It is planned to be done in what we assume will be the next phase anyway, and would save future cost and time, save tax payer dollars for future repair of Slonaker Drive, and greatly increase the safety during construction.

We were told by Mark Wintz, at the April neighborhood meeting, that it was requested by the Trail LLC that the land north of Phase I be allowed to be farmed while Phase I was completed. My suggestion of building the extension to Slonaker Drive northward would not prevent that and would take the place of the "Emergency secondary road." There are many

large fields on the Palouse and across the country that have an access or a gravel road through them. There would be a couple of acres taken from harvest by the road and the pattern of planting, etc would be altered slightly. This would be a minor inconvenience to the farmer compared to the inconveniences to all those living on streets adjacent to construction. This is an issue that could be easily resolved by the developer and the Trail LLC, both of whom are benefiting greatly from the development. It would increase safety and save taxpayer dollars for the repair that will be necessary on Slonaker Drive. The same would hold true if the gravel base of the "Emergency secondary and construction access" were built to heavy equipment standards and used as primary access for the full 82 acre proposed development.

Moscow now has approximately 250-300 housing units recently approved for construction, which is 10 times the normal yearly production. Discussion at the August 12, 2021 Transportation Commission meeting indicated that it would be about three years before some of the planned improvements from other subdivisions could be scheduled. There is no urgent need to approve more housing without serious consideration of the necessary infrastructure needed to support what has been approved and proposed. I don't know if timelines for infrastructure improvements on Orchard Avenue and Mountain View have been established as they relate to the Woodbury development, but we cannot continue to build our deficit in transportation infrastructure, water and sewer services, and other costs associated with additional development. Strong consideration should be given to using Trail Road as the PRIMARY construction access. To quote Spokane councilwoman Candace Mumm in a June article of the Spokesman-Review, "Land use is a very long-term commitment. I understand there's a lot of pressure and there's a lot of demand for housing...It's a big financial burden if we make mistakes."

We urge you, as Moscow Planning and Zoning members, Moscow City Council members and Latah County Commissioners to carefully review the proposed Woodbury Phase I development and consider carefully our concerns along with those that others you have received, how they will impact Moscow and Latah County in the future.

Andy & Ellen Johansen

[REDACTED]

Moscow

**BEFORE THE PLANNING AND ZONING COMMISSION
OF THE CITY OF MOSCOW, COUNTY OF LATAH,
STATE OF IDAHO**

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS REGARDING A REQUEST FOR THE REZONE OF A SEVEN POINT FIVE SIX (7.56) ACRE PROPERTY LOCATED EAST OF THE CURRENT TERMINUSES OF GRANVILLE STREET AND CASTLEFORD STREET WITHIN THE CITY OF MOSCOW FROM THE LOW-DENSITY SINGLE FAMILY RESIDENTIAL (R-1), MODERATE DENSITY RESIDENTIAL (R-2), AND MEDIUM DENSITY RESIDENTIAL (R-3) ZONING DISTRICTS TO THE MEDIUM DENSITY RESIDENTIAL (R-3) ZONE.

WHEREAS, the applicant filed an application for Annexation, Comprehensive Plan Land Use Designation, and Rezone on June 25, 2021; and

WHEREAS, this matter came before the Moscow Planning and Zoning Commission during a duly noticed public hearing on August 11, 2021; and

WHEREAS, having reviewed the application, including all exhibits entered, and having considered the issues presented by the applicant and the opponents:

THE PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW, IDAHO, AFTER DUE DELIBERATION AND CONSIDERATION, HEREBY CONCLUDES:

I. RELEVANT FACTS AND CONCLUSIONS

1. The Planning and Zoning Commission considered the request pursuant to the City of Moscow 2019 Comprehensive Plan, City of Moscow Zoning Ordinance, the Local Land Use Planning Act, and other applicable development regulations.
2. The subject property is a 7.56-acre parcel that is currently vacant and is platted as Phase III of Southgate 3rd Addition. The subject property is surrounded by University of Idaho's Parker Farm to the east, prior Southgate Additions to the west, Milton Arthur Park and residential properties to the north, and residential properties within the Area of City Impact to the south.
3. Within the 2019 Moscow Comprehensive Plan, the subject property is currently designated as Auto-Urban Residential.
4. According to the 2019 Comprehensive Plan, Auto-Urban Residential designated areas are intended to,

“contain predominantly single family detached homes on lots ranging from 7,000 to 11,000 square feet in size and are more isolated from surrounding uses which may require residents to rely more on automobile transportation. This designation includes those areas generally anticipated to be developed for low- to moderate-density residential uses at densities between three to six units per acre which could include a mix of detached single-family, twinhome, and townhome residential dwellings.

Appropriate current zoning for Auto-Urban Residential designated areas include Low Density Residential (R-1), Moderate Density Single Family Residential (R-2) and Medium Density Residential (R-3) in order to include a mixture of attached and detached dwellings where appropriate.”

5. The subject property is currently zoned a combination of Low-Density Single Family Residential (R-1), Moderate Density Residential (R-2), and Medium Density Residential (R-3).
6. The applicant is proposing to rezone the entire property to the Medium Density Residential (R-3) Zone.
7. According to the City of Moscow Zoning Code, the purpose of the R-3 Zoning District is to:
“Provide for an increase over the density allowed by the R-2 zoning district by permitting different types of housing construction. It is appropriate where activity levels are moderate, terrain permits construction of somewhat larger structures, and where public systems and neighborhood facilities can accommodate a greater intensity of land use as guided by the Comprehensive Plan.”
12. Uses permitted within the R-3 Zone include single-family dwellings, two family dwellings, twinhomes, townhouses, market and community gardens, group and small child care facilities, and public parks and recreation facilities.
13. As part of the original Southgate 3rd Addition rezone that occurred in 2008, there was a condition that was placed upon the current R-3 designation by Ordinance 2008-04. The condition was that the R-3 Zoning District be limited to no more than detached single-family dwellings with the exception of Lots 6, 7, and 8 of Block 2 on Southgate 3rd Addition Plat. Those three lots are located within Chelsea Court which is within Phase II of the development.
14. The subject property has access via Granville Street and Castleford Street, which are currently platted to be extended to the east. Granville and Castleford Streets are both currently designated as local neighborhood streets which are developed to the 28-foot-wide street section with curb, gutter, and sidewalks on both sides of the street and on-street parking on one side of the street.
15. The applicant conducted a neighborhood meeting with affected property owners within 600 feet of the subject property on April 9, 2021 to discuss the proposal.

BASED ON THE ABOVE RELEVANT FACTS AND CONCLUSIONS, THE PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW HEREBY FINDS THE FOLLOWING RELEVANT CRITERIA AND STANDARDS:

II. RELEVANT CRITERIA AND STANDARDS

1. **The proposed rezone is consistent with Comprehensive Plan goals, objectives, and implementation actions.** The proposed rezone is consistent with the existing 2019 Comprehensive Plan Land Use Designation of Auto-Urban Residential.
2. **The proposed rezone would provide for the logical and orderly location of land uses and community services and facilities.** The proposed R-3 Zone provides a continuation of the existing R-3 Zone to the west. The proposed zoning and uses are consistent with the surrounding area and will not unduly burden the neighborhood of public infrastructure.

3. **The uses expected to occur as a result of the rezone will be compatible with the surrounding area.** The proposed zoning is consistent with adjacent zoning districts and will create a logical and orderly zoning configuration for the subject area.
4. **The size, type, and density of development expected to occur as a result of the rezone will not place an undue burden upon delivery of services provided by any political subdivision within the planning jurisdiction.** The proposed zoning and uses are suitable for the area and will not unduly burden the area of public infrastructure.
5. **The size, type, and density of development expected to occur as a result of the rezone can be adequately served by the existing transportation network, public facilities and services.** The subject property has street access via Granville Street and Castleford Street, which can adequately serve any proposed development allowed in the R-3 Zone. City water, sanitary sewer, and storm sewer mains are currently extended to the subject property.

III. DECISION

Based on the above Reasoned Statement of Relevant Criteria, the Planning and Zoning Commission of the City of Moscow recommends approval of the rezone request for the seven point five six (7.56) acre property from the combination of Low-Density Single Family Residential (R-1), Moderate Density Residential (R-2), and Medium Density Residential (R-3) to the Medium Density Residential (R-3) Zone with one condition:

1. That the proposed R-3 Zone be limited to no more than detached single-family dwellings.

PASSED BY THE PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW this ____ day of _____, 2021.

Robb Parish, Chair
Planning and Zoning Commission

**BEFORE THE PLANNING AND ZONING COMMISSION
OF THE CITY OF MOSCOW, COUNTY OF LATAH,
STATE OF IDAHO**

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS REGARDING A REQUEST FOR A PRELIMINARY SUBDIVISION PLAT OF A FOUR POINT FIVE NINE (4.59) ACRE AREA OF LAND GENERALLY LOCATED EAST OF THE CURRENT TERMINUSES OF GRANVILLE STREET AND CASTLEFORD STREET, KNOWN AS PARK VALLEY ADDITION TO THE CITY OF MOSCOW, IDAHO.

WHEREAS, the applicant filed an application for a Preliminary Subdivision Plat on June 25, 2021; and

WHEREAS, this matter came before the Moscow Planning and Zoning Commission during a duly noticed public hearing on August 11, 2021; and

WHEREAS, having reviewed the application, including all exhibits entered, and having considered the issues presented by the applicant and the opponents:

THE PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW, IDAHO, AFTER DUE DELIBERATION AND CONSIDERATION, HEREBY CONCLUDES:

I. RELEVANT FACTS AND CONCLUSIONS

1. The Planning and Zoning Commission considered the request pursuant to the City of Moscow 2019 Comprehensive Plan, City of Moscow Zoning Ordinance, the Local Land Use Planning Act, and other applicable development regulations.
2. The subject property is a 7.56-acre parcel that is currently vacant and is platted as Phase III of Southgate 3rd Addition. The subject property is surrounded by University of Idaho's Parker Farm to the east, prior Southgate Additions to the west, Milton Arthur Park and residential properties to the north, and residential properties within the Area of City Impact to the south.
3. The subject property is currently designated as Auto-Urban Residential (AU-R). AU-R designated areas,

“designated areas contain predominantly single-family detached homes on lots ranging from 7,000 to 11,000 square feet in size and are more isolated from surrounding uses which may require residents to rely more on automobile transportation. This designation includes those areas generally anticipated to be developed for low- to moderate-density residential uses at densities between three to six units per acre which could include a mix of detached single-family, twinhome, and townhome residential dwellings. Appropriate current zoning for Auto-Urban Residential designated areas include Low Density Residential (R-1), Moderate Density Single Family Residential (R-2) and Medium Density Residential (R-3) in order to include a mixture of attached and detached dwellings where appropriate.”

4. All of the surrounding properties are also designated as Auto-Urban Residential, with the exception of Milton Arthur Park to the north which is designated as Parks and Open Space.

5. The subject property is currently designated as a combination of Low-Density Single Family Residential (R-1), Moderate Density Residential (R-2), and Medium Density Residential (R-3). The applicant has submitted a rezone proposal concurrently with the proposed preliminary plat to rezone the subject property to the Medium Density Residential (R-3) Zone.
6. According to the City of Moscow Zoning Code, the purpose of the R-3 Zoning District is to:

“Provide for an increase over the density allowed by the R-2 zoning district by permitting different types of housing construction. It is appropriate where activity levels are moderate, terrain permits construction of somewhat larger structures, and where public systems and neighborhood facilities can accommodate a greater intensity of land use as guided by the Comprehensive Plan.”
7. Uses permitted within the R-3 Zone include single-family dwellings, two family dwellings, twinhomes, townhouses, market and community gardens, group and small child care facilities, and public parks and recreation facilities.
8. As part of the original Southgate 3rd Addition rezone that occurred in 2008, there was a condition that was placed upon the current R-3 designation by Ordinance 2008-04. The condition was that the R-3 Zoning District be limited to no more than detached single-family dwellings with the exception of Lots 6, 7, and 8 of Block 2 on Southgate 3rd Addition Plat. Those three lots are located within Chelsea Court which is within Phase II of the development.
9. The applicant is proposing to subdivide the existing 4.59-acre area to create 12 lots ranging from 7,207 to 59,241 square feet in size, referred to as Park Valley Subdivision. All of the proposed lots meet the minimum lot size of 6,000 sf and minimum lot width of 60 feet for the R-3 Zoning District.
10. Water service is proposed to be extended via existing water mains that have been extended to the current terminus of Granville Street and Castleford Street in Southgate 3rd Addition Phase II. A new water main will be extended off of the existing and will extend along the Castleford Street alignment to serve the proposed subdivision.
11. It is anticipated that under commonly observed household water use within the City (114 gallons per day per occupant) that the proposed 12 lots could be reasonably anticipated to use approximately 5.24 million gallons of water per year (12 du x 2.25 occupants/du x 114 gallons/occupant x 365 days/year = 1.12 M gallons/year).
12. Sanitary sewer currently exists within the Granville Street alignment and currently terminates at the Phase II boundary of Southgate 3rd. Sanitary sewer mains will be extended through Granville and Castleford Streets to the eastern subdivision boundary.
13. Storm Sewer will be conveyed through the subdivision through a main in Granville and Castleford Streets which will connect to the existing stormwater system in Southgate 3rd Addition.
14. The subject property is located adjacent to Granville Street and Castleford Street which are designated as local neighborhood streets. The sections Granville Street and Castleford Street adjacent to the subject property are developed as a 28-foot-wide roadway with curb, gutter, and sidewalks on both sides of the street. On-street parking is only permitted on one side of the street.
15. The proposed continuation of Granville Street is also proposed to utilize the 28-foot-wide local neighborhood street section until the “T” intersection with Castleford Street. Castleford Street is proposed to transition into the 36-foot-wide local neighborhood street section which includes parking on both sides of the street.

16. The applicant is proposing a pedestrian path which would connect Castleford Street with Milton Arthur Park at the common property line of Lots 3 and 4 of Block 1.

BASED ON THE ABOVE RELEVANT FACTS AND CONCLUSIONS, THE PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW HEREBY FINDS THE FOLLOWING RELEVANT CRITERIA AND STANDARDS:

II. RELEVANT CRITERIA AND STANDARDS

1. **The proposed subdivision is in conformance with all applicable City Code requirements.** The proposed preliminary plat is consistent with and in conformance with the requirements and provisions of the Medium Density Residential (R-3) Zoning District, including lot area, dimensions and other relevant provisions. The proposed preliminary plat is also in conformance with the general requirements of the Moscow Subdivision Ordinance including, but not limited to, the provision of the logical and orderly connection to the City's street network, public utilities, and the provision of public parkland.
2. **The proposed subdivision is in general conformance with the Comprehensive Plan.** The proposed preliminary plat is consistent with the City of Moscow Comprehensive Plan and provides for the logical and orderly development and extension of the City's street system. The proposed lots sizes and densities are consistent with the Comprehensive Plan Land Use designation of Auto-Urban Residential.
3. **Public Services and utilities are available or can be made available and are adequate to accommodate the proposed subdivision.** The subject property has direct access to Granville Street and Castleford Street. Water and sewer services are proposed to be extended throughout the subdivision from the existing mains at the current terminuses of Granville Street and Castleford Street. The Engineering Department has determined that the existing system has adequate potable and fire flows and sewer capacity to serve the proposed subdivision.
4. **The proposed subdivision will not be detrimental to the public health, safety, or general welfare.** The proposed preliminary plat provides for the extension of City streets and services and will not be detrimental to the public health, safety, or general welfare.

III. DECISION

Based on the above Reasoned Statement of Relevant Criteria, the Planning and Zoning Commission of the City of Moscow recommends approval of the preliminary subdivision plat request for the four point five nine (4.59) acre area of land generally located east of the current terminuses of Granville Street and Castleford Street with no conditions.

PASSED BY THE PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW this
____ day of _____, 2021.

Robb Parish, Chair
Planning and Zoning Commission

**BEFORE THE PLANNING AND ZONING COMMISSION
OF THE CITY OF MOSCOW, COUNTY OF LATAH,
STATE OF IDAHO**

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS REGARDING A REQUEST FOR A PRELIMINARY SUBDIVISION PLAT OF A TWO POINT NINE SEVEN (2.97) ACRE AREA OF LAND GENERALLY LOCATED EAST OF THE CURRENT TERMINUSES OF GRANVILLE STREET AND CASTLEFORD STREET, KNOWN AS SIERRA VISTA ADDITION TO THE CITY OF MOSCOW, IDAHO.

WHEREAS, the applicant filed an application for a Preliminary Subdivision Plat on June 25, 2021; and

WHEREAS, this matter came before the Moscow Planning and Zoning Commission during a duly noticed public hearing on August 11, 2021; and

WHEREAS, having reviewed the application, including all exhibits entered, and having considered the issues presented by the applicant and the opponents:

THE PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW, IDAHO, AFTER DUE DELIBERATION AND CONSIDERATION, HEREBY CONCLUDES:

I. RELEVANT FACTS AND CONCLUSIONS

1. The Planning and Zoning Commission considered the request pursuant to the City of Moscow 2019 Comprehensive Plan, City of Moscow Zoning Ordinance, the Local Land Use Planning Act, and other applicable development regulations.
2. The subject property is a 2.97-acre parcel that is currently vacant and is platted as Phase III of Southgate 3rd Addition. The subject property is surrounded by University of Idaho's Parker Farm to the east, prior Southgate Additions to the west, Milton Arthur Park and residential properties to the north, and residential properties within the Area of City Impact to the south.
3. The subject property is currently designated as Auto-Urban Residential (AU-R). AU-R designated areas,

“designated areas contain predominantly single-family detached homes on lots ranging from 7,000 to 11,000 square feet in size and are more isolated from surrounding uses which may require residents to rely more on automobile transportation. This designation includes those areas generally anticipated to be developed for low- to moderate-density residential uses at densities between three to six units per acre which could include a mix of detached single-family, twinhome, and townhome residential dwellings. Appropriate current zoning for Auto-Urban Residential designated areas include Low Density Residential (R-1), Moderate Density Single Family Residential (R-2) and Medium Density Residential (R-3) in order to include a mixture of attached and detached dwellings where appropriate.”

4. All of the surrounding properties are also designated as Auto-Urban Residential, with the exception of Milton Arthur Park to the north which is designated as Parks and Open Space.

5. The subject property is currently designated as a combination of Low-Density Single Family Residential (R-1), Moderate Density Residential (R-2), and Medium Density Residential (R-3). The applicant has submitted a rezone proposal concurrently with the proposed preliminary plat to rezone the subject property to the Medium Density Residential (R-3) Zone.
6. According to the City of Moscow Zoning Code, the purpose of the R-3 Zoning District is to:

“Provide for an increase over the density allowed by the R-2 zoning district by permitting different types of housing construction. It is appropriate where activity levels are moderate, terrain permits construction of somewhat larger structures, and where public systems and neighborhood facilities can accommodate a greater intensity of land use as guided by the Comprehensive Plan.”
7. Uses permitted within the R-3 Zone include single-family dwellings, two family dwellings, twinhomes, townhouses, market and community gardens, group and small child care facilities, and public parks and recreation facilities.
8. As part of the original Southgate 3rd Addition rezone that occurred in 2008, there was a condition that was placed upon the current R-3 designation by Ordinance 2008-04. The condition was that the R-3 Zoning District be limited to no more than detached single-family dwellings with the exception of Lots 6, 7, and 8 of Block 2 on Southgate 3rd Addition Plat. Those three lots are located within Chelsea Court which is within Phase II of the development.
9. The applicant is proposing to subdivide the existing 2.97-acre area to create 8 lots ranging from 9,189 to 19,589 square feet in size, referred to as Sierra Vista Subdivision. All of the proposed lots meet the minimum lot size of 6,000 sf and minimum lot width of 60 feet for the R-3 Zoning District.
10. The applicant has concurrently applied for a Planned Unit Development (PUD) on the subject property to allow a private street which serves the proposed lots as well as a reduction in front yard setbacks.
11. Water service is proposed to be extended via water mains that will be extended along the Castleford Street extension. A water main will then be extended along the proposed private street to serve the proposed lots.
12. It is anticipated that under commonly observed household water use within the City (114 gallons per day per occupant) that the proposed 8 lots could be reasonably anticipated to use approximately 0.74 million gallons of water per year ($8 \text{ du} \times 2.25 \text{ occupants/du} \times 114 \text{ gallons/occupant} \times 365 \text{ days/year} = 0.74 \text{ M gallons/year}$).
13. Sanitary sewer will be extended to the future main within Castleford Street via an easement on Lot 1 and an easement on Lot 1 Block 2 of the proposed Park Valley Addition to the north. Storm Sewer will be conveyed along the same alignment as the sanitary, through sewer easements on individual lots.
14. Storm Sewer will be conveyed through the subdivision through a main in Granville and Castleford Streets which will connect to the existing stormwater system in Southgate 3rd Addition.
15. The subject property is located to the east of Castleford Street which is proposed to be extended with the Park Valley Addition. A private street is proposed to connect to Castleford Street and serve the 8 lots. The private street will meet the City’s private street standard which includes a 20-foot-wide paved surface, curbing, and a sidewalk on the north side of the street. The applicant is proposing that the private street terminate with a hammerhead turnaround which will meet fire code requirements.

16. Parkland dedication requirements have previously been satisfied with the dedication, grading, and hydroseeding of Milton Arthur Park, so no further dedication is required.

BASED ON THE ABOVE RELEVANT FACTS AND CONCLUSIONS, THE PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW HEREBY FINDS THE FOLLOWING RELEVANT CRITERIA AND STANDARDS:

II. RELEVANT CRITERIA AND STANDARDS

1. **The proposed subdivision is in conformance with all applicable City Code requirements.** The proposed preliminary plat is consistent with and in conformance with the requirements and provisions of the Medium Density Residential (R-3) Zoning District, including lot area, dimensions and other relevant provisions. The proposed preliminary plat is also in conformance with the general requirements of the Moscow Subdivision Ordinance including, but not limited to, the provision of the logical and orderly connection to the City's street network, public utilities, and the provision of public parkland.
2. **The proposed subdivision is in general conformance with the Comprehensive Plan.** The proposed preliminary plat is consistent with the City of Moscow Comprehensive Plan and provides for the logical and orderly development and extension of the City's street system. The proposed lots sizes and densities are consistent with the Comprehensive Plan Land Use designation of Auto-Urban Residential.
3. **Public Services and utilities are available or can be made available and are adequate to accommodate the proposed subdivision.** The subject property has direct access to Castleford Street. Water and sewer services are proposed to be extended throughout the subdivision from the existing mains at the current terminuses of Granville Street and Castleford Street. The Engineering Department has determined that the existing system has adequate potable and fire flows and sewer capacity to serve the proposed subdivision.
4. **The proposed subdivision will not be detrimental to the public health, safety, or general welfare.** The proposed preliminary plat provides for the extension of City streets and services and will not be detrimental to the public health, safety, or general welfare.

III. DECISION

Based on the above Reasoned Statement of Relevant Criteria, the Planning and Zoning Commission of the City of Moscow recommends approval of the preliminary subdivision plat request for the two point nine seven (2.97) acre area of land generally located east of the current terminuses of Granville Street and Castleford Street with four conditions:

- a. Engineering:
 - i. The public utility easements adjacent to the private street shall connect to public utility easements in the proposed Park Valley Addition.
 - ii. The proposed easements that contain storm and sanitary sewer lines shall be increased to 30 feet in width to provide adequate access and separation.
 - iii. Vehicular access shall be provided to every other manhole, which is currently not possible for the manholes at the rear of Lot 1.

- iv. The proposed private street shall meet the requirements on City Standard Drawing No. 3, including but not limited to vertical and horizontal alignments requirements, fire hydrant access width requirements, and shoulder slope requirements.

PASSED BY THE PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW this
____ day of _____, 2021.

Robb Parish, Chair
Planning and Zoning Commission

**BEFORE THE PLANNING AND ZONING COMMISSION
OF THE CITY OF MOSCOW, COUNTY OF LATAH,
STATE OF IDAHO**

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS REGARDING A REQUEST FOR A PLANNED UNIT DEVELOPMENT (PUD) OF A TWO POINT NINE SEVEN (2.97) ACRE AREA OF LAND GENERALLY LOCATED EAST OF THE CURRENT TERMINUSES OF GRANVILLE STREET AND CASTLEFORD STREET, KNOWN AS SIERRA VISTA ADDITION TO THE CITY OF MOSCOW, IDAHO.

WHEREAS, the applicant filed an application for a Preliminary Subdivision Plat on June 25, 2021; and

WHEREAS, this matter came before the Moscow Planning and Zoning Commission during a duly noticed public hearing on August 11, 2021; and

WHEREAS, having reviewed the application, including all exhibits entered, and having considered the issues presented by the applicant and the opponents:

THE PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW, IDAHO, AFTER DUE DELIBERATION AND CONSIDERATION, HEREBY CONCLUDES:

I. RELEVANT FACTS AND CONCLUSIONS

1. The Planning and Zoning Commission considered the request pursuant to the City of Moscow 2019 Comprehensive Plan, City of Moscow Zoning Ordinance, the Local Land Use Planning Act, and other applicable development regulations.
2. The subject property is a 2.97-acre parcel that is currently vacant and is platted as Phase III of Southgate 3rd Addition. The subject property is surrounded by University of Idaho's Parker Farm to the east, prior Southgate Additions to the west, Milton Arthur Park and residential properties to the north, and residential properties within the Area of City Impact to the south.
3. The subject property is currently designated as Auto-Urban Residential (AU-R). AU-R designated areas,

“designated areas contain predominantly single-family detached homes on lots ranging from 7,000 to 11,000 square feet in size and are more isolated from surrounding uses which may require residents to rely more on automobile transportation. This designation includes those areas generally anticipated to be developed for low- to moderate-density residential uses at densities between three to six units per acre which could include a mix of detached single-family, twinhome, and townhome residential dwellings. Appropriate current zoning for Auto-Urban Residential designated areas include Low Density Residential (R-1), Moderate Density Single Family Residential (R-2) and Medium Density Residential (R-3) in order to include a mixture of attached and detached dwellings where appropriate.”

4. All of the surrounding properties are also designated as Auto-Urban Residential, with the exception of Milton Arthur Park to the north which is designated as Parks and Open Space.

5. The subject property is currently designated as a combination of Low-Density Single Family Residential (R-1), Moderate Density Residential (R-2), and Medium Density Residential (R-3). The applicant has submitted a rezone proposal concurrently with the proposed preliminary plat to rezone the subject property to the Medium Density Residential (R-3) Zone.
6. According to the City of Moscow Zoning Code, the purpose of the R-3 Zoning District is to:

“Provide for an increase over the density allowed by the R-2 zoning district by permitting different types of housing construction. It is appropriate where activity levels are moderate, terrain permits construction of somewhat larger structures, and where public systems and neighborhood facilities can accommodate a greater intensity of land use as guided by the Comprehensive Plan.”
7. Uses permitted within the R-3 Zone include single-family dwellings, two family dwellings, twinhomes, townhouses, market and community gardens, group and small child care facilities, and public parks and recreation facilities.
8. As part of the original Southgate 3rd Addition rezone that occurred in 2008, there was a condition that was placed upon the current R-3 designation by Ordinance 2008-04. The condition was that the R-3 Zoning District be limited to no more than detached single-family dwellings with the exception of Lots 6, 7, and 8 of Block 2 on Southgate 3rd Addition Plat. Those three lots are located within Chelsea Court which is within Phase II of the development.
9. The applicant is proposing to subdivide the existing 2.97-acre area to create 8 lots ranging from 9,189 to 19,589 square feet in size, referred to as Sierra Vista Subdivision. All of the proposed lots meet the minimum lot size of 6,000 sf and minimum lot width of 60 feet for the R-3 Zoning District.
10. The applicant is proposing to construct 8 single family dwellings that will be on separately platted lots and will be accessed via a private street. The primary reason for the PUD request is to allow a private street which serves the proposed lots and also a reduction in front setbacks because of challenging topography.
11. The proposed single family lots range from 9,189 to 19,589 square feet in size and the buildings are of similar design as the homes that have already been constructed within Southgate 3rd Addition. There are six building plans that have been chosen to fit within the design of each lot. The houses range between one story and three stories with the square footage ranging between 860 to 4,319 square feet.
12. The setback requirements for the R-3 Zone are a minimum of 15 feet in the front, with the exception of the garage door which is required to be 20 feet if facing the street; a minimum of 5 feet on the side, but both sides are required to equal 15 feet; and 20 feet at the rear yard. The applicant is proposing a 10-foot setback at the front to accommodate for the challenging topography of the site.
13. The base density requirement of the R-3 Zone 9.5 dwelling units per acre. With 8 dwelling units being proposed on 2.97 acres, the proposed density is 2.7 dwelling units per acre which is under the base density requirement. Therefore, no density bonuses are required as part of the PUD.
14. Water service is proposed to be extended via water mains that will be extended along the Castleford Street extension. A water main will then be extended along the proposed private street to serve the proposed lots.
15. It is anticipated that under commonly observed household water use within the City (114 gallons per day per occupant) that the proposed 8 lots could be reasonably anticipated to use

approximately 0.74 million gallons of water per year (8 du x 2.25 occupants/du x 114 gallons/occupant x 365 days/year = 0.74 M gallons/year).

16. Sanitary sewer will be extended to the future main within Castleford Street via an easement on Lot 1 and an easement on Lot 1 Block 2 of the proposed Park Valley Addition to the north. Storm Sewer will be conveyed along the same alignment as the sanitary, through sewer easements on individual lots.
17. Storm Sewer will be conveyed through the subdivision through a main in Granville and Castleford Streets which will connect to the existing stormwater system in Southgate 3rd Addition.
18. The subject property is located to the east of Castleford Street which is proposed to be extended with the Park Valley Addition. A private street is proposed to connect to Castleford Street and serve the 8 lots. The private street will meet the City's private street standard which includes a 20-foot-wide paved surface, curbing, and a sidewalk on the north side of the street. The applicant is proposing that the private street terminate with a hammerhead turnaround which will meet fire code requirements.
19. Parkland dedication requirements have previously been satisfied with the dedication, grading, and hydroseeding of Milton Arthur Park, so no further dedication is required.

BASED ON THE ABOVE RELEVANT FACTS AND CONCLUSIONS, THE PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW HEREBY FINDS THE FOLLOWING RELEVANT CRITERIA AND STANDARDS:

II. RELEVANT CRITERIA AND STANDARDS

1. **The proposed PUD is consistent with the Comprehensive Plan.** The proposed PUD is consistent with the uses and densities designated within the 2019 Comprehensive Plan. The PUD allows for the construction of single-family dwellings that fit within the challenging topography of the site. Therefore, the Commission finds that the proposed PUD is consistent with the Comprehensive Plan.
2. **The proposed PUD is consistent with the intents and purposes of this Chapter.** The proposed PUD meets the intent of the PUD chapter to permit and encourage innovative, economical, and attractive development; which includes land uses which harmonize with natural features and constraints; which promotes efficient, innovative, economical, attractive, and environmentally sensitive development; and which efficiently phases and locates public and private services and facilities. The proposed PUD is an efficient development which utilizes a private street to access all portions of the topographically-challenged property.
3. **The proposed PUD is compatible with the character and uses in the surrounding area.** The PUD is consistent with the surrounding area which is primarily a mixture of residential developments. The proposed PUD provides for development of the subject property at a similar density as already exists within Southgate 3rd Addition.
4. **Public services and utilities are available or can be made available and are adequate to accommodate the proposed PUD.** Public Works has indicated that water, sanitary sewer, and storm sewer systems are readily available in the area and can accommodate the proposed PUD. The subject property has been determined to be developable in the 2012 Comprehensive Water System Plan and the 2011 Comprehensive Sewer System Plan.

5. **The proposed PUD will not endanger the public health or safety.** There is no evidence that the proposed PUD would have an impact on the public health and safety. The proposed PUD will help serve the need of providing a range of sizes of single-family homes.
6. **The residential densities, proposed land uses, and design proposed within the PUD promote the innovative, efficient, economic and attractive development of the subject property.** The proposed design of the eight single family dwellings utilizes the challenging topography with a private street to provide addition single-family homes in the City. The proposed homes have a design which is attractive and will provide a quality product that fits in with the area.

III. DECISION

Based on the above Reasoned Statement of Relevant Criteria, the Planning and Zoning Commission of the City of Moscow recommends approval of the Planned Unit Development (PUD) request for the two point nine seven (2.97) acre area of land generally located east of the current terminuses of Granville Street and Castleford Street with no conditions.

PASSED BY THE PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW this ____ day of _____, 2021.

Robb Parish, Chair
Planning and Zoning Commission