

Moscow City Council



Regular Meeting ~Agenda~

Laurie M. Hopkins
City Clerk

www.ci.moscow.id.us

208.883.7015

**Monday,
September 20, 2021**

7:00 PM

**Council Chambers
206 E. Third St.**

The Moscow Mayor, City Council and Staff welcome you to tonight's meeting. The meeting is open to the public but due to the continued presence of COVID-19 cases in our area, we encourage those that have not received the COVID-19 vaccination, to continue to keep 6-foot physical distance from non-household members and wear face coverings when distance is unable to be maintained. We appreciate and encourage public participation. The formality of procedures varies with the purpose and subject of the agenda item; therefore, the Mayor may exercise discretion in deciding when to allow public comment during the course of the proceedings and limitations may be placed on the time allowed for comments. Citizens wishing to comment on business that is not on the agenda will be provided the opportunity to do so during the public comment item on the agenda. For regular agenda items the public will usually have the opportunity for comment on that agenda item after the staff presentation. These agenda items do not include the consent agenda and reports. Please limit any remarks to three (3) minutes or less. If you plan to address the Council, you will find a list of "Tips for Addressing the Council" in the door pocket outside the City Council Chambers. Citizens wishing to comment on business on the agenda may also communicate with the City Council through email (council@ci.moscow.id.us). Please note that Moscow City Council meetings are televised, videotaped and/or recorded. The meeting is streamed on YouTube and Spectrum Cable 1301. A link to stream the meeting can be found on the City website (www.ci.moscow.id.us). Thank you for your interest in City government.

PLEDGE OF ALLEGIANCE

CONSENT AGENDA

1. All Consent Items (ACTION ITEM)

A. Approval of Moscow City Council September 7, 2021 Minutes - Laurie M. Hopkins

B. Disbursement Report for August 2021 - Sarah Banks

C. Community Development Block Grant Bid Results - Alisa Anderson / Nate Suhr

The City published an advertisement for bids on August 21 and 28, 2021 for the Community Development Block Grant - 2021 project. The Project included ADA improvements at both Mountain View and Indian Hills Parks. The Engineer's Estimate for the project was \$175,174.00. Bid opening for the project took place on September 7th, 2021, at which one (1) bid was received. The bid received was in the amount of \$286,497.48 and was submitted by Quality Contractors, LLC. A bid tabulation is included in the Committee packet. This was reviewed by the Public Works/Finance Committee on September 13, 2021 and the Committee recommended rejection of the bids.

ACTION: Reject the low bid from Quality Contractors, LLC.

D. Moscowberfest Alcohol Use Request in Entertainment District - Amanda Argona

The Moscow Chamber of Commerce is hosting the inaugural Moscowberfest on Saturday, October 2nd, from 4 pm to 8 pm on Main Street between 3rd and 5th Streets. The event is intended to be

an annual event stylized in the spirit of fall folk festivals. The applicant anticipates 16 (sixteen) beer and/or wine tents/vendors and four (4) food vendor tents, face painting, chalk drawing, yodeling competition, chicken dance, sidewalk checkers, two music locations featuring traditional music, cardboard cutouts for photo opportunities. etc. The event has been reviewed and approved as of August 25, 2021. Following standard operating procedures for events with alcohol that are within the Entertainment District boundaries, Moscowberfest is requesting a temporary suspension of the open container law by resolution. Per Moscow City Code, Section 10-1-12; a draft resolution has been prepared for Council's consideration. This was reviewed by the Administrative Committee on September 13, 2021 and recommended for approval.

ACTION: Approve the resolution allowing for the temporary suspension of the open container law within the event footprint of Moscowberfest for the duration of the event.

E. Consideration of the Meadow Brooke Second Addition Pedestrian Bridge - David Schott

The City of Moscow received a proposal from Germer Construction, Inc. who is the owner and contractor developing the Meadow Brooke Second Addition Subdivision. The proposal includes two options for the installation of a pedestrian bridge and a ten (10) foot pathway over Paradise Creek south of Meadow Brook Second Addition and north of Meadow Street. The pedestrian bridge will connect to the existing pathway at Carol Ryrie Brink Nature Park north of the Moscow School District Community Playfields to West View Drive to the north. The proposal also includes a 50/50 cost share with the City. If approved, the City would be responsible for half of the cost of the bridge, which would range from \$44,528 to \$59,598. This project is currently not part of the Capital Improvement Plan and not funded in the City's FY2021 or FY2022 Budgets. The proposed shared use path provided by a pedestrian bridge is supported by the 2008 City of Moscow Paradise Path System Conceptual Master Plan in this location. This was reviewed by the Public Works/Finance Committee on September 13, 2021 and recommended for approval.

PROPOSED ACTIONS: Approve City financial participation in the construction of a pedestrian bridge over Paradise Creek with a 50/50 cost share with Germer Construction, Inc. in the amount of \$44,528 to \$59,598.

F. Professional Services Amended Agreement for Alternative Water Supply Project - Tyler Palmer

The City of Moscow is administering the contract on behalf of the Palouse Basin Aquifer Committee for the Palouse Groundwater Basin Alternative Water Supply Project. The base project anticipated the need for amendments as the project progressed. This amendment extends the work to include additional work to coordinate with fisheries, and also generate operations and maintenance estimates for alternatives 1 and 2. The proposed amendment extends the contract time to March 31, 2022, and adds \$56,605.00 to the contract, which will be transferred to the City prior to any payment on the amendment. This amendment was approved by PBAC at their August 19, 2021 meeting, contingent on the approval for the extension of administrative services by the City. This was reviewed by the Administrative Committee on September 13, 2021 and recommended for approval.

ACTION: Approve the proposed Amended Agreement for Alternative Water Supply Project.

G. AT&T Amendment to Wireless Communication Facility Agreement - Gary J. Riedner

Staff has been approached by AT&T with a request to install and operate one generator and supporting infrastructure on the Residence Street water tank. This additional equipment requires additional ground space which is also requested and included in the amended agreement. The current agreement with AT&T needs to be amended to allow additional

equipment to be installed. This Amendment is in accordance with the Co-location resolution that was adopted by the City Council on February 5th 2001. The amendment has been reviewed and approved by the City Attorney, and includes construction plans that have been reviewed and approved by the City Engineering staff. This was reviewed by the Public Works/Finance Committee on September 13, 2021 and recommended for approval.

ACTION: Approve the AT&T proposal to amend the Wireless Communication Facility Agreement.

REGULAR AGENDA

2. Staff Recognition Report - Gary J. Riedner

3. Mayors Appointments (ACTION ITEM)

4. Public Comment and Mayor's Response Period (limit 15 minutes)

5. PUBLIC HEARING: Woodbury Annexation, Comprehensive Plan Land Use Designation, Zoning Designation, Preliminary Plat, and Planned Unit Development (ACTION ITEM) - Mike Ray

The applicant, Wintz Company, LLC, is requesting the annexation, Comprehensive Plan land use designation amendment, rezoning, preliminary subdivision plat, and Planned Unit Development (PUD) of a 21.73-acre property 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 PUD contains 74 lots ranging from 3,794 to 17,973 square feet in size, referred to as Woodbury Subdivision. The City of Moscow Planning and Zoning Commission conducted a public hearing for the proposed Comprehensive Plan Land Use Designations, Rezone, Preliminary Plat, and PUD on August 25, 2021 and recommended approval with three conditions.

PROPOSED ACTIONS: Conduct the public hearing upon the annexation, Comprehensive Plan land use designations, zoning designations, PUD, and preliminary plat and upon consideration of any testimony presented:

1. Approve the Annexation Ordinance under suspension of the rules requiring three complete and separate readings and that it be read by title and published by summary; or consider the Annexation Ordinance on first reading; or reject the Annexation Ordinance; or take other action as deemed appropriate.
2. If the Annexation Ordinance is approved, approve the proposed Comprehensive Plan Land Use Designation Resolution and adopt the Planning and Zoning Commission Reasoned Statement of Relevant Criteria; or reject the proposed Comprehensive Plan Land Use Designation Resolution and direct staff to prepare a Reasoned Statement of Relevant Criteria; or take other action as deemed appropriate.
3. If the Annexation Ordinance is approved and the Comprehensive Plan Land Use Designation Resolution is approved, approve the proposed Zoning Ordinance under suspension of the rules requiring three complete and separate readings and that it be read by title and published by summary and adopt the Planning and Zoning Commission Reasoned Statement of Relevant Criteria; or consider the Zoning Ordinance on first reading; or reject the Zoning Ordinance and direct staff to prepare a Reasoned Statement of Relevant Criteria; or take other action as deemed appropriate.

4. If the Annexation Ordinance is approved, the Comprehensive Plan Land Use Designation Resolution is approved, and the proposed Zoning Ordinance is approved, approve the PUD for Woodbury Addition and adopt the Planning and Zoning Commission Reasoned Statement of Relevant Criteria; or approve the PUD with conditions and direct staff to prepare a Reasoned Statement of Relevant Criteria; or reject the PUD and direct staff to prepare a Reasoned Statement of Relevant Criteria; or take other such action deemed appropriate.
5. If the Annexation Ordinance is approved, the Comprehensive Plan Land Use Designation Resolution is approved, the proposed Zoning Ordinance is approved, and the proposed PUD is approved, approve the preliminary plat for Woodbury Addition with conditions and adopt the Planning and Zoning Commission Reasoned Statement of Relevant Criteria; or approve the preliminary plat with no conditions and direct staff to prepare a Reasoned Statement of Relevant Criteria; or reject the preliminary plat and direct staff to prepare a Reasoned Statement of Relevant Criteria; or take other such action deemed appropriate.

6. Replacement of Ordinance 2021-06 with Ordinance 2021-06A (ACTION ITEM) - Mike Ray

On June 7, 2021, City Council approved Ordinance 2021-06, which pertained to the annexation of a 235-acre property generally located south of the west Palouse River Drive ball fields property and west of the Schweitzer Engineering Laboratories property. The City subsequently received a letter from the Idaho State Tax Commission, dated August 6, 2021, stating that there were deficiencies in the exhibit map submitted by the applicant which was attached to the ordinance. The applicant has since corrected the items identified by the Tax Commission and the revised exhibit map has been attached to the replacement Ordinance 2021-06A for the Council's consideration.

PROPOSED ACTIONS: Approve the replacement of Ordinance 2021-06 with Ordinance 2021-06A; or take such other action deemed appropriate.

7. Proposed Neighborhood Traffic Calming Policy (ACTION ITEM) - Bill Belknap

Over the last year, staff has received multiple requests for the installation of traffic calming devices in different locations within the community. In order to assess the requests, staff identified the need to develop a standardized process and approach to addressing traffic calming device requests. Over the last six months, the Transportation Commission reviewed policies of other communities and worked on the development of a Neighborhood Traffic Calming Policy for the City. The proposed policy addresses the process of submitting a request, evaluation metrics, and identifies potential traffic calming measures. The proposed policy is now before the City Council for consideration and adoption.

PROPOSED ACTIONS: Approve and adopt the proposed Neighborhood Traffic Calming Policy and associated Resolution; or provide staff further direction.

REPORTS

City Council

Mayor

Staff

ADJOURN TO EXECUTIVE SESSION PER IDAHO CODE 74-206 (1)(C) AND (F) - THE MEETING WILL NOT RECONVENE.

NOTICE: Moscow City Council and committee meetings are 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.

Moscow City Council



Regular Meeting ~Minutes~

Laurie M. Hopkins
City Clerk

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208.883.7015

Tuesday, September 7, 2021

7:00 PM

**Council Chambers
206 E. Third St.**

The meeting was called to order at 7:00 p.m.

PRESENT: Mayor Bill Lambert, Art Bettge, Sandra Kelly, Maureen Laflin, Brandy Sullivan, Gina Taruscio, Anne Zabala

ABSENT: Anne Zabala

STAFF: Gary J. Riedner, Mia Bautista, Bill Belknap, Sarah Banks, Amanda Argona, Jen Pfiffner, James Fry, Mike Ray, Tyler Palmer, Tamra Karl, Laurie M. Hopkins, Tyson Berrett, Shaine Gunderson, Kyle Snyder, Roger Lanier, Anthony Dahlinger

PLEDGE OF ALLEGIANCE

Mayor Lambert led the Pledge of Allegiance.

MAYOR'S GOLF TOURNAMENT PRESENTATION

Argona said the event is collaborative between City departments. She honored the sponsors for the tournament that made the event possible. Mayor Lambert presented a check to Linda Nichols, Moscow Food Bank. Nichols thanked the Mayor for the donation and said the food bank has been open for 40 years, in which she has managed since 1993. The volunteers have stayed healthy and have not had to close due to COVID. Mayor Lambert thanked Nichols.

CONSENT AGENDA

1. All Consent Items (ACTION ITEM)

A. Approval of Moscow City Council August 16, 2021 Minutes - Laurie M. Hopkins

B. Local Professional Services Agreement for Design Services of the Public Avenue Corridor Safety Improvements - Nate Suhr / Alisa Anderson

The City of Moscow's Public Ave Corridor Safety Improvement project is located in northeast Moscow and includes a 1,100 foot corridor on Public Avenue from Polk Street to Lincoln Street. The project is designed to address a high rate of crashes causing injuries and a fatality in the project area. The project includes the installation of a concrete splitter island at the intersection of Polk Avenue and Public Avenue. The road section will be upgraded to include 12-foot vehicle lanes and 5-foot bicycle lanes. The project will also include the installation of approximately 2,200 linear feet of curb, gutter, and a 5-foot sidewalk. The improvements will widen the roadway and eliminate roadside ditches, creating a more navigable corridor for both vehicles and pedestrians. The total cost of the project is estimated at \$880,000 with a maximum federal participation of \$815,408. The local match requirement is 7.34% (\$64,592) of which \$3,000 was previously paid with the State/Local Agreement for Design and Construction that was executed in July, 2020. The Idaho Transportation Department (ITD) has requested the City execute a Local Professional Services Agreement to complete the Design Services phase prior to construction.

To engage a design professional, a request for information (RFI) was issued by LHTAC for design services on March 31, 2021, and three qualified engineering firms responded. HMM, LLC of Nampa, Idaho, has been selected to perform the design services work on this project. The LHTAC

and City staff have negotiated an agreement with HMM, LLC to perform these services for \$96,078.00. The amount equates to 15% of the estimated construction amount which both the LHTAC and City Staff deem reasonable for these services on a federal-aid project. The design is expected to be completed by January 31, 2022, and it is anticipated the project will be advertised for construction immediately following LHTAC's and ITD's approval. Construction is expected to occur during the spring of 2022.

ACTION: Approve the Local Professional Services Agreement for Design Services of the Public Avenue Corridor Safety Improvements Project No. A022 (402).

C. Harvest Hills Lot 1 Block 1 PUD Development Agreement - Bill Belknap

Phil Reingans, on behalf of Harvest Hills Development Corporation, has submitted to the City a revised final plat for the development of the property at the northeast corner of the intersection of 3rd St. and Mountain View Road. On May 17, 2021 the City Council approved the preliminary plat for this property. The final plat is titled Harvest Hills Lot 1, Block 1 PUD and will be presented for City Council approval on September 7th. If the final plat is approved by the City Council, a development agreement is necessary to address construction of public improvements, parkland dedication, and as-constructed drawings. The agreement included in the packet covers these items. This item was reviewed by the Public Works Finance Committee on August 23, 2021 and was recommended for approval.

ACTION: Approve the Development Agreement with Harvest Hills Development Corporation for Harvest Hills Lot 1, Block 1 PUD.

D. Harvest Hills Lot 1, Block 1 PUD Monumentation Agreement - Bill Belknap

Phil Reingans, on behalf of Harvest Hills Development Corporation, has submitted to the City a revised final plat for the development of the property at the northeast corner of the intersection of 3rd Street and Mountain View Road. On May 17th, 2021 the City Council approved the preliminary plat for this property. The final plat is titled Harvest Hills Lot 1, Block 1 PUD and will be presented for City Council approval on September 7th. If Council approves the final plat, the interior property corners will not be set until after the final plat has been filed, the earthwork has been completed, and the utilities have been installed. In such instances, an agreement obligating the establishment of these interior corners is required by Idaho Code. This item was reviewed by the Public Works Finance Committee on August 23, 2021 and was recommended for approval.

ACTION: Approve the monumentation agreement with Harvest Hills Development Corporation for Harvest Hills Lot 1, Block 1 PUD.

E. Harvest Hills Replat of Lot 1 Block 1 Final Plat and Final Planned Unit Development - Mike Ray

On May 17, 2021, Moscow City Council approved the Harvest Hills Replat of Lot 1 Block 1 preliminary Planned Unit Development (PUD) with no conditions, and approved the preliminary plat with three conditions. On August 4, 2021 the applicant submitted the final subdivision plat and final PUD to be reviewed by the Planning and Zoning Commission and City Council. The Planning and Zoning Commission reviewed the final subdivision plat and final PUD at their meeting on August 11, 2021 and recommended approval to City Council.

ACTION: Approve the Harvest Hills Replat of Lot 1 Block 1 PUD and Final Plat.

F. Harvest Hills Second Addition Development Agreement - Bill Belknap

Phil Reingans, on behalf of Harvest Hills Development Corporation, has submitted to the City a final plat for the development of the property at the current eastern end of Third Street and, the Harvest Hills First Addition Subdivision. On May 17th, 2021, the City Council approved the preliminary plat

for this property. The final plat is titled Harvest Hills Second Addition and will be presented for City Council approval on September 7th. If the final plat is approved by the City Council, a development agreement is necessary to address construction of public improvements, parkland dedication, and as-constructed drawings. The agreement included in the packet covers these items. This item was reviewed by the Public Works Finance Committee on August 23, 2021 and was recommended for approval.

ACTION: Approve the Development Agreement with Harvest Hills Development Corporation for Harvest Hills Second Addition.

G. Harvest Hills Second Addition Monumentation Agreement - Bill Belknap

Phil Reingans, on behalf of Harvest Hills Development Corporation, has submitted to the City a final plat for the development of the property located east of Mountain View Road and the current eastern extent of Third Street. On May 17th, 2021, the City Council approved the preliminary plat for this property. The final plat is titled Harvest Hills Second Addition and will be presented for City Council approval on September 7th. If the Council approves the final plat, the interior property corners will not be set until after the final plat has been filed, the earthwork has been completed, and the utilities have been installed. In such instances, an agreement obligating the establishment of these interior corners is required by Idaho Code. This item was reviewed by the Public Works Finance Committee on August 23, 2021 and was recommended for approval.

ACTION: Approve the monumentation agreement with Harvest Hills Development Corporation for Harvest Hills Second Addition.

H. Harvest Hills 2nd Addition Final Plat - Mike Ray

On May 17, 2021, Moscow City Council approved the Harvest Hills 2nd Addition preliminary plat with no conditions. On August 4, 2021, the applicant submitted the final subdivision plat to be reviewed by the Planning and Zoning Commission and City Council. The Planning and Zoning Commission reviewed the final subdivision plat at their meeting on August 11, 2021 and recommended approval to City Council.

ACTION: Approve the Harvest Hills 2nd Addition Final Plat.

Bettge moved, Laflin seconded approval of the consent agenda as presented. Roll Call Vote: Ayes: Unanimous. Nays: None. Abstentions: None. Motion carried.

REGULAR AGENDA

2. Staff Recognition Report - Gary J. Riedner

None offered.

3. Mayors Appointments (ACTION ITEM)

Mayor Lambert proposed the following appointments: Asaph Cousins to the Sustainable Environment Commission and Jenny Parker to the Farmers Market Commission. Taruscio moved and Kelly seconded to approve the appointments as presented. Roll Call Vote: Ayes: Unanimous. Nays: None. Abstentions: None. Motion carried.

4. Public Comment and Mayor's Response Period (limit 15 minutes)

None offered.

5. Citizen Commission Report - Farmers Market Commission - Amanda Argona / Jamie Hill

Argona introduced Jamie Hill, Chair of the Farmers Market Commission. Hill presented the commission members and said vendors have returned to usual participation. The Commission has continued site visits and will present a new marketing look at the end of the market season. Stu Scott, a member of the

Commission, acknowledged the City for the tremendous support the Commission receives. Vendors are now judged under the same criteria. The creation of the fee schedule creates ease for vendors to participate.

6. PUBLIC HEARING: Thompson Annexation, Comprehensive Plan Land Use Designation, and Zoning Designation (ACTION ITEM) - Mike Ray

The applicant, Garrett Thompson, is proposing to rezone and retain the existing Comprehensive Plan land use designation for a 2.68-acre property proposed to be annexed into the City of Moscow and located directly south of Robinson Park Road and east of the current City Limits boundary. The current Comprehensive Plan Land Use Designation is Auto-Urban Residential and the applicant is proposing to retain that designation. The zoning on the subject property is currently Agriculture Forestry (AF) and the proposal is to rezone to the Medium Density Residential (R-3) Zone. The City of Moscow Planning and Zoning Commission conducted a public hearing for the proposed Comprehensive Plan Land Use Designations and Rezone on July 28, 2021 and recommended approval with no conditions.

PROPOSED ACTIONS: Conduct the public hearing upon the annexation, Comprehensive Plan land use designation, and zoning designation and upon consideration of any testimony presented:

1. Approve the Annexation Ordinance under suspension of the rule requiring three complete and separate readings and that it be read by title and published by summary; or consider the Annexation Ordinance on first reading; or reject the Annexation Ordinance; or take such other action deemed appropriate.
2. If the Annexation Ordinance is approved, approve the proposed Comprehensive Plan Land Use Designation Resolution and adopt the Planning and Zoning Commission Reasoned Statement of Relevant Criteria; or reject the proposed Comprehensive Plan Land Use Designation Resolution and direct staff to prepare a Reasoned Statement of Relevant Criteria; or take such other action deemed appropriate.
3. If the Annexation Ordinance is approved and the Comprehensive Plan Land Use Designation Resolution is approved, approve the proposed Zoning Ordinance under suspension of the rules requiring three complete and separate readings and that it be read by title and published by summary and adopt the Planning and Zoning Commission Reasoned Statement of Relevant Criteria; or consider the Zoning Ordinance on first reading; or reject the Zoning Ordinance and direct staff to prepare a Reasoned Statement of Relevant Criteria; or take such other action deemed appropriate.

Ray introduced the item as written above and described the neighborhood and infrastructure. Water and sewer extension and frontage improvement would take place at the time of development.

Sullivan asked what the benefit is in annexing the property. Ray responded a single-family home could currently be built. If it isn't annexed and development occurs farther east, it risks creating islands with leapfrog development. It is important to have logical and orderly development as the city grows.

Mayor Lambert opened the public hearing at 7:30 p.m.

Scott Becker (Hodge and Associates, Moscow) said the reason for annexation is the property slopes towards town, so services make sense. There is no plan for development at this time, but if annexed, it will bring more tax base to the city.

Hearing no other testimony, Mayor Lambert closed the public hearing at 7:31 p.m.

Taruscio moved to approve the Annexation Ordinance under suspension of the rule requiring three complete and separate readings and that it be read by title and published by summary. Roll Call Vote: Ayes: Unanimous. Nays: None. Abstentions: None. Motion carried.

Mayor Lambert read Ordinance 2021-12 by title:

AN ORDINANCE OF THE CITY OF MOSCOW, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; PROVIDING THAT LAND DESCRIBED IN SECTION 1 OF THIS ORDINANCE, AND GENERALLY SHOWN ON EXHIBIT "A" ATTACHED HERETO AND INCORPORATED BY THIS REFERENCE, BE ANNEXED TO THE CITY OF MOSCOW; PROVIDING THAT THE PROVISIONS OF THIS ORDINANCE BE DEEMED SEVERABLE; PROVIDING FOR THIS ORDINANCE TO BE IN FULL FORCE AND EFFECT FROM AND AFTER PASSAGE, APPROVAL AND PUBLICATION ACCORDING TO LAW.

Bettge moved and Taruscio seconded to approve the proposed Comprehensive Plan Land Use Designation Resolution and adopt the Planning and Zoning Commission Reasoned Statement of Relevant Criteria. Roll Call Vote: Ayes: Unanimous. Nays: None. Abstentions: None. Motion carried.

Taruscio moved and Bettge seconded to approve the proposed Zoning Ordinance under suspension of the rules requiring three complete and separate readings and that it be read by title and published by summary and adopt the Planning and Zoning Commission Reasoned Statement of Relevant Criteria. Roll Call Vote: Ayes: Unanimous. Nays: None. Abstentions: None. Motion carried.

Mayor Lambert read Ordinance 2021-13 by title:

AN ORDINANCE OF THE CITY OF MOSCOW, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; PROVIDING FOR THE ZONING OF A TWO POINT SIX EIGHT (2.68) ACRE PROPERTY, DESCRIBED IN SECTION 1 AS MEDIUM DENSITY RESIDENTIAL (R-3); PROVIDING THAT THE PROVISIONS OF THIS ORDINANCE BE DEEMED SEVERABLE; PROVIDING FOR THIS ORDINANCE TO BE IN FULL FORCE AND EFFECT FROM AND AFTER ITS PASSAGE, APPROVAL AND PUBLICATION ACCORDING TO LAW.

7. PUBLIC HEARING: Open Budget for Fiscal Year 2020-2021 (FY2021) (ACTION ITEM) - Sarah Banks

The State of Idaho provides a process for cities to amend the original fiscal year budget appropriation ordinance in accordance with Idaho Code section 50-1003. Throughout the year, the City has received additional federal, and/or state, and/or local grant awards, as well as the reimbursement of an economic development incentive. The City Council has authorized expenditures, including fleet purchases replacing two Police Utility Interceptors, and police body cameras which were delayed due to COVID. Staff is proposing to amend Ordinance 2020-11 in the amount of \$4,806,043 to accommodate the authorized appropriations.

PROPOSED ACTIONS: Approve the Open Budget Ordinance under suspension of the rules requiring three complete and separate readings and that it be read by title and published by summary; or consider the Ordinance on first reading and that it be read by title; or reject the Ordinance; or take such other action deemed appropriate.

Banks introduced the item as written above. ARPA and Cares monies significantly increased the amount of adjustment this year. The amended amount goes into ending fund balance.

Mayor Lambert opened the public hearing at 7:43 p.m. Hearing no testimony, Mayor Lambert closed the hearing at 7:43 p.m.

Bettge moved and Laflin seconded to approve the Open Budget Ordinance under suspension of the rules requiring three complete and separate readings and that it be read by title and published by summary.

Mayor Lambert read Ordinance 2021-14 by title:

AN ORDINANCE OF THE CITY OF MOSCOW, IDAHO, A MUNICIPAL CORPORATION OF THE

STATE OF IDAHO; AMENDING ORDINANCE NO. 2020 – 11, THE AMENDED ANNUAL APPROPRIATION ORDINANCE FOR THE FISCAL YEAR BEGINNING OCTOBER 1, 2020 AND ENDING SEPTEMBER 30, 2021; TO APPROPRIATE MONIES IN THE SUM OF ONE HUNDRED MILLION NINE HUNDRED THIRTY-NINE THOUSAND FIVE HUNDRED FIFTY-SIX DOLLARS (\$100,939,556); PROVIDING FOR THIS ORDINANCE TO BE IN FULL FORCE AND EFFECT FROM AND AFTER ITS PASSAGE, APPROVAL AND PUBLICATION ACCORDING TO LAW.

8. Drug Detection Dog Program (ACTION ITEM) - James Fry

Drug crimes in Idaho have been prevalent for decades. Synthetic drugs and the resurgence of traditional, illicit drugs like methamphetamine and heroin are becoming the drug of choice on the street.

Prescription fraud, black market production and illegal imports of opiates have been identified by the Office of Drug Policy and the Center for Disease Control as a national health crisis. If there is a specific drug interdiction event planned in our community, we are forced to rely on outside agencies who have a Drug Detection K9 and only then if the K9 is available at the time of the request. In order to enhance the ability to detect and investigate drug crimes, the Moscow Police Department proposed a Drug Detection K9 program in the FY2022 budget. At the FY2022 budget public hearing on August 2, 2021, the City Council approved the appropriation of funds supporting the program. However, the City Council directed that the program be brought before City Council for approval prior to implementation and any expenditure of the budgeted funds. The City of Lewiston has a drug detection K9 program, and a demonstration has been arranged for City Council to provide additional understanding of how a drug dog can assist drug investigations. In addition, policies and procedures have been researched and drafted, and are included in the backup for this item. Staff will be available to answer questions and concerns.

PROPOSED ACTIONS: Receive presentation of the Drug Detection Dog Program and approve deployment of the program or take such other action deemed appropriate.

Fry introduced Captain Lanier, K9 Commander; Sergeant Gunderson, K9 Coordinator; and Officer Snyder, K9 Handler.

Sergeant Chris Reece, with the Lewiston Police Department, said he has been in law enforcement for 20 years, 13 of them with the K9 unit. He certifies other K9s and works with the Quad Cities Task Force and the FBI Task Force. A K9 program is extremely valuable to communities as drug problems attribute to other crimes such as burglaries and thefts. With a police K9 program, a department is battling drugs and preventing other potential crimes. Law enforcement is it is a reactive profession. With a K9 program, the department can take a more proactive approach. He feels a K9 program will be beneficial for Moscow. Lewiston's K9 program started in 1993 until 1997 and then was reinstated in 2009. Lewiston had an outpouring of support for reinstating the program. The program has many positive impacts on public relations, leading to other crimes, and bridging gaps with the community. There have been no instances of being sued. Department policy is the dog is not allowed to search people, only direct the handler to a person. The handler then can talk to the person to see if it leads to probable cause. Drug investigations do concentrate on big-level dealers but have to start with the user. Reece said it is most rewarding but has been his hardest job. It is a 24 hour, seven days a week job. The dog is a living, breathing animal that you have to take care of.

Bautista said staff looked at many different policies, best practices and utilized four different policies for Moscow use. Fry added they did not want people searches in the policy because the City Council had a concern about that.

Bettge reflected on the impact on secondary crime, also the safety of officers for probable cause. Sullivan added she appreciated the answers to all the concerns that Council had. Mayor Lambert said he was very impressed with how the policies came together. Laflin agreed the policy is thorough and complete. She appreciated having the Lewiston K9 answer questions. Taruscio expressed gratitude for the answers and

moved to approve deployment of the program. Kelly seconded. Sullivan added that it is important to address the drug problem and crucial in managing the recovery side of drug use. Roll Call Vote: Ayes: Unanimous. Nays: None. Abstentions: None. Motion carried.

9. Sale of Current Police Station to University of Idaho (ACTION ITEM) - Mia Bautista

On May 21, 2019, citizens of Moscow approved the City of Moscow's proposal to issue municipal bonds to construct a new police services facility, remodel the current police facility for use as an office building, and make minor improvements to the Paul Mann Building located to the west of City Hall. On June 15, 2020, the City of Moscow purchased the Haddock Building, located at the southeast corner of Washington and Fifth Street, from Gritman Medical Park, LLC, for the price of \$875,000. The purchase of the Haddock Building includes off-street parking and represents significant savings over the estimated remodel costs of the current police facility. With the purchase of the Haddock Building, City Council expressed interest in selling the existing police facility since it would no longer serve the needs of the City, and was approached by representatives of the University of Idaho.

Idaho Code Title 50, Municipal Corporations, Chapter 14, Conveyance of Property, allows a city to convey real property to another governmental entity without the requirement of holding an auction if the City Council determines it is in the city's best interest to convey the property. The University of Idaho, which qualifies as a tax supported governmental unit per the requirements of I.C. 50-1403(4), has transmitted a letter of intent to the City of Moscow, noting an interest to purchase the property.

On July 6, 2021, the City Council declared its intent to sell the property for the appraised value of \$975,000. The City Clerk published a summary of the action and notice of a public hearing to take place August 2, 2021 in the official newspaper of the City (Moscow-Pullman Daily News).

On August 2, 2021, pursuant to Idaho Code 50-1403, the City Council held a public hearing at which the Council considered public testimony and declared it is in the City's best interest to convey the current Moscow Police Station facility located at 118 E Fourth Street to the University of Idaho for the appraised value of \$975,000, and authorized such conveyance. The Council also directed staff to negotiate a purchase and sale agreement and to prepare an ordinance of conveyance and to bring the agreement and ordinance back to the City Council for review and approval in order to complete the transaction.

PROPOSED ACTIONS: 1. Approve the purchase and sale agreement for the Haddock building located at 118 E. Fourth St with the University of Idaho, or take such other action deemed appropriate; 2. Approve the Ordinance authorizing conveyance of real property under suspension of the rules requiring three complete and separate readings and that it be read by title and published by summary; or consider the Ordinance on first reading and that it be read by title; or reject the Ordinance; or take such other action deemed appropriate.

Bautista introduced the item as written above. Purchase and sale agreement was a collaborative effort with the U of I and City staff. Sullivan moved to approve the purchase and sale agreement for the Haddock building located at 118 E. Fourth St with the University of Idaho. Bettge seconded. Roll Call Vote: Ayes: Unanimous. Nays: None. Abstentions: None. Motion carried.

Bettge moved to approve the Ordinance authorizing conveyance of real property under suspension of the rules requiring three complete and separate readings and that it be read by title and published by summary. Seconded by Taruscio. Roll Call Vote: Ayes: Unanimous. Nays: None. Abstentions: None. Motion carried.

Mayor Lambert read Ordinance 2021-15 by title:

AN ORDINANCE AUTHORIZING THE CONVEYANCE OF REAL PROPERTY OWNED BY THE CITY OF MOSCOW, IDAHO, LOCATED AT 118 EAST 4TH STREET, MOSCOW, LATAH COUNTY, IDAHO, TO THE UNIVERSITY OF IDAHO, A TAX SUPPORTED GOVERNMENTAL UNIT, IN ACCORDANCE WITH THE PROVISIONS OF THE LAWS OF THE STATE OF IDAHO.

REPORTS

City Council

Parks and Recreation Commission – Sullivan reported the Commission had their strategic planning workshop. Also held their regular meeting where they received a weed monitoring report on the no-pesticide parks and discussed a pedestrian bridge in the Meadow Brook Second Addition.

Moscow Urban Renewal Agency – Sullivan said the Agency adopted the FY2022 budget.

Planning and Zoning Commission – Sullivan said there was a public hearing on the Slonaker rezone.

Clearwater Economic Development Association – Kelly said they are still narrowing the search for Executive Direction and went over financial reports.

Mayor

Mayor Lambert said he attended the monthly City/County/Moscow School District/University meeting and an airport board meeting. The Boise flight is five days a week and is being utilized. He also toured the Idlers Rest Road fire.

Staff

Belknap said the Vandal Town Block Party was cancelled due to Idaho Department of Health and Welfare Crisis Standards of Care order. Latah County is seeing increased COVID case numbers. The Crisis Standards of Care provides hospitals the ability to make decisions regarding health care and Gritman will be remaining at contingency standard of care and will move to crisis level if required.

ADJOURN

It was moved, seconded and mutually agreed upon to adjourn at 8:40 p.m.

Bill Lambert, Mayor

ATTEST:

Laurie M. Hopkins, City Clerk

CITY COUNCIL STAFF REPORT

DATE: Monday, September 20, 2021



AGENDA ITEM TITLE

Disbursement Report for August 2021 - Sarah Banks

RESPONSIBLE STAFF

Sarah Banks, Finance Director

REVIEWED BY

This was reviewed and approved by the Public Works/Finance Committee on September 13, 2021.

ADDITIONAL PRESENTER(S)

OTHER RESOURCES

DESCRIPTION

Accounts Payable Report for the month ending August 31, 2021. A summary of the major expenditures has been approximated by category and represents 96% of the total expenditure of \$3,330,101.54.

Payroll	\$1,167,058.00
Professional Services	\$32,451.00
Sanitation	\$300,660.00
Capital Outlay	\$383,408.00
Capital Outlay-Improvements	\$641,055.00
Capital Outlay-Buildings	\$386,267.00
Capital Outlay-Vehicles	\$71,114.00
Supplies	\$93,907.00
Utilities	\$84,872.00
Contractual Payments	\$17,845.00
ACH Wells Fargo	\$30,325.00
ACH	\$3,366.00
Total	\$3,212,328.00

STAFF RECOMMENDATION

Receive the disbursement report for the month of August 2021.

PROPOSED ACTIONS

ACTION: Receive the Disbursements Report for the month of August 2021.

FISCAL IMPACT

PERSONNEL IMPACT

ATTACHMENTS

1. Disbursement Report August 2021
2. Revenue Report August 2021
3. Cash & Investments Aug 2021
4. Major Expenditures Report August 2021

DISBURSEMENTS REPORT FOR AUGUST 2021											
DATE BATCH # CHECK #'s	FUND NAME	ACCOUNTS PAYABLE	ACCOUNTS PAYABLE	ACCOUNTS PAYABLE	ACCOUNTS PAYABLE	ACCOUNTS PAYABLE		VOID CHECKS	PAYROLL	PAYROLL	GRAND TOTALS
						ACH	ACH				
		8/5/2021	8/12/2021	8/19/2021	8/26/2021	8/16/2021	8/13/2021		8/13/2021	8/27/2021	
		AP 8.6.2021	AP 8.13.2021	AP 8.20.2021	AP 8.27.2021	8/31/2021 AP 8.16.2021 AP 8.31.2021	8/27/2021 AP 8.13.2021 AP 8.27.2021		ID17	ID18	
		98875-98947	89848-99021	99022-99087	99088-99146	August's CC ACH's	August's ACH's		21482-21484	21485-21488	
Fund #											
101	GENERAL	8,568.85	9,954.33	4,067.89	19,919.66	12,747.22			326,711.16	345,651.75	727,620.86
105	STREETS	5,438.67	26,922.64	2,216.60	370.29	951.08			27,171.20	28,330.03	91,400.51
120	RECREATION AND CULTURE	9,287.55	18,455.59	1,856.78	13,129.20	6,703.97			90,804.67	87,372.87	227,610.63
121	MSD COMM. PLAY FIELDS	159.00	2,345.80	318.99	613.00						3,436.79
123	1912 CENTER										0.00
128	TRANSIT CENTER		1,053.47								1,053.47
220	WATER	5,697.26	75,548.73	6,831.08	6,110.73	1,219.85			47,921.60	48,506.66	191,835.91
230	SEWER	16,164.76	29,217.13	3,308.40	450.66	2,728.33	17,914.08		42,984.87	44,269.85	157,038.08
240	SANITATION	403.67	99,237.52	120.97	390.29		183,557.50		5,506.35	5,604.57	294,820.87
290	FLEET	5,802.06	74,598.37	46,045.71	87.59	2,231.85			12,725.29	12,669.33	154,160.20
295	INFORMATION SYSTEMS	21,601.33	1,140.83			3,742.42			20,357.31	20,470.13	67,312.02
320	WATER CAPITAL PROJECTS			1,959.15	264,501.66						266,460.81
330	SEWER CAPITAL PROJECTS	361,444.33									361,444.33
340	SANITATION CAPITAL PROJ										0.00
350	CAPITAL PROJECTS	4,389.92	733,950.17	2,275.00	41,925.82		3,366.15				785,907.06
355	LID CONSTRUCTION										0.00
380	HAMILTON - PARKS & REC										0.00
590	BONDS & INTEREST										0.00
890	URBAN RENEWAL AGENCY										0.00
	TOTAL	438,957.40	1,072,424.58	69,000.57	347,498.90	30,324.72	204,837.73	0.00	574,182.45	592,875.19	3,330,101.54

WIRE Transfers:

_____ Maureen Laflin

_____ Anne Zabala

_____ Art Bettge

_____ Sarah L. Banks, Finance Director

RECEIPTS REPORT FOR AUGUST 2021

Fund #	FUND NAME	Taxes	Franchise Fees	Licenses & Permits	Intergovernmental	Charges for Services	Fines & Penalties	Investment Income	Refunds & Reimbursements	Contributions & Donations	Other	Grand Total
101	GENERAL	1,409,262.25	116,140.66	262,282.45	-1,549,010.95	142,423.03	16,076.15	1,907.90	31,807.95	0.00	272,177.01	703,066.45
105	STREETS	6,961.76	0.00	0.00	0.00	24,754.89	0.00	0.00	1,443.00	0.00	0.00	33,159.65
120	RECREATION AND CULTURE	0.00	0.00	0.00	300.00	46,460.85	0.00	0.00	1,197.93	1,700.00	-2.88	49,655.90
121	MSD COMMUNITY PLAY FIELDS	0.00	0.00	0.00	5,340.71	0.00	0.00	0.00	0.00	0.00	0.00	5,340.71
123	1912 CENTER	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
128	TRANSIT CENTER	0.00	0.00	0.00	0.00	1,474.30	0.00	0.00	0.00	0.00	0.00	1,474.30
220	WATER	0.00	0.00	0.00	0.00	832,995.70	0.00	816.17	2,260.85	0.00	0.00	836,072.72
230	SEWER	0.00	0.00	0.00	0.00	653,758.92	0.00	271.67	671.96	0.00	0.00	654,702.55
240	SANITATION	0.00	0.00	0.00	0.00	494,484.07	0.00	0.00	0.00	0.00	0.00	494,484.07
290	FLEET	0.00	0.00	0.00	0.00	77,040.46	0.00	0.00	0.00	0.00	0.00	77,040.46
295	INFORMATION SYSTEMS	0.00	0.00	0.00	143,233.95	111,976.00	0.00	0.00	0.00	0.00	0.00	255,209.95
320	WATER CAPITAL PROJECTS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
330	SEWER CAPITAL PROJECTS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
340	SANITATION CAPITAL PROJECTS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
350	CAPITAL PROJECTS	0.00	0.00	0.00	0.00	0.00	0.00	1,095.37	0.00	0.00	0.00	1,095.37
355	LID CONSTRUCTION	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
380	HAMILTON P&R	0.00	0.00	0.00	0.00	0.00	0.00	237.05	0.00	0.00	0.00	237.05
590	BOND & INTEREST	231,344.47	0.00	0.00	0.00	0.00	0.00	45.83	0.00	0.00	0.00	231,390.30
595	LID FUNDS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL		1,647,568.48	116,140.66	262,282.45	-1,400,136.29	2,385,368.22	16,076.15	4,373.99	37,381.69	1,700.00	272,174.13	3,342,929.48

City of Moscow
Cash and Investments
Balances as of 8/31/2021

Fund		Year to Date Balance
General Fund	\$	11,807,733.84
Street Fund	\$	2,448,006.07
Culture & Recreation	\$	1,524,009.05
MSDCPF	\$	193,908.04
1912 Fund	\$	70,059.34
Transit Center	\$	100,315.73
Water Fund	\$	2,604,880.06
Sewer / WRRF	\$	4,140,485.57
Sanitation Fund	\$	2,993,354.88
Fleet Fund	\$	4,707,156.20
Information Systems	\$	2,917,257.28
Water Capital	\$	5,781,303.87
Sewer Capital	\$	14,765,550.06
Capital Projects	\$	6,026,353.48
Sanitation Capital	\$	6,715,607.66
LID construction	\$	26,576.18
Hamilton	\$	2,100,706.30
Bond & Interest	\$	1,257,251.62
LID Funds	\$	35,772.39
Payroll Service	\$	995,181.46
Total Cash & Investments	\$	71,211,469.08

[illegible]

				Major Expenditures	\$ 3,212,327.06	96%	of the total expenditures of	\$3,330,101.54
Large Expenditures								
Germer Construction, Inc.	\$ 138,855.00	K & G Construction	\$ 127,291.45	CHS, Inc.	\$ 28,771.78			
7th to 6th Street Sanitary Replacement Project 2021		Haddock Remodel Project Billing		Unleaded (6003 gals @ \$3.06/ea) Diesel (4001 gals @ \$2.60/ea)				
J7 Contracting, Inc.	\$ 222,589.33	Wellens Farwell, Inc.	\$ 258,975.33	Germer Construction, Inc.	\$ 264,217.23			
South Lift Station Force Main - Pay App 2		Police Service Facility Pay Application #14		Indian Hills Water Line Improvements Construction - Pay App 3				
Lucky Acres Fencing	\$ 29,154.57	Correct Equipment, Inc.	\$ 27,618.50	Joe Hall Ford	\$ 35,307.00			
Ghormley Pickleball Courts Project - Black Bottom Rail and Tension Wire for Chain Link		Replacement of 20 year old meters in system program		New vehicle #4-03 (PD)				
Blackline, Inc.	\$ 208,851.83	Motley-Motley, Inc.	\$ 138,831.56	Joe Hall Ford	\$ 35,807.00			
Slurry Seal - 2021		Ghormley Pickleball Court Pay App #1		New police vehicle #4-02 (PD)				
								\$1,516,270.58

CITY COUNCIL STAFF REPORT

DATE: Monday, September 20, 2021



AGENDA ITEM TITLE

Community Development Block Grant Bid Results - Alisa Anderson / Nate Suhr

RESPONSIBLE STAFF

Alisa Anderson, Grants Manager, Nate Suhr, Senior Engineering Technician

REVIEWED BY

ADDITIONAL PRESENTER(S)

OTHER RESOURCES

DESCRIPTION

The City published an advertisement for bids on August 21 and 28, 2021 for the Community Development Block Grant - 2021 project. The Indian Hills part of the project consists of all necessary work to install a prefabricated concrete restroom and an ADA-compliant parallel parking space located at the Northeast intersection of Indian Hills Drive and Blaine Street in Moscow, Idaho. The project will also include the excavation of soils, installation and connection of sanitary, electrical, and water service lines, and the installation of concrete sidewalk. The Mountain View Park pathway generally consists of the installation of sidewalk and two pedestrian ramps at Mountain View Park, located in Moscow, Idaho. This project will also include the obliteration and marking of pavement, the grubbing and removal of trees and brush, the installation of gabion baskets, and the installation of parking access symbols and parking stops. The Engineer's Estimate for the project was \$175,174.00.

Bid opening for the project took place on September 7th, 2021, at which one (1) bid was received. The bid received was in the amount of \$286,497.48 and was submitted by Quality Contractors, LLC. A bid tabulation is attached. Staff spoke with the Idaho Department of Commerce on September 10, 2021 and received approval from Tony Tenne to reject all bids and rebid for spring construction. This was reviewed by the Public Works/Finance Committee on September 13, 2021 and the Committee recommended rejection of the bids.

STAFF RECOMMENDATION

Reject all bids.

PROPOSED ACTIONS

ACTION: Reject the low bid from Quality Contractors, LLC.

FISCAL IMPACT

Funds for the Community Development Block Grant - 2021 project will be expended from the Parks Capital Project Fund (GL # 350-165-770-73).

PERSONNEL IMPACT

This project will be inspected and managed by Engineering Division staff.

ATTACHMENTS

1. CDBG Bid Tabulation

Community Development Block Grant - 2021
Bids Opened 9/8/2021

				Engineers Estimate		Bid From:		
						Quality Contractors, LLC		
Item No.	Item Description	Qty.	Unit	Unit Price	Amount	Price	Total	
1	Mobilization	1	LS	\$ 24,000.00	\$ 24,000.00	\$ 99,211.48	\$ 99,211.48	313%
2A	Excavation	136	CY	\$ 74.00	\$ 10,064.00	\$ 100.00	\$ 13,600.00	35%
2B	Excavation, Stockpile, and Placement of Topsoil	10	CY	\$ 81.00	\$ 810.00	\$ 75.00	\$ 750.00	-7%
3A	Remove / Dispose Bituminous Surface	10	SY	\$ 29.00	\$ 290.00	\$ 16.00	\$ 160.00	-45%
3B	Remove / Dispose Concrete Pad	18	SY	\$ 75.00	\$ 1,350.00	\$ 16.00	\$ 288.00	-79%
3C	Remove / Dispose Concrete Curb Type "A"	40	LF	\$ 29.00	\$ 1,160.00	\$ 16.00	\$ 640.00	-45%
3D	Remove / Dispose Concrete Curb Type "C"	68	LF	\$ 29.00	\$ 1,972.00	\$ 16.00	\$ 1,088.00	-45%
3E	Remove / Dispose Concrete Sidewalk	7.0	SY	\$ 69.00	\$ 483.00	\$ 60.00	\$ 420.00	-13%
3F	Clearing and Grubbing	0.03	AC	\$ 42,550.00	\$ 1,276.50	\$ 40,000.00	\$ 1,200.00	-6%
4	Concrete Curb Type A	40	LF	\$ 25.00	\$ 1,000.00	\$ 75.00	\$ 3,000.00	200%
5	Concrete Rolled Curb Type C	71	LF	\$ 35.00	\$ 2,485.00	\$ 55.00	\$ 3,905.00	57%
6	Concrete Sidewalk	350	SY	\$ 106.00	\$ 37,100.00	\$ 110.00	\$ 38,500.00	4%
7	Concrete Pedestrian Curb Ramp	30	SY	\$ 138.00	\$ 4,140.00	\$ 175.00	\$ 5,250.00	27%
8	Hot Mix Asphalt Patching	20	TON	\$ 288.00	\$ 5,760.00	\$ 700.00	\$ 14,000.00	143%
9A	4 - Inch Horizontal Directional Drilling	171	LF	\$ 46.00	\$ 7,866.00	\$ 50.00	\$ 8,550.00	9%
9B	1 - Inch Electrical Drilling	120	LF	\$ 29.00	\$ 3,480.00	\$ 48.00	\$ 5,760.00	66%
9C	1 - Inch Water Drilling	150	LF	\$ 29.00	\$ 6,875.00	\$ 48.00	\$ 7,200.00	66%
10	4 - Inch PVC Sanitary Sewer Pipe	60	LF	\$ 46.00	\$ 2,760.00	\$ 15.00	\$ 900.00	-67%
11	1 - Inch HDPE Service Line	30	LF	\$ 29.00	\$ 870.00	\$ 15.00	\$ 450.00	-48%
12	Install and Connect Electrical Wire	125	LF	\$ 10.00	\$ 1,250.00	\$ 35.00	\$ 4,375.00	250%
13	Misc. Landscaping	1	LS	\$ 12,650.00	\$ 12,650.00	\$ 6,500.00	\$ 6,500.00	-49%
14	Subgrade Seperation Geotextile	451	SY	\$ 6.00	\$ 2,706.00	\$ 10.00	\$ 4,510.00	67%
15	Soft Spot Repair	128.0	SY	\$ 60.00	\$ 7,680.00	\$ 60.00	\$ 7,680.00	0%
16	Cast Iron Truncated Dome	30	SF	\$ 92.00	\$ 2,760.00	\$ 55.00	\$ 1,650.00	-40%
17	1 - 1/4" (-) Crushed Rock Base	24	TON	\$ 23.00	\$ 552.00	\$ 120.00	\$ 2,880.00	422%
18	3/4" (-) Crushed Rock Base	28	TON	\$ 29.00	\$ 812.00	\$ 120.00	\$ 3,360.00	314%
19	Inlet Protection	3	EA	\$ 289.00	\$ 867.00	\$ 75.00	\$ 225.00	-74%
20	Silt Fence	100	LF	\$ 8.00	\$ 800.00	\$ 5.00	\$ 500.00	-38%
21	Straw Wattles	100	LF	\$ 6.00	\$ 600.00	\$ 4.50	\$ 450.00	-25%
22	Gabion Baskets	6.5	CY	\$ 127.00	\$825.50	\$ 1,000.00	\$ 6,500.00	687%
23	Parking Blocks	11	EA	\$ 230.00	\$2,530.00	\$ 175.00	\$ 1,925.00	-24%
24A	Line Striping	280	LF	\$ 1.25	\$350.00	\$ 2.00	\$ 560.00	60%
24B	Access Parking Symbol	3	EA	\$ 420.00	\$1,260.00	\$ 125.00	\$ 375.00	-70%
24C	Obliterate Paving Markings	290	LF	\$ 6.00	\$1,740.00	\$ 4.00	\$ 1,160.00	-33%
25	Remove and Reset Signs	5	EA	\$ 460.00	\$2,300.00	\$ 250.00	\$ 1,250.00	-46%
26	4' Orange Construction Fence	250	LF	\$ 5.00	\$1,250.00	\$ 3.50	\$ 875.00	-30%
27	15' Gravel Access Road Installation & Removal	290	SY	\$ 50.00	\$14,500.00	\$ 115.00	\$ 33,350.00	130%
28	Traffic Control	1	EA	\$ 6,000.00	\$6,000.00	\$ 3,500.00	\$ 3,500.00	-42%
				TOTAL	\$175,174.00	TOTAL	\$286,497.48	64%

29	Ozark I Bathroom	1	EA	\$ 71,409.00	\$ 71,409.00
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TOTAL WITH BATHROOM \$246,583.00

CITY COUNCIL STAFF REPORT

DATE: Monday, September 20, 2021



AGENDA ITEM TITLE

Moscowberfest Alcohol Use Request in Entertainment District - Amanda Argona

RESPONSIBLE STAFF

Amanda Argona, Community Events Manager

REVIEWED BY

This was reviewed by the Administrative Committee on September 13, 2021 and recommended for approval.

ADDITIONAL PRESENTER(S)

Jen Pfiffner, Deputy City Supervisor - Culture, Recreation and Employee Services

OTHER RESOURCES

DESCRIPTION

The Moscow Chamber of Commerce is hosting the inaugural Moscowberfest on Saturday, October 2nd, from 4 pm to 8 pm on Main Street between 3rd and 5th Streets. The event is intended to be an annual event stylized in the spirit of fall folk festivals. The applicant anticipates 16 (sixteen) beer and/or wine tents/vendors and four (4) food vendor tents, face painting, chalk drawing, yodeling competition, chicken dance, sidewalk checkers, two music locations featuring traditional music, cardboard cutouts for photo opportunities. etc. The event has been reviewed and approved as of August 25, 2021.

Following standard operating procedures for events with alcohol that are within the Entertainment District boundaries, Moscowberfest is requesting a temporary suspension of the open container law by resolution. Per Moscow City Code, Section 10-1-12; a draft resolution has been prepared for Council's consideration.

STAFF RECOMMENDATION

Approve the resolution allowing for the temporary suspension of the open container law within the event footprint of Moscowberfest for the duration of the event.

PROPOSED ACTIONS

ACTION: Approve the resolution allowing for the temporary suspension of the open container law within the event footprint of Moscowberfest for the duration of the event.

FISCAL IMPACT

PERSONNEL IMPACT

ATTACHMENTS

1. Resolution 2021 - Beer-Wine_The Entertainment District_Moscowberfest_clean

RESOLUTION NO.

A RESOLUTION OF THE CITY OF MOSCOW, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO, TO ALLOW FOR THE TEMPORARY VENDING OF BEER AND/OR WINE AND EXEMPTION TO THE OPEN CONTAINER PROHIBITION IN THE ENTERTAINMENT DISTRICT UNDER SPECIFIC REGULATIONS AND UNDER CERTAIN LIMITED CONDITIONS PURSUANT TO MOSCOW CITY CODE 10-1-12; PROVIDING THIS RESOLUTION TO BE EFFECTIVE UPON ITS PASSAGE AND APPROVAL.

WHEREAS, Moscow City Code 9-6-35 and 9-8-17 prohibit any person from selling, serving, giving away, dispensing, consuming or carrying any beer or wine in open containers on or in any public street, highway, alley, lane, sidewalk, public or private parking lot, conveyance, or primary and secondary school facility in the City of Moscow, Idaho (hereinafter “City”) except in accordance with specific regulations adopted by the Council by Resolution; and

WHEREAS, The Entertainment District is defined in Moscow City Code 10-1-12 as an exemption to the Open Containers Prohibition (hereinafter “The Entertainment District”); and

WHEREAS, Moscow Chamber of Commerce and Visitor Center (hereinafter “the Event Sponsor”) desires to have its sponsored event, Moscowberfest (hereinafter “the Permitted Event”), in The Entertainment District (see Attachment “A”); and

WHEREAS, the Permitted Event is an event or series of events sponsored by the Event Sponsor, intended to promote family and community fellowship; and

WHEREAS, Council wishes to allow for the vending and responsible consumption of beer and/or wine under certain conditions, contained herein and during limited hours during the Permitted Event; and

WHEREAS, Council wishes to prohibit the sale and/or consumption of liquor during the Permitted Event; and

WHEREAS, Council believes the regulations contained herein are appropriate; and

WHEREAS, Council believes that the specific regulations contained herein balance health and safety concerns of citizens with the desire to promote responsible use of alcoholic beverages; and

WHEREAS, nothing contained in this Resolution is intended to waive other laws and regulations applicable to the sale and consumption of alcohol within City limits (including a requirement for a catering permit; a beer and wine permit for benevolent, charitable and public purpose events; or a winery sponsored event permit); and

WHEREAS, nothing contained within this Resolution is intended to endorse or support any particular belief, philosophy, or political position of the Event Sponsor or of the Permitted Event, and/or its affiliates, associations, contributors, supporters, participants, etc.;

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of Moscow, Idaho as follows:

SPECIFIC REGULATIONS ON THE SALE AND/OR CONSUMPTION OF BEER AND/OR WINE DURING MOSCOWBERFEST 2021:

Intent:

This Resolution is intended to allow the sale and consumption of beer and wine only (not liquor), pursuant to these specific regulations and is not intended to amend or expand the Moscow City Code or any other applicable law or regulation beyond the scope of the particulars of this Resolution or beyond the hours of the Permitted Event. Other than as specifically provided herein, park, sanitary, health, litter, police, fire, sidewalk café, alcohol vending, and other laws and regulations shall be unaffected by this Resolution. This Resolution is not a waiver of any State, County, or local requirement of a permit or licensure related to sales and/or distribution of alcohol including a requirement for a catering permit; a beer and wine permit for benevolent, charitable and public purpose events; or a winery sponsored event permit. This Resolution shall not establish precedent nor shall it apply to any event other than the Permitted Event held on the 2nd day of October, 2021, from 4:00 p.m. to 8:00 p.m.

Liability, Insurance and Safety:

1. No less than ten (10) days prior to the Permitted Event at which the licensed vendor will sell beer and/or wine, the Event Sponsor shall deliver to the City Clerk one (1) copy of written proof that the licensed vendor(s) has current, paid up, off-premise liquor liability insurance or special event insurance in an amount not less than One Million Dollars (\$1,000,000) combined single limits.
2. No less than ten (10) days prior to the first activity of the Permitted Event herein described, the Event Sponsor shall deliver to the City Clerk one (1) copy of written proof that the Permitted Event has obtained current, paid up, general liability insurance or special event insurance in an amount not less than One Million Dollars (\$1,000,000) combined single limits. Such general liability insurance or special event insurance policy shall be primary to any other insurance related to these events and to that of any potential party subject to a claim related to the Permitted Event.
3. City shall be named as an additional insured on the insurance policy of the licensed vendor.
4. No less than ten (10) days prior to the Permitted Event, the Event Sponsor shall deliver to the City Clerk the signed original of the Application, attached as Attachment "B", with City to defend, hold harmless and indemnify City of Moscow, Idaho, its agents, servants, employees, officers and contractors from any and all claims, causes of action or damages which may arise from the Event Sponsor's use of The Entertainment District.
5. The Moscow Police Chief or designee is hereby empowered to order the immediate cessation of all activities allowed under this Resolution at any time he/she reasonably determines that it is in the best interest of City to do so. There shall be no appeal from a determination by the Moscow Police Chief or his designee to terminate all or part of the Permitted Event.

Vendor:

1. The number of licensed vendor's selling beer and/or wine allowed at the Permitted Event, will be reviewed and approved as part of the permitting process.
2. All beer and/or wine shall be sold only by a licensed vendor.

3. Every licensed vendor shall obtain and shall comply with all alcohol related laws and regulations, including, but not limited to, the City requirement of a City catering permit; a State beer and wine permit for benevolent, charitable, or public purpose events; or a winery sponsored event permit.
4. The name, address, telephone number, alcohol license permit number of every licensed vendor, and proof of insurance covering the vendor's activities (as required herein) shall be provided to the City Clerk no less than ten (10) days prior to the Permitted Event at which such licensed vendor shall sell beer and/or wine.
5. The City shall play no role in determining which vendor shall be selected to sell alcoholic beverages in the Entertainment District during the Permitted Event, unless it is a City sponsored event.
6. The Event Sponsor shall provide at least two (2) persons to check proper identification for those who shall be consuming beer and/or wine during the Permitted Event. These persons shall be clearly identified and shall be stationed at a central identification checking station where they shall issue one (1) wristband per individual 21 years of age or older.
7. The Event Sponsor shall provide at least two (2) law enforcement officers or two (2) guards from a recognized private security firm to provide security for the Permitted Event. Such officers or guards shall be clearly identified as such and shall be on duty at all times beer and/or wine is being served during the Permitted Event. The Event Sponsor shall have sole discretion on who will provide security at the Permitted Event and shall be responsible for all payment and costs associated with such security services.
8. The Event Sponsor and City both specifically understand and acknowledge that the Event Sponsor shall be solely responsible for any and all liability resulting from action or inaction, and/or negligence, and/or gross negligence by security provided by the Event Sponsor for the Permitted Event.

Sales and Consumption:

1. No less than ten (10) days prior to the Permitted Event at which the licensed vendor will sell beer and/or wine, the Event Sponsor shall deliver to the City Clerk three (3) copies of a site map which shall be drawn to show the locations, dimensions of, and relative distances between the following: (a) the beer and/or wine sales and dispensing area within The Entertainment District; (b) food sales and service areas; (c) location of identification checking station where wristbands will be issued. Said site design and any subsequent alterations shall be approved in writing by Moscow Deputy City Supervisor – Recreation, Culture, and Employee Services or his/her designee, and by the Moscow Chief of Police prior to the Permitted Event.
2. All beer and/or wine sales and dispensing shall take place within the area designated by the Event Sponsor and as shown on the site map required by this Resolution.
3. All food sales and service shall have a space of no less than ten feet (10') between the approved beer and/or wine sales and dispensing area and the food sales or service area.
4. Identification checking station shall include a minimum of two (2) persons to check proper identification. These persons shall be clearly identified and be responsible for the issuance of wristbands denoting attendees are of legal drinking age.
5. No person shall be allowed to purchase, possess or consume open containers of beer and/or wine other than within the Permitted Event footprint as shown on the Event Site Map required by this Resolution and only persons with a designated wristband shall be allowed to purchase, possess or consume beer and/or wine.

6. All beer and/or wine shall be dispensed in and consumed from an opaque or paper container. Such container shall be a readily identifiable container not more than sixteen ounces (16 oz.) in size which shall not bear a logo for an alcoholic beverage.
7. Every occupant within The Entertainment District shall provide identification to law enforcement officers or City employees at any point in time or location when requested to do so.
8. No person under twenty-one (21) years of age shall be allowed to wear the designated wristband at any time during the Permitted Event.
9. A sign shall be prominently posted at or near the area designated for beer and/or wine sales and dispensing stating that service to persons under twenty-one (21) years of age is prohibited.
10. Beer and/or wine shall be sold only within the designated area in The Entertainment District and only between the hours of 4:00 p.m. and 8:00 p.m. local time on the 2nd day of October, 2021, during the Permitted Event.
11. Beer and/or wine shall be consumed only within The Entertainment District between the hours of 4:00 p.m. and 8:00 p.m. local time on the 2nd day of October, 2021, during the Permitted Event.
12. No person shall carry or consume any alcoholic beverage within The Entertainment District which is not purchased or dispensed from the licensed vendor(s) at the Permitted Event. Consumption of alcohol outside of The Entertainment District, in any public street, highway, alley, lane, sidewalk, public or private parking lot, conveyance, or primary and secondary school facility in the City of Moscow, shall be considered a violation of the City's open container ordinance.

Fee:

The Event Sponsor shall submit to the City Clerk, within ten (10) days of the event, the required fee established by Council that is associated with this Resolution.

Failure To Comply:

Failure to comply with this Resolution shall expose any such person to all relevant civil and criminal consequences and may result in denial of subsequent applications for alcohol permits in public parks for a period of no less than five (5) years.

PASSED AND APPROVED by the Mayor of the City of Moscow, Idaho, this ___ day of ____, 2021.

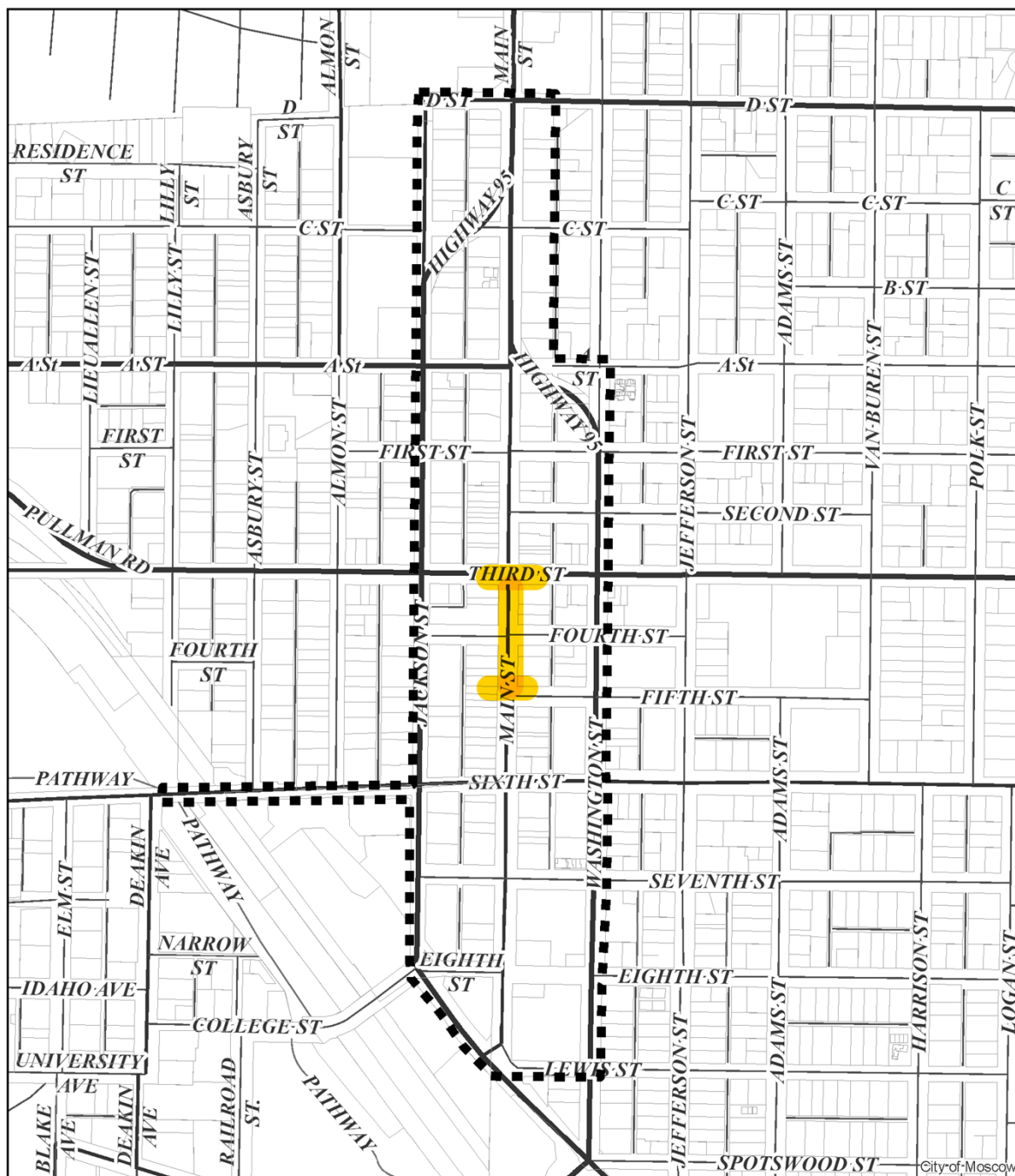
Bill Lambert, Mayor

CERTIFICATION. I hereby certify that the above is a true copy of a Resolution passed at a regular meeting of the City Council, City of Moscow, held on _____, 2021.

ATTEST:

Laurie M. Hopkins, City Clerk

Exhibit 'A' - Entertainment District Boundary



Legend

Entertainment District Boundary



Attachment B

City of Moscow Community Events Division EVENT APPLICATION



Thank you for your interest in organizing/sponsoring an Event in the City of Moscow!
Events by local citizens add to the cultural wealth of our town and may range from fun runs to political marches,
neighborhood block parties to street fairs.

Submit completed forms electronically or physically to the Community Events office:
communityevents@ci.moscow.id.us or 206 E. Third Street, Suite 300, Moscow. All applications must be legible.

The City reserves the right to request additional information reasonably necessary to a fair determination as to issuance of a permit. Permits are issued on a first-come, first-served basis. According to Moscow City Code Title 10 Section 17-4, event applications for regular or recurring events must be submitted at least sixty (60) days and not more than one hundred eighty (180) days before the proposed date of the event. Event applications for single, non-recurring events must be submitted at least ten (10) days and not more than one hundred eighty (180) days before the proposed date of the event.

Events with alcohol are to be submitted at least two (2) months prior to the event date to allow for adequate review and presentation to Administrative Committee and City Council. Administrative Committee meets on the 2nd and 4th Monday of each month and City Council meets on the 1st and 3rd Monday of each month pending no holiday delays or rescheduling of meetings.

1. Name of Event: Moscowberfest
2. Event Date(s): 2 Oct 2021
3. Event Location: Main St, 3rd to 5th St
4. Are you requesting a street closure for Event? Yes ☒ No ☐

If yes, provide street closure location(s). List cross streets, intersections, building addresses, etc. Include these details on your site map (see item 27.)

Main St between 3rd + 5th

5. Do you require parking restrictions for the Event? Yes ☒ No ☐

If yes, list parking restrictions (i.e. no parking on day of event, parking restricted to a particular area, etc.).

No parking day of event on main between 3rd + 5th

6. Street Closure set-up/Load-in time: 2:00pm Event(s) Start time: 4:00pm
7. Event(s) End time: 8:00pm Street Closure take-down/Load-out time: 9:00pm
8. Is this a recurring Event (i.e. every 1st Thurs. or every Sat. May thru Oct.)? Yes ☒ No ☐
9. Is this an annual Event? Yes ☒ No ☐
10. Are you planning on having refreshments and/or food? Yes ☒ No ☐

EVENT APPLICATION – LAST UPDATED AUGUST 11, 2021

Page 1 of 8

City of Moscow Community Events Division
EVENT APPLICATION



If yes, describe your waste and recycling plan. Applicants are responsible for removing all waste from their event footprint and disposing of properly, including emptying permanent trash receptacles in the downtown area. Dumpsters located downtown are for private use.

We will use existing trash bins within event footprint as well as provide additional trash cans with vendors and within event footprint

11. Are you planning on serving alcohol/having alcohol available for purchase at the Event?

Yes ☒ (continue to Q.12)

No ☐ (skip to Q.14)

All events with alcohol are required to have a Catering Permit.

This process is to be handled by your licensed alcohol Vendor.

Catering Permit applications are to be submitted to the City Clerk/Deputy City Clerk for approval.

12. Is the Event taking place in the public right-of-way (i.e. sidewalks, streets, etc.) within the City of Moscow Entertainment District? The Entertainment District allows for a temporary suspension of the Open Container law by Resolution of the City Council. See page 6 for a map of the Entertainment District.

Yes ☒ (continue to Q.13)

No ☐ (skip to item B.)

13. Are the Event organizers interested in pursuing a temporary suspension of the Open Container law by City Council Resolution?

Yes ☒ (see item A.)

No ☐ (skip to item B.)

A. Event organizers pursuing a temporary suspension by City Council Resolution of the Open Container law for their Event within the public right-of-way of the Entertainment District boundaries must satisfy the following conditions with their Event listed below, in addition to any requirements detailed in the Moscow City Code, as set forth by City Council Resolution, and/or Catering Permit:

- ☒ Include an identification checking station and its general location on Event Site Map. Identification checking station shall include a minimum of two (2) persons to check proper identification. These persons shall be clearly identified and be responsible for the issuance of wristbands denoting attendees are of legal drinking age.
- ☒ Submit the Alcohol Use Application and \$100 non-refundable fee upon approval of Event.
- ☒ Be present at City of Moscow Administrative Committee and City Council meetings regarding authorization of alcohol at Event by Resolution.
- ☒ Post signage and waste receptacles at Event entry and exit points. Signage to clearly state "No Alcohol Permitted Beyond this Area". Additional requirements may be mandated by City Council Resolution.

City of Moscow Community Events Division
EVENT APPLICATION



B. Event organizers requesting for alcohol use for their Event that takes place in the public right-of-way NOT within the Entertainment District boundaries must satisfy the following conditions with their Event, in addition to following any requirements set forth by Resolution and/or Catering Permit. This option is also available to Event organizers who are NOT pursuing a temporary suspension by City Council Resolution of the Open Container law:

- ☐ Include the location and estimated size of the beer garden on Event Site Map. Please note: barricades required for beer gardens are 8' in length.
- ☐ Complete and submit a Barrier Use Contract with this application.
- ☐ Submit the Alcohol Use Application and \$100 non-refundable fee upon approval of Event.
- ☐ Be present at City of Moscow Administrative Committee and City Council meetings regarding authorization of alcohol at Event by Resolution.

Upon approval from Council, remaining Event fees will be due, and applicant's vendor(s) are required to submit a Catering Permit application to the City Clerk/Deputy City Clerk. Any additional required paperwork outlined by the City Council Resolution and/or this process will also be due upon approval.

14. Are you planning on having a band or music? Yes ☒ No ☐

If yes, describe below any recording equipment, sound amplification equipment, etc. Submit a completed Noise Exemption Permit Request with this Event application.

Sound amplification

15. Approximate number of persons, animals, and/or vehicles comprising the Event, the type(s) of animals and description of vehicles, and approximate number of participants and spectators in viewing attendance:

700

16. Do you plan on having banners, signs, or other attention-getting devices in the Event? Yes ☒ No ☐

17. Do you plan on using any designated public facilities or infrastructure for the Event? Yes ☒ No ☐
If yes, list public facilities or infrastructure (i.e. public restrooms, picnic shelters, stages, etc.).

City of Moscow Community Events Division
EVENT APPLICATION



public restrooms, Street benches

18. Are you requesting additional City Police services for escort services, traffic, and/or crowd control?
Yes ☒ No ☐

If yes, contact City of Moscow Police Department at 208-883-7059 to discuss and see attached Fee Schedule.

19. Please use this area to include more detail or attach additional pages for additional information about Event that is pertinent for us to know.

- attached info to include
* 14 b & w tents
* 4 food tents
* games / cardboard cutouts / bands
* vision statement :

20. Organization Sponsoring Event: Moscow Chamber of Commerce + Visitor Center
21. Organization Address: 411 S Main St Moscow ID 83843
22. Organization Officers/Authorized Representatives: Sam Martinet George Skanelols
23. Individual Responsible for Event Organization: Sam Martinet
24. Individual's Address: 411 S Main St Moscow ID 83843
25. Individual's Day, Message, or Cell Phone Number: 719 251 3913
26. Individual's E-mail: director@moscowchamber.com
27. City reserves the right to alter your route if the City determines the proposed route will require significant City services and/or severely limit transit opportunities in high traffic areas. Applicant understands and agrees that the City is reserving that right? If answers no, application may be denied. Yes ☒ No ☐
28. **Submit a Site Map with this application.** Event Applications without a Site Map will not be processed. Details on a Site Map may include but are not limited to locations of desired street closures, walking routes, assembly points, start and finish points, locations of food and beverage vendors, stages, service areas, etc. A blank map of downtown Moscow is available on page 7.
29. **Residential Neighborhood Block Parties:** Provide Proof of Insurance (Requirement may be waived at Discretion of City)
30. **All other Event Types (except Public Assembly):** Provide Proof of Insurance (Required – Certificate of Insurance must include the City of Moscow as an Additional Insured and list \$500,000 as the minimum amount of general liability or \$1,000,000 if alcohol is included.)

City of Moscow Community Events Division
EVENT APPLICATION



HOLD HARMLESS AGREEMENT:

The applicant/group/organization (hereinafter "SPONSOR"), through its duly and specifically authorized agents, hereby releases City of Moscow, Idaho (hereinafter "CITY") and agrees, contracts and covenants not to bring suit and agrees to defend, hold harmless, and indemnify CITY, its officers, employees, agents and representatives from any and all claims, costs, judgments, awards, or liability to any person, including claims by SPONSOR's own agents, officers, employees and representatives, to which SPONSOR might otherwise be immune, arising from the Community Event, Block Party, Public Assembly, Parade or Sidewalk Walking Parade scheduled to occur as indicated on this application (hereinafter "Event"), including any Street Closure permitted under the terms of CITY's Policy on Street Closure. No SPONSOR shall be required to indemnify or hold harmless CITY for claims, actions and demands that arise out of CITY's sole negligence. Inspection, review and/or acceptance by CITY of any activity performed by or during the Event, or any activity or non-activity by CITY Police officers or other officers, employees, agents or representatives of CITY, shall not be grounds for avoidance of any of the covenants of defense, indemnification or hold harmless by SPONSOR on behalf of CITY.

SPONSOR acknowledges that he/she has read and understands the current Idaho Governor's Idaho Rebounds Plan which includes any existing Stay Healthy Order and/or Guidelines and has read the protocols for social/physical distancing, use of face masks/face coverings, and sanitation requirements and guidelines. SPONSOR agrees to comply with the Governor's Order and/or Guidelines and ensure that all participants will comply with the Order and/or Guidelines. SPONSOR acknowledges any and all City of Moscow Public Health Directives and/or Regulations in effect at the time of the Event. SPONSOR agrees to comply with any and all City of Moscow Public Health Directives and/or Regulations in effect at the time of the Event and ensure that all participants comply with the City of Moscow Public Health Directives and/or Regulations in effect at the time of the Event. SPONSOR agrees that if CITY determines she/he and/or any participant is not in compliance with the Governor's Orders and Guidelines and/or is not in compliance with City of Moscow Public Health Directives and/or Regulations in effect at the time of the Event, CITY reserves the right to revoke the Event permit.

I, SPONSOR, certify under penalty of perjury pursuant to the law of the State of Idaho, that the foregoing is true and correct and that I have the authority to bind the group or organization, if applicable, to this Agreement.

NAME: *Samatha Math*

DATE: *19 Aug 21*

EVENT SPONSOR ELECTRONIC SIGNATURE:

☐ By checking this box as an electronic signature, I agree to all the terms and conditions that apply to the Community Event /Residential Neighborhood Block Party/Public Assembly/Street Parade/Sidewalk/Pathway Event, Permitting Process, and Hold Harmless Agreement. I certify under penalty of perjury pursuant to the law of the State of Idaho that everything in the application is true and correct and that I have authority to bind the group or organization, if applicable, to this Agreement.

EVENT SPONSOR NON-ELECTRONIC SIGNATURE:

(Required only if printing and submitting in person)

The information on this form is Public Record and may be posted to a public website.
Moscow City Code Title 10, Chapter 17 is available from the City Clerk at PO Box 9203, Moscow, ID, 83843, or on the City's web page at <https://www.ci.moscow.id.us/393/City-Code>.

FOR OFFICE USE ONLY

☐ Community Event without alcohol	☒ Community Event with alcohol	☐ Street Parade Event
☐ Sidewalk/Pathway Event (fun runs, trail runs, walk-a-thons)	☐ Public Assembly - no fee (march, picket, rally, demonstration, etc.)	☐ Residential Neighborhood Block Party Event
Date App Rec'd: <u><i>8/19/21</i></u>	Fees Due: <u><i>\$2004</i></u>	Fees Paid: _____

EVENT APPLICATION - LAST UPDATED AUGUST 11, 2021

Page 5 of 8

*↳ 40 Permit
↳ 124 closure
↳ 100 non-refund. alcohol fee*

Additional Information regarding Moscowberfest 2021 Event Application in response to Event Application Question No. 19.

Moscowberfest is intended to be an annual event on or around a Saturday in October each year in the Downtown area/Entertainment District. The event is family friendly and open to all. In the spirit of October Folk Festivals, Moscowberfest will showcase vendors who can provide thematic food and beverages with a Bavarian and autumnal flair. Music and games and/or outdoor event activities will align with an Oktoberfest/Bavarian theme. We encourage businesses, vendors, and attendees to decorate their business frontage or booth décor and wear thematic attire. Ultimately, the vision for Moscowberfest is a folk celebration showcasing our local food and beverage providers and bringing business and community together in our downtown.

Moscowberfest 2021 will be situated from Third Street to Fifth Street with subsequent street closure (see accompanying map/diagram). To facilitate efficient, safe, and compliant protocols and rules, an ID station will be centralized in close proximity to Friendship Square. The ID station will be highly visible and easy to direct people to and will incorporate appropriate staffing to check ID's, answer questions, manage tokens/souvenir cup transactions, and issue any necessary wrist band verifying legal drinking age. Moscowberfest intends to comply with any required signage as directed by the City of Moscow and utilize waste receptacles consistent with the information provided on the Event application.

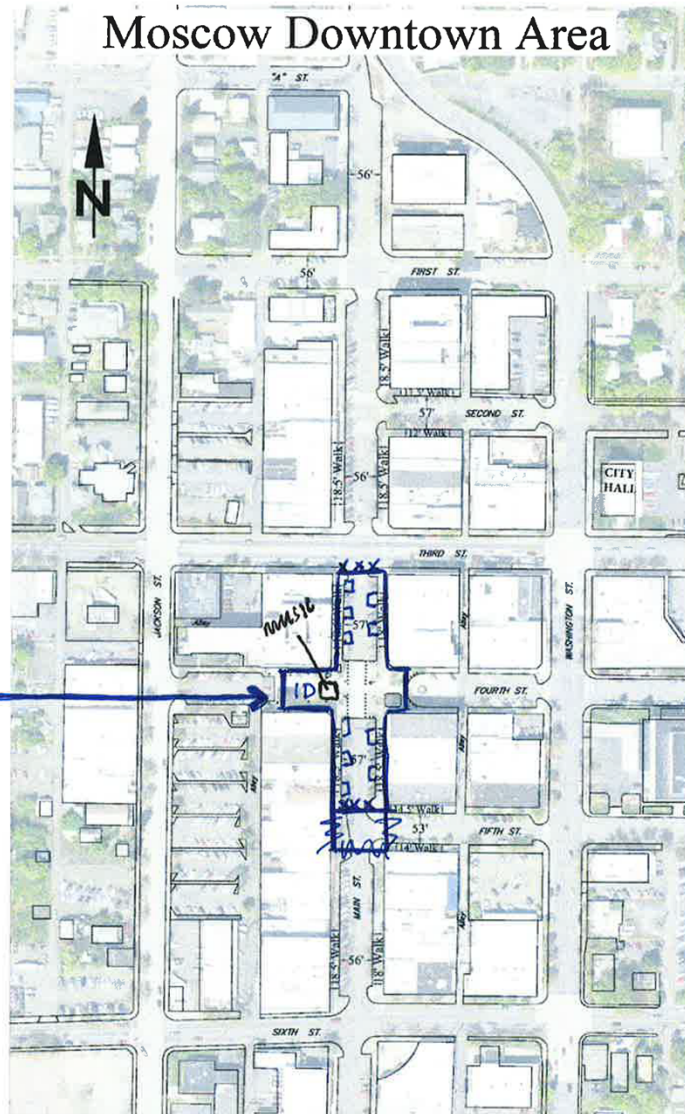
We anticipate 16 (sixteen) beer and/or wine tents/vendors and four (4) food vendor tents. These will be lined on the sidewalks in the designated event location with appropriate spacing as required. We also anticipate various activities for people of all ages, i.e., face painting, chalk drawing, yodeling competition, chicken dance, sidewalk checkers, etc. (activities are still being decided but these are provided as realistic examples at this stage of planning). We also anticipate up to two music locations featuring traditional music, i.e., polka, at Friendship Square and on or near one of the street closure boundaries at 3rd or 5th. In appropriate spaces, we hope to have cardboard cutouts for photo opportunities and to increase the thematic appeal overall.

City of Moscow Community Events Division
EVENT APPLICATION



Moscow Downtown Area

Centralize &
I.D. Cheek
3 token
purchase



NOISE EXEMPTION PERMIT REQUEST
(Moscow City Code 10-11-2)

Requested Event Date(s): 10.2.21 Begin time: 4pm End time: 8pm

Event Location: 3-5th Street

Amplified Music (DJ, party, etc.) ☐ No ☒ Yes

Alcoholic Beverages Available ☐ No ☒ Yes - Purchaser: multiple local vendors
(If boxed or checked, name of serving organization)

Live Band Performing ☐ No ☒ Yes - Group: multiple groups

Describe the event: See attached event outline

(use back of this form if more space is needed)

Name of requesting person/Group/Organization: Samantha Martinot

Person responsible for Group or Organization: Samantha Martinot

Requesting Person's Address: Moscow Chamber + Visitor Center 411 S Main St Moscow ID

Home phone: _____ Work phone: 2088821800 Cell phone: 7192513913 Pager: _____
Daytime phone number is required

Responsible person available **AT AND DURING** this event: yes

Cell- or contact-phone during event: 7192513913

Your signature is unconditional acceptance of all terms and conditions. This permit may be modified or revoked by City at any time if permit conditions are violated. Read the following carefully:

The applicant/group/organization hereby agrees to indemnify and hold harmless City of Moscow, Idaho from all claims, actions and demands of any kind whatsoever related to and/or arising out of the activity(ies) specified in this application and does hereby accept all risk and responsibility for any damage(s) stemming from such activity. Every Applicant requesting a noise Exemption Permit shall cooperate with law enforcement by adjusting the noise level in the event of any citizen complaint(s). In the event of non-compliance, law enforcement may revoke this permit. No applicant/group/organization shall be required to indemnify or hold harmless City of Moscow, Idaho for claims, actions and demands that arise out of City's sole negligence.

Date: 9.2.21 Requesting Person's Signature: Samantha Martinot

☒ APPROVED ☐ DENIED

Conditions:

Date permit valid: 10/2/21 Hours permit valid: 4pm - 8pm

Noise level (dBA) shall not exceed 85 dBA at ☒ source at ☐ property line

Other Conditions: _____

[Signature]
Chief of Police (208) 883-7054

Community Events Division Event Application Review

Moscowberfest 10/2/21 4-8 p.m.
Event Name **Date(s)/Time(s)**

DEPARTMENT/DIVISION DESIGNEE **EVENT(S) APPROVED/DENIED** **DATE REVIEWED**

Chief James Boyle Jr.

x — 08/25/21

Moscow Police Department

Approve Deny

Officer presence required? — — —
 Yes No N/A

Officers available? — — —
 Yes No N/A

Dan Ellinwood

x — 08/20/21

Moscow Volunteer Fire Department

Approve Deny

David R. Schott

X — 08/24/21

Parks and Recreation Department

Approve Deny

[Signature]

X — 08/24/21

Community Development-Engineering Division

Approve Deny

[Signature]

X — 08/20/21

Public Works-Environmental Services Division

Approve Deny

[Signature]

x — 08/20/21

Public Works-Streets Department

Approve Deny

Street closure required? x — —
 Yes No N/A

ITD permit required? — x —
 Yes* No N/A

*Application will remain pending until ITD grants applicant a permit

Time of street closure? x:xx am/pm x:xx am/pm
 Start End

Kelsey Manning

8/25/21

City Clerk/Deputy City Clerk Date



CITY OF MOSCOW

206 E. THIRD
MOSCOW, ID 83843
208-883-7000

PERMIT NUMBER: CE2021-14

EVENT DATE: 10/2/21

EVENT TIME: 4-8 p.m.

THIS IS TO CERTIFY THAT

Moscow Chamber of Commerce and Visitor Center
411 S Main St
Moscow, ID
83843

IS HEREBY GRANTED A CITY OF MOSCOW COMMUNITY EVENT PERMIT FOR THE LOCATION NAMED
BELOW WITHIN THE CORPORATE LIMITS OF THE CITY OF MOSCOW, IN CONFORMITY WITH THE
PROVISIONS OF CHAPTER 17, TITLE 10 OF THE MOSCOW CITY CODE.

PERMIT TYPE: Community Event

PERMIT LOCATION: Main St from 3rd to 5th St

I, _____, CERTIFY UNDER PENALTY OF PER URY PURSUANT TO THE LAWS
OF THE STATE OF IDAHO, THAT THE FOREGOING IS TRUE AND CORRECT. I AGREE TO ALL THE TERMS AND
CONDITIONS OF MOSCOW CITY CODE TITLE 10, CHAPTER 17 PARADE; PUBLIC ASSEMBLY AND
RESOLUTION 2015-05 POLICY AND PROCEDURES FOR RIGHT-OF-WAY PERMITS. DAMAGE TO ANY
PUBLIC IMPROVEMENTS ARE THE RESPONSIBILITY OF THE PERMIT HOLDER.

ISSUED THIS _____ DAY OF _____, 2021

(SIGNATURE OF LICENSEE)

DATE

(SIGNATURE OF STAFF)

8/25/21

DATE

City of Moscow Community Events Division
ALCOHOL USE APPLICATION



This application is required for Events requesting Alcohol Use within the Moscow Downtown Central Business Zoning District. Applicants are to submit their completed Event Application to the Community Events Division first. Upon approval of Event, Applicants may then submit this form along with the non-refundable fee to begin the review process by City Council for their Alcohol Use request. City Council has the ability to deny Alcohol Use requests, but applicants may still move forward with their approved Event without alcohol.

Ideal timeline for Events requesting Alcohol Use:

1. At least two months prior to event, Applicant submits Event Application for review.
2. Upon approval of Event, Applicant submits Alcohol Use Application and pays \$100 non-refundable fee.
3. Staff drafts a Resolution for the beer/wine garden request OR a Resolution for the temporary suspension of open container law. Applicants must provide their licensed alcohol providers to staff to include in the draft Resolution.
4. Applicant must be present at Administrative Committee meeting (meetings are held on the 2nd and 4th Mondays of each month pending no holiday delays).
5. Applicant must be present at City Council meeting (meetings are held on the 1st and 3rd of each month pending no holiday delays).
6. Upon approval, Applicant pays any remaining fees and is issued permit for Event.

Name of Event: Moscowberfest

Event Date(s): 2 Oct 2021

Event Location: Downtown, Main St. between 3rd + 5th St.

Event Start time: 4:00 pm Event End time: 8:00 pm

Responsible Individual listed on Event Application: Sam Martinet

By signing this Alcohol Use Application, Applicant understands that their Event may not have alcohol unless approved by City Council and that City Council has the right to deny Alcohol Use Requests for Events. Applicant also understands that the Alcohol Use Fee of \$100 is non-refundable regardless of the decision issued by City Council.

Sam Martinet
Signature of Responsible Individual for Event Organization

8/19/21
Date

Date Received: 8/19/21

Date non-refundable fee paid: 9/3/21 Km

CITY COUNCIL STAFF REPORT

DATE: Monday, September 20, 2021



AGENDA ITEM TITLE

Consideration of the Meadow Brooke Second Addition Pedestrian Bridge - David Schott

RESPONSIBLE REVIEWED BY STAFF

David Schott, Assistant Parks and Recreation Director	The Moscow Pathways Commission considered and unanimously voted to recommend approval during their August 10, 2021 meeting. The Parks and Recreation Commission considered and recommended approval by a vote of 3-2 in favor of the proposal during their August 26, 2021 meeting. The Public Works / Finance Committee considered and recommended approval during their September 13, 2021 meeting.
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ADDITIONAL OTHER RESOURCES PRESENTER(S)

N/A

DESCRIPTION

The City of Moscow received a proposal from Germer Construction, Inc. who is the owner and contractor developing the Meadow Brooke Second Addition Subdivision. The proposal includes the installation of a pedestrian bridge and a ten (10) foot pathway over Paradise Creek south of Meadow Brook Second Addition and north of Meadow Street. The pedestrian bridge will connect to the existing pathway at Carol Ryrie Brink Nature Park north of the Moscow School District Community Playfields to West View Drive to the north.

The proposal, based on preliminary design, includes two options for the pedestrian bridge depending on the hydrology of Paradise Creek. The first preferred option is an aluminum box culvert type bridge at an estimated cost of \$89,056. The second option is a typical bridge span at an estimated cost of \$119,196.

The proposal also includes a 50/50 cost share with the City. If approved, the City would be responsible for half of the cost of the bridge, which would range from \$44,528 to \$59,598. This project is currently not part of the Capital Improvement Plan and not funded in the City's FY2021 or FY2022 Budgets. If approved, funding would come from accumulations within Capital Projects - Parks and Recreation.

The proposed shared use path provided by a pedestrian bridge is supported by the 2008 City of Moscow Paradise Path System Conceptual Master Plan in this location.

The Moscow Pathways Commission considered and unanimously voted to recommend approval during their August 10, 2021 meeting. The Parks and Recreation Commission considered and recommended approval by a vote of 3-2 in favor of the proposal during their August 26, 2021 meeting. The Public Works / Finance Committee considered and recommended approval during their September 13, 2021 meeting.

STAFF RECOMMENDATION

Approve City financial participation in the construction of a pedestrian bridge over Paradise Creek with a 50/50 cost share with Germer Construction, Inc. in the amount of \$44,528 to \$59,598.

PROPOSED ACTIONS

PROPOSED ACTIONS: Approve City financial participation in the construction of a pedestrian bridge over Paradise Creek with a 50/50 cost share with Germer Construction, Inc. in the amount of \$44,528 to \$59,598.

FISCAL IMPACT

The proposal also includes a 50/50 cost share with the City. If approved, the City would be responsible for half of the cost of the bridge, which would range from \$44,528 to \$59,598. This project is currently not part of the Capital Improvement Plan and not funded in the City's FY2021 or FY2022 Budgets. If approved, funding would come from accumulations within Capital Projects - Parks and Recreation.

PERSONNEL IMPACT

N/A

ATTACHMENTS

None

CITY COUNCIL STAFF REPORT

DATE: Monday, September 20, 2021



AGENDA ITEM TITLE

Professional Services Amended Agreement for Alternative Water Supply Project - Tyler Palmer

RESPONSIBLE REVIEWED BY STAFF

Tyler Palmer, Deputy Director - Operations	This amendment was approved by PBAC at their August 19, 2021 meeting, contingent on the approval for the extension of administrative services by the City. This was reviewed by the Administrative Committee on September 13, 2021 and recommended for approval.
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ADDITIONAL OTHER RESOURCES PRESENTER(S)

DESCRIPTION

The City of Moscow is administering the contract on behalf of the Palouse Basin Aquifer Committee for the Palouse Groundwater Basin Alternative Water Supply Project. The base project anticipated the need for amendments as the project progressed. This amendment extends the work to include additional work to coordinate with fisheries, and also generate operations and maintenance estimates for alternatives 1 and 2. The proposed amendment extends the contract time to March 31, 2022, and adds \$56,605.00 to the contract, which will be transferred to the City prior to any payment on the amendment. This amendment was approved by PBAC at their August 19, 2021 meeting, contingent on the approval for the extension of administrative services by the City.

STAFF RECOMMENDATION

Approve the proposed Amended Agreement for Alternative Water Supply Project.

PROPOSED ACTIONS

ACTION: Approve the proposed Amended Agreement for Alternative Water Supply Project.

FISCAL IMPACT

PERSONNEL IMPACT

ATTACHMENTS

1. Professional Services Amended Agreement for Alternative Water Supply Project. Final

**AMENDED AGREEMENT FOR PROFESSIONAL SERVICES
FOR PALOUSE GROUNDWATER BASIN ALTERNATIVE WATER
SUPPLY PROJECT BETWEEN CITY OF MOSCOW, IDAHO AND ALTA
SCIENCE AND ENGINEERING, INC.**

THIS AMENDED AGREEMENT FOR PROFESSIONAL SERVICES FOR PALOUSE GROUNDWATER BASIN ALTERNATIVE WATER SUPPLY PROJECT BETWEEN CITY OF MOSCOW, IDAHO AND ALTA SCIENCE AND ENGINEERING (hereinafter "Amended Agreement"), is made and entered into this _____ day of _____, 2021, by and between City of Moscow, Idaho, a municipal corporation of the State of Idaho, 206 East Third Street, Moscow, Idaho, 83843 (hereinafter "CITY"), and Alta Science and Engineering, 220 E 5th St #325, Moscow, Idaho, 83843 (hereinafter "CONSULTANT").

W I T N E S S E T H :

WHEREAS, CITY contracted with CONSULTANT on October 9, 2020 for completion of consulting services for Palouse Groundwater Basin Alternative Water Supply Project, see Attachment "A" (hereinafter "Project"); and

WHEREAS, CONSULTANT identified a data gap regarding the need to develop phased estimated annual operations and maintenance costs for each of the four alternatives for Project; and

WHEREAS, CITY desires to hire CONSULTANT to perform the additional work in support of the Project to fill this data gap as outlined in Attachment "B" (hereinafter "Amended Project");

NOW, THEREFORE, it is agreed, for and in consideration of the mutual covenants and promises between the Parties hereto, as follows:

SECTION I: THE AMENDED PROJECT

CONSULTANT shall provide additional professional services for the Amended Project as outlined in this Amended Agreement in accordance with the terms and conditions of this Amended Agreement for the preparation and completion of additional consulting services.

SECTION II: QUALIFIED ESTIMATES OF COST

The estimates of cost for the Amended Project herein have been prepared by CONSULTANT through exercise of their professional experience and judgment in applying presently available cost data (see Attachment "C"); but it is recognized that CONSULTANT has no control over cost of labor and materials, or over competitive bidding procedures and market conditions. Nothing in this Amended Agreement shall serve to release or relieve CONSULTANT from exercising the skill, care, and professional judgment exercised by a similarly situated professional organization. CITY acknowledges that CONSULTANT makes no warranty, express or implied, as to the accuracy of such opinions as compared to bid or actual costs.

SECTION III: COMPENSATION

- A. CONSULTANT shall perform all work necessary to complete the Amended Project for an amount not to exceed Fifty-Six Thousand Six Hundred Five Dollars (\$56,605.00) as reflected in Attachment “C”.
- B. Other Considerations Regarding Fees and Costs.

CONSULTANT shall provide monthly invoices for the work completed which shall be reviewed by CITY. The determination of percent of Amended Project work completed shall be made by CITY.

SECTION IV: SCOPE OF WORK and CONSULTANT RESPONSIBILITIES

CONSULTANT shall complete the entire work on the Amended Project as outlined in Attachment “B” which is herein made a part of this Amended Agreement. Such work shall be conducted in a good and workmanlike manner which meets or exceeds industry standards.

CONSULTANT shall report progress no less than once every one (1) month to the Palouse Basin Aquifer Committee (PBAC).

SECTION V: CITY RESPONSIBILITIES

CITY, at no extra charge to CONSULTANT, shall provide requested documents relevant to the Amended Project, if available.

SECTION VI: AMENDED PROJECT SCHEDULE

CONSULTANT shall achieve final completion of the Amended Project on or before March 31, 2022. In the event of unavoidable delays beyond CONSULTANT’s control, CONSULTANT, upon concurrence by CITY, shall be granted a reasonable extension. The length of extensions due to such delays shall be as determined by CITY. CITY shall be notified of such delays or potential delays within two (2) working days of CONSULTANT’s knowledge of such delays.

SECTION VII: INDEPENDENT CONTRACTOR

The contracting Parties warrant by their signatures that no employer/employee relationship is established between CONSULTANT and CITY by the terms of this Amended Agreement. It is understood by the Parties hereto that CONSULTANT is an independent contractor and, as such, neither CONSULTANT nor any officer, employee, or agent of CONSULTANT, if any, are employees of CITY for purposes of tax, retirement system, or social security (FICA) withholding.

SECTION VIII: TERMINATION

- A. Termination of Amended Agreement.

This Amended Agreement may be terminated by CONSULTANT upon thirty (30) days written notice, should CITY fail to substantially perform in accordance with its terms through

no fault of CONSULTANT. CITY may terminate this Amended Agreement upon thirty (30) days written notice without cause and without further liability to CONSULTANT except as designated by this section. In the event of termination, CONSULTANT shall be paid for services performed to termination date, including direct expenses and including a percentage of the fixed fee based upon the work completed.

B. Termination of Amended Project.

If any portion of the Amended Project covered by this Amended Agreement shall be suspended, abated, abandoned, or terminated, CITY shall pay CONSULTANT for the services rendered to the date of such suspended, abated, abandoned, or terminated work; the payment to be based, insofar as possible, on the amounts established in this Amended Agreement or, where the Amended Agreement cannot be applied, the payment shall be based upon a reasonable estimate as mutually agreed upon between the Parties as to the percentage of the work completed.

SECTION IX: INSURANCE

A. CONSULTANT's Errors and Omissions Insurance.

In performance of professional services, CONSULTANT will use that degree of care and skill ordinarily exercised under similar circumstances by members of the consulting profession; and no other warranty, either expressed or implied, is made in connection with rendering CONSULTANT's services. Should CONSULTANT or any of CONSULTANT's agents or employees be found to have been negligent in the performance of professional services from which CITY sustains damage, CONSULTANT has obtained Errors and Omissions Insurance in the amount of Five Hundred Thousand Dollars (\$500,000), and said insurance shall be held active for a two (2) year (minimum) period from the date of completion of the Amended Project. CITY shall receive notice of any pending termination of said insurance within five (5) days of first notice to CONSULTANT.

B. CONSULTANT's Additional Insurance.

CONSULTANT shall maintain Automobile Insurance and Statutory Workmen's Compensation Insurance coverage, Employer's Liability, and Comprehensive General Liability Insurance coverage. The Comprehensive General Liability Insurance shall have a minimum limit of Five Hundred Thousand Dollars (\$500,000) per claim and One Million Dollars (\$1,000,000) aggregate, and CONSULTANT shall cause CITY to be named as an additional insured under said policy.

SECTION X: HOLD HARMLESS/INDEMNIFICATION

In addition to other rights granted CITY by this Amended Agreement, CONSULTANT shall defend, indemnify, and hold harmless CITY, its officers, agents, and employees, from and against any and all losses, lawsuits, actions, claims, judgments for damages, or any injuries or damages received or sustained by any person, persons, or property, and losses, expenses and other costs including litigation costs and attorney's fees arising out of, resulting from, or in connection with the acts and/or any performances, activities, errors or omissions by CONSULTANTS or its

subcontractors; or on account of or in consequence of any neglect in safeguarding the work; or because of any act or omission, neglect, or misconduct of CONSULTANT or its subcontractors; or because of any claims or amounts recovered from any infringements of patent, trademark or copyright; or from any claims or amounts arising or recovered under the Workmen's Compensation Act or any other law, ordinance, order, or decree.

SECTION XI: CONFLICT OF INTEREST

CONSULTANT covenants that it presently has no interest and will not acquire any interest, direct or indirect, in the Amended Project which would conflict in any manner or degree with the performance of its services hereunder. CONSULTANT further covenants that, in performing this Amended Agreement, it will employ no person who has any such interest. Should any conflict of interest arise during the performance of this Amended Agreement, CONSULTANT shall immediately disclose such conflict to the Project Manager (Palouse Basin Aquifer Committee).

SECTION XII: ENTIRE AGREEMENT, MODIFICATION, AND ASSIGNABILITY

This Amended Agreement and the attachments hereto contain the entire Amended Agreement between the Parties, and no statements, promises, or inducements made by either Party, or agents of either Party are valid or binding unless contained herein. This Amended Agreement may not be enlarged, modified or altered except upon written agreement signed by the Parties hereto. CONSULTANT shall not subcontract, transfer, sell, or assign its rights (including the right to compensation) or duties under this Amended Agreement, without the prior written consent and express authorization of CITY.

SECTION XIII: LICENSES AND ADHERENCE TO LAW REQUIRED

CONSULTANT represents that they possess the skill and experience necessary and all licenses required to perform the services under this Amended Agreement. CONSULTANT further agrees to comply with all applicable Federal, State and Local Statutes and Regulations in the performance of the services hereunder, and such laws and regulations are hereby made part of this Amended Agreement and shall be adhered to at all times. Violation of any of these Statutes or Regulations by CONSULTANT shall be deemed material and shall subject CONSULTANT to termination of this Amended Agreement for cause. No pleas of misunderstanding or ignorance on the part of CONSULTANT will, in any way, serve to modify the provisions of this requirement. CONSULTANT and its surety shall defend, hold harmless, and indemnify CITY and its employees, agents, and representatives, against any claim or liability arising from or based on the violation of any such laws, codes, ordinances, or regulations, whether by CONSULTANT, CONSULTANT's officers, agents, employees, or its subcontractors.

SECTION XIV: NON-DISCRIMINATION

It is illegal under the U.S. Federal law to discriminate against an employee, either intentionally or through disparate impact, on account of race, color, gender, religion, sex, national origin, physical or mental disability, age, marital or familial status, sexual orientation, and gender expression or identity. CONSULTANT shall not discriminate against any employee or applicant for

employment. CONSULTANT's action under this Section shall include, but not be limited to, the following: employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation and selection for training, including internship. CONSULTANT agrees to post in conspicuous places, available to employees and other applicants for employment, notices setting forth the provisions of this non-discrimination Section.

SECTION XV: LEGAL FEES

In the event either Party incurs legal expenses to enforce the terms and conditions of this Amended Agreement, the prevailing Party is entitled to recover attorney's fees and other costs and expenses, whether the same are incurred with or without lawsuit.

SECTION XVI: JURISDICTION, VENUE AND NONWAIVER

This Amended Agreement shall be construed in accordance with and shall be subject to the laws of the State of Idaho. The venue of any such action shall be the Second Judicial District of the State of Idaho in and for Latah County. Failure of CITY to exercise any of the rights under this Amended Agreement, or breach thereof, shall not be deemed to be a waiver of such a right, or a waiver of any subsequent breach.

SECTION XVII: SPECIAL WARRANTY

CONSULTANT warrants that nothing of monetary value has been given, promised, or implied as remuneration of inducement to enter into this Amended Agreement. CONSULTANT declares that no improper personal, political or social activities have been used or attempted in an effort to influence the outcome of the competition, discussion, or negotiation leading to the award of this Amended Agreement. Any such activity by CONSULTANT shall make this Amended Agreement null and void. CONSULTANT further warrants that all materials and goods supplied under this Amended Agreement shall be of good merchantable quality and that all services will be performed in a good and workmanlike manner. CONSULTANT acknowledges that it will be liable for any breach of this warranty.

SECTION XVIII: COMMUNICATION

Such communications as are required by this Agreement shall be satisfied by mailing or by personal delivery to the Parties at the following address:

Contractor:	Alta Science and Engineering, Inc	City:	City of Moscow
	Derek Forseth, CEO		Tyler Palmer, Deputy City Supervisor
	220 E. Fifth Street, Suite 325		206 East Third Street
	Moscow, Idaho 83843		P O Box 9203
			Moscow, Idaho 83843

SECTION XIX: NON-APPROPRIATION

This Amended Agreement is contingent upon CITY receiving the necessary funding from Palouse Basin Aquifer Committee (PBAC) to cover the obligations of CITY. In the event that such funding is not received or appropriated, then, and in that event, CITY's obligations under this Amended Agreement shall cease and each Party shall be released from further performance under this Amended Agreement without any liability to the other Party.

SECTION XX: APPROVAL REQUIRED AND SEVERABILITY

This Amended Agreement shall not become effective or binding until approved by the City of Moscow. If any part of this Amended Agreement is held unenforceable, the remaining portions of this Amended Agreement will, nevertheless, remain in full force and effect.

SECTION XXI: EXECUTION

IN WITNESS WHEREOF, said CONSULTANT and CITY have caused this Amended Agreement to be executed on the day and year first above written.

CONSULTANT

CITY

City of Moscow, Idaho

By: _____
Derek Forseth, CEO
Alta Science and Engineering, Inc.

By: _____
Bill Lambert, Mayor

ATTEST

Laurie M. Hopkins, City Clerk

Approved As To Form:

Mia Bautista, City Attorney

ACKNOWLEDGMENT

STATE OF _____)
 _____) ss:
 County of _____)

On this _____ day of _____, 2021, before me, a Notary Public in and for said State, appeared Derek Forseth, known to me to be the person named above and acknowledged that he executed the foregoing document as the duly authorized representative for Alta Science and Engineering, Inc.

Notary Public for _____
Residing at _____
My commission expires: _____

Attachment A

AGREEMENT FOR PROFESSIONAL SERVICES FOR PALOUSE GROUNDWATER BASIN ALTERNATIVE WATER SUPPLY PROJECT BETWEEN CITY OF MOSCOW, IDAHO AND ALTA SCIENCE AND ENGINEERING, INC.

THIS AGREEMENT FOR PROFESSIONAL SERVICES FOR PALOUSE GROUNDWATER BASIN ALTERNATIVE WATER SUPPLY PROJECT BETWEEN CITY OF MOSCOW, IDAHO AND ALTA SCIENCE AND ENGINEERING (hereinafter "Agreement"), is made and entered into this 9th day of October, 2020, by and between City of Moscow, Idaho, a municipal corporation of the State of Idaho, 206 East Third Street, Moscow, Idaho, 83843 (hereinafter "CITY"), and Alta Science and Engineering, 220 E 5th St #325, Moscow, Idaho, 83843 (hereinafter "CONSULTANT").

WITNESSETH:

WHEREAS, CITY intends to contract with CONSULTANT for completion of consulting services for Palouse Groundwater Basin Alternative Water Supply Project (hereinafter "Project"); and

WHEREAS, CITY intends to hire CONSULTANT for project management services to further refine the water supply alternatives identified in the *Palouse Groundwater Basin Water Supply Alternatives Analysis Report* and help position PBAC to provide a presentation to the Idaho Water Resource Board (IWRB) that meets the Board's expectations for Project;

NOW, THEREFORE, it is agreed, for and in consideration of the mutual covenants and promises between the Parties hereto, as follows:

SECTION I: THE PROJECT

CONSULTANT shall provide professional services for Project as outlined in this Agreement in accordance with the terms and conditions of this Agreement for the preparation and completion of consulting services.

SECTION II: QUALIFIED ESTIMATES OF COST

The estimates of cost for Project herein are to be prepared by CONSULTANT through exercise of their professional experience and judgment in applying presently available cost data; but it is recognized that CONSULTANT has no control over cost of labor and materials, or over competitive bidding procedures and market conditions. Nothing in this Agreement shall serve to release or relieve CONSULTANT from exercising the skill, care, and professional judgment exercised by a similarly situated professional organization. CITY acknowledges that CONSULTANT makes no warranty, express or implied, as to the accuracy of such opinions as compared to bid or actual costs.

SECTION III: COMPENSATION

- A. CONSULTANT shall perform all work necessary to complete Project for an amount not to exceed one hundred forty-nine thousand nine hundred ninety-five dollars (\$149,995).
- B. Other Considerations Regarding Fees and Costs.

CONSULTANT shall provide monthly invoices for the work completed which shall be reviewed by CITY. The determination of percent of Project work completed shall be made by CITY.

SECTION IV: SCOPE OF WORK and CONSULTANT RESPONSIBILITIES

CONSULTANT shall complete the entire work on Project. Such work shall be conducted in a good and workmanlike manner which meets or exceeds industry standards.

CONSULTANT shall report progress no less than once every one (1) month to PBAC.

Project Management

Project administration and management, including regular coordination with PBAC on project updates, etc. The general scope of work includes:

- Facilitation of project meetings and other activities in order to refine and identify a viable alternative or set of alternatives for Idaho Department Water Resource (hereinafter "IDWR") funding consideration.
- Work closely with PBAC and other contracted consultants and help support related and ongoing research, including water supply alternatives data gap work.
- Identify interim steps for each alternative to break (scalable) the alternatives into smaller segments.
- Assimilate LEAP Analysis findings and ongoing SEG outreach. Provide updated information and ensure SEG stays current on water supply alternatives. Help address community interests and issues/concerns.
- Identify required tasks and milestones needed to reach Idaho Water Resource Board deliverables, which include:
 - Have an alternative selected or combination of alternatives (or specific action steps identified to do so)
 - Price tag
 - Demonstration that we have done work to gain community support
 - Identification of (other) funding resources and matching dollars
- Evaluate and determine unknown work/tasks and advise PBAC on other necessary actions/steps required to meet PBAC's goal.
- Monthly email progress reports available for review at regularly scheduled PBAC meetings.

Deliverables

- Regular communication and coordination with PBAC.

- A final summary report and presentation including conclusions and next steps will be provided to PBAC upon completion of this project and no later than December 2021. Project funding will be provided by PBAC. PBAC will function as the lead organization for the project, UI will act as contract administrator, and IDWR and Ecology will provide technical assistance, if necessary. Funding for this project is contingent upon continuing sponsoring entity fiscal year (July-June) funding allocations.
- CONTRACTOR will identify a project manager for this work who will reside locally or be available to travel to the Basin approximately once per quarter and present a progress report or oral presentation at a regular PBAC meeting. The project manager is expected to be available by phone or in-person at monthly PBAC progress meetings in order to provide regular updates.
- PBAC reserves the right to add additional tasks related to the pursuit and refinement of an Alternative Water Supply Project.

SECTION V: CITY RESPONSIBILITIES

CITY, at no extra charge to CONSULTANT, shall provide requested documents relevant to the Project, if available.

SECTION VI: PROJECT SCHEDULE

CONSULTANT shall achieve final completion of Project on or before December 31, 2021. In the event of unavoidable delays beyond CONSULTANT's control, CONSULTANT, upon concurrence by CITY, shall be granted a reasonable extension. The length of extensions due to such delays shall be as determined by CITY. CITY shall be notified of such delays or potential delays within two (2) working days of CONSULTANT's knowledge of such delays.

SECTION VII: INDEPENDENT CONTRACTOR

The contracting Parties warrant by their signatures that no employer/employee relationship is established between CONSULTANT and CITY by the terms of this Agreement. It is understood by the Parties hereto that CONSULTANT is an independent contractor and, as such, neither CONSULTANT nor any officer, employee, or agent of CONSULTANT, if any, are employees of CITY for purposes of tax, retirement system, or social security (FICA) withholding.

SECTION VIII: TERMINATION

A. Termination of Agreement.

This Agreement may be terminated by CONSULTANT upon thirty (30) days written notice, should CITY fail to substantially perform in accordance with its terms through no fault of CONSULTANT. CITY may terminate this Agreement upon thirty (30) days written notice without cause and without further liability to CONSULTANT except as designated by this

section. In the event of termination, CONSULTANT shall be paid for services performed to termination date, including direct expenses and including a percentage of the fixed fee based upon the work completed.

B. Termination of Project.

If any portion of Project covered by this Agreement shall be suspended, abated, abandoned, or terminated, CITY shall pay CONSULTANT for the services rendered to the date of such suspended, abated, abandoned, or terminated work; the payment to be based, insofar as possible, on the amounts established in this Agreement or, where the Agreement cannot be applied, the payment shall be based upon a reasonable estimate as mutually agreed upon between the Parties as to the percentage of the work completed.

SECTION IX: INSURANCE

A. CONSULTANT's Errors and Omissions Insurance.

In performance of professional services, CONSULTANT will use that degree of care and skill ordinarily exercised under similar circumstances by members of the consulting profession; and no other warranty, either expressed or implied, is made in connection with rendering CONSULTANT's services. Should CONSULTANT or any of CONSULTANT's agents or employees be found to have been negligent in the performance of professional services from which CITY sustains damage, CONSULTANT has obtained Errors and Omissions Insurance in the amount of Five Hundred Thousand Dollars (\$500,000), and said insurance shall be held active for a two (2) year (minimum) period from the date of completion of PROJECT. CITY shall receive notice of any pending termination of said insurance within five (5) days of first notice to CONSULTANT.

B. CONSULTANT's Additional Insurance.

CONSULTANT shall maintain Automobile Insurance and Statutory Workmen's Compensation Insurance coverage, Employer's Liability, and Comprehensive General Liability Insurance coverage. The Comprehensive General Liability Insurance shall have a minimum limit of Five Hundred Thousand Dollars (\$500,000) per claim and One Million Dollars (\$1,000,000) aggregate, and CONSULTANT shall cause CITY to be named as an additional insured under said policy.

SECTION X: HOLD HARMLESS/INDEMNIFICATION

In addition to other rights granted CITY by this Agreement, CONSULTANT shall defend, indemnify, and hold harmless CITY, its officers, agents, and employees, from and against any and all losses, lawsuits, actions, claims, judgments for damages, or any injuries or damages received or sustained by any person, persons, or property, and losses, expenses and other costs including litigation costs and attorney's fees arising out of, resulting from, or in connection with the acts and/or any performances, activities, errors or omissions by CONSULTANTS or its subcontractors; or on account of or in consequence of any neglect in safeguarding the work; or because of any act or omission, neglect, or misconduct of CONSULTANT or its subcontractors; or because of any claims or amounts recovered from any infringements of patent, trademark or copyright; or from

any claims or amounts arising or recovered under the Workmen's Compensation Act or any other law, ordinance, order, or decree.

SECTION XI: CONFLICT OF INTEREST

CONSULTANT covenants that it presently has no interest and will not acquire any interest, direct or indirect, in the Project which would conflict in any manner or degree with the performance of its services hereunder. CONSULTANT further covenants that, in performing this Agreement, it will employ no person who has any such interest. Should any conflict of interest arise during the performance of this Agreement, CONSULTANT shall immediately disclose such conflict to the Project Manager (Palouse Basin Aquifer Committee).

SECTION XII: ENTIRE AGREEMENT, MODIFICATION, AND ASSIGNABILITY

This Agreement and the exhibits hereto contain the entire Agreement between the Parties, and no statements, promises, or inducements made by either Party, or agents of either Party are valid or binding unless contained herein. This Agreement may not be enlarged, modified or altered except upon written agreement signed by the Parties hereto. CONSULTANT shall not subcontract, transfer, sell, or assign its rights (including the right to compensation) or duties under this Agreement, without the prior written consent and express authorization of CITY.

SECTION XIII: LICENSES AND ADHERENCE TO LAW REQUIRED

CONSULTANT represents that they possess the skill and experience necessary and all licenses required to perform the services under this Agreement. CONSULTANT further agrees to comply with all applicable Federal, State and Local Statutes and Regulations in the performance of the services hereunder, and such laws and regulations are hereby made part of this Agreement and shall be adhered to at all times. Violation of any of these Statutes or Regulations by CONSULTANT shall be deemed material and shall subject CONSULTANT to termination of this Agreement for cause. No pleas of misunderstanding or ignorance on the part of CONSULTANT will, in any way, serve to modify the provisions of this requirement. CONSULTANT and its surety shall defend, hold harmless, and indemnify CITY and its employees, agents, and representatives, against any claim or liability arising from or based on the violation of any such laws, codes, ordinances, or regulations, whether by CONSULTANT, CONSULTANT's officers, agents, employees, or its subcontractors.

SECTION XIV: NON-DISCRIMINATION

It is illegal under the U.S. Federal law to discriminate against an employee, either intentionally or through disparate impact, on account of race, color, gender, religion, sex, national origin, physical or mental disability, age, marital or familial status, sexual orientation, and gender expression or identity. CONSULTANT shall not discriminate against any employee or applicant for employment. CONSULTANT's action under this Section shall include, but not be limited to, the following: employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation and selection for training, including internship. CONSULTANT agrees to post in conspicuous places, available to

employees and other applicants for employment, notices setting forth the provisions of this non-discrimination Section.

SECTION XV: LEGAL FEES

In the event either Party incurs legal expenses to enforce the terms and conditions of this Agreement, the prevailing Party is entitled to recover reasonable attorney's fees and other costs and expenses, whether the same are incurred with or without lawsuit.

SECTION XVI: JURISDICTION, VENUE AND NONWAIVER

This Agreement shall be construed in accordance with and shall be subject to the laws of the State of Idaho. The venue of any such action shall be the Second Judicial District of the State of Idaho in and for Latah County. Failure of CITY to exercise any of the rights under this Agreement, or breach thereof, shall not be deemed to be a waiver of such a right, or a waiver of any subsequent breach.

SECTION XVII: SPECIAL WARRANTY

CONSULTANT warrants that nothing of monetary value has been given, promised, or implied as remuneration of inducement to enter into this Agreement. CONSULTANT declares that no improper personal, political or social activities have been used or attempted in an effort to influence the outcome of the competition, discussion, or negotiation leading to the award of this Agreement. Any such activity by CONSULTANT shall make this Agreement null and void. CONSULTANT further warrants that all materials and goods supplied under this Agreement shall be of good merchantable quality and that all services will be performed in a good and workmanlike manner. CONSULTANT acknowledges that it will be liable for any breach of this warranty.

SECTION XVIII: COMMUNICATION

Such communications as are required by this Agreement shall be satisfied by mailing or by personal delivery to the Parties at the following address:

Contractor:	Alta Science and Engineering, Inc	City:	City of Moscow
	Derek Forseth, CEO		Tyler Palmer, Deputy City Supervisor
	220 E. Fifth Street, Suite 325		206 East Third Street
	Moscow, Idaho 83843		P O Box 9203
			Moscow, Idaho 83843

SECTION XIX: NON-APPROPRIATION

This Agreement is contingent upon CITY receiving the necessary funding to cover the obligations of CITY. In the event that such funding is not received or appropriated, then, and in that event, CITY's obligations under this Agreement shall cease and each Party shall be released from further performance under this Agreement without any liability to the other Party.

SECTION XX: APPROVAL REQUIRED AND SEVERABILITY

This Agreement shall not become effective or binding until approved by the City of Moscow. If any part of this Agreement is held unenforceable, the remaining portions of this Agreement will, nevertheless, remain in full force and effect.

SECTION XXI: EXECUTION

IN WITNESS WHEREOF, said CONSULTANT and CITY have caused this Agreement to be executed on the day and year first above written.

CONSULTANT

By: [Signature]
Derek Forseth, CEO
Alta Science and Engineering, Inc.

CITY

City of Moscow, Idaho

By: [Signature]
Bill Lambert, Mayor



[Signature]
Laurie M. Hopkins, City Clerk

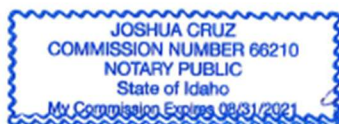
Approved As To Form:

[Signature]
Mia Bautista, City Attorney

ACKNOWLEDGMENT

STATE OF Idaho)
County of Latah) ss:

On this 13th day of October, 2020, before me, a Notary Public in and for said State, appeared Derek Forseth, known to me to be the person named above and acknowledged that he executed the foregoing document as the duly authorized representative for Alta Science and Engineering Inc.



[Signature]
Notary Public for Idaho
Residing at 222 E Troy Rd Moscow ID 83843
My commission expires: 8/31/2021

Attachment B



alta-se.com

220 East Fifth Street, Suite 325
Moscow, Idaho 83843
Ph: (208) 882-7858; Fax: (208) 883-3785

MEMORANDUM

To: Paul Kimmell, PBAC
Korey Woodley, PBAC

From: Robin Nimmer

Date: August 17, 2021

Alta Project No.: 20008

Subject: Amendment 1 to the Professional Services Agreement in support of the Project Management Services for the Palouse Groundwater Basin Alternative Water Supply Project

1 Background

The Consultant is currently engaged in the execution of Professional Services Agreement for Palouse Groundwater Basin Alternative Water Supply Project Management Services.

A data gap was identified regarding the need to develop phased estimated annual operations and maintenance (O&M) costs for each of the four alternatives for documentation that would complement construction cost phasing that has been performed by Consultant. This data gap was identified during review of the draft technical memorandum (TM) for the interim steps investigation. Alternatives 3 and 4 are packaged such that the estimated annual O&M costs developed by others can be directly applied to the phased alternatives. However, Alternatives 1 and 2 require evaluation to develop the phased annual O&M costs. This O&M cost phase allocation evaluation is proposed to be performed under existing Task 3.3.

During a June 2021 call with Washington Department of Ecology (Ecology) regarding water rights, Ecology highlighted the importance of seeking input from federal and state fisheries agencies as such input is an important factor with respect to potential new surface water withdrawals in Washington state (as well as Idaho). While the consultant team is aware of this linkage, Ecology encouraged the consultant team to initiate contact as early in the process of supplementary water supply alternative evaluation as possible, as their input could result in significant implications as to the viability of one alternative versus another. This fisheries agency engagement is proposed to be performed under a new Task 6.

The Scope of Work section that follows provides the details of these tasks.

2 Scope of Work

Consultant will perform the following tasks as an amendment to the Professional Services Agreement in support of the Project Management Services for the Palouse Groundwater Basin Alternative Water Supply Project.

2.1 Task 1 Project Administration

Consultant will perform project administrative duties in coordination with this amendment.

2.2 Task 3.3 Water Supply Alternatives Interim Steps

Consultant will escalate the estimated annual O&M costs developed by others as part of the Anchor QEA (2017) report to 2021 dollars for the four primary alternatives. The O&M cost tables included in the Anchor QEA (2017) report will be updated to document the escalation for each of the alternatives. Consultant will assign the 2021 O&M costs to the phased alternatives established as part of the work performed under Task 3.3 of the current scope of work.

Consultant will evaluate O&M costs for Alternatives 1 and 2 to properly allocate the costs to the phases. We will use a simple percent allocation based on engineering judgment to allocate the costs associated with "water treatment facility operations" and "maintenance of facilities." We will develop conceptual hydraulic models to allocate costs for "pumping" and "hydropower generation."

Meetings:

- None.

Deliverables:

- Technical Memorandum – 2021 O&M Cost Updates.
- Updated O&M cost summary tables and phased O&M cost allocation for Alternatives 1 and 2.

Clarifications:

- Cash flow diagrams will not be generated for this task.
- A high-level, conceptual hydraulic analysis will be developed to establish flow and head conditions to inform the cost allocation of the annual pumping costs documented in the Anchor QEA (2017) report.
- Cost allocations for water treatment facility operations and maintenance of facilities will be based on phased flowrates and engineering judgement.

2.3 Task 6 Fisheries Agency Pre-Consultation Coordination

Consultant will perform the following activities as part of this new task:

- Conduct limited review of existing, readily available historical documents pertaining to previous correspondence, meetings, and documentation regarding potential impacts to protected aquatic species and their habitat associated with each of the four alternatives being considered that were prepared by the previous consultant team. Perform cursory review of existing basin watershed and fisheries analysis reports to prepare for meaningful conversations with fisheries agencies.
- Develop a brief summary of information obtained through review of historical project documents and of existing basin watershed and fisheries analysis reports to aid in the initial outreach to the fisheries agencies. The information summary will serve as a

platform for introductions to the project alternatives and characterization of data gathering performed to-date. The purpose of this summary is to prepare to answer questions that the agencies will likely ask.

- Identify data gaps related to fisheries agencies consultation and permitting that are encountered during the document review step to provide a list of required future work to facilitate environmental permitting and/or consultation.
- Support the client in identifying an appropriate federal lead/action agency based on review of the alternatives and existing information related to potential aquatic and fisheries impacts. Final determination of a federal lead is at the discretion of the agencies.
- Facilitate initial conversation(s) with federal lead/action agency(ies) as appropriate.
- Develop a fisheries agencies engagement strategy for these initial meetings. The fisheries engagement strategy will be shared with Client for review and approval.
- Conduct series of outreach meetings (virtual) with potential federal lead/action and fisheries agencies, as well as related governmental entities, as necessary per the defined engagement strategy, and convey meeting outcomes to Client. Agencies that will likely be contacted include Washington Department of Ecology, Washington Department of Fish and Wildlife, Idaho Fish and Game, Idaho Department of Water Resources, National Marine Fisheries Service, US Fish and Wildlife Service, Bureau of Reclamation, and US Army Corps of Engineers. The budget assumes approximately eight 1.5-hour meetings.

Meetings:

- Review meeting of draft fisheries agencies engagement strategy
- Virtual meeting(s) with potential federal lead/action agency(ies)
- Multiple external fisheries agencies virtual meetings

Deliverables:

- Summary of historical project documentation and existing basin watershed and fisheries analysis reports regarding potential aquatic species impacts
- Data gap list
- Draft and final internal fishery agency engagement strategy
- Meeting summary notes

Clarifications:

- No travel will be required. Meetings will be conducted virtually.

3 Schedule

The tasks described herein are estimated to be completed in accordance with the following schedule based on the assumption that this Amendment No. 1 will be signed and notice-to-proceed issued by mid-August, 2021:

Table 1. Estimated Scope of Work Performance Schedule

Task	Task Performance Schedule	
	Begin	End
Task 1 – Project Management	August 2021	October 2021
Task 3.3 – Annual O&M Cost Phased Alternative Allocation	August 2021	September 2021
Task 6 – Federal and State Fisheries Agencies Pre-Consultation Coordination		
• Review project historical information and existing watershed/fisheries reports, prepare summary, identify data gaps, and develop agency outreach plan	August 2021	September 2021
• Engage in agency meetings and prepare meeting summaries	September 2021	October 2021

4 Compensation

Table 2 presents a summary of the task compensation budget estimates based on the work plan presented herein and assumptions stated previously. Task 6 efforts are, in part, dependent on agency responses and requirements; if it appears that the actual level of effort will exceed the amounts assumed because of agency(ies) requests for additional meetings or information beyond assumed levels, Consultant will discuss a potential change in scope and compensation before proceeding. The fees will be billed as time and materials and will not exceed the total amount of \$56,605 without prior approval by Client.

Table 2. Compensation Budget

Task	Budget
Task 1 – Project Management	\$ 3,455
Task 3.3 – Annual O&M Cost Phased Alternative Allocation	\$ 8,250
Task 6 – Federal and State Fishery Agency Pre-Consultation Coordination	\$ 44,900
TOTAL AMENDMENT No. 1 BUDGET	\$ 56,605

Attachment C



Cost Proposal for Amendment 1

Date: 08/17/21

Project:	City of Moscow - PBAC Water Supply Project	Project Number:	20008
Client:	City of Moscow	Project Manager:	Robin Nimmer
Client Contact:	Tyler Palmer		
Client Address:	P.O. Box 9203 Moscow, ID 83843		
Phone:	208-883-7000		
Project Address:	Moscow, ID		

Description	Hours	Billing Rate	Contract Total
<u>20008-10 Project Management</u>			
<i>Labor</i>			
Project Administrator II	5	75.00	\$375.00
		Labor total	\$375.00
<i>Consultant</i>			
Jacobs			\$3,080.00
		Consultant total	\$3,080.00
20008-10 Project Management total			\$3,455.00
<u>20008-30-30 Interim Steps</u>			
<i>Consultant</i>			
Jacobs			\$8,250.00
		Consultant total	\$8,250.00
20008-30-30 Interim Steps total			\$8,250.00
<u>20008-60 Fishery Agency Pre-Consultation Coordination</u>			
<i>Labor</i>			
Sr. Hydrogeologist	48	140.00	\$6,720.00
Project Administrator II	6	75.00	\$450.00
Principal Engineer	2	165.00	\$330.00
		Labor total	\$7,500.00
<i>Consultant</i>			
Jacobs			\$32,120.00
McCormick			\$5,280.00
		Consultant total	\$37,400.00
20008-60 Fishery Agency Pre-Consultation Coordination total			\$44,900.00
Total for Amendment 1			\$56,605.00

CITY COUNCIL STAFF REPORT

DATE: Monday, September 20, 2021



AGENDA ITEM TITLE

AT&T Amendment to Wireless Communication Facility Agreement - Gary J. Riedner

RESPONSIBLE STAFF REVIEWED BY

Gary Riedner, City Supervisor This was reviewed by the Public Works/Finance Committee on September 13, 2021 and recommended for approval.

ADDITIONAL PRESENTER(S) OTHER RESOURCES

DESCRIPTION

Staff has been approached by AT&T with a request to install and operate one generator and supporting infrastructure on the Residence Street water tank. This additional equipment requires additional ground space which is also requested and included in the amended agreement. The current agreement with AT&T needs to be amended to allow additional equipment to be installed. This Amendment is in accordance with the Co-location resolution that was adopted by the City Council on February 5th 2001. The amendment has been reviewed and approved by the City Attorney, and includes construction plans that have been reviewed and approved by the City Engineering staff.

STAFF RECOMMENDATION

Recommend approval of the AT&T proposal to amend the Wireless Communication Facility Agreement.

PROPOSED ACTIONS

ACTION: Approve the AT&T proposal to amend the Wireless Communication Facility Agreement.

FISCAL IMPACT

PERSONNEL IMPACT

ATTACHMENTS

1. ATT Fifth Amendment_final

FIFTH AMENDMENT TO WIRELESS COMMUNICATION FACILITY AGREEMENT

THIS FIFTH AMENDMENT TO WIRELESS COMMUNICATION FACILITY AGREEMENT ("Fifth Amendment"), dated as of the latter of the signature dates below, is by and between City of Moscow, Idaho, a municipal corporation of the State of Idaho, 206 East Third Street, Moscow, Idaho, 83843 ("CITY") and New Cingular Wireless PCS, LLC, a Delaware Limited Liability Company, 1025 Lenox Park Blvd. NE, 3rd Floor, Atlanta, Georgia, 30319 ("AT&T Mobility").

WHEREAS, CITY and AT&T Mobility entered into a Wireless Communication Facility Agreement dated August 4, 2003, said Agreement was amended as follows:

"Amendment to Lease" dated August 26, 2003,

"Temporary Installation Agreement" dated November 19, 2012

"Second Amendment to Wireless Communication Facility Agreement" dated May 28, 2013,

"Third Amendment to Wireless Communication Facility Agreement" dated March 22, 2016,

"Fourth Amendment to Wireless Communication Facility Agreement" dated November 7, 2017

(collectively the "Agreement"), whereby CITY leased to AT&T Mobility certain premises, therein described, that are a portion of the Property located at 608 Residence Street, Moscow, Idaho, 83843; and

WHEREAS, CITY and AT&T Mobility, in their mutual interest, wish to amend the Agreement as set forth below accordingly.

NOW THEREFORE, in consideration of the foregoing and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, CITY and AT&T Mobility agree as follows:

1. Additional Ground Space. In addition to the current compound of fifteen feet (15') by twenty-seven feet (27'), CITY consents to the installation and operation of one (1) generator and supporting infrastructure that requires an additional compound of ten feet (10') by sixteen feet (16'), as depicted in Attachment 'A' herein incorporated as part of this Fifth Amendment. Attachment 'A' clearly shows both the current compound and the additional compound.

2. Noise Restrictions. AT&T acknowledges receipt of the Acoustical Report developed by SSA acoustics as represented in Attachment 'B' and agrees to conform to the code requirements and noise mitigation requirements as indicated in the Report, herein incorporated as part of this Fifth Amendment.

3. Annual Monetary Fee. Commencing the first day of the month following the date that AT&T Mobility commences construction of the modifications authorized by and set forth in this Fifth Amendment, the annual monetary fee shall be increased by One Hundred Twenty Dollars (\$120) per month, for an additional One Thousand Four Hundred Forty Dollars (\$1,440) per year, through the remaining term of the Agreement, subject to further adjustments as provided in the Agreement. Upon AT&T Mobility's removal of the generator and supporting infrastructure, and restoration of

the site to the previous condition, the annual monetary fee will revert to the previous rate, subject to adjustments as provided in the Agreement, upon thirty (30) days prior written notice to CITY.

4. Notices. AT&T Mobility's addresses in Section 17 of the Agreement are hereby replaced with the following:

New Cingular Wireless PCS, LLC
Attn: Network Real Estate Administration
Re: Cell Site #: WAL00505; Cell Site Name: NE Moscow
Fixed Asset #: 10037177
1025 Lenox Park Blvd. NE, 3rd Floor
Atlanta, GA 30319

With a required copy to:

New Cingular Wireless PCS, LLC
Attn: Legal Dept. - Network
Re: Cell Site #: WAL00505; Cell Site Name: NE Moscow
Fixed Asset #: 10037177
208 S. Akard Street
Dallas, TX 75202

5. Other Terms and Conditions Remain. In the event of any inconsistencies between the Agreement and this Fifth Amendment, the terms of this Fifth Amendment shall control. Except as expressly set forth in this Fifth Amendment, the Agreement otherwise is unmodified and remains in full force and effect. Each reference in the Agreement to itself shall be deemed also to refer to this Fifth Amendment.

6. Capitalized Terms. All capitalized terms used but not defined herein shall have the same meanings as defined in the Agreement.

(signature page follows)

IN WITNESS WHEREOF, the Parties have caused this Fifth Amendment to be effective as of the last date written below.

AT&T MOBILITY:

New Cingular Wireless PCS, LLC,

By: AT&T Mobility Corporation
Its: Manager

CITY:

City of Moscow, Idaho

Title: _____

Date: _____

Bill Lambert, Mayor

Date: _____

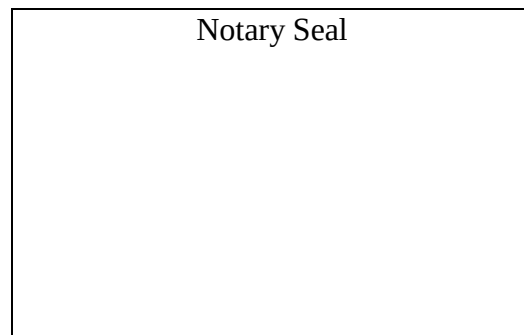
ATTEST:

Laurie M. Hopkins, City Clerk

AT&T MOBILITY ACKNOWLEDGMENT

STATE OF OREGON)
) SS.
COUNTY OF _____)

This instrument was acknowledged before me on _____, 2021 by
_____ as _____ of AT&T Mobility
Corporation.



(Signature of Notary)

(Legibly Print or Stamp Name of Notary)
Notary Public in and for the State of Oregon
My Commission expires: _____

SITE NAME: NE MOSCOW
FA LOCATION CODE: 10037177

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An aerial photograph of a residential neighborhood. A red dot is placed on a street, indicating a specific location. The surrounding area includes houses, trees, and a larger building complex on the right side.

GENERATOR PROJECT
30KW KOHLER DIESEL GENERATOR
200A KOHLER ATS



APPLICABLE BUILDING CODE & STANDARDS

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1071

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- 2.0 NOTES
- 3.0 GENERAL NOTES
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1	NAME	NE MOSCOW
2	FA ID#	10037177
3	ADDRESS	10037177
4	CITY	NE MOSCOW
5	STATE	NE MOSCOW
6	COUNTY	NE MOSCOW
7	ZIP	NE MOSCOW
8	PHONE	NE MOSCOW
9	FAX	NE MOSCOW
10	EMAIL	NE MOSCOW
11	WEBSITE	NE MOSCOW
12	OTHER	NE MOSCOW

NOTES TO SUBCOMPACTOR

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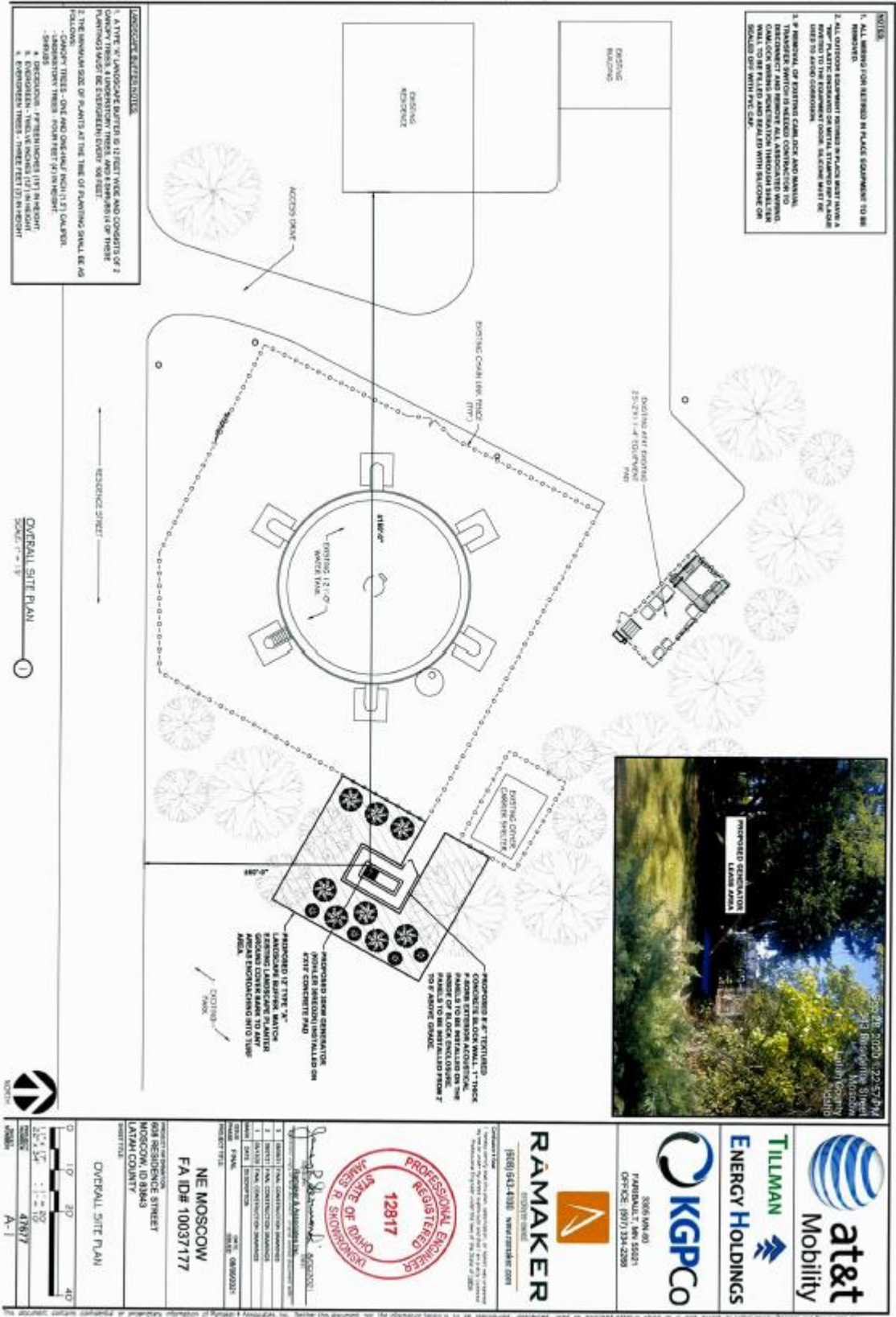
ACROSS 6 REQUIRED

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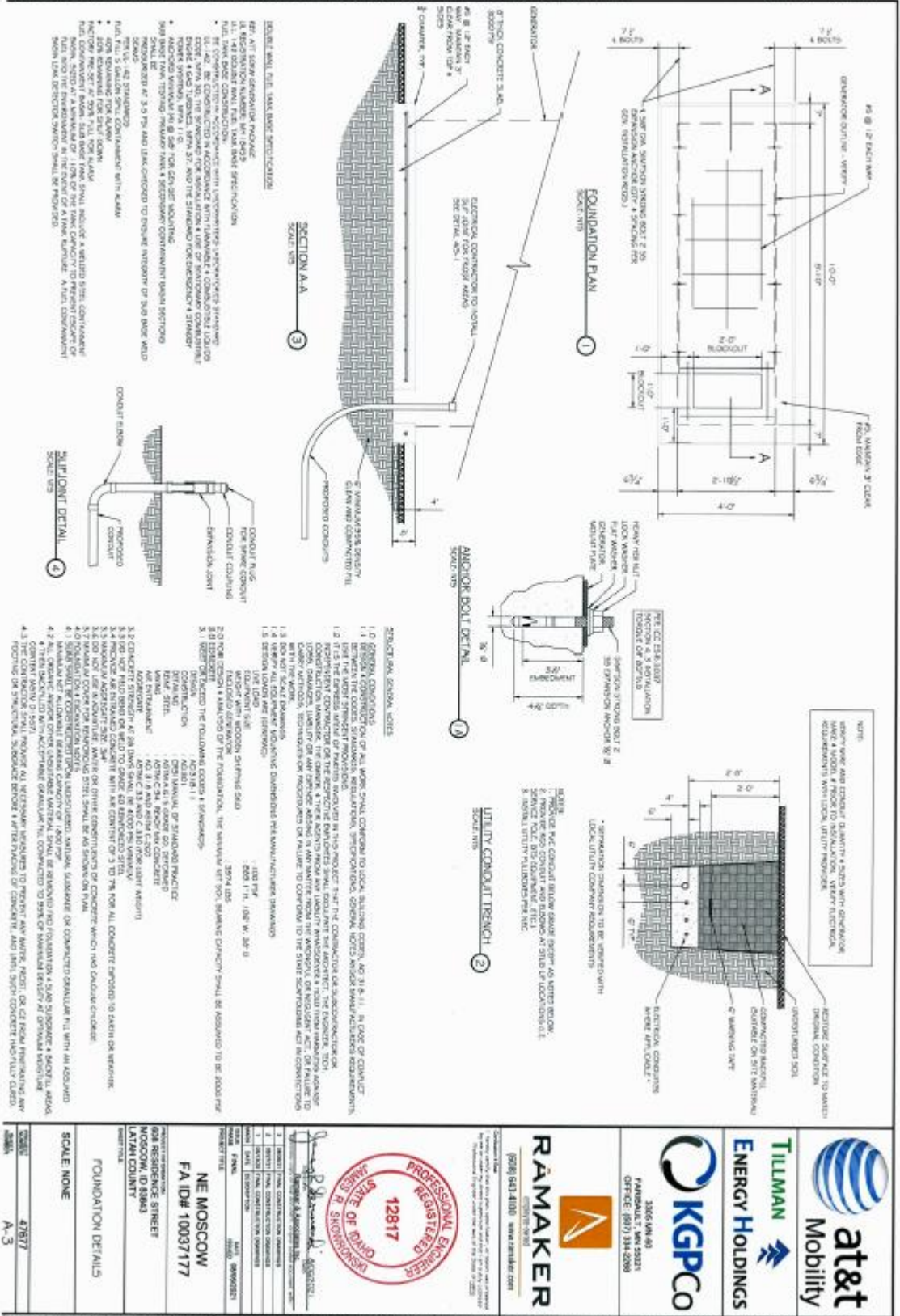
CONCLUSIONS

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								3732 N.4620 PARKBANK, TX 76161 OFFICE (817) 334-2288	
				1001 943-4110 NEW YORK, NY 10017 (800) 943-4110		RAMAKER		3732 N.4620 PARKBANK, TX 76161 OFFICE (817) 334-2288	
PROJECT INFORMATION #06 RESIDENCE STREET MOSCOW, ID 83843 LATAH COUNTY LATAH		PROJECT DATA NE MOSCOW FA ID# 10037177		SCALE: NONE		GENERAL NOTES		SCALE: NONE	

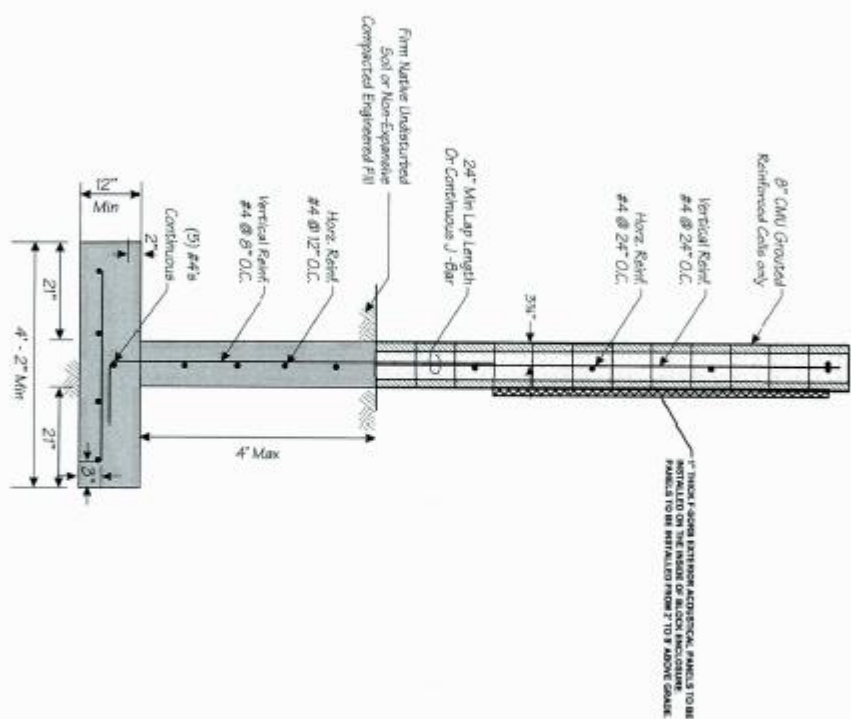




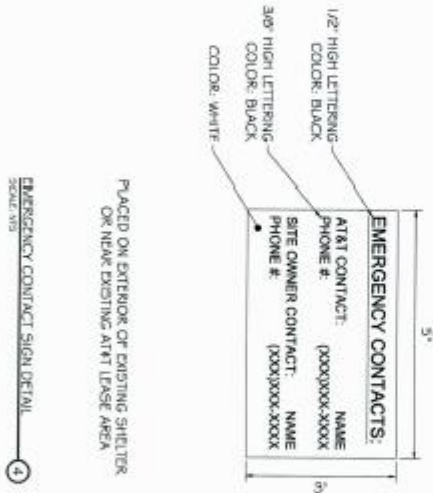
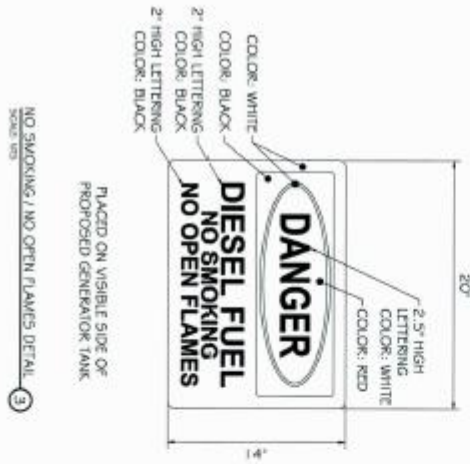
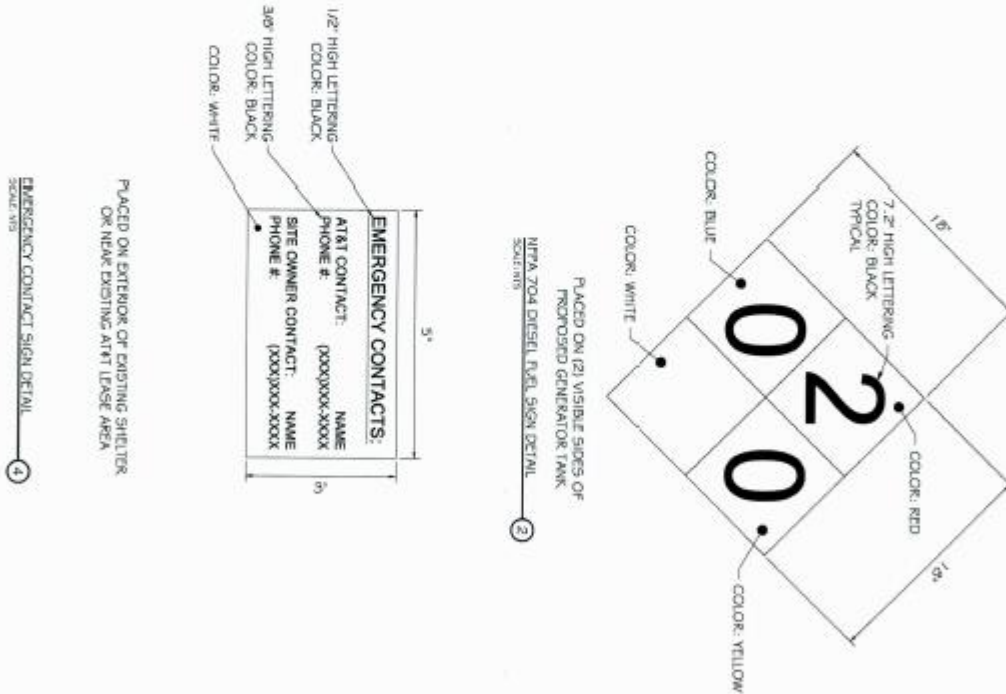
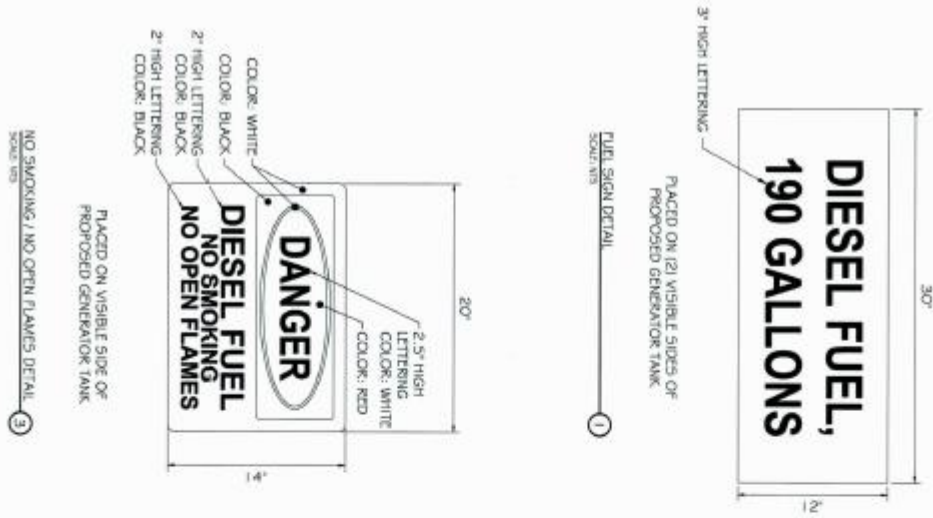


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- NOTES**
1. MATERIALS LISTED ON THIS DRAWING ARE TO BE USED UNLESS OTHERWISE NOTED.
 2. SCALE OF THIS DRAWING SHALL BE AS SHOWN ON THE DRAWING.
 3. ALL DIMENSIONS SHALL BE IN FEET AND INCHES UNLESS OTHERWISE NOTED.



3305 N.W. 40 FARMERSVILLE, VA 22021 OFFICE: (540) 334-2284		12817 PROFESSIONAL REGISTERED STATE OF VIRGINIA JAMES P. SMOOTHER		PROJECT TITLE: NE MOSCOW FA ID# 10037177 600 RESIDENCE STREET MOSCOW, ID 83843 LATAH COUNTY		SCALE: NONE 47577 A-4	



 3303 N.W. 40th MIAMI, FL 33149 OFFICE: (305) 334-8286	 1001 443-4100 1001 443-4100	 PROFESSIONAL ENGINEER REGISTERED 12817 JAMES R. SKOWRONSKI STATE OF FLORIDA	PROJECT INFORMATION 608 RESIDENCE STREET MOSCOW, ID 83843 LATAH COUNTY IDAHO PROJECT NE MOSCOW FA ID# 100377177 SCALE: NONE 47817 A-5
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ALARM WIRING
IDENTIFICATION CHART

SCALE INTS

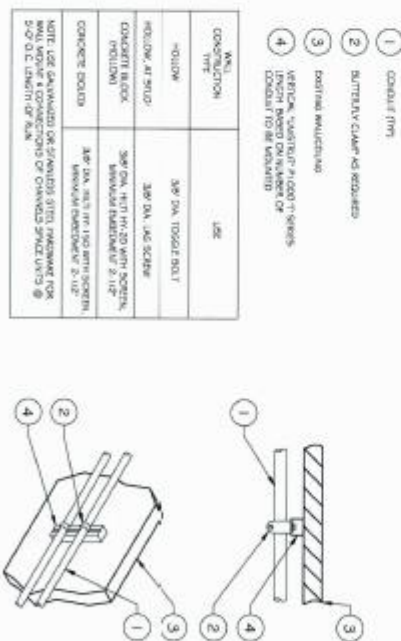
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*CONNECTION TO LIFTING MEAT AVAILABLE IN
SUSPENDED SINGLE BEAMER POSITION FOR
TRANSFERRING, SHOOTING CHARGER, SHOOTING HEATER
AND BUCK HEATER



1. **ROOM OR AREA.** ROOM NO. 1000. A 12' by 12' room used for computer work.
2. **LOCATION.** ROOM NO. 1000 is located on the 10th floor of the building. The building is located on Congress Street, San Francisco, CA 94102.
3. **INDUSTRY.** The building is for the research and development of semiconductor technologies. The structure is for the silicon wafer processing.
4. **DESCRIPTION OF THE FACILITY.** The facility is a 12' by 12' room with a concrete floor, concrete walls, and concrete ceiling. The room is used for computer work. The room is located on the 10th floor of the building. The building is located on Congress Street, San Francisco, CA 94102.
5. **USE OF THE FACILITY.** The facility is used for computer work. The room is located on the 10th floor of the building. The building is located on Congress Street, San Francisco, CA 94102.
6. **DESCRIPTION OF THE FACILITY.** The facility is a 12' by 12' room with a concrete floor, concrete walls, and concrete ceiling. The room is used for computer work. The room is located on the 10th floor of the building. The building is located on Congress Street, San Francisco, CA 94102.
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9. **USE OF THE FACILITY.** The facility is used for computer work. The room is located on the 10th floor of the building. The building is located on Congress Street, San Francisco, CA 94102.
10. **DESCRIPTION OF THE FACILITY.** The facility is a 12' by 12' room with a concrete floor, concrete walls, and concrete ceiling. The room is used for computer work. The room is located on the 10th floor of the building. The building is located on Congress Street, San Francisco, CA 94102.

OUTER WALL PENETRATION DETAIL
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SCALE: NPS

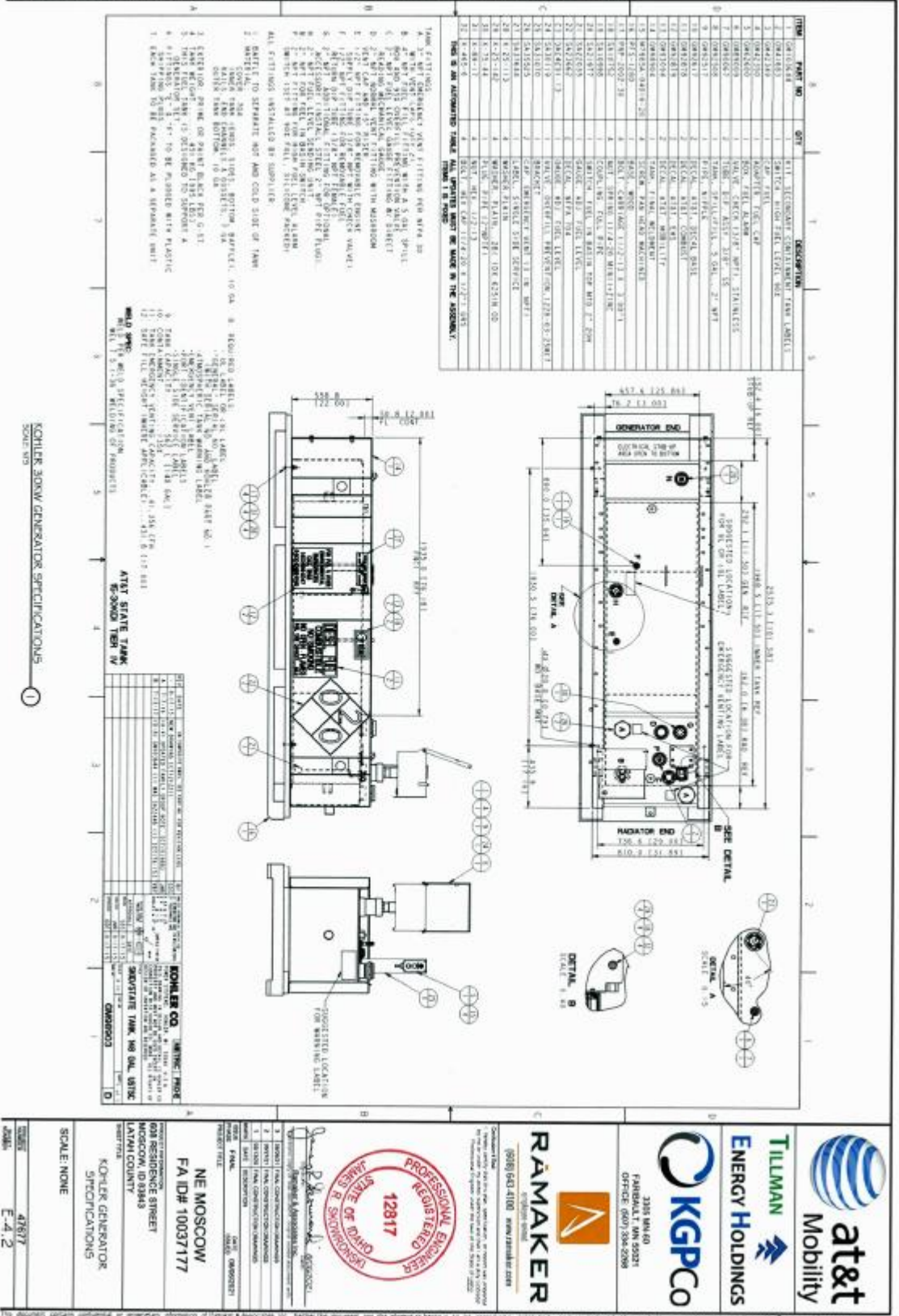
CONDUIT WALL MOUNT
(IF APPLICABLE)
SCALE: NTD 3



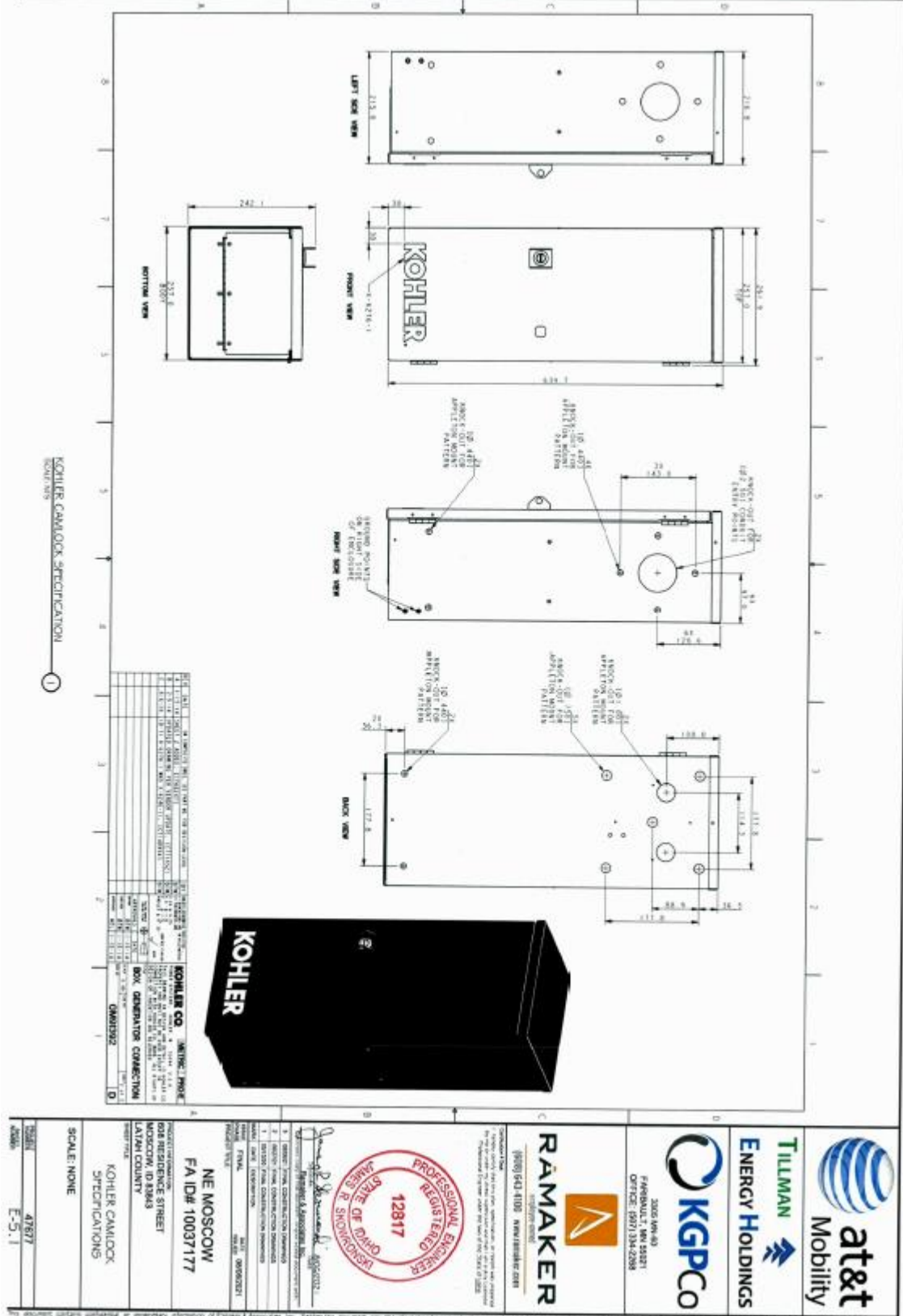
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Attachment B



August 5, 2021

Chris Jack
Ramaker
855 Community Drive
Sauk City, WI 53583

Re: Acoustical Report – AT&T 10037177 NE Moscow
Site: 608 Residence Street, Moscow, ID 83843

Dear Denis,

This report presents a noise survey performed in the immediate vicinity of the proposed AT&T telecommunications facility at 608 Residence Street in Moscow, Idaho. This noise survey extends from the proposed equipment to the nearest properties. The purpose of this report is to document the existing conditions and the impacts of the acoustical changes due to the proposed equipment. This report contains data on the existing and predicted noise environments, impact criteria and an evaluation of the predicted sound levels as they relate to the criteria.

Ambient Conditions

Existing ambient noise levels were measured on site with a Svantek 971 sound level meter on May 7, 2021. Measurements were conducted as close to the property lines as possible in order to most closely represent the location of the proposed equipment. The average ambient noise level was 43 dBA, due primarily to local traffic.

Code Requirements

The site is located within the City of Moscow zoning jurisdiction on property within a Residential district. All of the receiving properties are Residential.

The proposed new equipment consists of an emergency generator. The generator will run once a week during daytime hours for maintenance and testing purposes only.

Under Moscow Municipal Code Title 4 Section 3-5 limits noise within from a Telecommunications Facility as follows:

Noise is limited to 45 dBA at the receiving property line.

Predicted Equipment Sound Levels

Emergency Equipment

The proposed equipment includes one Kohler 30REOZK 30 KW diesel generator with a sound enclosure which has a sound level of 65 dBA at 23 feet in test cycle operation. The generator will be located at grade on a concrete pad surrounded by a 6'-0" concrete block wall. The nearest source property line is approximately 70 feet south of the generator. The nearest receiving property line is approximately 100 feet east of the generator. The following table presents the predicted sound levels at the nearest receiving properties:

Table 1: Predicted Noise Levels: Proposed Emergency Generator

Line	Application Factor	S	E
1	Equipment Sound Pressure Level at 23 ft. (dBA), Lp1	65	65
2	Noise Amplification – Near Reflective Surfaces	+6	+6
3	Noise Reduction – Concrete Block Wall	-5	-5
4	Distance Factor (DF) Inverse-Square Law (Free Field): $DF = 20\log(d1/d2)$	-10 (70 ft)	-13 (100 ft)
5	New Equipment Sound Pressure Level at Receiver, Lpr (Add lines 1 through 4)	50	47

As shown in Table 1, the sound pressure level from the proposed generator during test cycle operation is predicted to be 50 dBA at the nearest source property line to the south and 47 dBA at the nearest receiving property line to the east. These noise levels do not meet the 45 dBA code limit. In order for the equipment to meet code, the following noise mitigation measures must be implemented:

Noise Mitigation

Noise levels will need to be reduced by 5 dB for the generator to meet the code limit at the south receiving property, and by at least 2 dBA at the east receiving property. To provide the noise reduction, the concrete noise barrier will need to be modified as follows:

Noise Barrier

- Modify the concrete noise barrier around the south and east sides of the generator as indicated by the bold **red** line in Figure 2.
- Either extend the concrete noise barrier or construct a noise barrier on top of the concrete block wall.
- The top of the noise barrier shall be 8'-6" above grade.
- If the additional noise barrier is not made of concrete, construct the noise barrier with a solid material that has a surface mass of at least 2.5 lbs/sq ft. The following are common barrier materials that meet this requirement:
 - 3/4-inch exterior grade plywood
 - 16-gauge sheet metal
 - HardiPanel Vertical Siding or HardiBacker 1/2-inch
- Line the inside of the noise barrier with sound absorbing material as indicated by the bold **green** lines in Figure 2. The sound absorption material shall have a minimum Noise Reduction Coefficient (NRC) of 0.80. Line the noise barrier between 2' and 8' above grade. Recommended products for this application include minimum 1" thick [F-Sorb exterior acoustical panels](#).
- A detail of the barrier construction is presented in the following figure.

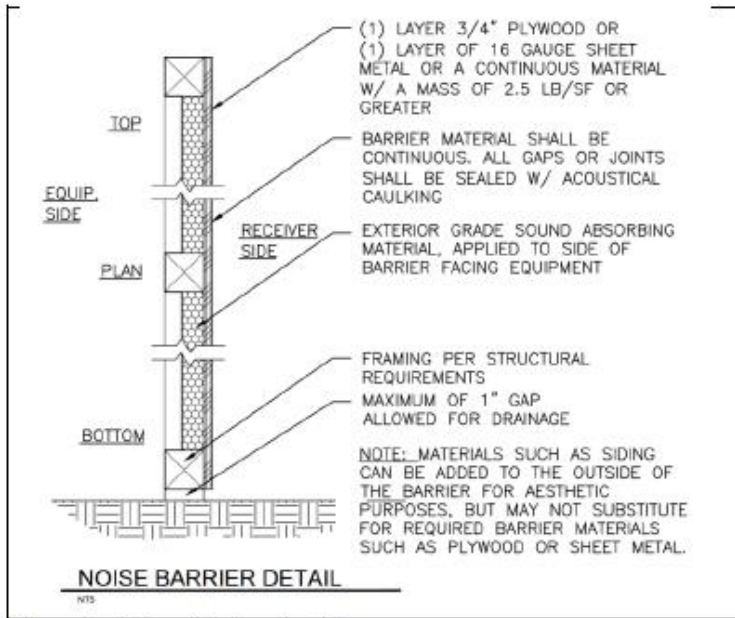


Figure 1: Noise Barrier Detail

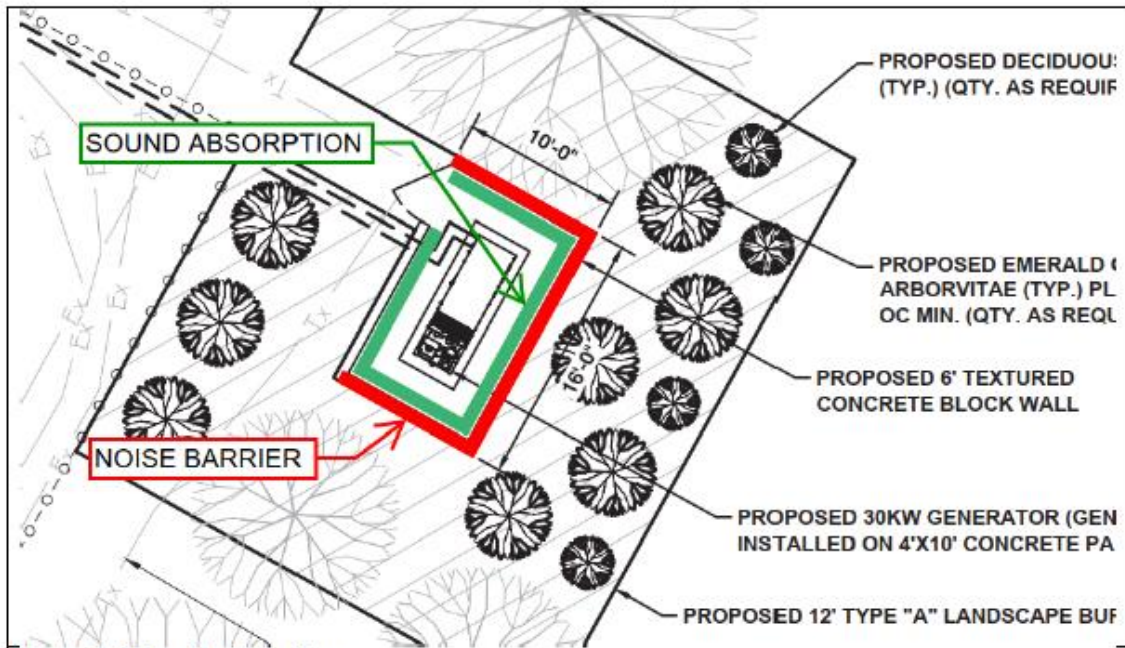


Figure 2: Noise Barrier - Plan

Predicted Noise Levels With Mitigation

The following tables present the predicted noise levels with the noise mitigation implemented.

Table 2: Predicted Noise Levels: Proposed Emergency Generator

Line	Application Factor	S	E
1	Equipment Sound Pressure Level at 23 ft. (dBA), Lp1	65	65
2	Noise Reduction – Noise Barrier	-10	-10
3	Distance Factor (DF) Inverse-Square Law (Free Field): $DF = 20\log(d1/d2)$	-10 (70 ft)	-13 (100 ft)
4	New Equipment Sound Pressure Level at Receiver, Lpr (Add lines 1 through 3)	45	42

As shown in Table 2, the sound pressure level from the proposed generator during test cycle operation with the proposed mitigation is predicted to be 45 dBA at the nearest source property line to the south and 42 dBA at the nearest receiving property line to the east. These noise levels meet the 45 dBA code limit.

Please contact us if you have questions or need further information.

Sincerely,
SSA Acoustics, LLP



Steven Hedback
Acoustical Consultant

This report has been prepared for the titled project or named part thereof and should not be used in whole or part and relied upon for any other project without the written authorization of SSA Acoustics, LLP. SSA Acoustics, LLP accepts no responsibility or liability for the consequences of this document if it is used for a purpose other than that for which it was commissioned. Persons wishing to use or rely upon this report for other purposes must seek written authority to do so from the owner of this report and/or SSA Acoustics, LLP and agree to indemnify SSA Acoustics, LLP for any and all resulting loss or damage. SSA Acoustics, LLP accepts no responsibility or liability for this document to any other party other than the person by whom it was commissioned. The findings and opinions expressed are relevant to the dates of the works and should not be relied upon to represent conditions at substantially later dates. Opinions included therein are based on information gathered during the study and from our experience. If additional information becomes available which may affect our comments, conclusions or recommendations SSA Acoustics, LLP reserves the right to review the information, reassess any new potential concerns and modify our opinions accordingly.

CITY COUNCIL STAFF REPORT

DATE: Monday, September 20, 2021



AGENDA ITEM TITLE

Public Hearing: Woodbury Annexation, Comprehensive Plan Land Use Designation, Zoning Designation, Preliminary Plat, and Planned Unit Development (ACTION ITEM) - Mike Ray

RESPONSIBLE STAFF

Michael Ray, Assistant CD Director/Planning Manager

REVIEWED BY

Planning and Zoning Commission

ADDITIONAL PRESENTER(S)

OTHER RESOURCES

DESCRIPTION

The applicant, Wintz Company, LLC, is requesting the annexation, Comprehensive Plan land use designation amendment, rezoning, preliminary subdivision plat, and Planned Unit Development (PUD) of a 21.73-acre property 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 PUD contains 74 lots ranging from 3,794 to 17,973 square feet in size, referred to as Woodbury Subdivision. The City of Moscow Planning and Zoning Commission conducted a public hearing for the proposed Comprehensive Plan Land Use Designations, Rezone, Preliminary Plat, and PUD on August 25, 2021 and recommended approval with three conditions.

STAFF RECOMMENDATION

Conduct the public hearing upon the annexation, Comprehensive Plan land use designations, zoning designations, PUD, and preliminary plat and upon consideration of any testimony presented:

1. Approve the Annexation Ordinance under suspension of the rules requiring three complete and separate readings and that it be read by title and published by summary.
2. If the Annexation Ordinance is approved, approve the proposed Comprehensive Plan Land Use Designation Resolution and adopt the Planning and Zoning Commission Reasoned Statement of Relevant Criteria.
3. If the Annexation Ordinance is approved and the Comprehensive Plan Land Use Designation Resolution is approved, approve the proposed Zoning Ordinance under suspension of the rules requiring three complete and separate readings and that it be read by title and published by summary and adopt the Planning and Zoning Commission Reasoned Statement of Relevant Criteria.
4. If the Annexation Ordinance is approved, the Comprehensive Plan Land Use Designation Resolution is approved, and the proposed Zoning Ordinance is approved, approve the PUD for Woodbury Addition and adopt the Planning and Zoning Commission Reasoned Statement of Relevant Criteria.
5. If the Annexation Ordinance is approved, the Comprehensive Plan Land Use Designation Resolution is approved, the proposed Zoning Ordinance is approved, and the proposed PUD is approved, approve the preliminary plat for Woodbury Addition with conditions and adopt the Planning and Zoning Commission Reasoned Statement of Relevant Criteria.

PROPOSED ACTIONS

PROPOSED ACTIONS: Conduct the public hearing upon the annexation, Comprehensive Plan land use designations, zoning designations, PUD, and preliminary plat and upon consideration of any testimony presented:

1. Approve the Annexation Ordinance under suspension of the rules requiring three complete and separate readings and that it be read by title and published by summary; or consider the Annexation Ordinance on first reading; or reject the Annexation Ordinance; or take other action as deemed appropriate.
2. If the Annexation Ordinance is approved, approve the proposed Comprehensive Plan Land Use Designation Resolution and adopt the Planning and Zoning Commission Reasoned Statement of Relevant Criteria; or reject the proposed Comprehensive Plan Land Use Designation Resolution and direct staff to prepare a Reasoned Statement of Relevant Criteria; or take other action as deemed appropriate.
3. If the Annexation Ordinance is approved and the Comprehensive Plan Land Use Designation Resolution is approved, approve the proposed Zoning Ordinance under suspension of the rules requiring three complete and separate readings and that it be read by title and published by summary and adopt the Planning and Zoning Commission Reasoned Statement of Relevant Criteria; or consider the Zoning Ordinance on first reading; or reject the Zoning Ordinance and direct staff to prepare a Reasoned Statement of Relevant Criteria; or take other action as deemed appropriate.
4. If the Annexation Ordinance is approved, the Comprehensive Plan Land Use Designation Resolution is approved, and the proposed Zoning Ordinance is approved, approve the PUD for Woodbury Addition and adopt the Planning and Zoning Commission Reasoned Statement of Relevant Criteria; or approve the PUD with conditions and direct staff to prepare a Reasoned Statement of Relevant Criteria; or reject the PUD and direct staff to prepare a Reasoned Statement of Relevant Criteria; or take other such action deemed appropriate.
5. If the Annexation Ordinance is approved, the Comprehensive Plan Land Use Designation Resolution is approved, the proposed Zoning Ordinance is approved, and the proposed PUD is approved, approve the preliminary plat for Woodbury Addition with conditions and adopt the Planning and Zoning Commission Reasoned Statement of Relevant Criteria; or approve the preliminary plat with no conditions and direct staff to prepare a Reasoned Statement of Relevant Criteria; or reject the preliminary plat and direct staff to prepare a Reasoned Statement of Relevant Criteria; or take other such action deemed appropriate.

FISCAL IMPACT

PERSONNEL IMPACT

ATTACHMENTS

1. Staff Report
2. Council Packet
3. NPH LUP2021-0022 - Woodbury ANX RZ PP PUD - CC 09-20-21
4. LUP2021-0023 - Woodbury PUD - PZ 08-25-21
5. LUP2021-0023 - Woodbury PP- PZ 08-25-21
6. LUP2021-0022 - Woodbury Comp Plan - PZ 08-25-21
7. LUP2021-0023 - Woodbury RZ - PZ 08-25-21
8. minPZC20210825
9. Ordinance 2021 - Woodbury Annexation_final
10. Resolution 2021 - Woodbury Comprehensive Plan_final
11. Ordinance 2021 - Woodbury Rezone_final

COMMUNITY PLANNING AND DESIGN DEPARTMENT STAFF REPORT

HEARING DATE: September 20, 2021

GENERAL INFORMATION

Hearing Body: City Council

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

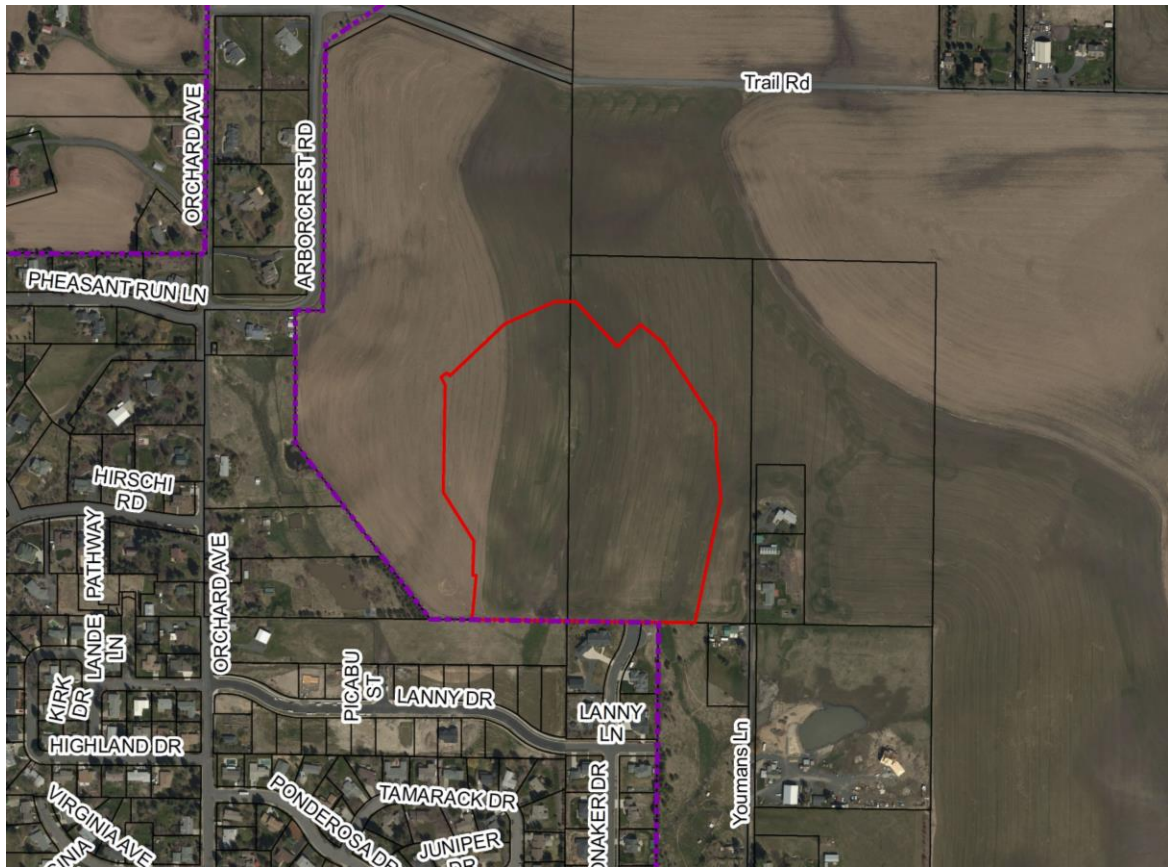
Prepared by: Mike Ray, AICP – Planning Manager

STAFF REVIEW

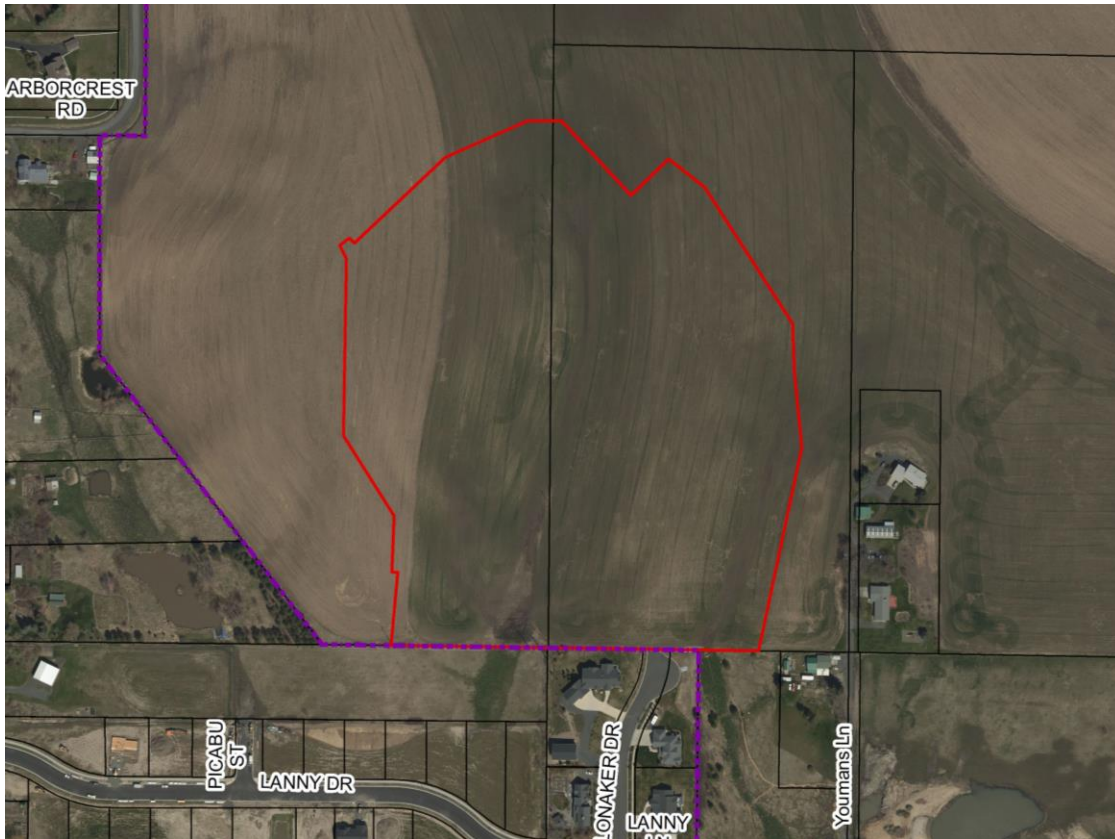
Proposal: The applicant, Wintz Company, LLC, is proposing a Comprehensive Plan land use designation, zoning designation, preliminary subdivision plat, and Planned Unit Development (PUD) for a 21.73-acre property proposed to be annexed into the City of Moscow and generally located north of Slonaker Drive, 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

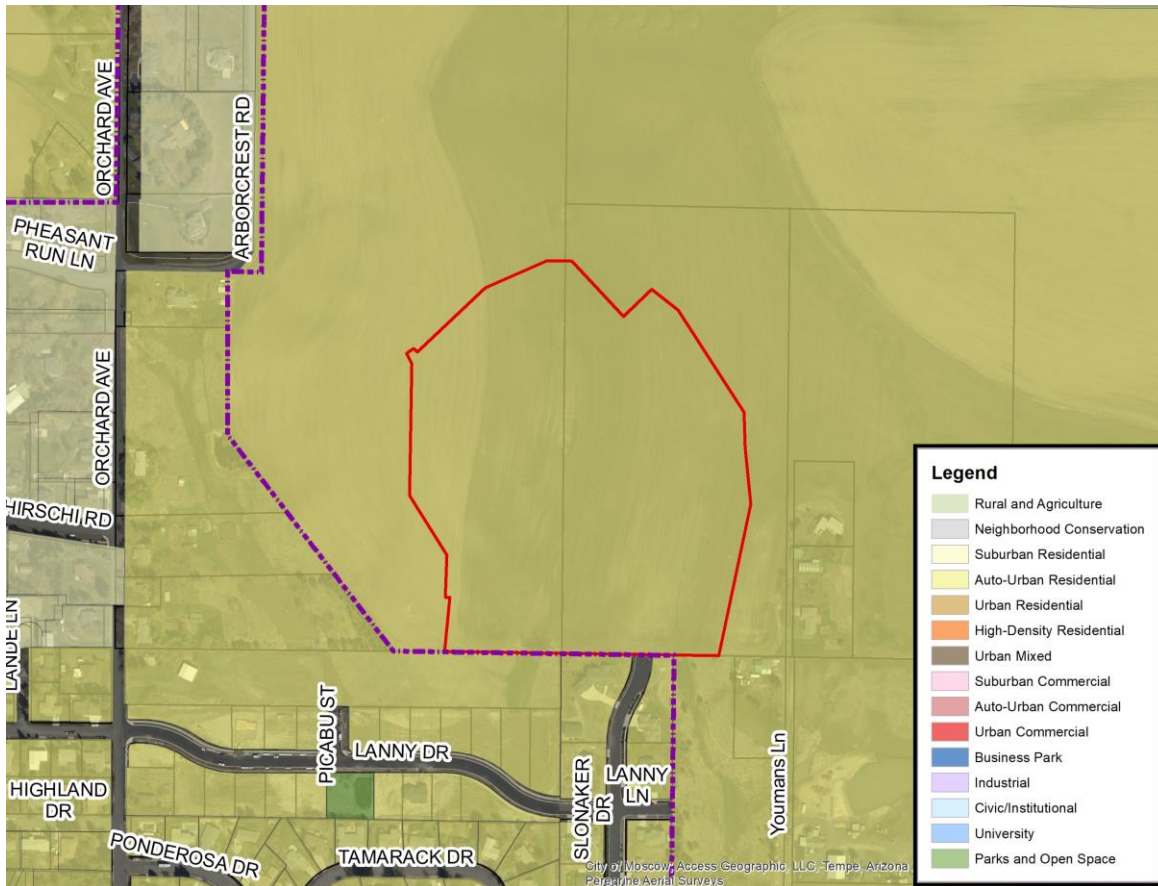
Comprehensive Plan: Within the 2019 Moscow Comprehensive Plan, the subject property is currently designated as Auto-Urban Residential. The proposal is to amend the designation of a portion of the property to the Suburban Commercial designation. According to the 2019 Comprehensive Plan, Auto-Urban Residential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

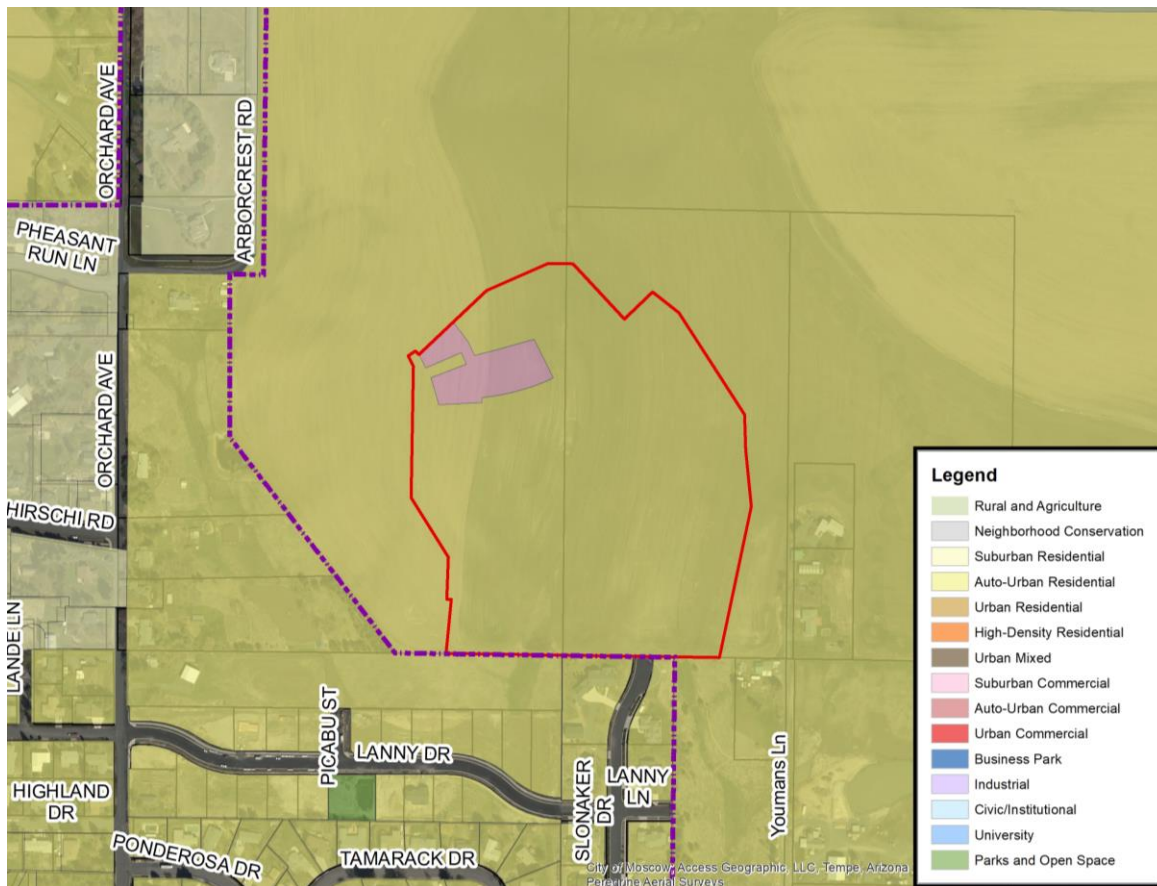
Suburban Commercial designated areas are intended to,

“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.

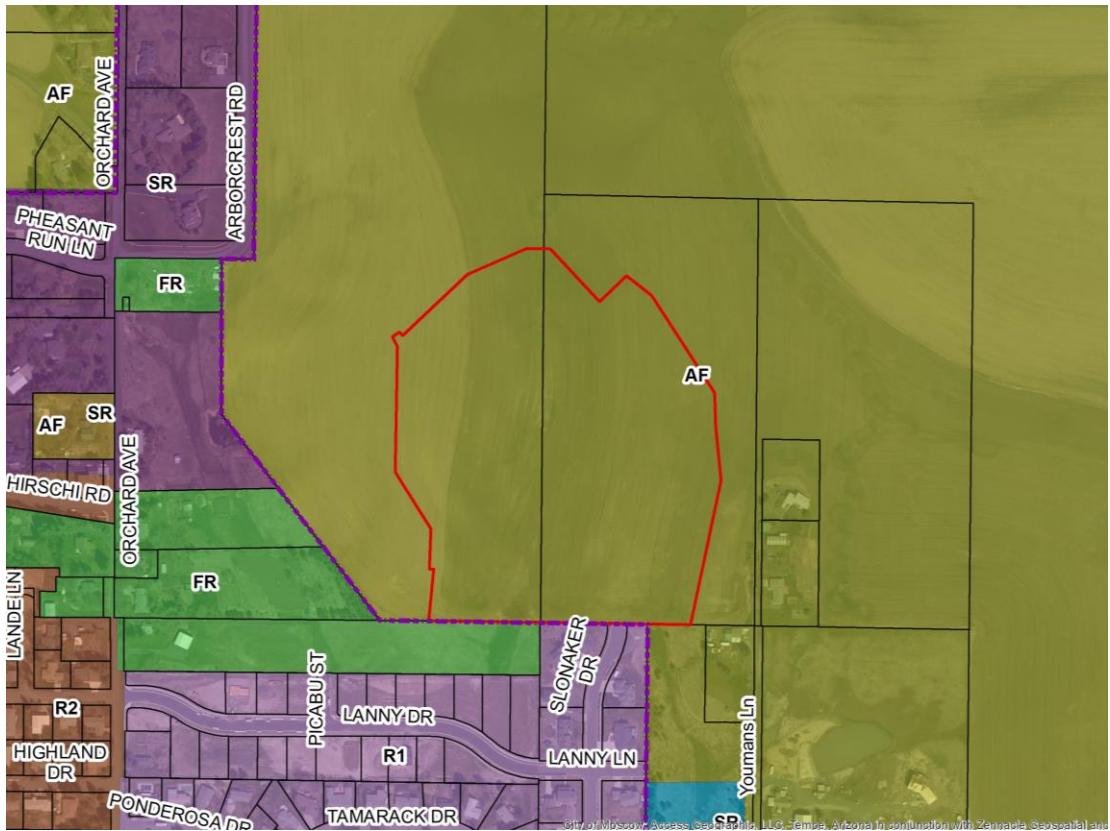
The minimum lot size for lots within the R-2 Zone is 7,000 sf and the minimum lot width is 60 feet (50 feet for lots with alley access). Front yard setbacks are a minimum of 20 feet, side setbacks are a minimum of 5 feet but both sides must equal 15 feet, street side setbacks are 15 feet, and rear setbacks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

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

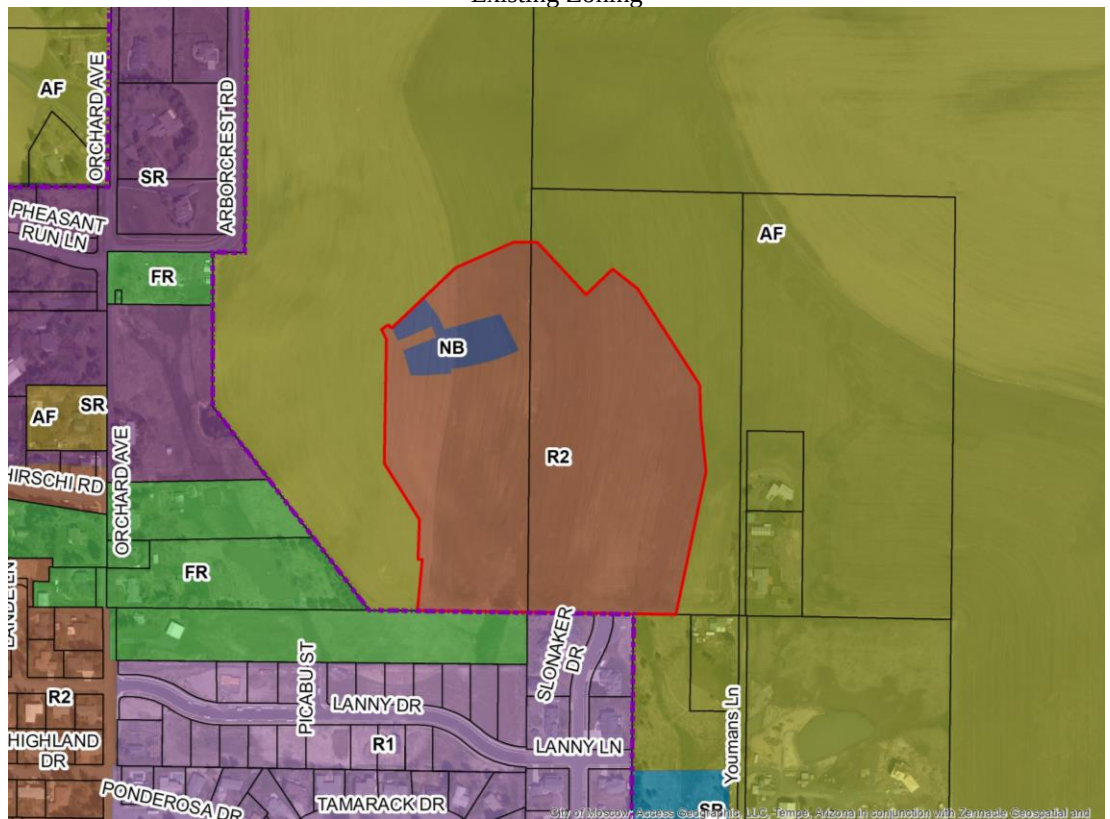
1. Where local commercial facilities will serve the everyday needs of a limited neighborhood area;
2. Where activity levels associated with small scale office development can be accommodated or tolerated by surrounding land uses and existing public services;
3. Where a neighborhood core is identified 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 reviewed the proposal at their August 26, 2021 meeting and recommended approval 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 27, 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:

The City of Moscow Planning and Zoning Commission conducted a public hearing for the proposed Comprehensive Plan Land Use Designations, Rezone, Preliminary Plat, and PUD on August 25, 2021 and recommended approval with three conditions:

1. 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.
2. 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.
3. Access shall be restricted to the subject property from Slonaker Drive to emergency services access only until all required public infrastructure is completed in accordance with the approved development agreement.

Staff's recommendation for the Council is to conduct the public hearing upon the annexation, Comprehensive Plan land use designations, zoning designations, PUD, and preliminary plat and upon consideration of any testimony presented:

1. Approve the Annexation Ordinance under suspension of the rules requiring three complete and separate readings and that it be read by title and published by summary.
2. If the Annexation Ordinance is approved, approve the proposed Comprehensive Plan Land Use Designation Resolution and adopt the Planning and Zoning Commission Reasoned Statement of Relevant Criteria.

3. If the Annexation Ordinance is approved and the Comprehensive Plan Land Use Designation Resolution is approved, approve the proposed Zoning Ordinance under suspension of the rules requiring three complete and separate readings and that it be read by title and published by summary and adopt the Planning and Zoning Commission Reasoned Statement of Relevant Criteria.
4. If the Annexation Ordinance is approved, the Comprehensive Plan Land Use Designation Resolution is approved, and the proposed Zoning Ordinance is approved, approve the PUD for Woodbury Addition and adopt the Planning and Zoning Commission Reasoned Statement of Relevant Criteria.
5. If the Annexation Ordinance is approved, the Comprehensive Plan Land Use Designation Resolution is approved, the proposed Zoning Ordinance is approved, and the proposed PUD is approved, approve the preliminary plat for Woodbury Addition with conditions and adopt the Planning and Zoning Commission Reasoned Statement of Relevant Criteria.

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,

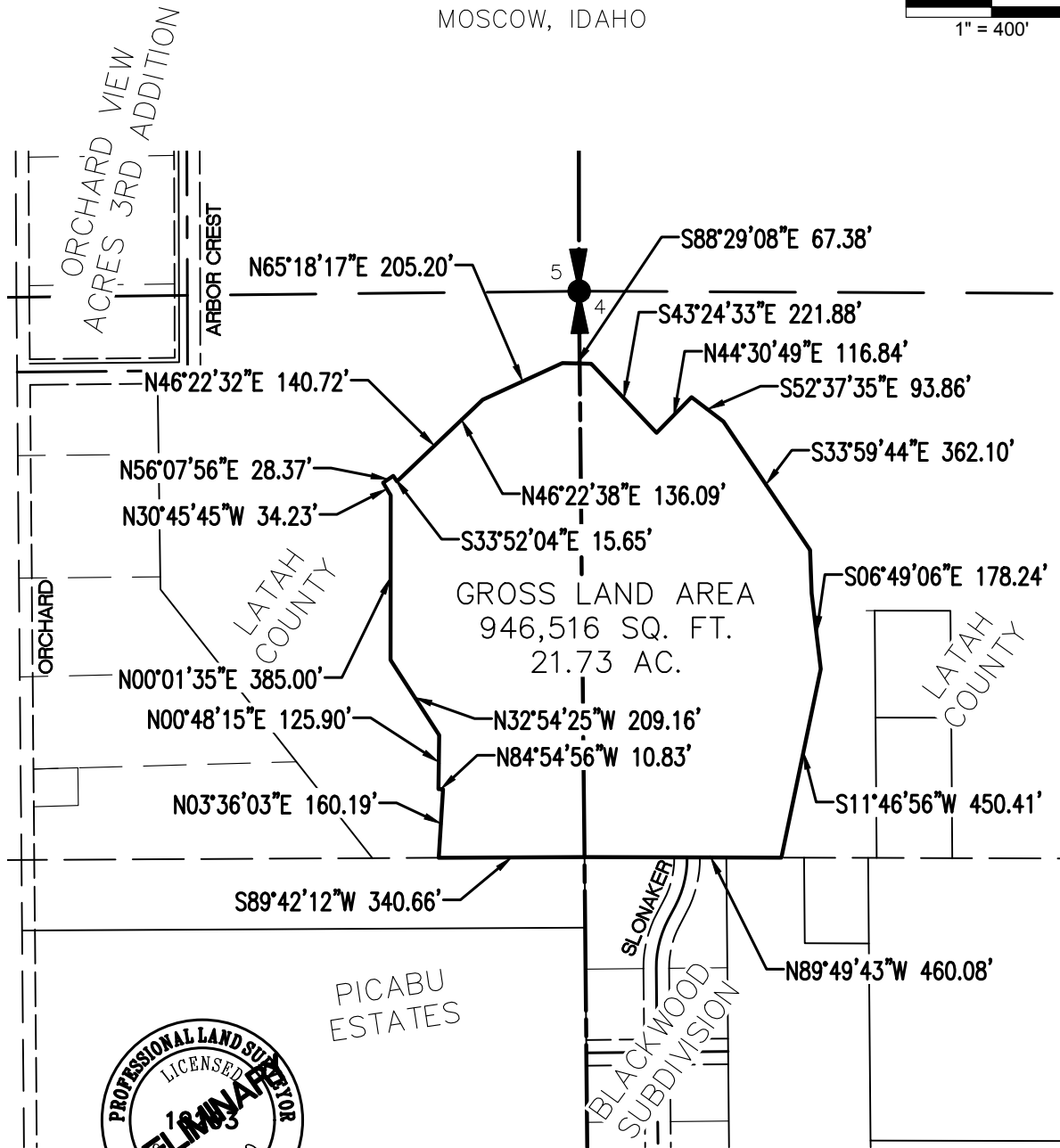
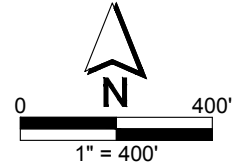
A handwritten signature in black ink, appearing to read 'Mark Wintz', with a large, stylized flourish at the end.

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			
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 Slonaker, Trails Rd. and Arkwrest.
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, a 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 surrounding 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

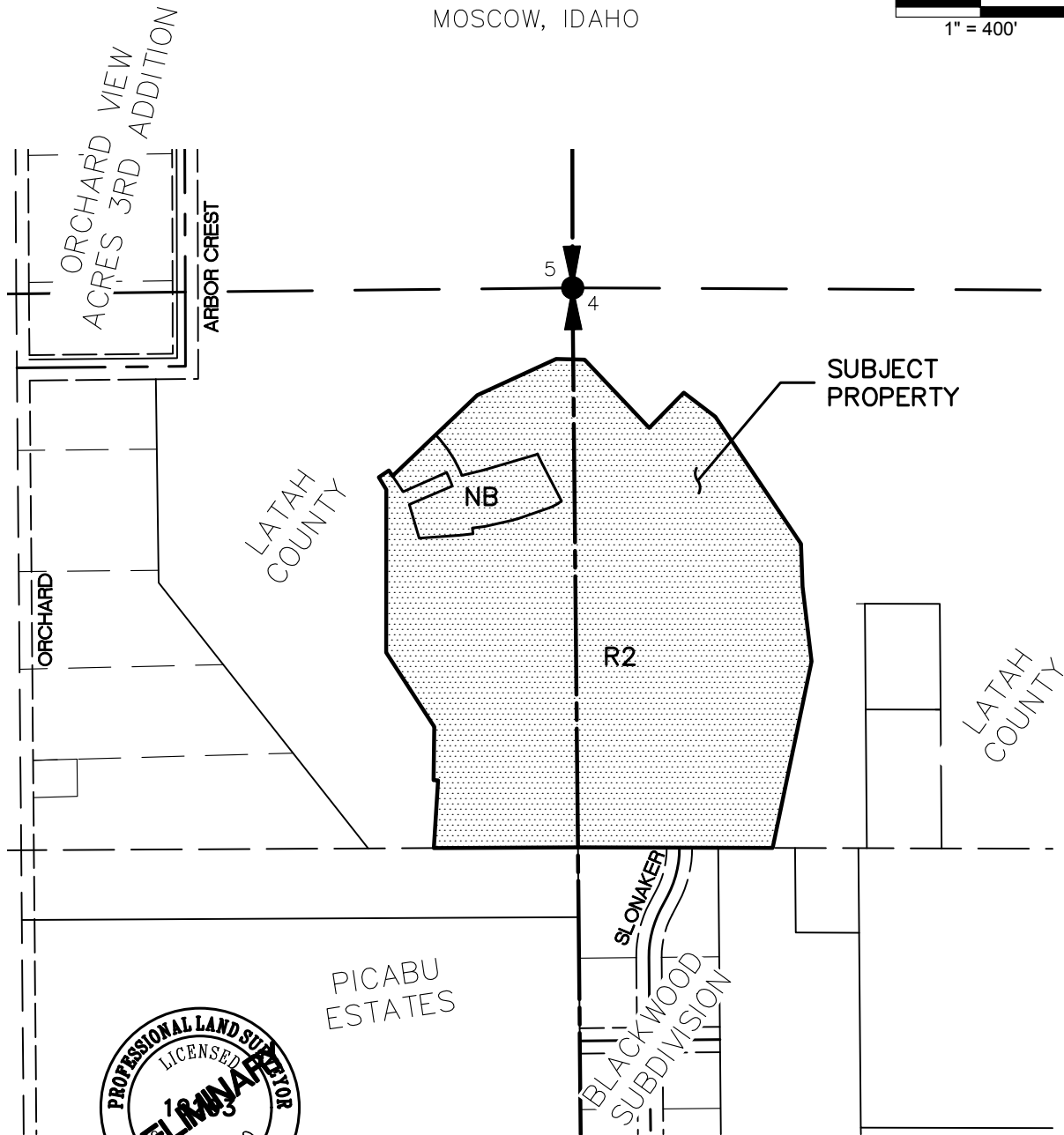
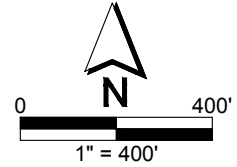
Property Owner's Signature

Date

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

6/17/21

Property Owner's Signature (if different)

Date

WOODBURY PRELIMINARY PLAT

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

OWNER
TRAIL FAMILY LLC
1310 YUMANS LANE

SITE ADDRESS
SLONAKER DRIVE
MOSCOW, ID 83843

FLOOD_ZONE DESIGNATIONS
FLOOD_ZONE C
PANEL NUMBER 160086 0240 D
PANEL 240 OF 275

LAND AREAS
GROSS LAND: 20.45 ACRES
RIGHT OF WAY: 4.05 ACRES
TRACTS: 4.84 ACRES
NET LOTS: 11.56 ACRES

ENGINEER
SYNTIER ENGINEERING, INC
ATTN: SCOTT SUMNER, P.E.
405 SE BISHOP BLVD, STE 2
PULLMAN, WA 99163
TEL: 509.339.6187
CELL: 208.596.7912
E-MAIL: SCOTT@SYNTIERENGR.COM

DEVELOPER

MARK WINTZ
WINTZ COMPANY LLC
1004 DAIRY LANE
MOSCOW, ID 83843
208.596.5555

LAND SURVEYOR

SYNTIER ENGINEERING, INC
JASON VON LUDERN, PLS

LAND USE ZONING

AG FORESTRY

LEGAL DESCRIPTION

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 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, 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 04°59'10" EAST A DISTANCE OF 115.14 FEET;

THENCE NORTH 07°58'57" EAST A DISTANCE OF 20.00 FEET

THENCE NORTH 07°43'37" WEST A DISTANCE OF 150.95 FEET;

THENCE NORTH 78°51'24" WEST A DISTANCE OF 54.30 FEET;

THENCE NORTH 11°08'36" WEST A DISTANCE OF 34.62 FEET;

THENCE NORTH 08°05'42" EAST A DISTANCE OF 99.03 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 81° 54' 18" WEST A DISTANCE OF 90.00 FEET, A CENTRAL ANGLE OF 06°35'57"; ARC LENGTH OF 10.37 FEET, LONG CHORD BEARING NORTH 04°47'44" EAST A DISTANCE OF 10.36 FEET;

THENCE NORTH 01° 29' 45" EAST A DISTANCE OF 122.73 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 NORTH 88°31'23" WEST A DISTANCE OF 90.00 FEET, A CENTRAL ANGLE OF 16°58'53", ARC LENGTH OF 26.67 FEET, LONG CHORD BEARING NORTH 06° 58' 29" WEST A DISTANCE OF 26.58 FEET;

THENCE NORTH 16°18'31" WEST A DISTANCE OF 82.04 TO THE BEGINNING OF A TANGENT CURVE TO THE LEFT;

THENCE ALONG SAID TANGENT CURVE TO THE LEFT WITH A RADIUS THAT BEARS SOUTH 73°41'29" WEST A DISTANCE OF 90.00 FEET, A CENTRAL ANGLE OF 17°33'33"; ARC LENGTH OF 27.58 FEET, LONG CHORD BEARING NORTH 25°05'18" WEST A DISTANCE OF 27.47 FEET;

THENCE NORTH 33°52' 04" WEST A DISTANCE OF 46.92 FEET;

THENCE NORTH 56°07'56" EAST A DISTANCE OF 20.00 FEET;

THENCE NORTH 46°24'49" EAST A DISTANCE OF 110.72 FEET;

THENCE NORTH 46°14'08" EAST A DISTANCE OF 60.00 FEET

THENCE SOUTH 42°30'42" EAST A DISTANCE OF 14.43 FEET;

THENCE NORTH 47°25'44" EAST A DISTANCE OF 93.50 FEET TO THE BEGINNING OF A TANGENT CURVE TO THE RIGHT;

THENCE ALONG SAID TANGENT CURVE TO THE RIGHT WITH A RADIUS THAT BEARS SOUTH 42°34'16" EAST A DISTANCE OF 72.00 FEET, A CENTRAL ANGLE OF 17°30'38", ARC LENGTH OF 22.00 FEET, LONG CHORD BEARING NORTH 56°11'03" EAST A DISTANCE OF 21.92 FEET;

THENCE NORTH 64°56'22" EAST A DISTANCE OF 171.36 FEET TO THE BEGINNING OF A TANGENT CURVE TO THE RIGHT;

THENCE ALONG SAID TANGENT CURVE TO THE RIGHT, THE RADIUS OF WHICH BEARS SOUTH 25°03'38" EAST A DISTANCE OF 72.00 FEET, A CENTRAL ANGLE OF 24°13'56", ARC LENGTH OF 30.45 FEET, LONG CHORD BEARING NORTH 77°03'21" EAST A DISTANCE OF 30.22 FEET;

THENCE NORTH 89°10'19" EAST A DISTANCE OF 24.71 FEET;

THENCE NORTH 32°35'45" EAST A DISTANCE OF 9.59 FEET;

THENCE SOUTH 55°45'07" EAST A DISTANCE OF 60.02 FEET

THENCE SOUTH 32°35'45" WEST A DISTANCE OF 9.10 FEET;

THENCE SOUTH 28°57'37" EAST A DISTANCE OF 30.22 FEET;

THENCE SOUTH 52°27'41" EAST A DISTANCE OF 45.94 FEET TO THE BEGINNING OF A NON-TANGENT CURVE TO THE RIGHT;

THENCE ALONG SAID NON-TANGENT CURVE TO THE RIGHT, THE RADIUS OF WHICH BEARS SOUTH 37°32'19" WEST A DISTANCE OF 730.00 FEET, A CENTRAL ANGLE OF 08°42'04", ARC LENGTH OF 110.86 FEET; LONG CHORD BEARING SOUTH 48°06'39" EAST A DISTANCE OF 110.75 FEET;

THENCE NORTH 45°24'27" EAST A DISTANCE OF 89.66 FEET;

THENCE NORTH 46°22'47" EAST A DISTANCE OF 20.00 FEET;

THENCE SOUTH 43°37'13" EAST A DISTANCE OF 72.09 FEET TO THE BEGINNING OF A TANGENT CURVE TO THE RIGHT;

THENCE ALONG SAID TANGENT CURVE TO THE RIGHT WITH A RADIUS THAT BEARS SOUTH 46° 22' 47" WEST A DISTANCE OF 110.00 FEET, A CENTRAL ANGLE OF 09°18'22", AN ARC LENGTH OF 17.87 FEET, LONG CHORD BEARING SOUTH 38° 58' 02" EAST A DISTANCE OF 17.85 FEET;

THENCE SOUTH 34°18'51" EAST A DISTANCE OF 143.67 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 55° 41' 09" EAST A DISTANCE OF 90.00 FEET, A CENTRAL ANGLE OF 02°22'53", AN ARC LENGTH OF 3.74 FEET, LONG CHORD BEARING SOUTH 35°30'17" EAST A DISTANCE OF 3.74 FEET;

THENCE SOUTH 36° 41' 44" EAST A DISTANCE OF 172.84 FEET TO THE BEGINNING OF A TANGENT CURVE TO THE RIGHT;

THENCE ALONG SAID TANGENT CURVE TO THE RIGHT WITH A RADIUS THAT BEARS SOUTH 53° 10' 04" WEST A DISTANCE OF 110.00 FEET, A CENTRAL ANGLE OF 02°32'57", AN ARC LENGTH OF 45.05 FEET, LONG CHORD BEARING SOUTH 25° 05' 57" EAST A DISTANCE OF 44.74 FEET;

THENCE SOUTH 15° 44' 12" EAST A DISTANCE OF 23.94 FEET TO THE BEGINNING OF A TANGENT CURVE TO THE RIGHT;

THENCE ALONG SAID TANGENT CURVE TO THE RIGHT WITH A RADIUS THAT BEARS SOUTH 74° 15' 48" WEST A DISTANCE OF 110.00 FEET, A CENTRAL ANGLE OF 15°34'53", AN ARC LENGTH OF 29.91 FEET, LONG CHORD BEARING SOUTH 07° 56' 45" EAST A DISTANCE OF 29.82 FEET;

THENCE SOUTH 00° 09' 19" EAST A DISTANCE OF 213.19 FEET;

THENCE SOUTH 00° 09' 19" EAST A DISTANCE OF 60.24 FEET;

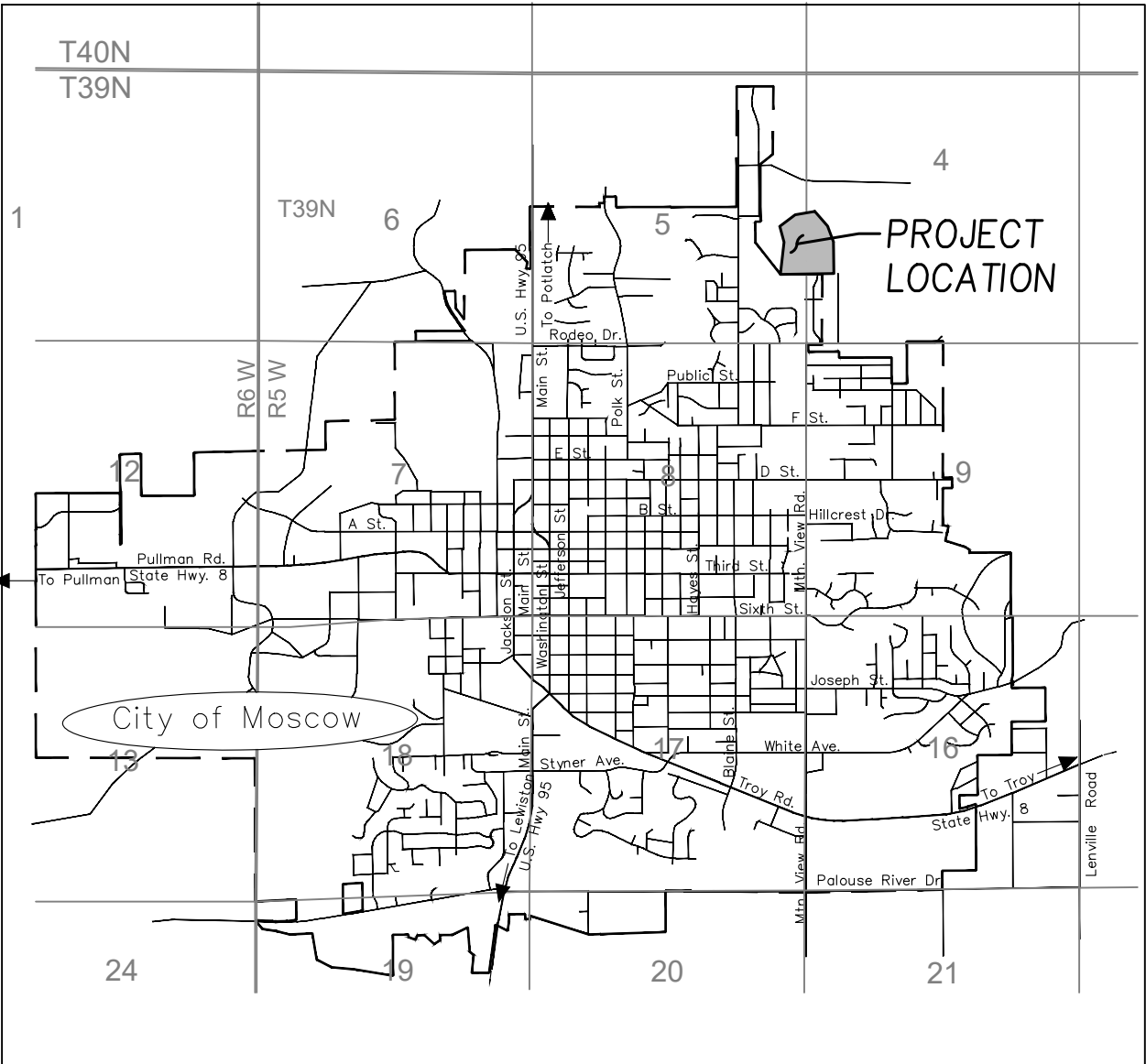
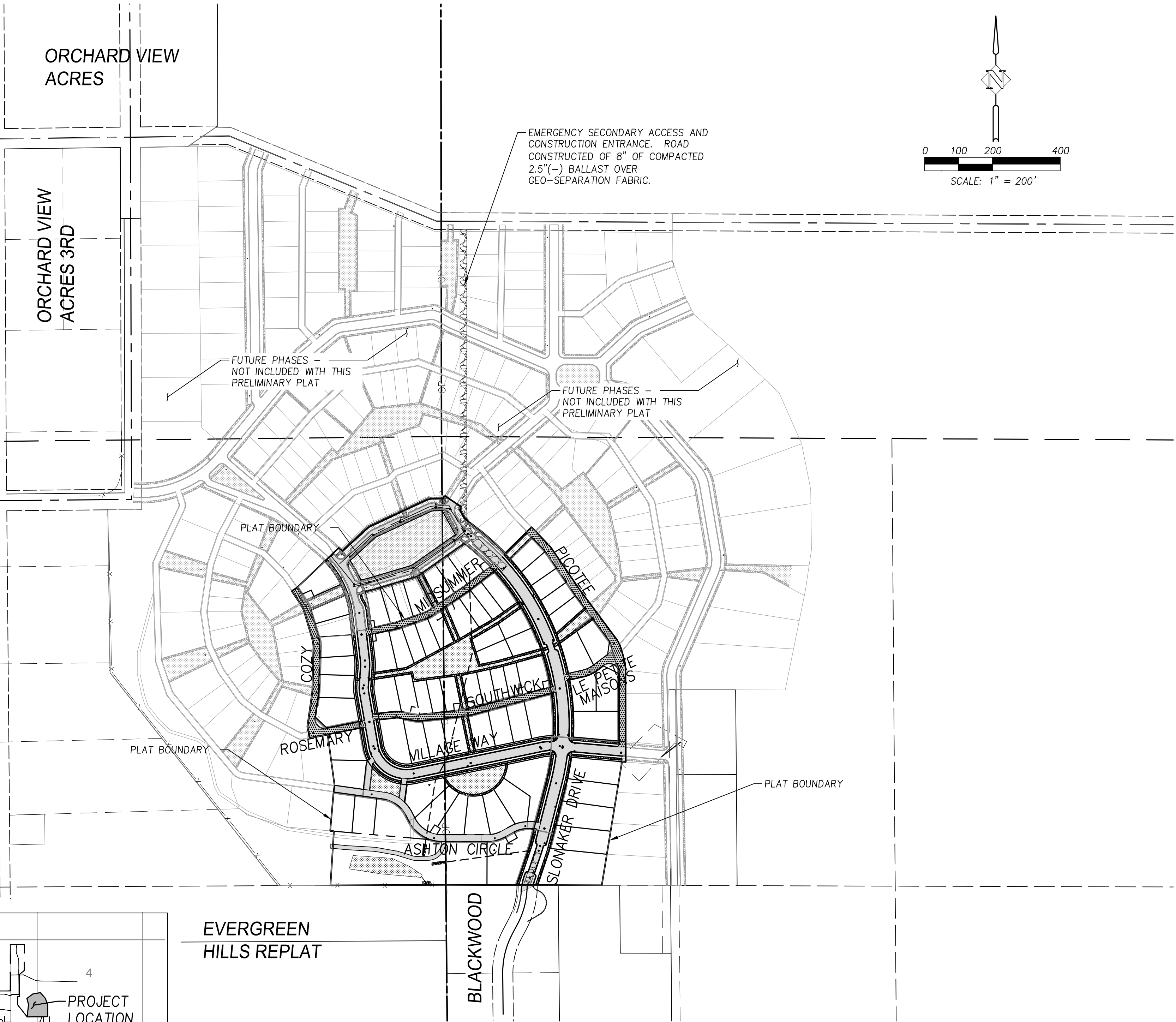
THENCE NORTH 85° 02' 10" WEST A DISTANCE OF 11.16 FEET;

THENCE SOUTH 09° 17' 54" WEST A DISTANCE OF 369.47 FEET TO THE NORTH LINE OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF AFOREMENTIONED SECTION 4;

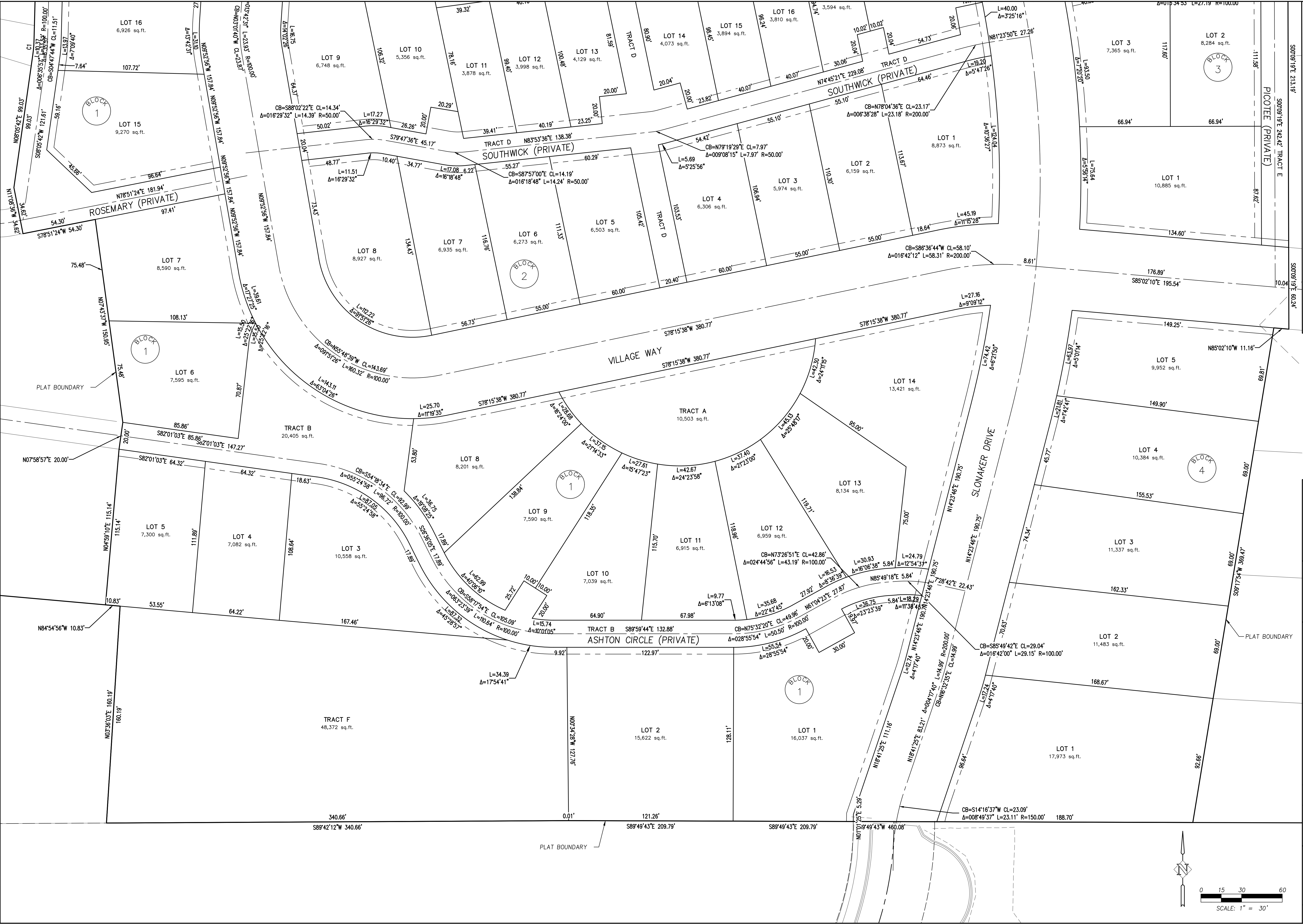
THENCE ALONG SAID NORTH LINE NORTH 89° 49' 43" WEST A DISTANCE OF 460.08 FEET TO THE POINT OF BEGINNING.

CONTAINING: 891,062 SQUARE FEET OR 20.46 ACRES OF LAND, MORE OR LESS.

PREPARED BY SYNTIER ENGINEERING



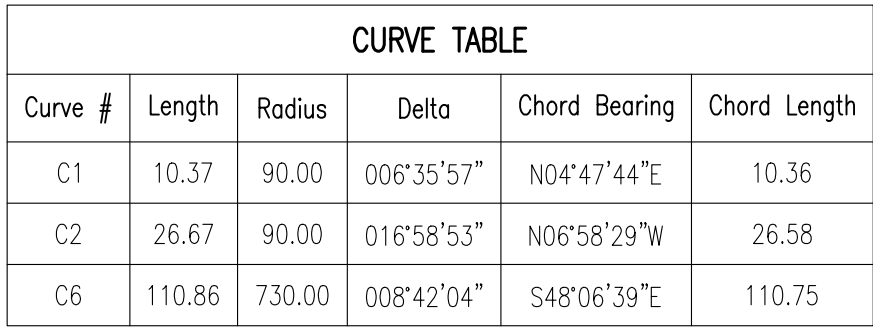
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PRELIMINARY PLAT - SOUTH
WOODBURY PRELIMINARY PLAT
MOSCOW, IDAHO

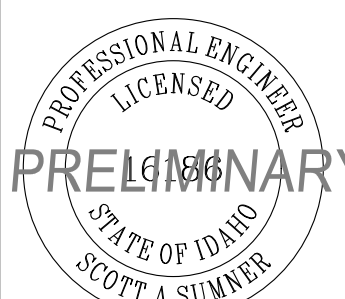
SYNTIER
Engineering, Inc.
405 SE Breakford Drive, Suite C, Moscow, WA 99163
www.SyntierEng.com 509.391.6187

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PRELIMINARY PLAT - NORTH
WOODBURY PRELIMINARY PLAT
MOSCOW, IDAHO

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



DESIGNED:	SAS
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DATE:	AUGUST 5, 2024

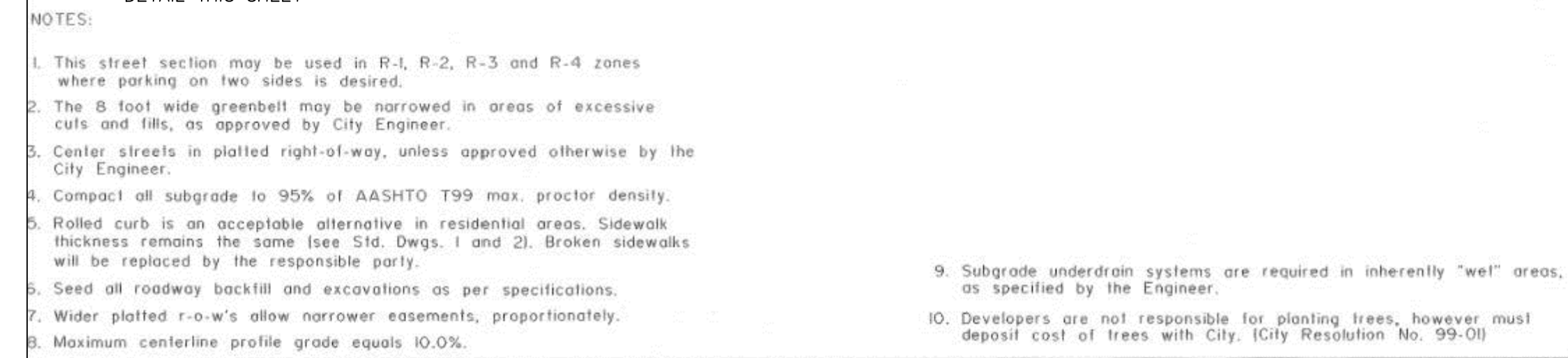
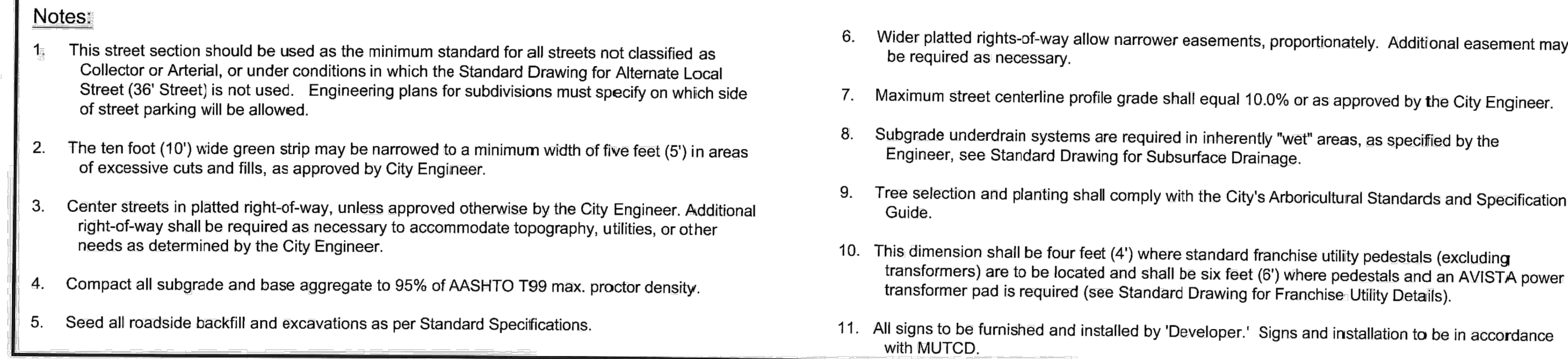
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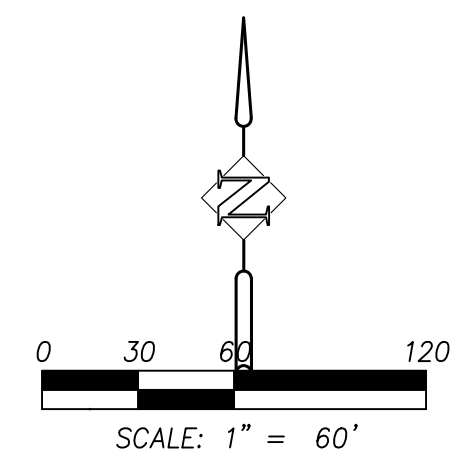
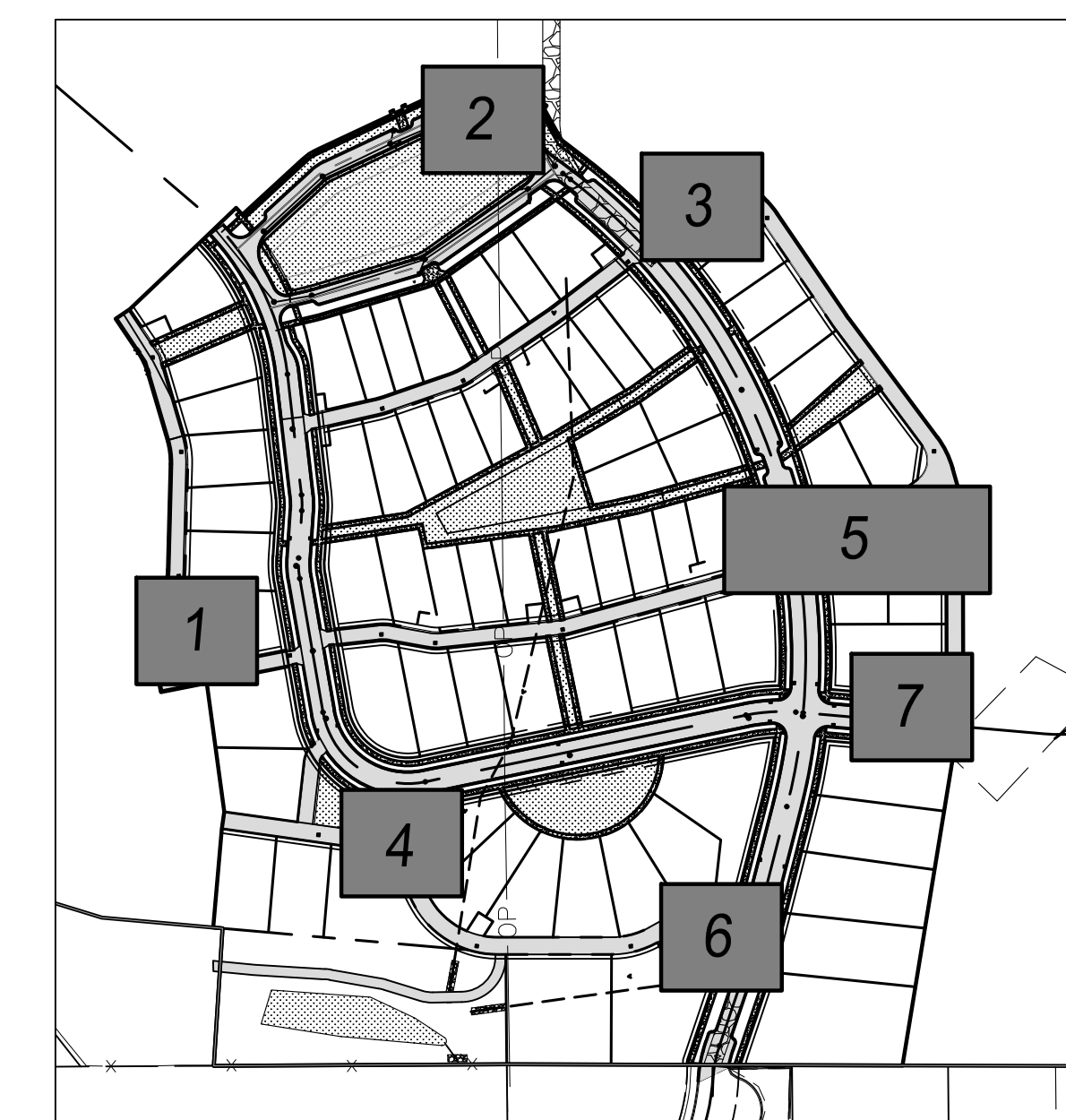
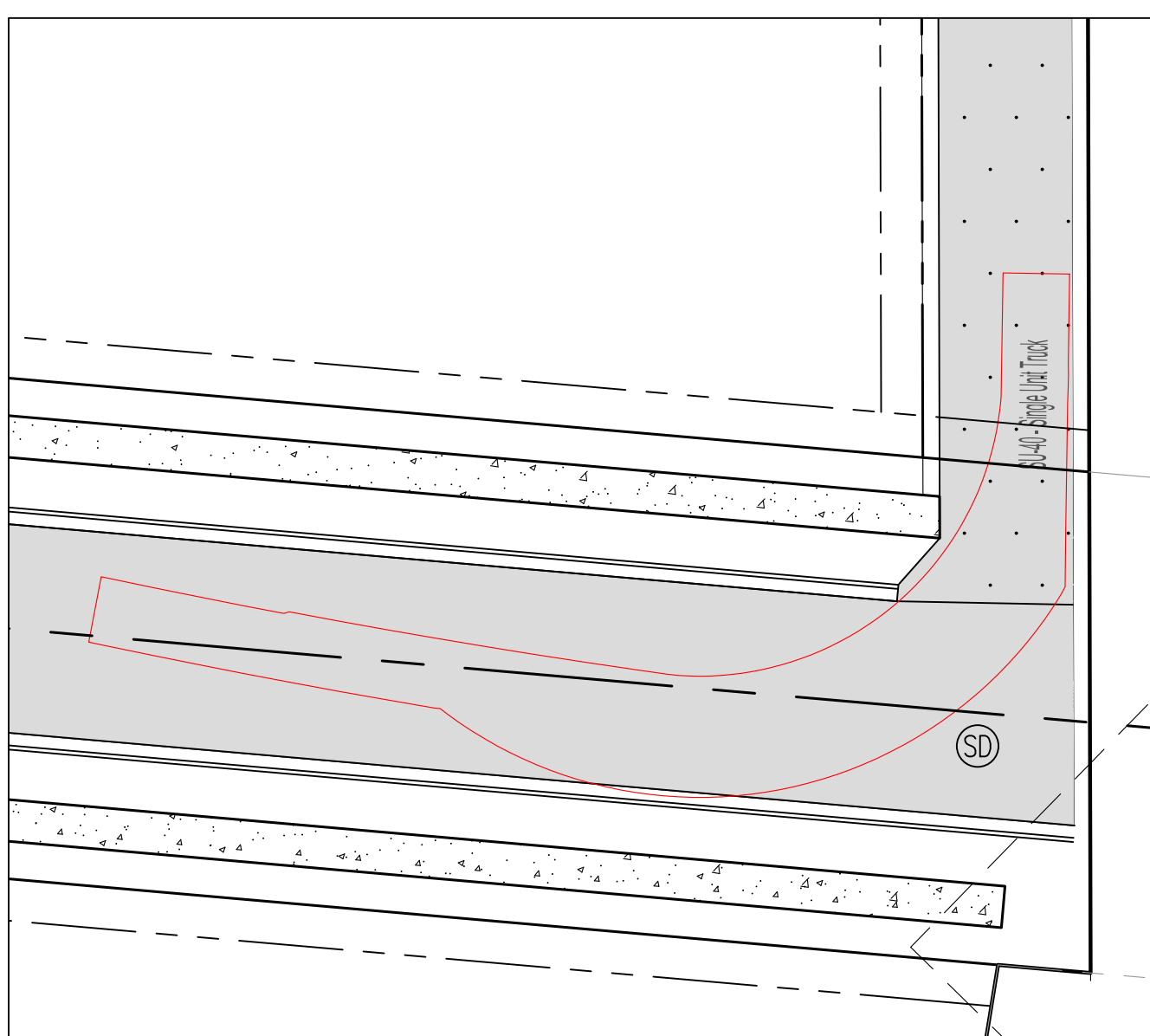
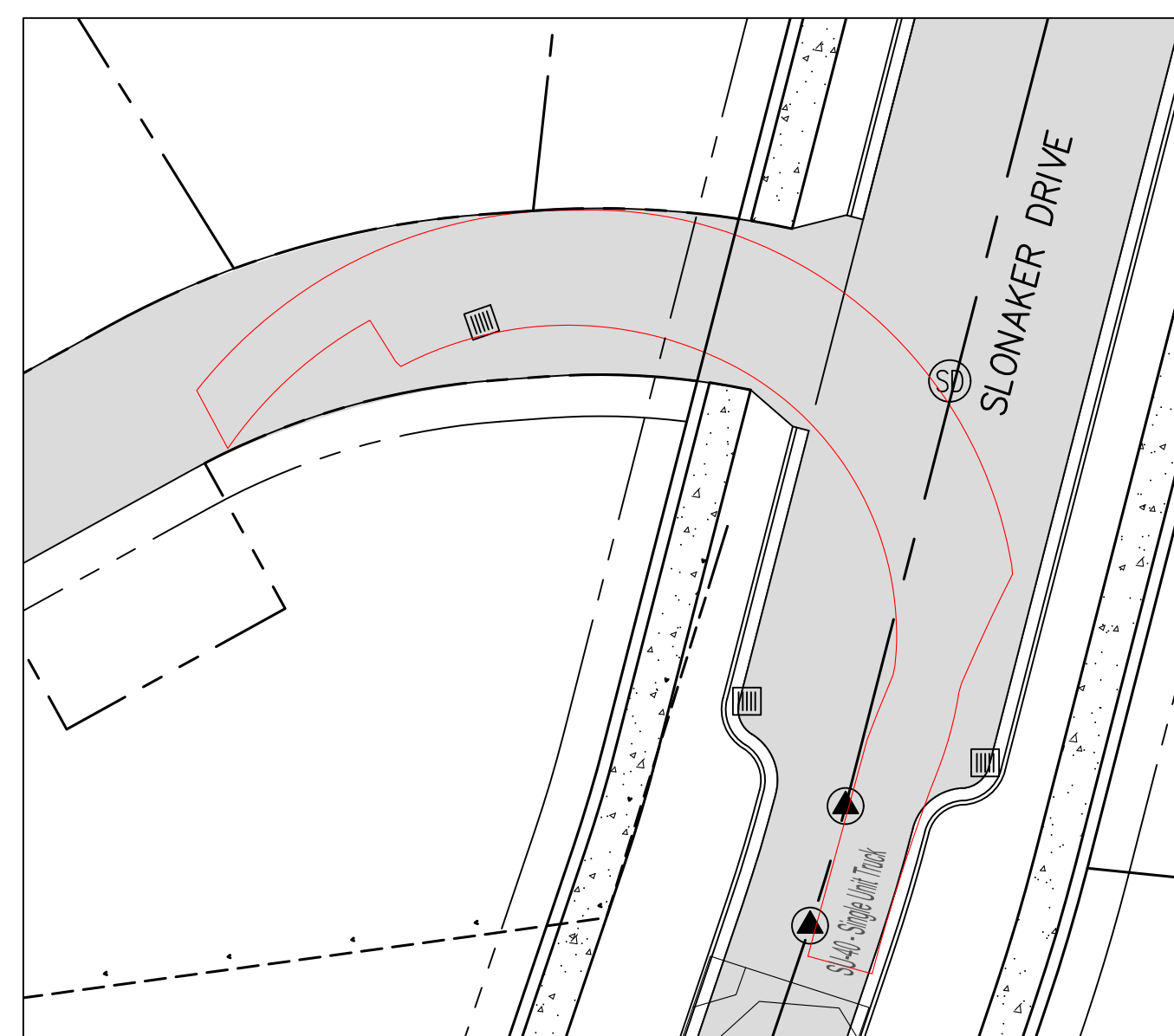
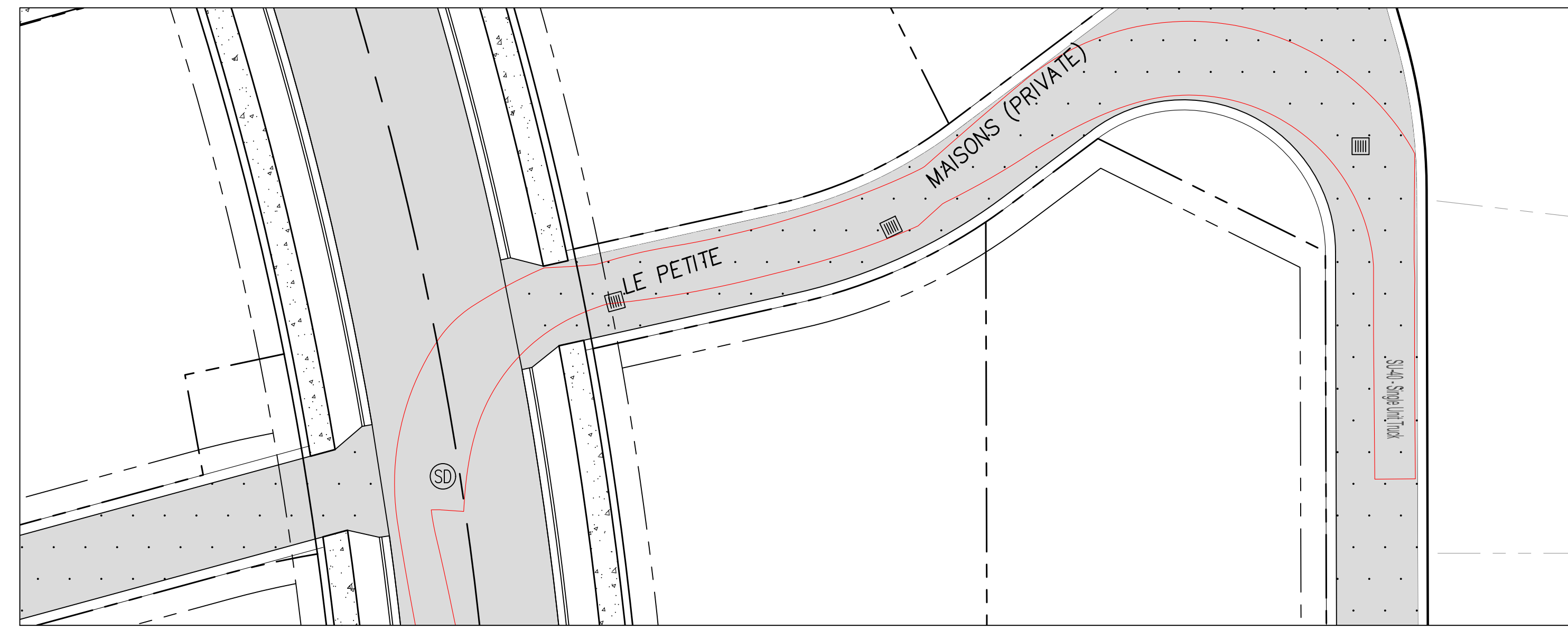
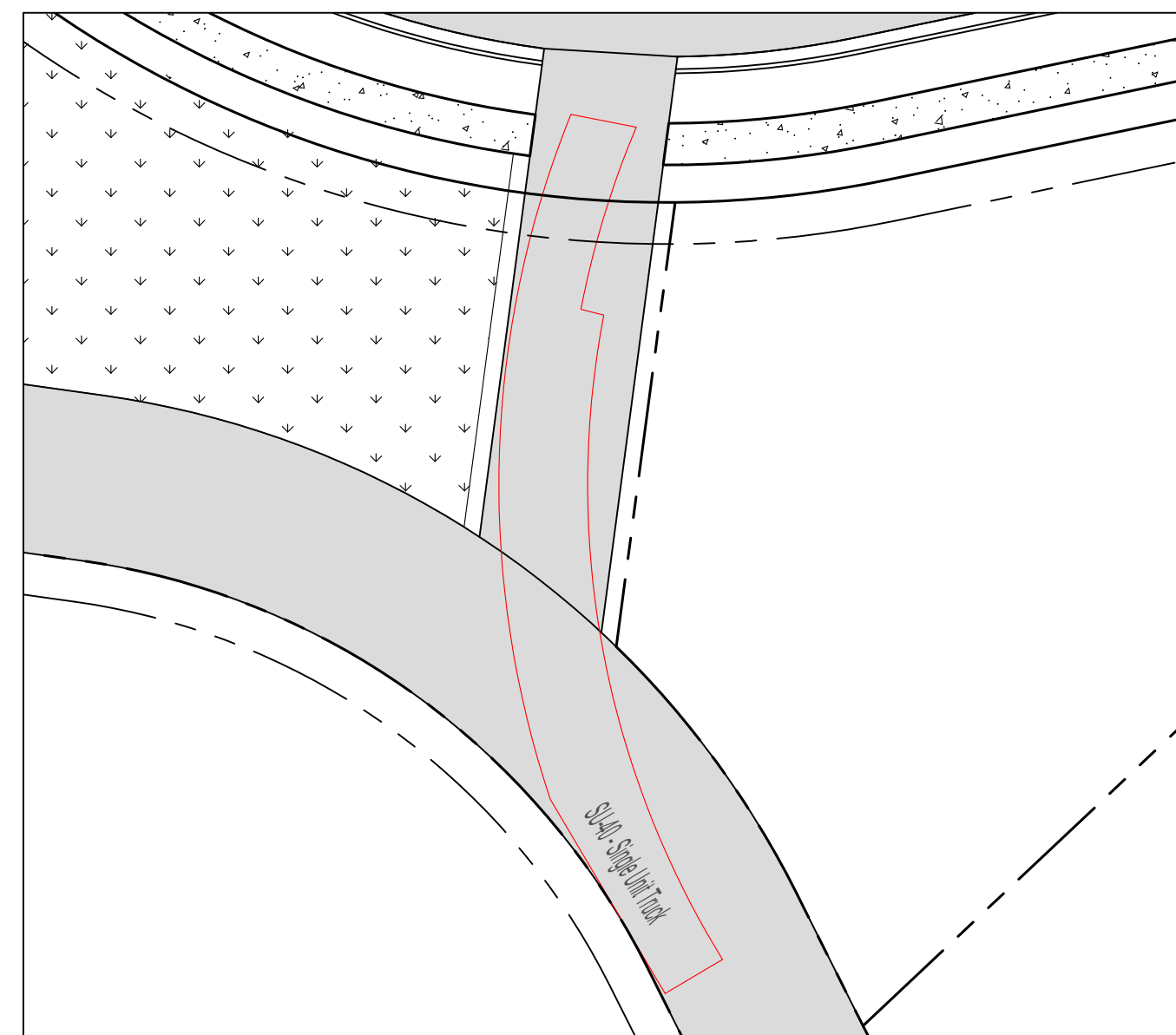
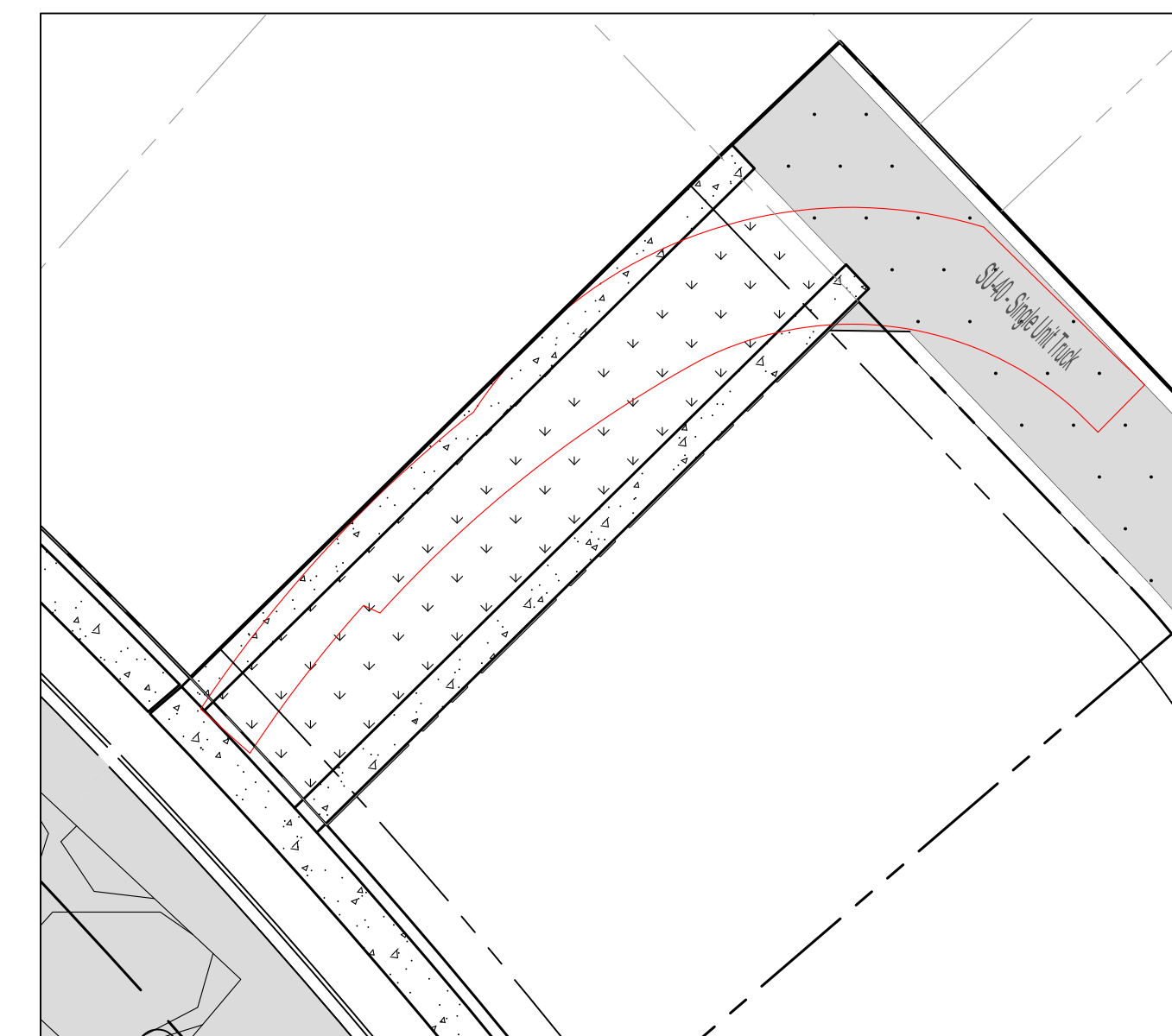
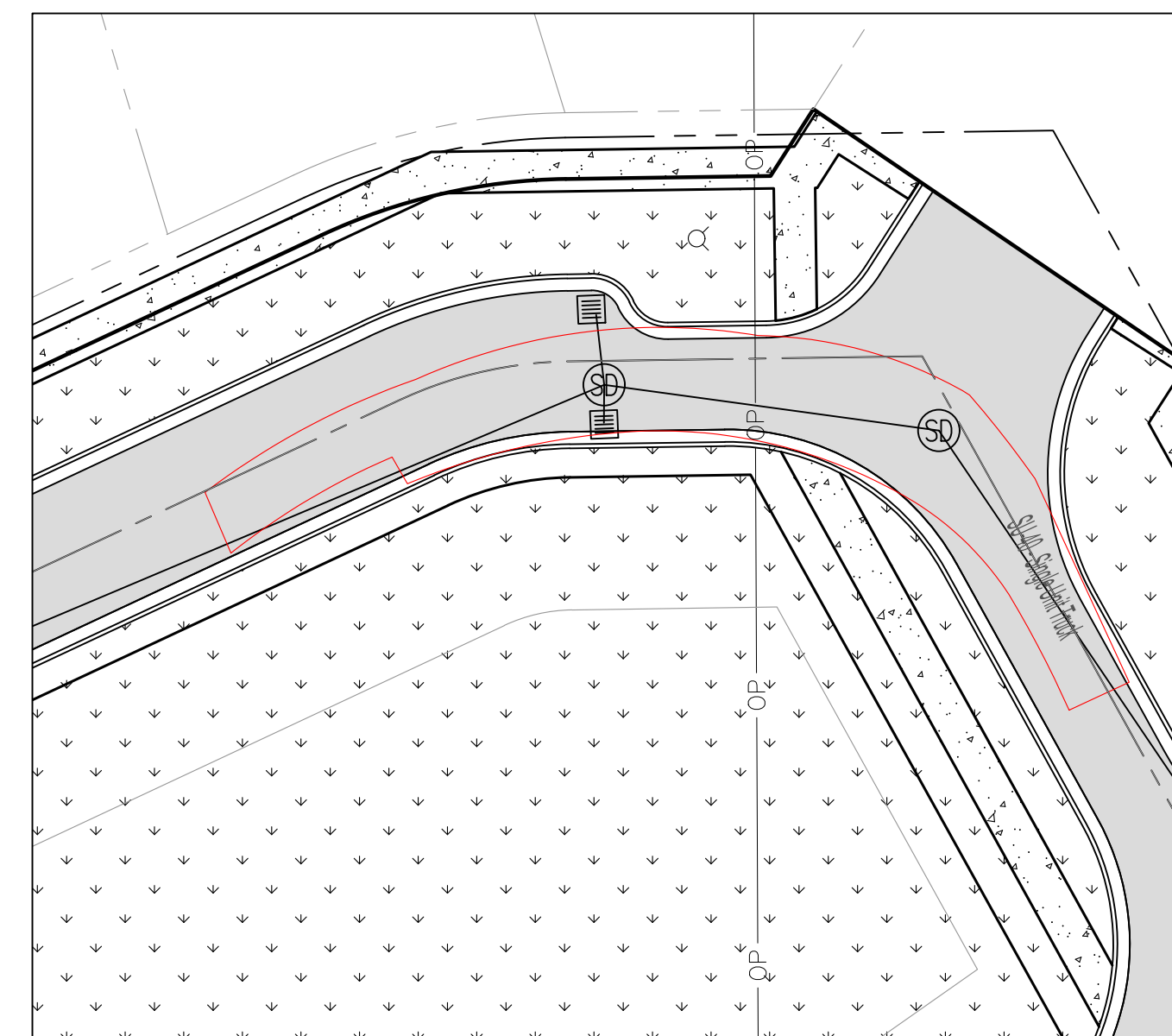
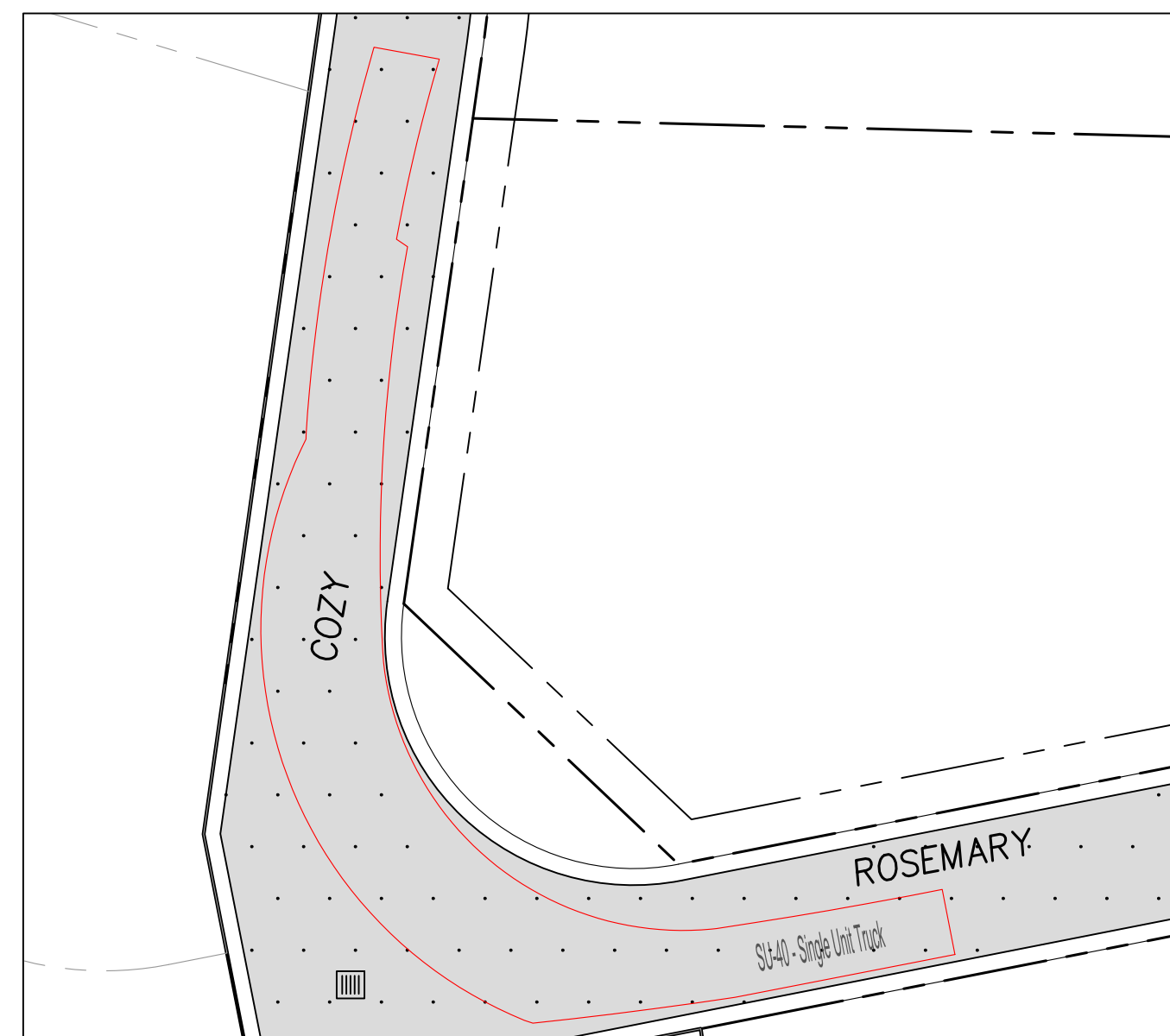
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5 OF 9

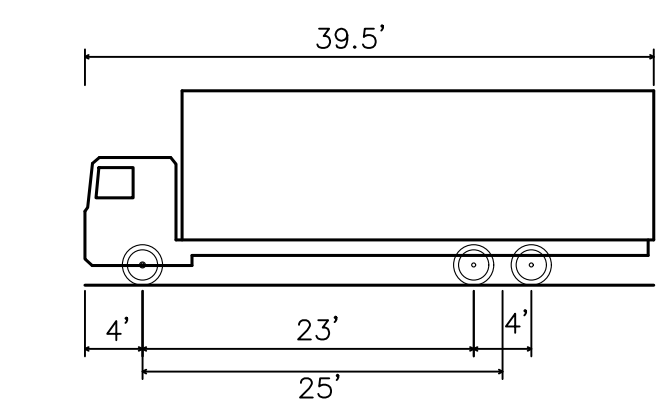
JOB NO. **1117 00**





FIRE TRUCK NOTES:

FIRE TRUCK MOVEMENTS ANALYZED WITH AUTODESK VEHICLE TRACKING 2022. VEHICLE USED WAS A 40' SINGLE-UNIT TRUCK PER THE REQUEST OF THE FIRE MARSHALL. OUTLINE SHOWN ON PLANS IS THE WHEEL PATH OF THE VEHICLE.

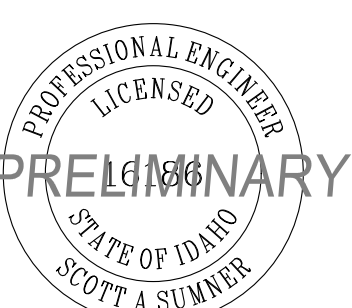


OVERALL LENGTH	40.000 FT
OVERALL WIDTH	8.000 FT
OVERALL BODY HEIGHT	13.500 FT
MIN BODY GROUND CLEARANCE	1.367 FT
TRACK WIDTH	8.000 FT
MAX STEERING ANGLE (VIRTUAL)	31.80°

SU-40 - SINGLE UNIT TRUCK

FIRE TRUCK ACCESS
WOODBURY PRELIMINARY PLAT
MOSCOW, IDAHO

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



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

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SHEET NO. _____

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9 OF 9

OB NO. WNZ-03



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

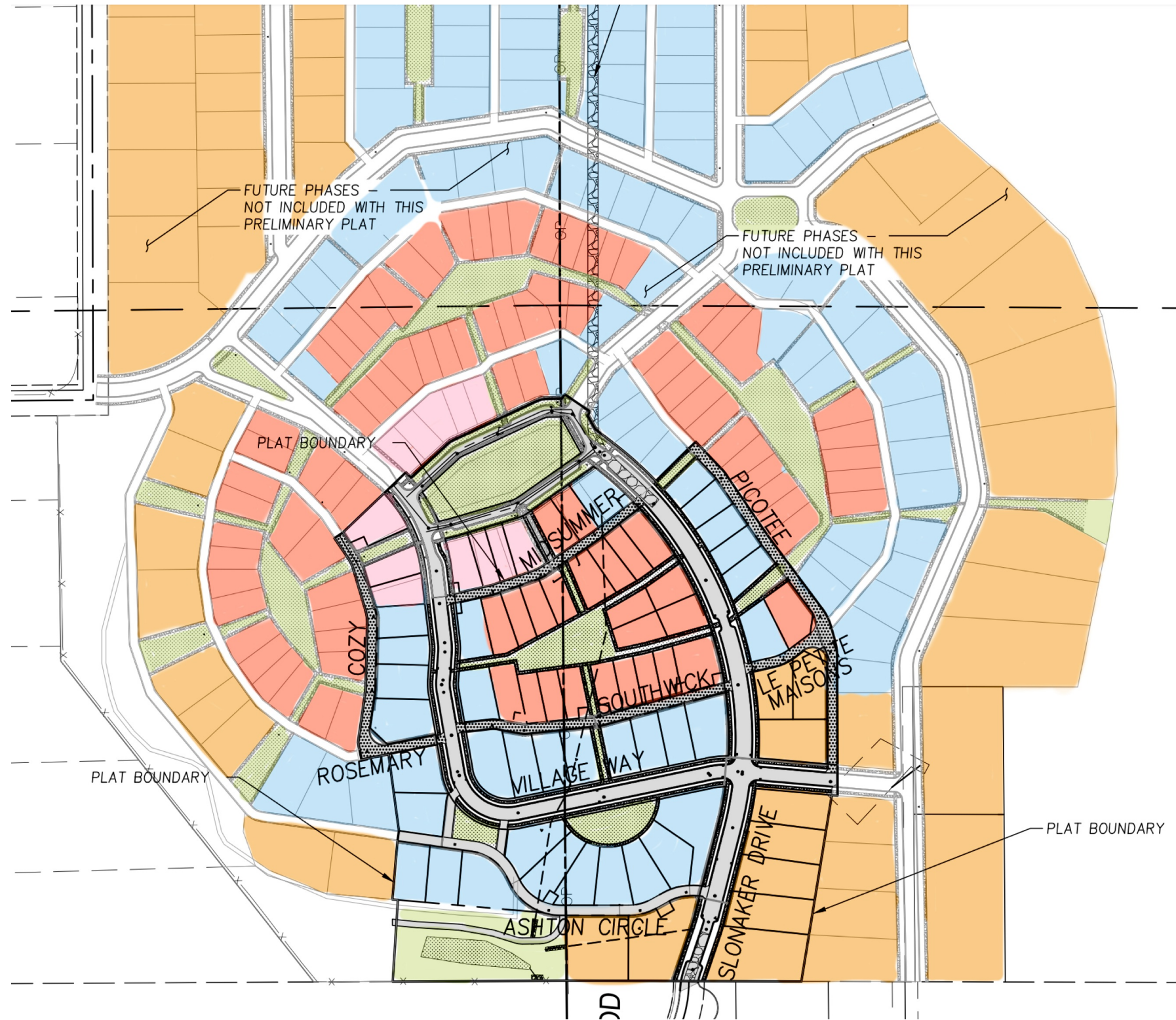
The Subdivision design was worked out in cooperation with Laurence Qamar of Laurence Qamar and Associates. Laurence received his MA degree from the university of Miami and then worked several years at DPZ, recognized as the industry leader in artful subdivision design. As Laurence Qamar and Associates, 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

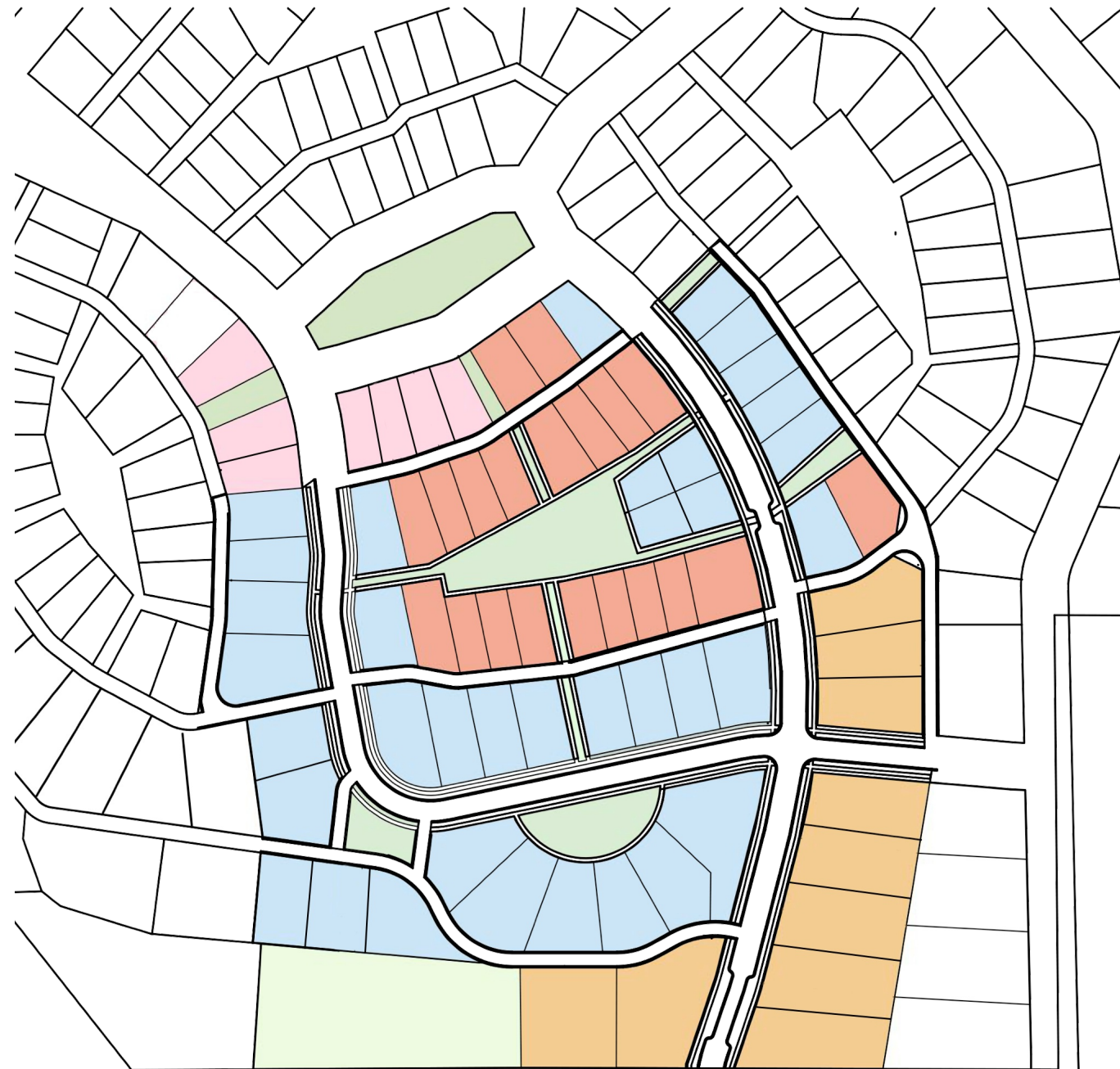
www.qamararchitecture.com – Laurence Qamar

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:

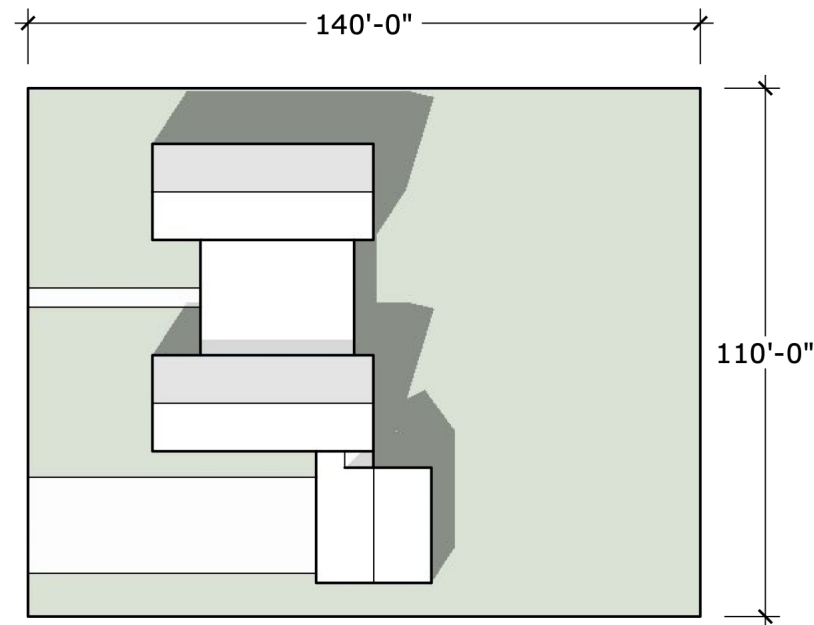
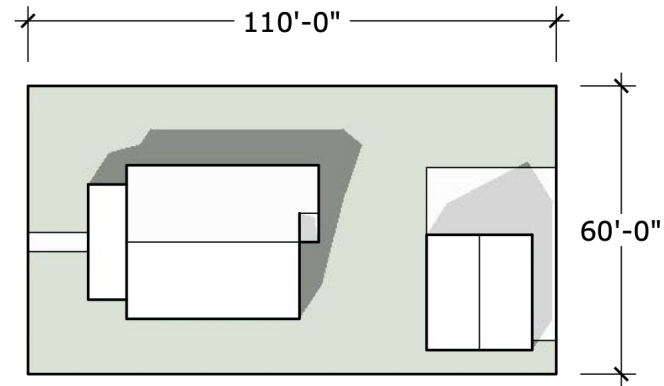
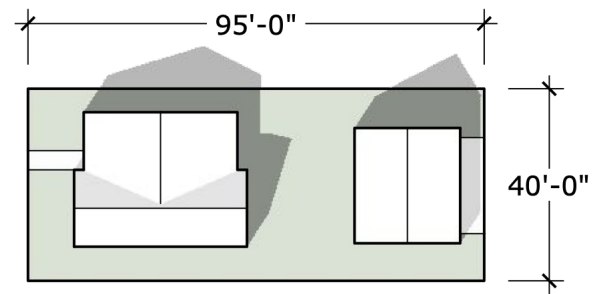
- Village-Those surrounding the center park
- Cottages-The four neighborhoods surrounding the Village
- Fort Russell-Larger lots that surround the cottage neighborhoods
- Garden Lots-Large lots at the perimeter that are not alley loaded

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



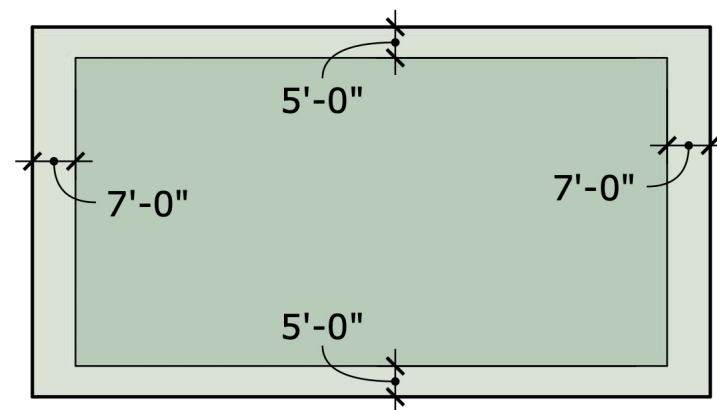
Lot Sizes

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

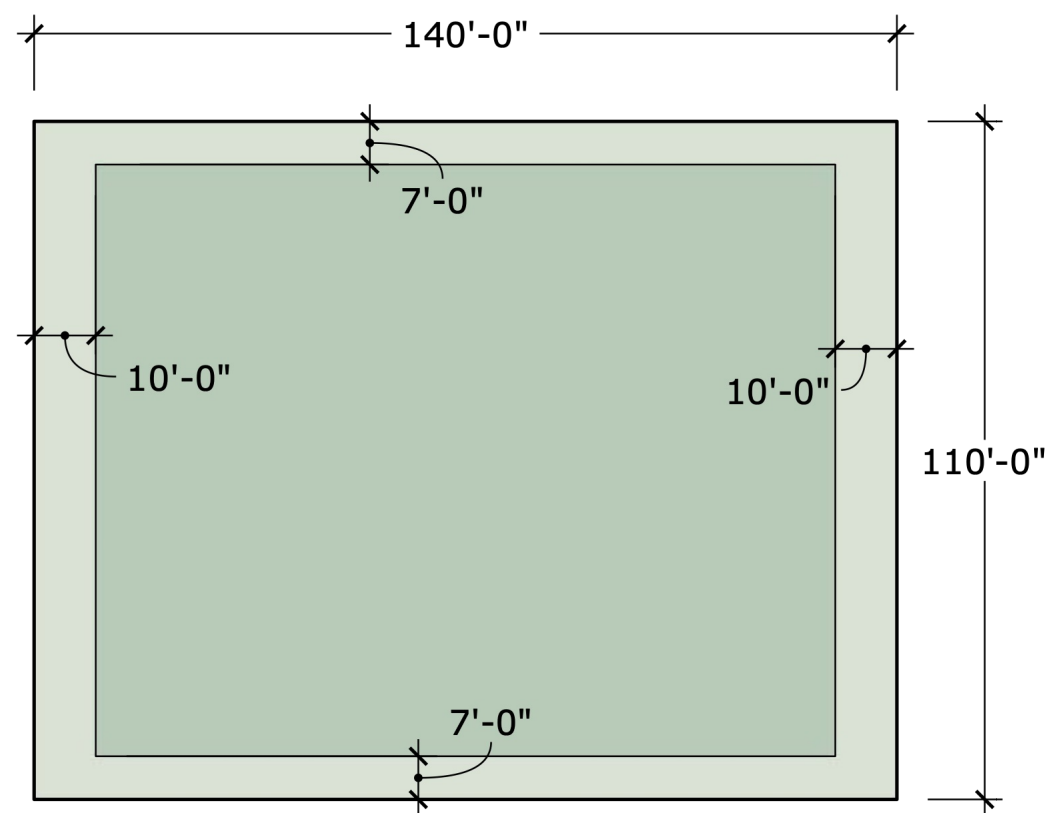
- Neighborhood business - Typically, 40 feet by 95 feet. Average size is 3,800 square feet
- Cottages – Typically, 40 feet by 95 feet. Average size of 3,800 square feet.
- Fort Russell – 60 feet by 110 feet. Average size of 6,600 square feet.
- Garden Lots – Typically, 110 feet by 150 feet. Average size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

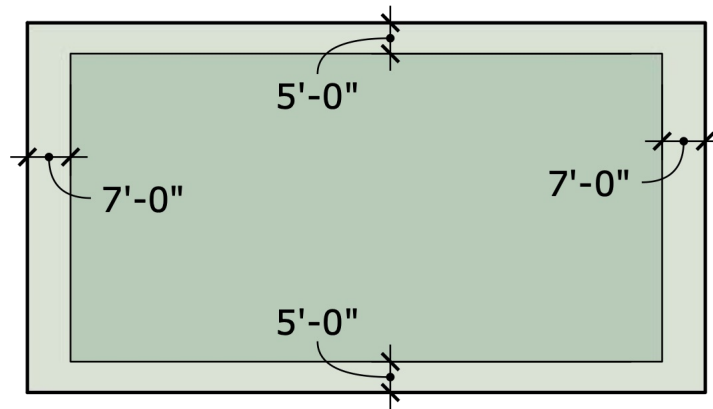
Rear Yard Setbacks

Neighborhood business, Cottage and Fort Russell Lots

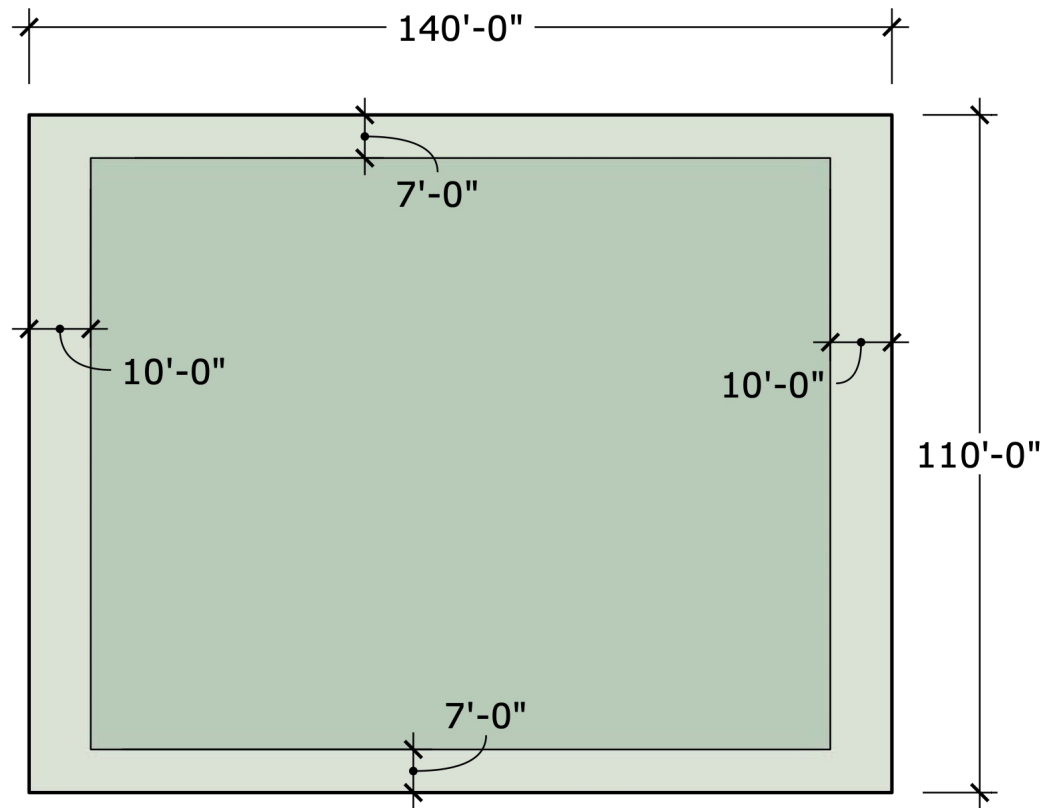
Given that these lots back up to an alley where no buildings can be constructed within a twenty-foot wide space, public utility easements notwithstanding, the rear yard setback, where a public utility easment does not exist, may be reduced to zero-feet from the rear property line. Where garages are taking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

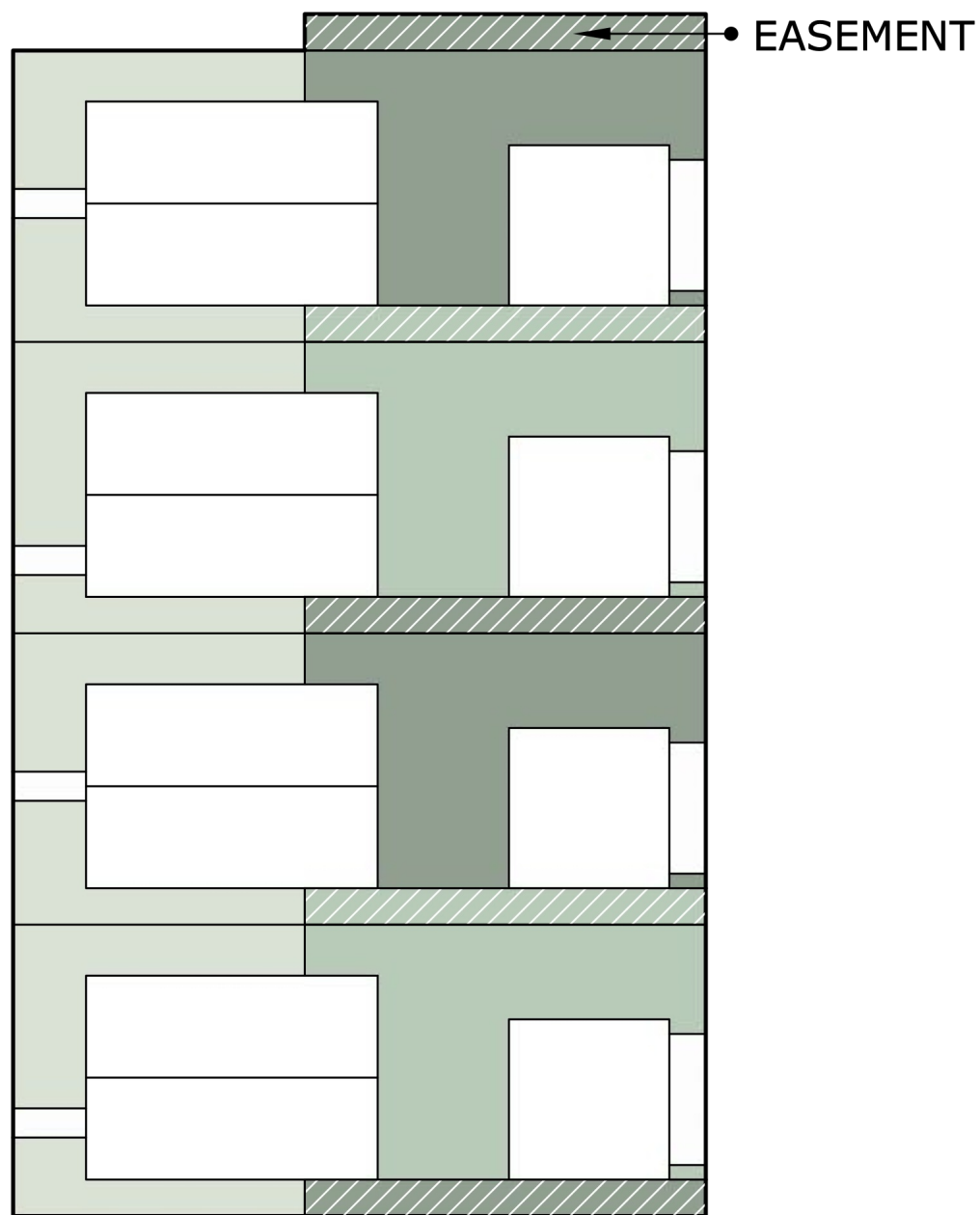
- 1 . Side street setbacks along Trail Road shall be 15 feet.
- 2 . Side yards that adjoin the existing Slonaker subdivision at the north end of Slonaker shall be 15 feet.
- 3 . Side yard setbacks in the Neighborhood Business Zone located in the Neighborhood business may be reduced to zero-feet.

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



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.

Various

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.

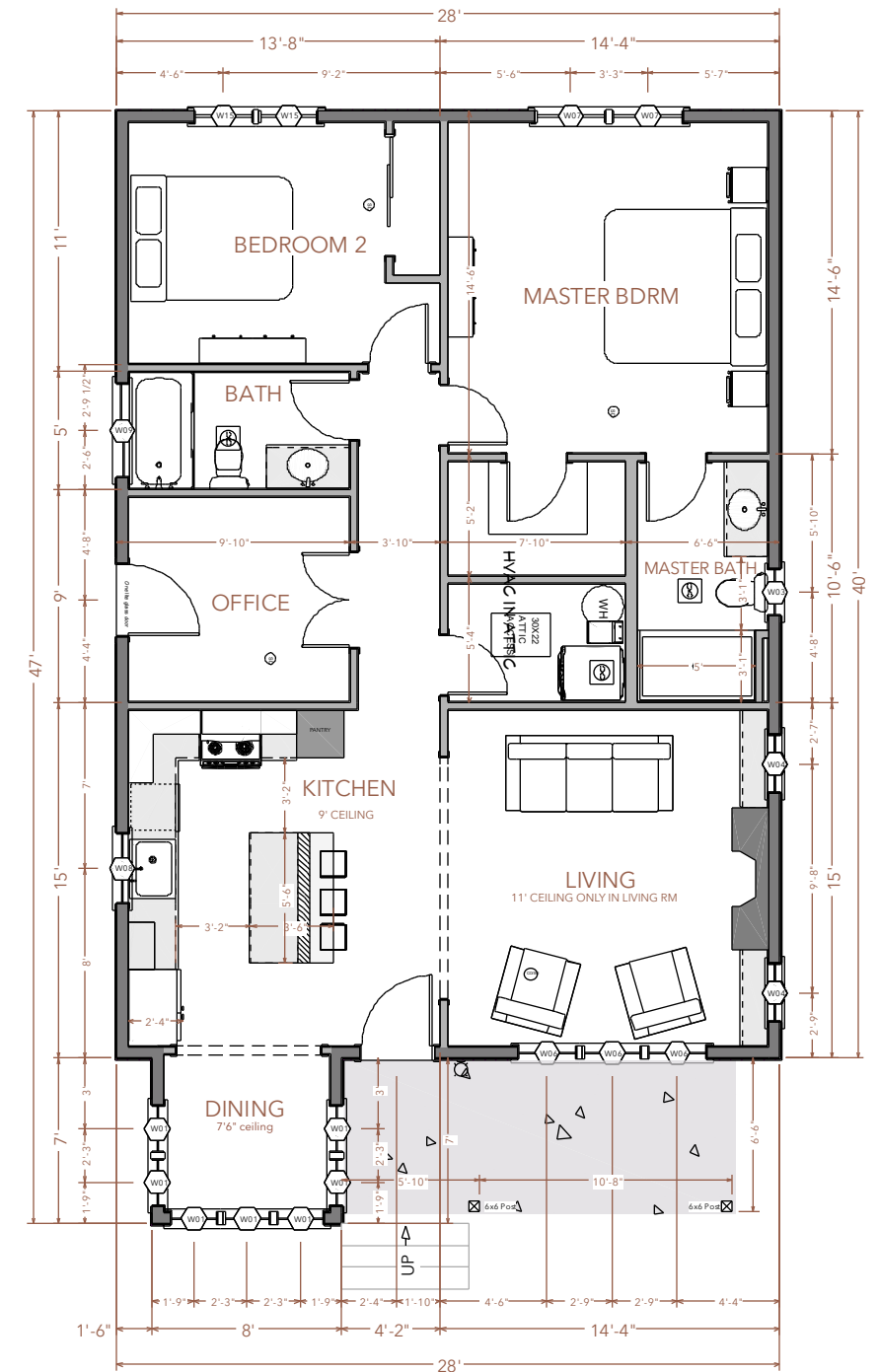
Primary Street Tree : 45' high by 40'
wide. Species to be determined.

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



Landscape Plan

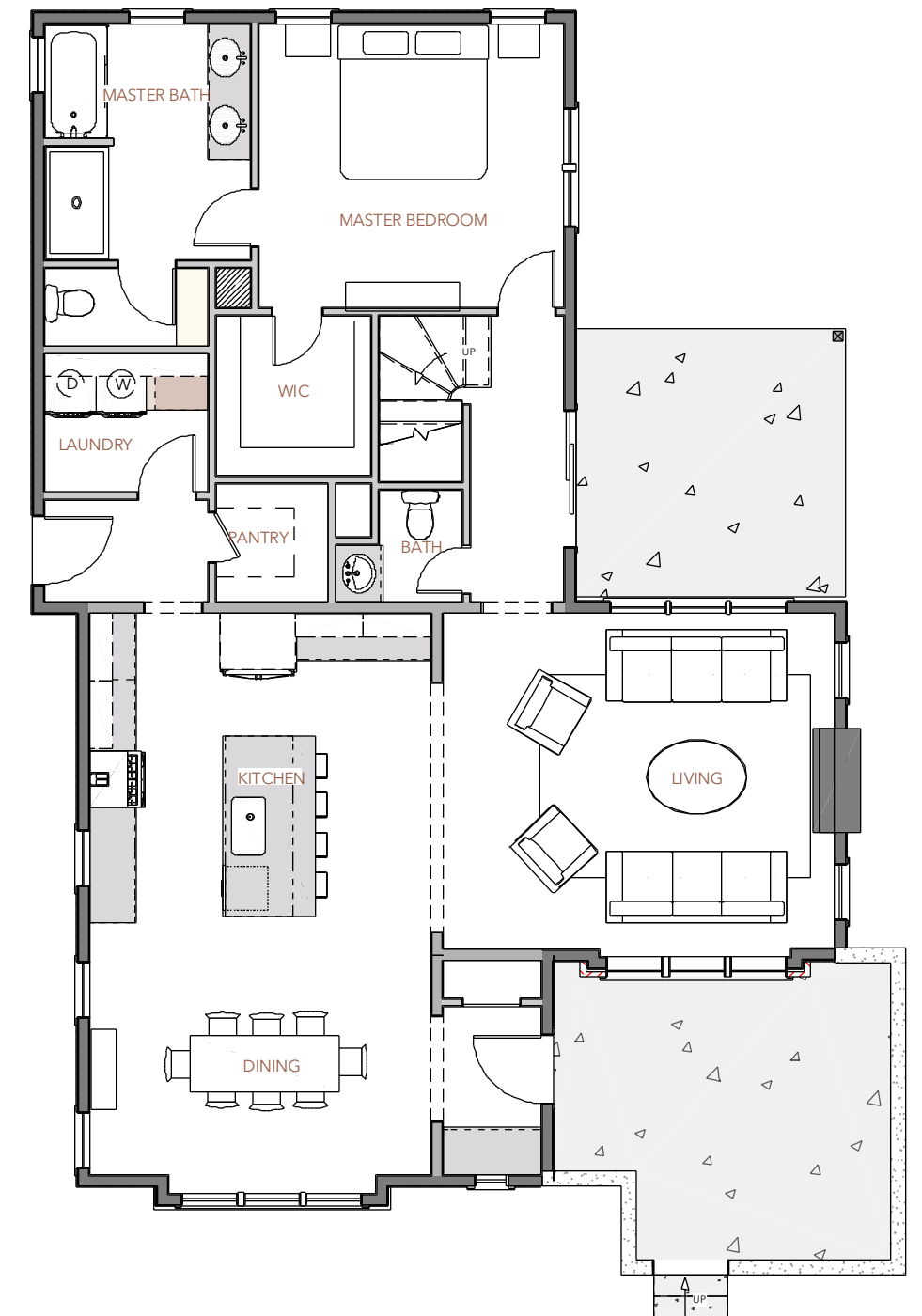
WOODBURY DEVELOPMENT



Example Plans - Cottage

WOODBURY DEVELOPMENT

1176 SQFT



2250 SQFT

Example Plans - Fort Russell

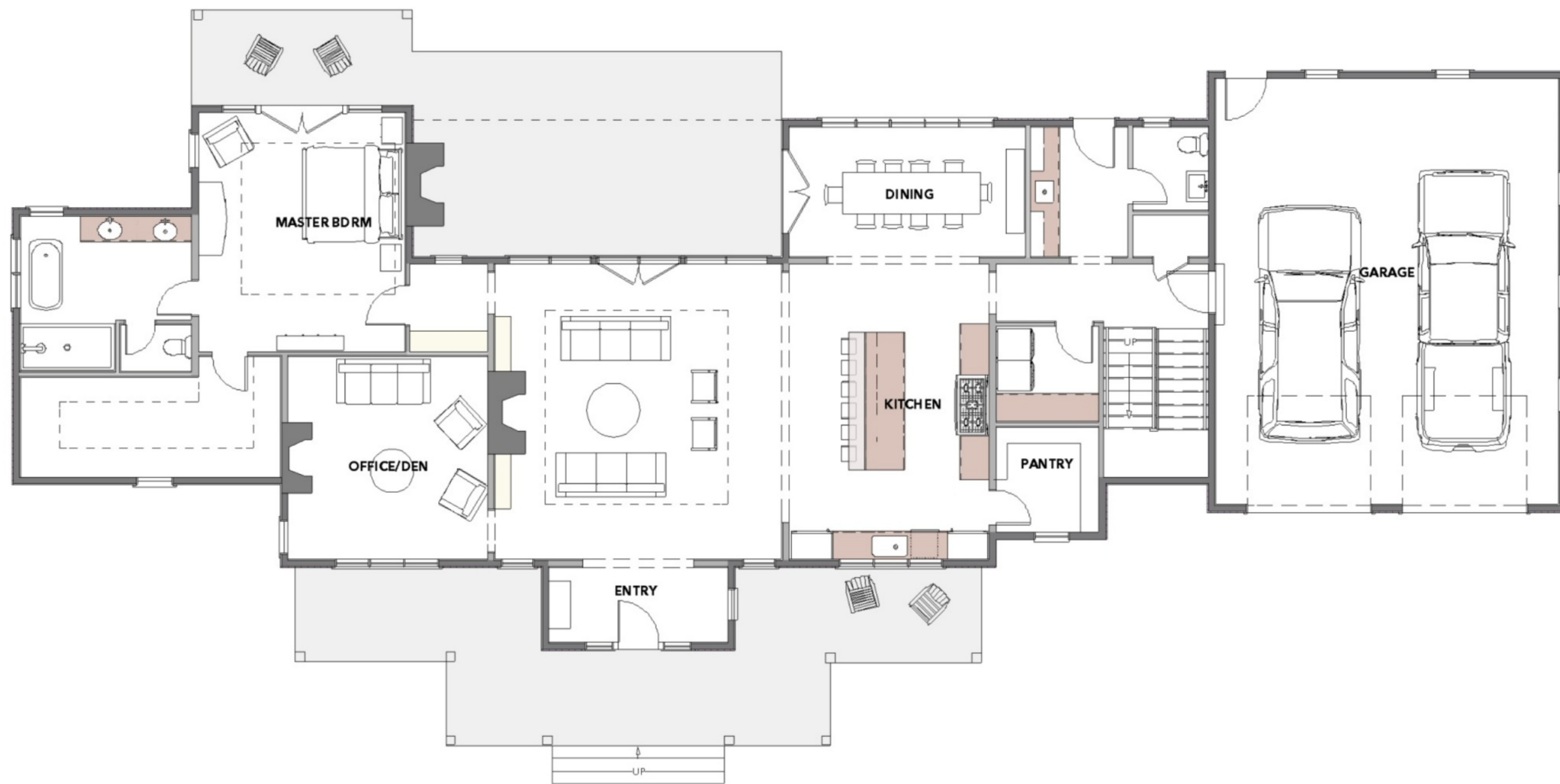
WOODBURY DEVELOPMENT



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



720 SW WASHINGTON STREET, SUITE 500, PORTLAND, OR 97205 • 503.243.3500 • DKSASSOCIATES.COM



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.

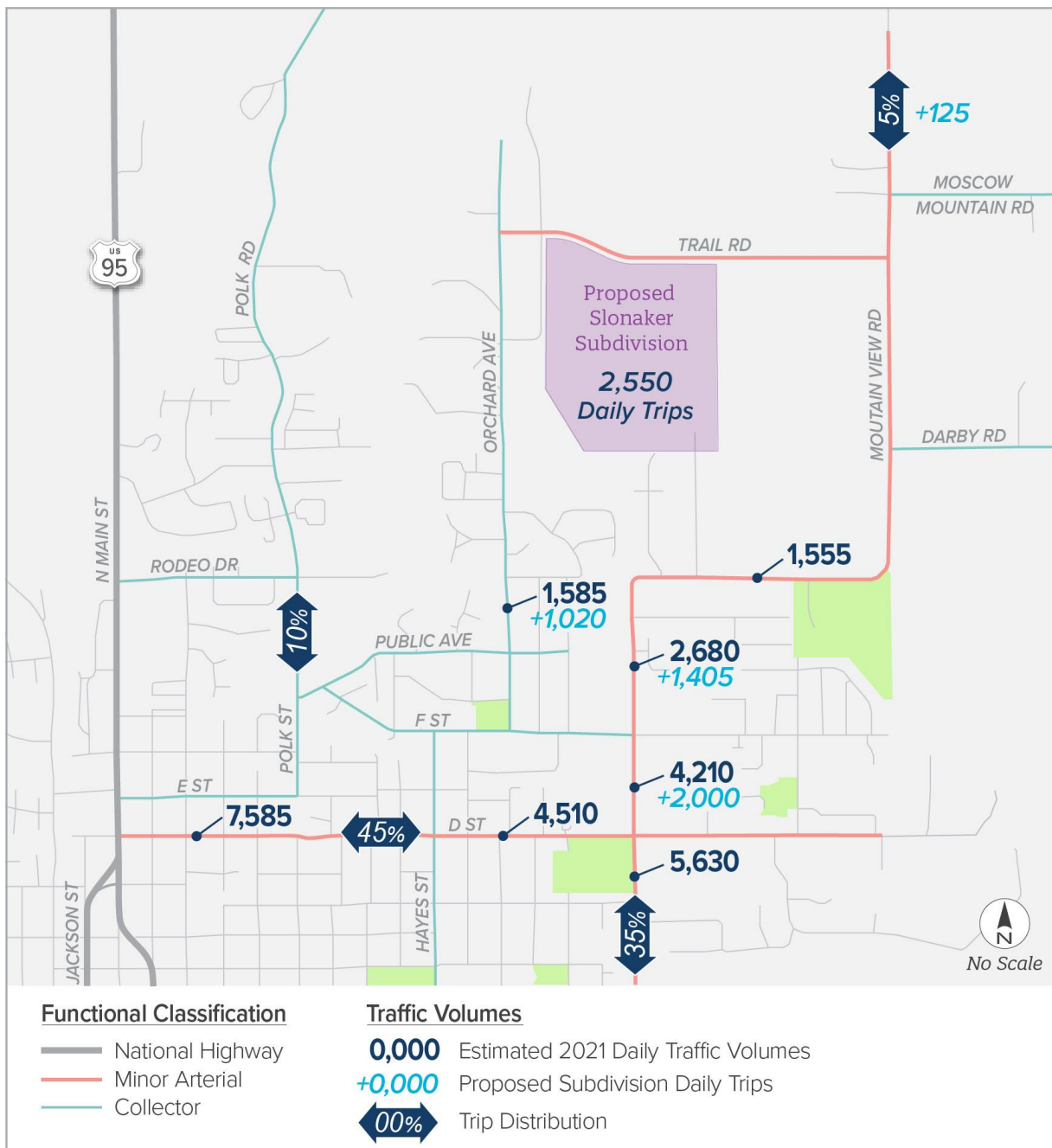


FIGURE 1. PROPOSED SUBDIVISION DAILY TRIP DISTRIBUTION

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		

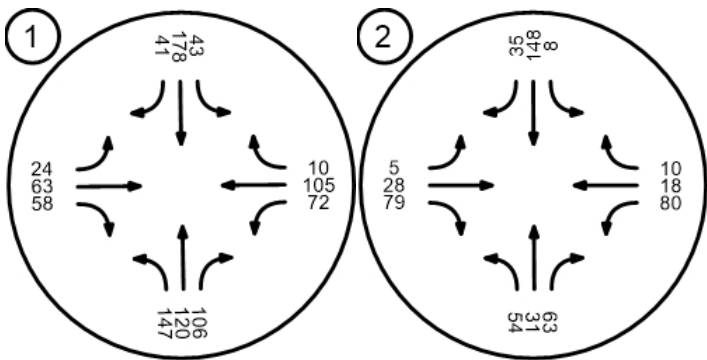
Intersection Settings**Lanes**

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		

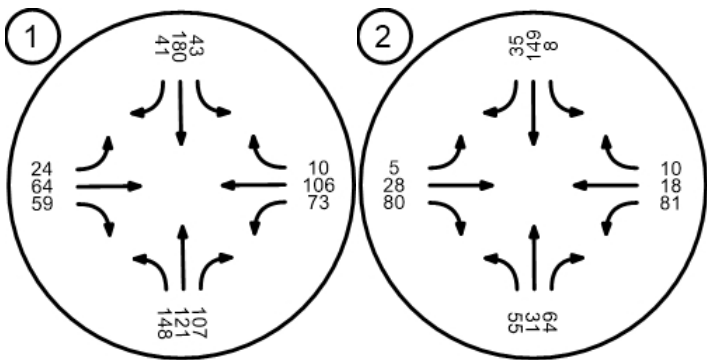
Intersection Settings**Lanes**

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 St

Control Type: All-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.0
 Level Of Service: A
 Volume to Capacity (v/c): 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

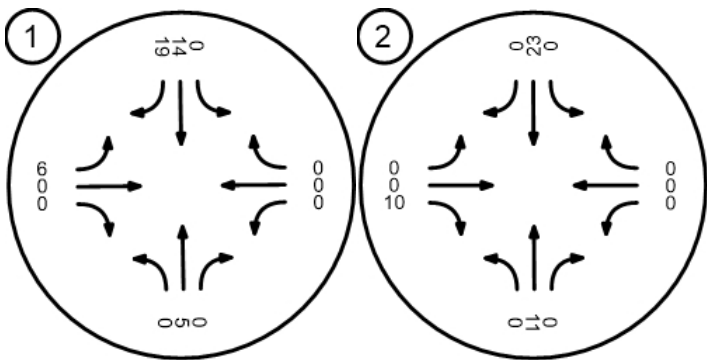
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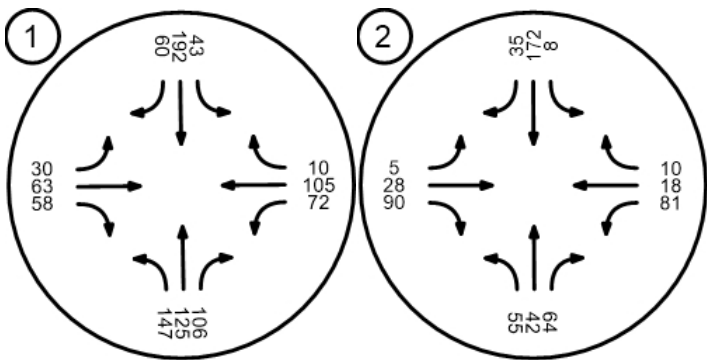
Trip Generation summary**Added Trips**

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 St

Control Type: All-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.3
 Level Of Service: A
 Volume to Capacity (v/c): 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

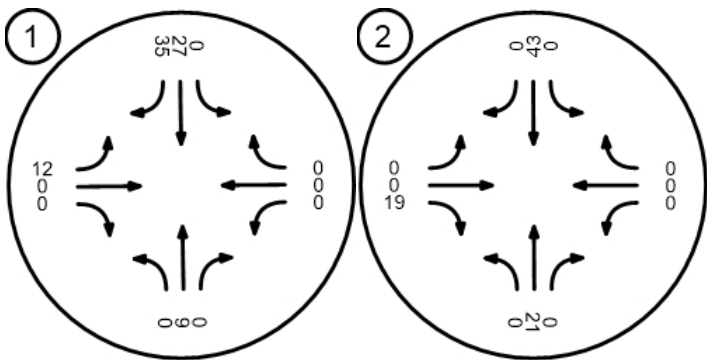
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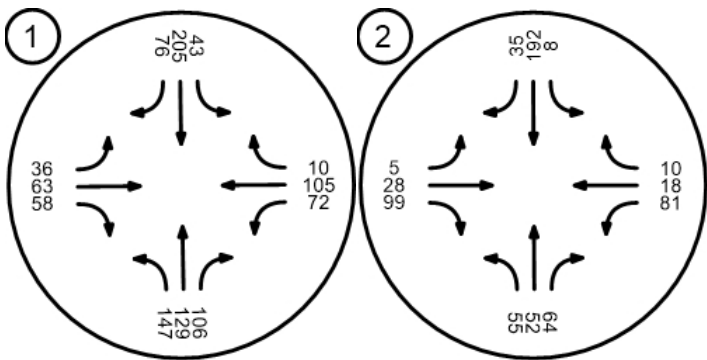
Trip Generation summary**Added Trips**

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	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

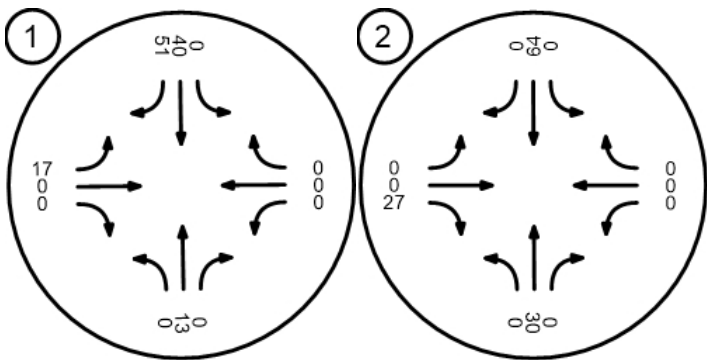
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Slokaner Subdivision - 2022 Phase 1 + 2 + 3_v3.pdf

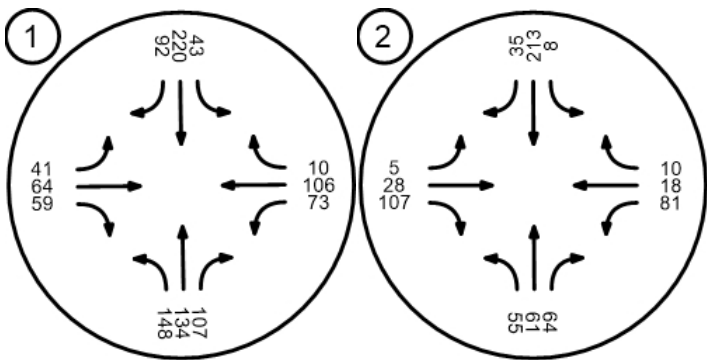
Trip Generation summary**Added Trips**

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

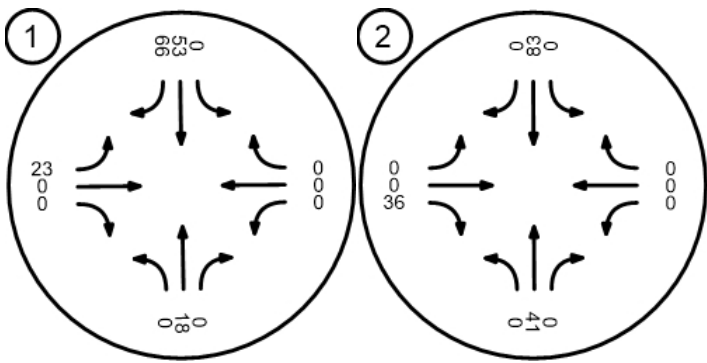
Slokaner Subdivision - 2022 Phase 1 + 2 + 3 + 4_v2.pdf

Trip Generation summary

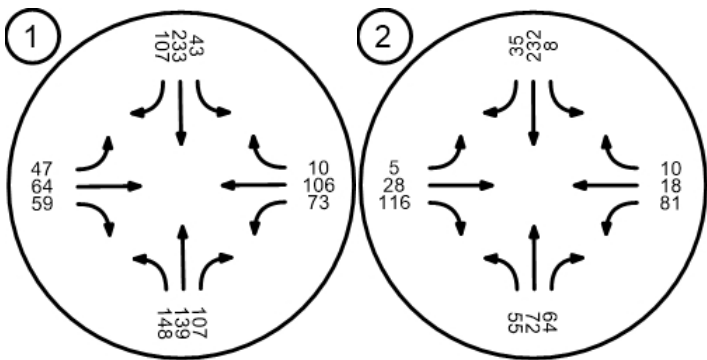
Added Trips

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		

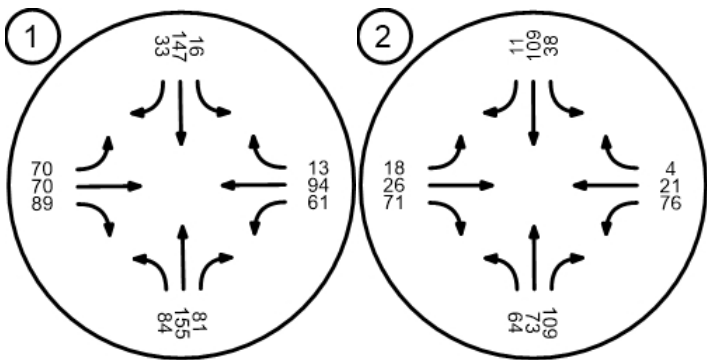
Intersection Settings**Lanes**

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 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):

11.0
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		

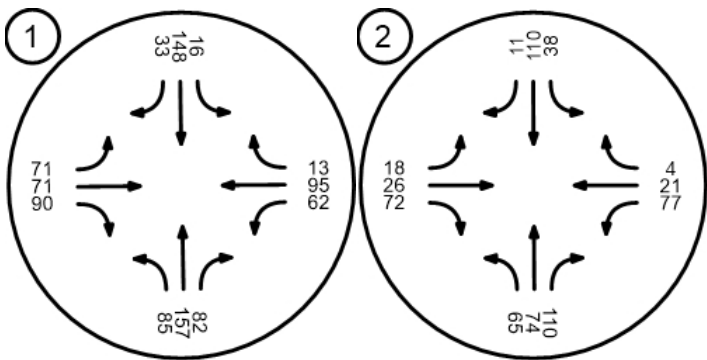
Intersection Settings**Lanes**

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 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):

11.4
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

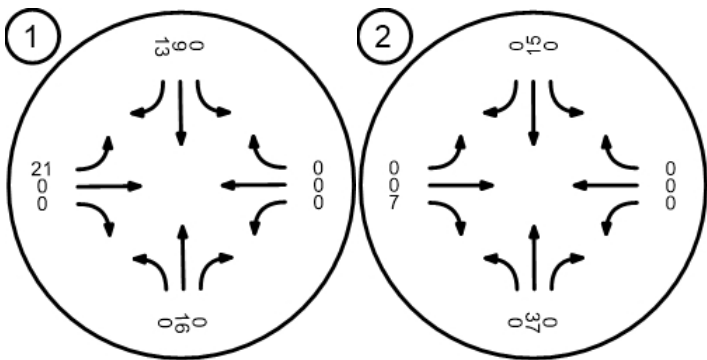
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Slonaker Subdivision - 2022 Phase 1_v3.pdf

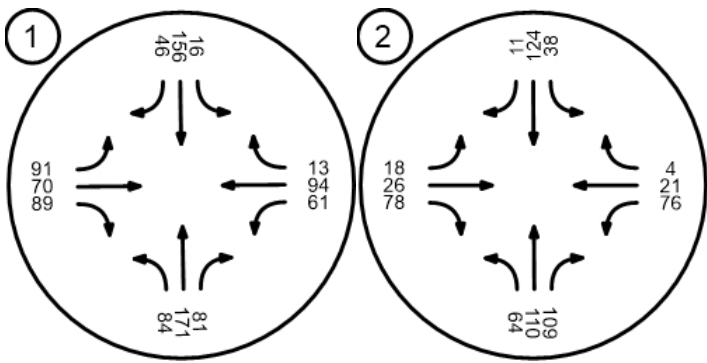
Trip Generation summary**Added Trips**

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 StControl Type:
Analysis Method:
Analysis Period:All-way stop
HCM 6th Edition
15 minutesDelay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):12.0
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

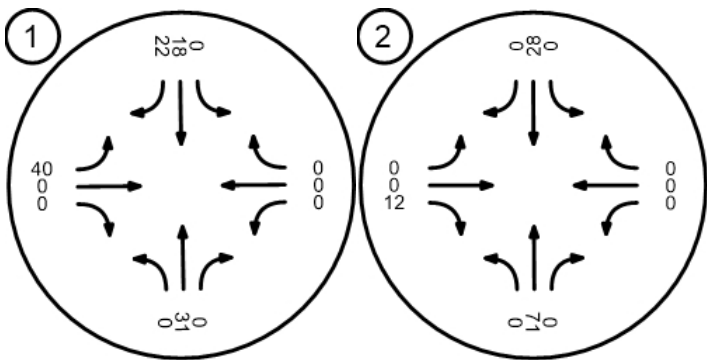
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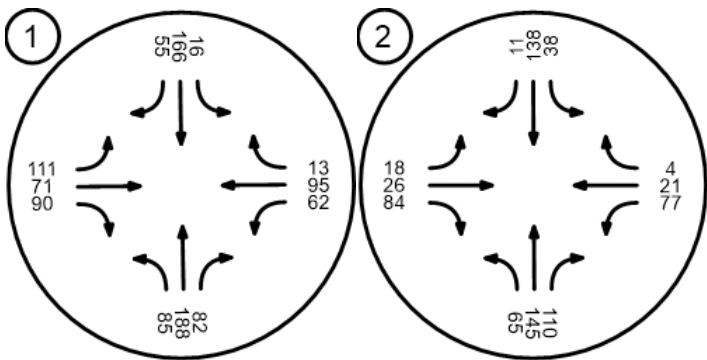
Trip Generation summary**Added Trips**

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

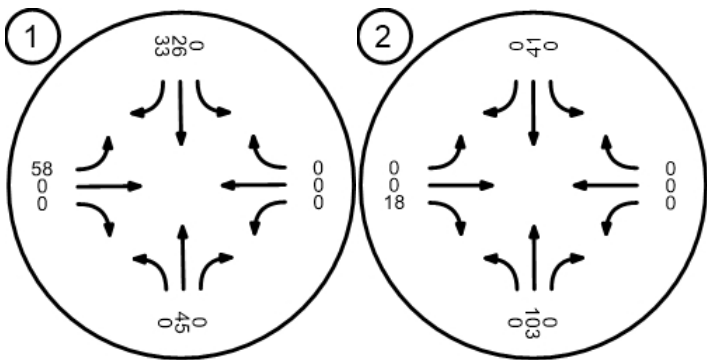
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Slonaker Subdivision - 2022 Phase 1 + 2 + 3_v3.pdf

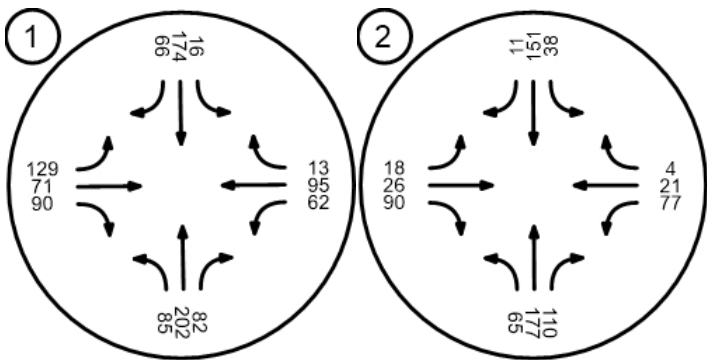
Trip Generation summary**Added Trips**

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 StControl Type:
Analysis Method:
Analysis Period:All-way stop
HCM 6th Edition
15 minutesDelay (sec / veh):
Level Of Service:
Volume to Capacity (v/c):13.3
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

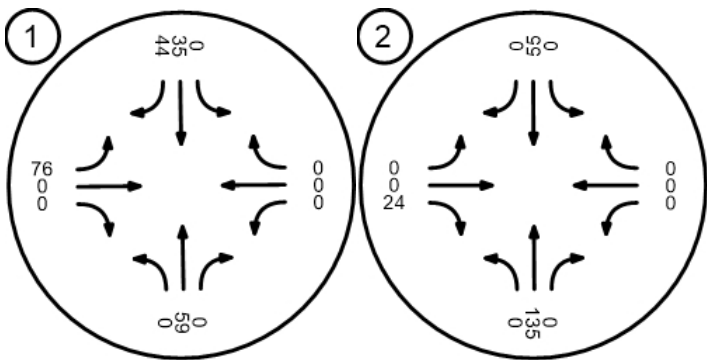
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Slonaker Subdivision - 2022 Phase 1 + 2 + 3 + 4_v2.pdf

7/28/2021

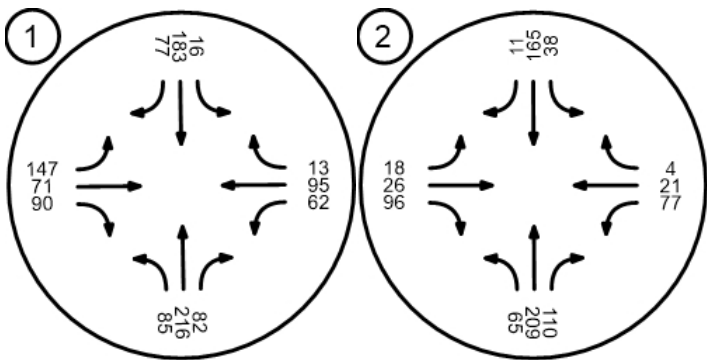
Trip Generation summary**Added Trips**

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

	Tue		Wed		Thu			
	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	5	3	6	4	6	4	6	4
01:00	2	1	1	0	2	3	2	1
02:00	0	0	1	0	4	2	2	1
03:00	2	1	1	4	1	0	1	2
04:00	0	2	1	3	2	4	1	3
05:00	3	11	2	13	5	12	3	12
06:00	12	30	11	30	19	32	14	31
07:00	39	73	33	60	53	76	42	70
08:00	119	117	104	106	93	82	105	102
09:00	16	32	20	31	55	54	30	39
10:00	22	26	51	48	49	60	41	45
11:00	55	37	65	61	73	64	64	54
12:00 PM	47	40	73	73	63	62	61	58
01:00	35	32	73	71	61	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	1	4
04:00			9	1	6	0	6	3	1	8
05:00			12	1	10	3	16	2	2	15
06:00			35	8	45	17	39	14	13	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	115	209
04:00	84	139	79	111	79	132		81	127	208
05:00	84	156	89	154	123	161		99	157	256
06:00	136	123	76	129	110	124		107	125	233
07:00	54	77	63	75	76	77		64	76	141
08:00	26	46	88	59	65	80		60	62	121
09:00	22	32	26	42	34	42		27	39	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	15
			2	4	3	4	2	3	2	4	6
			1	0	1	2	2	4	1	2	3
			4	3	7	3	3	4	5	3	8
			12	1	8	1	6	2	9	1	10
			20	2	18	5	17	4	18	4	22
			62	20	70	29	66	26	66	25	91
			162	55	167	62	156	71	162	63	224
			184	134	172	144	184	139	180	139	319
			99	80	104	77	108	78	104	78	182
			95	93	110	94	109	104	105	97	202
			116	114	114	120	117	124	116	119	235
			143	133	124	128	146	127	138	129	267
			94	113	123	131	103	115	107	120	226
			120	122	117	130			119	126	245
	173	184	158	208	179	200			170	197	367
	137	197	156	179	133	211			142	196	338
	130	228	144	223	174	245			149	232	381
	156	170	131	195	160	169			149	178	327
	86	133	88	132	118	163			97	143	240
	43	66	105	90	102	136			83	97	181
	42	47	61	62	61	78			55	62	117
	16	21	15	30	24	41			18	31	49
	12	14	14	22	21	21			16	19	35

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

BEEBE, RICHARD
 2103 ORCHARD AVE
 MOSCOW, ID 83843

BOLDEN, BRUCE
 2210 TRAIL RD
 MOSCOW, ID 83843

COLE, THOMAS
 934 PHEASANT RUN RD
 MOSCOW, ID 83843

ERICKSON, JAIMIE
 2045 ARBORCREST RD
 MOSCOW, ID 83843

EWERS, JENNIFER
 980 HIRSCHI RD
 MOSCOW, ID 83843

FURTADO, SHEREE
 1524 LANNY DR
 MOSCOW, ID 83843

HANEY, STEPHAN
 1405 ORCHARD AVE
 MOSCOW, ID 83843

HOLZMAN, KEITH
 1953 ARBORCREST RD
 MOSCOW, ID 83843

IRVING, JOY
 1931 ORCHARD AVE
 MOSCOW, ID 83843

JAGEMAN, HARRY
 1228 PONDEROSA DR
 MOSCOW, ID 83843

BENDER, DONALD
 2236 ARBORCREST RD
 MOSCOW, ID 83843

CHRISTOPHERSEN, JON
 1512 LANNY DR
 MOSCOW, ID 83843

CRAPUCHETTES, JAMES
 2238 TRAIL RD
 MOSCOW, ID 83843

EVANS, BRUCE
 1609 LANNY LN
 MOSCOW, ID 83843

FULLERTON, DENNIS
 1510 ORCHARD AVE
 MOSCOW, ID 83843

GARRETT, KATIE
 1506 LANNY DR
 MOSCOW, ID 83843

HARRIS, CYNTHIA ANN
 1212 TAMARACK DR
 MOSCOW, ID 83843

HORTON, JEFF
 1204 TAMARACK DR
 MOSCOW, ID 83843

ISAKSON, PETER
 2157 ARBORCREST RD
 MOSCOW, ID 83843

JETT, MARY
 1418 LANNY DR
 MOSCOW, ID 83843

BODE, THOMAS
 2106 ORCHARD AVE
 MOSCOW, ID 83843

COLBERT, JIMMY
 2111 ORCHARD AVE
 MOSCOW, ID 83843

DAVIS, JAMES
 1228 TAMARACK DR
 MOSCOW, ID 83843

EVERSON, SHARON
 1705 LANNY AVE
 MOSCOW, ID 83843

FURNISS, MALCOLM
 1825 ORCHARD AVE
 MOSCOW, ID 83843

GOODWIN, JUSTIN
 1542 LANNY LN
 MOSCOW, ID 83843

HENDRIX, PAUL
 1306 SLONAKER DR
 MOSCOW, ID 83843

HUGHES, CLINTON
 2005 ORCHARD AVE
 MOSCOW, ID 83843

JACOBSON LIVING TRUST
 2048 ARBORCREST RD
 MOSCOW, ID 83843

JOHANSEN, WILLIAM
 1212 SLONAKER DR
 MOSCOW, ID 83843

JOHNSON-MAYNARD, JODI
1632 ARBORCREST RD
MOSCOW, ID 83843

LAUGHY, JAMES
1820 ORCHARD AVE
MOSCOW, ID 83843

MANSON, SCOTT
1580 CHRISTOPHER LN
MOSCOW, ID 83843

MAY, JOE
1309 SLONAKER DR
MOSCOW, ID 83843

MORTIMER, MICHAEL
1507 ORCHARD AVE
MOSCOW, ID 83843

O'BRYAN, JOHN
1412 ORCHARD AVE
MOSCOW, ID 83843

PARKES, JAMES
1854 TIMBER GLADE PL
NORTH LAS VEGAS, NV 89084

REECE, JOANNE
1400 ORCHARD AVE
MOSCOW, ID 83843

SMISEK, STACY
PO BOX 10001
MOSCOW, ID 83843

STANLEY, FORREST
958 HIRSCHI RD
MOSCOW, ID 83843

JUNG, SEUNGJAE
1075 TRAIL RD
MOSCOW, ID 83843

LEHMITZ, DAVID
1515 LANNY DR
MOSCOW, ID 83843

MATTOON, MARY ELIZABETH
1601 ORCHARD AVE
MOSCOW, ID 83843

MIZE, COLE
1224 TAMARACK DR
MOSCOW, ID 83843

MOSCOW RENTALS LLC
PO BOX 9780
MOSCOW, ID 83843

O'LAUGHLIN, JOHN
1870 ORCHARD AVE
MOSCOW, ID 83843

PICA, MARK
10393 N IDAHO RD
POST FALLS, ID 83854

RISTINE, THOMAS
1216 TAMARACK DR
MOSCOW, ID 83843

SMITH, CHERYL
1220 TAMARACK DR
MOSCOW, ID 83843

STEFANI, CHARLES
1208 TAMARACK DR
MOSCOW, ID 83843

KURTZ, SUZANNE
966 PHEASANT RUN RD
MOSCOW, ID 83843

MAKAMSON, RYAN
2241 ARBORCREST RD
MOSCOW, ID 83843

MAURIN, JOHN
1326 ORCHARD AVE
MOSCOW, ID 83843

MORIN, TERRENCE
1232 TAMARACK DR
MOSCOW, ID 83843

NEELON, MICHAEL
1215 SLONAKER DR
MOSCOW, ID 83843

OWINGS, CAROL
1406 ORCHARD AVE
MOSCOW, ID 83843

PRALL, JIM
1091 YOUMANS LN
MOSCOW, ID 83843

RITTENHOUSE, RICHARD
1509 LANNY LN
MOSCOW, ID 83843

SPELLMAN, ANGELA
1750 ARBORCREST RD
MOSCOW, ID 83843

STRONGONI, RICHARD
2214 ORCHARD AVE
MOSCOW, ID 83843

SUSA, WAYNE
1415 ORCHARD AVE
MOSCOW, ID 83843

WESTACOTT, KAREN
1424 LANNY DR
MOSCOW, ID 83843

TRAIL FAMILY LLC
1310 YOUMANS LN
MOSCOW, ID 83843

WILLMES, CATHRYN
2152 ARBORCREST RD
MOSCOW, ID 83843

WADE, AUSTIN
1867 ARBORCREST RD
MOSCOW, ID 83843

YOUMANS, SILAS
1156 YOUMANS LN
MOSCOW, ID 83843

NAME

ADDRESS

Joy Irving

1931 Orchard Ave.

Sean Wilson

2780 N. Mountainview

MIKE MATTOON

1601 ORCHARD AVE

Lisa & Don Bender

2236 ARBORCREST + RD

Suzanne Plank

2442 Arborcrest Rd

Andy & ELLEN Johansen

1212 SLONAKER DR

MIKE NEELON

1215 SLONAKER DR

Joanne Reece/

1400 Orchard Ave

Bill Vorman

Dennis (Butch) Fullerton

1510 Orchard Ave.

Jay & Jennifer O'Loughlin

1870 Orchard Ave.

Deanne & Tom Cole

934 Pheasant Run

Borg Hendrickson

1820 Orchard

& Linwood Laughy

Chris Carpenter

811 Sheswood St.

Jackie Bolden

2210 Trail Rd.

Vin Crapuchettes

2238 Trail

Jessica Dahlinger

1106 Slonaker Dr.

Bebbie Kadlec

1109 Slonaker Dr.

Steve Kadlec

" "

Chris & Heather Walker

1115 Slonaker Dr.

Kay Maurin

1326 Orchard

Suzanne Kirby

966 Pheasant Run

Cathy Willmes
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: August 27, 2021

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

David Schott

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

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.

The Parks and Recreation Commission considered and recommended approval on August 26, 2021.

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.

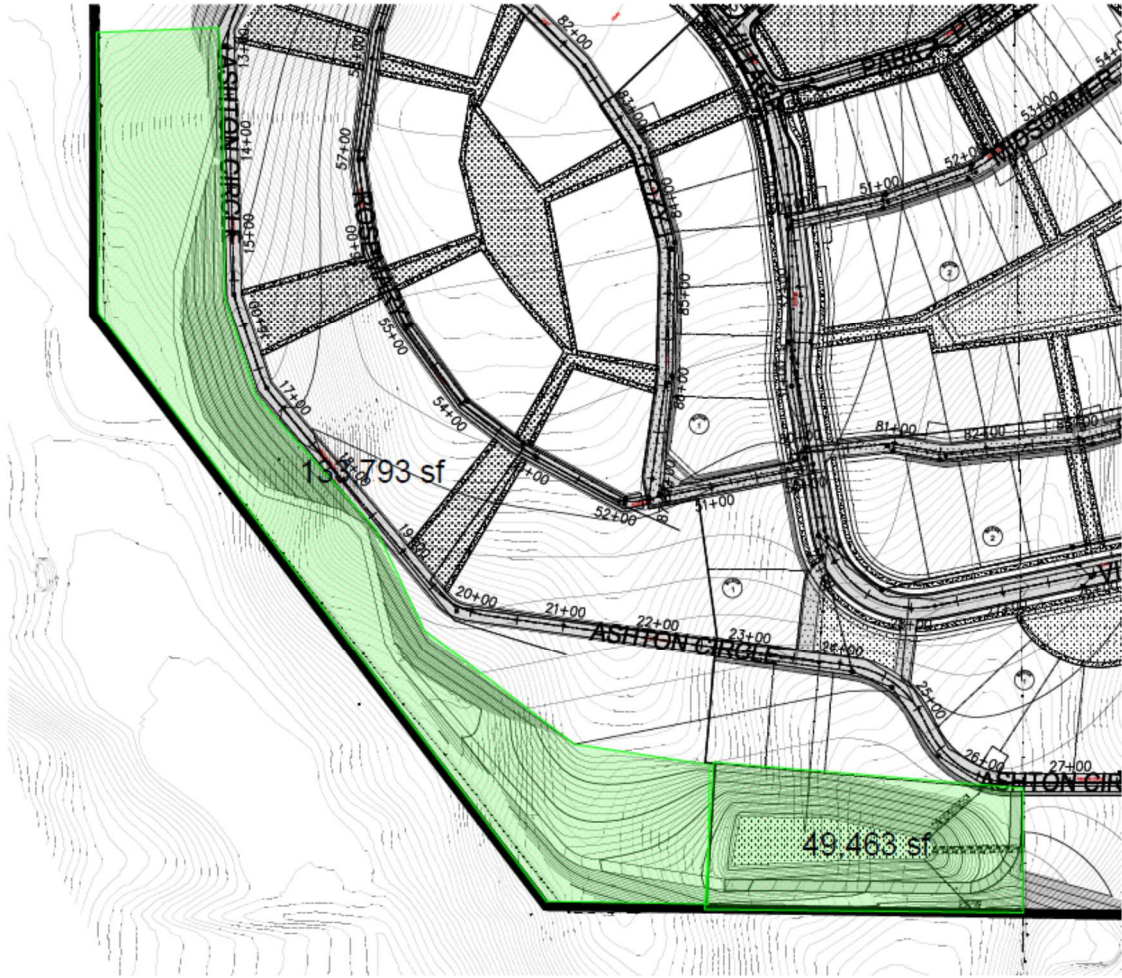
The entire space consists of approximately 4.2 acres and if completed as designed would meet the parkland dedication requirement for the entire 82 acres proposed for Woodbury. Additionally, Wintz Company proposes to do the grading improvements along with construction of the pathway and placement of gravel 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 through 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
1458 S. Boulder View Lane
Boise, Idaho 83712

From: Heather Walker <heather.weekley@gmail.com>
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
1115 Slonaker Dr.

From: Davis, Suzie <suziedavis@turbonet.com>
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

1228 Tamarack Drive, 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

several large housing developments already approved for Moscow. All of these areas, being developed on previously farmed land, had ZERO water usage as this is dry land farming area. I have serious concerns for Moscow to continue approving these large developments without a full understanding of the impact water consumption.

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.

The **sense of community and character of Moscow**, as described in comprehensive plan, is what I believe most people love about Moscow. While this development has many interesting characteristics that might work nicely in a very urban area (California and Seattle), it is not characteristically similar to any of Moscow's current neighborhoods. The majority of the houses proposed are to have rear entry garages with narrow alley access, to allow more houses to be built close together. Over 70% of the lots (in the initial proposal presented in March) are 60 feet x 100 feet—many 40'x100' or 50 'x100'. Also the majority of the homes will have only a hedge and sidewalk separating it from the street. Mr. Wintz commented many times on the walkability of the area and the green space, which is appealing and also said no one will need to have a lawnmower. However, the lack of permeable land other than the green space raises concern for water run off. The high density of housing **does not fit** with the surrounding neighborhoods. When presenting the plat at the meeting, Mr. Wintz referenced a similar development, Seabrook, just south of Seattle. A number of people have said to me, "I like the looks of this.....just not in Moscow, maybe in a more urban area." The Seabrook development is available online if you care to look at it.

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.

In the course of another meeting that was held with a small number of Slonaker Drive residents, Mr. Wintz indicated that a least 10-15 feet of the hilltops would be removed before developing. The natural beauty of the rolling hills will be removed further detracting from what we know and love about the Palouse. Realizing that a certain amount of dirt moving must be done, I am concerned about what appears to be significant changes to the rolling hills of the Palouse landscape.

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.

Ellen Johansen
1212 Slonaker Drive
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 - 1309 Slonaker Dr

RECEIVED

AUG 19 2021

City of Moscow

To: Moscow City Council

August 15, 2021

From: Dr. Mary R. Jett

Dr. Mary R. Jett
1418 Lanny Lane

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 <catbuyer2@gmail.com>
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

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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
1212 Slonaker Drive
Moscow

Jennifer Fleischman

From: Michael Ray
Sent: Tuesday, August 24, 2021 1:41 PM
To: Jennifer Fleischman
Subject: FW: Huge new subdivisions

-----Original Message-----

From: chris wegner <ciar1403@hotmail.com>
Sent: Tuesday, August 24, 2021 1:35 PM
To: Michael Ray <mray@ci.moscow.id.us>
Subject: Huge new subdivisions

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Hi Mike,

I'm writing in opposition to the approval of the huge new annexations and developments in Moscow. Before these new subdivisions are built Moscow needs to address the many impacts they will cause.

I live on D street, and over the years the traffic here has become constant, loud and unhealthy. I don't even want to imagine the increase we will have from the Slonaker/Mountainview 82 acre annexation and development. This will include all the east west traffic from 270 new residences and the additional heavy construction traffic. We will already be facing a major increase when the very large new Logos school is completed.

Developers should have to pay for traffic analyses, new east west arterial streets, and mitigate other impacts on our city. We have a limited water resource and I have been following the recent news of water woes in nearby smaller cities. Let's not develop now and "figure it out later".

Sincerely,
Chris Wegner
617 E D
Moscow

Sent from my iPhone

Jennifer Fleischman

From: Michael Ray
Sent: Wednesday, August 25, 2021 11:22 AM
To: Jennifer Fleischman
Subject: FW: Woodbury Annexation

From: Cynthia Mika <cynthia.mika@gmail.com>
Sent: Wednesday, August 25, 2021 11:17 AM
To: Michael Ray <mray@ci.moscow.id.us>; Council <council@ci.moscow.id.us>
Subject: Woodbury Annexation

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.

Dear Mr. Ray, Members of Moscow's Planning and Zoning Commission, and Moscow City Council Members,

I just read about the proposed Woodbury annexation and want to add my voice to others who are concerned about the declining aquifer situation that affects Moscow residents. Since I have not read of any plans to address the issue, especially in light of P&Z members and the City Council members approving several new subdivisions, I would like to express my dissatisfaction with P&Z's and the City Council's lack of preparation and my opposition to approving the Woodbury annexation until the water issue has been addressed and resolved.

Sincerely,

Cynthia Salisbury Mika

City Council

Moscow, Idaho

August 24, 2021



Dear Council,

Regarding the proposed 21.73 Acre development North of Slonaker Dr., east of Arborcrest and South of Trail Road -

we have some concerns:

#1. Heavy traffic – between the development and the school that is already planned in this area there will be a considerable increase in traffic on Mountain View and the streets feeding into Mountain View. This development will open the door for more development and more traffic. Traffic has already increased with parents dropping off kids at the school site for sports practices. Those of us who live in the county have few options but to travel on Mountain View to go into town.

#2. The Neighborhood Business Zone - Businesses would attract even more traffic and should not be allowed in a residential area -especially one so close to rural areas.

#3. Is this really the direction the city should grow in?

We have heard from many others who feel as we do but don't come forward because they feel they won't be heard.

Thank you for your consideration.

Sincerely

A handwritten signature in blue ink, appearing to read "Dwane and Connie Benson".

Dwane and Connie Benson

Moscow, Idaho

To: Moscow Planning and Zoning (P & Z) Commissioners

From: Kathy Dawes, 1018 East E St. and 33 people listed below who wanted to have their names added to this letter

Re: The Woodbury Subdivision

Date: August 20, 2021

We do not support having the Woodbury Subdivision annexed to Moscow because of our concern that not all of the Relevant Criteria and Standards (RCS) are being met. The standards that are not being met are in bold below:

Rezone

A. The proposed rezone is consistent with Comprehensive Plan goals, objectives, and implementation actions. This proposal is not consistent with specific Comprehensive Plan goals. Chapter 5 of the Comprehensive Plan states, "This chapter evaluates the City's projected growth in light of its available water supply, public facilities, infrastructure, services, and available land for development and redevelopment. This effort is guided by the following general goals:

- Provide for sustainable growth while conserving natural resources and enhancing the character of the community and region.
- Advocate and practice the sustainable management and development of local and regional water resources and supplies to meet the needs of both current and future residents."

The Comprehensive Plan also states, "Aquifer water-level decline has been observed for decades within the Palouse Basin. Groundwater withdrawals by all users must be managed in order to keep the aquifers available for continued use." We do not see that this development plan includes an effort to 'conserve natural resources', particularly our water resources. Nor does it provide 'sustainable management and development of local and regional water resources and supplies' that will meet the needs of current and future residents of Moscow. All residents of Moscow will be impacted because we all share a common, limited water resource.

E. 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. In the Rezone application for the Woodbury proposal on Page 2 Part E, the comment submitted refers only to streets and traffic. We do not believe that the Commissioners can guarantee that existing public facilities, particularly our water resources, can adequately serve the additional homes and residents being proposed by this addition. This was not addressed in the application.

Planned Unit Development (PUD)

A. The proposed PUD is consistent with the Comprehensive Plan. (See comments above regarding the Comprehensive Plan)

D. Public services and utilities are available or can be made available and are adequate to accommodate the proposed PUD. In the PUD application on Page 2, Part D, the comment submitted states merely, "All utilities are directly accessible." This is an inadequate response. Given the number of times in the project description the authors mention well-landscaped grounds; landscaped common green; shared open lawn; broad tree-lined walks; green spaces abound as connections to the inner and outer walking paths; clusters around a center landscaped area, etc., there will definitely be a need for

irrigation of some kind. With the current status of our limited water supply, we do not believe the developers nor the Commissioners can guarantee that this resource and related public services will be adequate to accommodate the proposed development without negatively impacting the rest of Moscow.

Preliminary Plat

C. Public Services and utilities are available or can be made available and are adequate to accommodate the proposed subdivision. (See comments above for PUD)

D. The proposed subdivision will not be detrimental to the public health, safety, or general welfare. Reduction of water resources available to Moscow residents, due to the greatly increased demand for water by the homes and residents of this proposed subdivision, will definitely be detrimental to public health, safety, and general welfare of ALL residents of Moscow.

The P & Z website states that “The Commission may establish subcommittees, advisory committees or neighborhood groups to advise and assist in carrying out the responsibilities of local planning.” Has the Commission considered forming any subcommittees or advisory committees? We would recommend developing such a group to determine how the conditions of our limited water resources are affected by current trends in weather, water use, rainfall, drought, etc.

In the August 7th Daily News article titled “High temps precipitate increased water usage on Palouse” it was noted that “scorching temperatures and dry conditions have led to higher-than-normal water usage this summer on the Palouse.” Although Tyler Palmer, Moscow deputy city supervisor of public works and services, stated, “we know that these patterns can’t continue indefinitely,” we are concerned that there actually may be a pattern of higher temperatures and lower rainfall over the past years indicating that climate change is having an impact on the Palouse and that this pattern could continue for many years. The P & Z Commission should have access to such data which could be gathered by an advisory committee.

Although the City has taken steps to encourage water conservation measures, we feel this alone will not remedy the situation we are facing with regard to our limited water resources. Planning and Zoning Commissioners need to take into account what measures developers will take to meet the goals of the Comprehensive Plan regarding water and other resources as stated above.

Finally, we know that Commission members feel obliged to treat all projects the same and that many housing developments have already been approved and recommended to the City Council. However (1) there is no evidence that P&Z or the Council adequately addressed these specific issues in the RCS developed for those proposals and (2) there is concern about this project being the “straw that breaks the camel's back.” We are very concerned that the proposed Woodbury Subdivision will annex and rezone non-irrigated farmland to produce 74 water-drawing residential lots that will have considerable impact on our city’s ability to meet water needs into the future.

The following Moscow residents agree with this letter and have asked to have their names included:

Terri Schmidt
711 S Jefferson Street

Cece and Joe May
1309 Slonaker Drive

Beth and Paul Hendrix
1306 Slonaker Drive

Ellen and Andy Johansen
1212 Slonaker Drive

Heather and Chris Walker
1115 Slonaker Drive

Debbie and Steve Kadlec
1109 Slonaker Drive

Lynn Weaver
1222 Juniper Dr.

Janice Willard
3110 Darby Rd.

Jana Argersinger
1415 Pine Cone Rd, #8

Joann Muneta
203 S. Howard

Molly Hierschbiel
243 Moser Ct.

All Poplawsky
2108 Vandal Dr.

Chris and Molly Pannkuk
801 E. 3rd

Gary and Joy Williams
801 E. B St.

Zena Hartung and Dennis Rosvall
2809 Hampton Ct.

Cynthia Leonhart and Michael Whiteman
2718 Wildrose Dr.

Mac Cantrell and Janice Boughton
622 East B St.

Jodi McClory
203 N. Blaine

Rosemary Shively
1937 Vandal Dr.

Melanie Menke
1845 Orchard Ave.

Martha Schmidt
267 Circle Dr.

Nancy Attebury
351 Quail Run Dr.

Myron Schreck
494 Ridge Rd.

MEMO

Date: August 25, 2021

To: City of Moscow Planning and Zoning Committee

From: A. Hoste; Moscow, Idaho
Other concerned citizens

Re: Applications LUP2021-0022, LUP2021-0023, LUP2021-0024

Moscow's Comprehensive Plan, and Rezoning

Like many, in Moscow, I'm alarmed by the rapid pace of construction in town and its effects on water and traffic. Growth is part of life-- but developer-driven growth for profit is changing the character of our rural community. The project before you--**to ultimately rezone eighty-two acres of Palouse farmland and convert it into a residential subdivision**-- is a case in point. The developer intends to build 270 homes on the acreage, with "carriage houses," "accessory dwellings," and "neighborhood businesses." How many people will live there? It's unclear. Why does it matter? Because population density = traffic volume.

The developer of Woodbury subdivision maintains that annexation is consistent with **Moscow's Comprehensive Plan**. I respectfully disagree, and offer clarification from the Plan:

- The Plan's objective is to **"Promote the conservation of valuable agricultural lands and Moscow's surrounding rural landscape."** (Section 1.4)
- "This Plan is intended to **promote the broader public interest** rather than the interests of individuals or special groups. (Section P.1)
- **"Preservation of farmland and natural features, protection of riparian areas, and conservation of water resources** are all important to the community." (Section 1.1.1)

I cannot support **this rezoning effort; it does not preserve our farmland; it does not protect our rural heritage; and it does not enhance our quality of life.**

Point One: Increased Traffic Density

How does this project erode our quality of life? The developer's engineer, DKS Engineering, projects that **because of this four-phase development, daily vehicle trips will increase by 50% on Mountain View Road. Daily trips on Orchard Avenue will increase by approx. 64%. Traffic on D Street will increase by 45%.** (DKS study, complete application packet.)

Quite seriously, if traffic increases as DKS predicts, travel times will lengthen. Imagine trying to pull out of your driveway onto one of these streets at 7:45 on a Monday morning. Commutes will be miserable for everyone. And during construction, pedestrians, cyclists, and drivers, will have to contend with a steady stream of construction vehicles hauling heavy equipment for the next, what? 5 years? More? This will in no way enhance the character of our community.

Point Two: Existing Roadway Designations

Although the Engineer's, traffic volume estimates may fit within current road classifications (Mountain View is a designated minor arterial and Orchard is a collector street), Moscow's **Comprehensive Plan states that new development should be served by the city's "existing transportation network," Neither Orchard nor Mountain View meet Comprehensive Plan designations to the north. They lack sidewalks, bike paths, and transit facilities at this time. We must address infrastructure before entertaining the current rezoning proposal.**

Point Three: Outdated Traffic Data

How did DKS calculate future traffic volume? They projected that **the entire Woodbury subdivision would generate roughly 2,555 additional vehicle trips per day** and combined this information with "year 2021 existing conditions." This makes sense to me. But where did the 2021 information come from? DKS produced an estimate based on data from the City of Moscow. To be specific, DKS reviewed **an intersection study from 2017, a 15-year-old intersection study from 2006, and traffic data from Moscow's 2014 Multimodal Transportation Plan.** Then they adjusted for 1%, per year, annual growth.

As you review the packet attached to this application, keep in mind **that the phrase "2021 existing conditions" refers to estimated conditions based on outdated data.** If DKS underestimated pre-development traffic volume and/or their 2,555 Woodbury count, increases in density percentages could be even steeper than projected. **DKS did not include traffic studies for an Orchard intersection or for Mountain View at Sixth Street.**

I have limited confidence in the Woodbury traffic impact study. No doubt DKS did what they could with outdated data. Still, the **City of Moscow should conduct a more recent traffic study for the Engineer's use before entertaining this, or future, rezoning requests.**

"Planning helps direct development rather than reacting to individual proposals as they occur." (Section p.1.1} We must not sign off on this rezoning application simply because the application before it was approved. **Housing Developments are not the same; they vary in location, population, and character. They should be evaluated fairly--and individually--based on their merits.** Thank you for your consideration.

WE AGREE WITH THE VIEWS EXPRESSED ABOVE

1. ROSEMARY PAVLOV
2. ANTONE HOLMQUIST

12. ELISABETH BRACKNEY
13. TOM ORDWAY

3. KRISTINE ROBY
4. MARILYN BECKETT
5. CHRIS WEGNER
6. JENNIFER BOBIER
7. STEPHANIE MILLER
8. DEBRA MC KINNON
9. SUZANNE MARIE KURTZ
10. RODNEY FREY
11. SHERRY DODSON

14. CALLY MATSUOKA
15. CAROLE WELLS
16. KAMI SCOTT
17. KATHIE DAWES
18. GERRI SAYLOR
19. JERRY GRZEBIELSKI
20. DIANA AULADELL
21. DEBBIE KADLEC
22. STEVE STREETS
23. MEGAM KLEMSRUD
24. MELANIE MENKE
25. LINDA CANARIE
26. KATHERINE STERLING

To: Moscow Planning and Zoning (P & Z) Commissioners
From : Megan Klemesrud (and others who have signed below)
Re: The Woodbury Subdivision
Date: Aug 20, 2021

A few weeks ago I was reading the Daily News public notices (Weekend, August 7&8, 2021) and I saw that yet another large proposed housing development was coming up for approval. After reviewing it, I was uncertain about what to do, or if there was anything that could be done. There are so many subdivisions already approved and going up all around Moscow right now. Are they being built with regard to our water or infrastructure systems being able to handle this growth? Is it sensible to approve yet another development first and figure out water use afterwards? I think we may be putting the cart before the horse.

I understand the Palouse Basin Aquifer Committee has been working on other water sources. When they share them, how costly will it be? Where will this money come from to pay for this additional source? Why not PAUSE for answers before approving more large housing developments to be annexed into our city.

I recently discovered that our city has a Comprehensive Plan. After studying this plan and its objectives related to planned growth and conserving our natural resources, it has prompted me to ask more questions concerning the proposed Woodbury development. These are just a few.

- * Does the Woodbury proposal "promote the conservation of valuable agricultural lands?"
- * Does this proposal "conserve and protect the groundwater of the region's aquifers?"
- * Can the city currently "provide for a safe and sustainable water supply that meets the current and future needs of the community" considering the size of this subdivision?

We don't really know if there is enough water to support this surge in development. Moscow Comprehensive Plan states "while the aquifers have been the subject of many studies over the year there are still data gaps that need to be filled". In August 7th, 2021 Daily News article titled "High temps precipitate Increase Water Usage on the Palouse," reporter Garrett Cabezza writes, "In the past decade water levels for the Grande Ronde Aquifer, the deepest of the two aquifers on the Palouse, have declined by 0.7 feet per year." Again I ask, can we PAUSE this growth and fill in these gaps before we make such big decisions?

Moscow has already agreed to restrict aquifer withdrawals and we currently rely on water conservation to counterbalance development-driven demand. But, if the proposed Woodbury subdivision is allowed to be annexed into the city, it will draw water from that very same aquifer. How much water? Enough to maintain landscaping for the first phase of the development which includes 74 home sites, of those, a few "garden lots", Carriage houses, four private parks, a small private pool, a private hot tub, shady tree-lined streets, and a "good amount" of landscaped green spaces. ("species to be determined.") All of this is laid out in detail in the Woodbury plan.

What is missing from the application is any mention of water conservation or drought-tolerant landscaping. To quote Tyler Palmer, Deputy City Supervisor of Public Works and Services states in the same Daily News article, mentioned above, "The absolute biggest shift that we need to see in Moscow and American Society in general is we really need to divorce our affinity for green grass." The Woodbury application says that specific groups of homes will have common areas of front yards "designed and specified by the developer" But ultimately, "the master HOA and each sub-HOA will have authority to make changes over time as they see fit."

Can we ask the developer to provide water use details? Will the HOA require drought-tolerant landscaping? And will designated "grass" area included in the plan remain parks, or will they be subject to future development?

AGAIN, I ask for PAUSE. Is it sensible to approve a development first and figure out water use afterwards? I do think we may be putting the cart before the horse. As you discuss the Woodbury subdivision and future projects, I hope you will review Moscow's Comprehensive Plan and consider the effects of these proposed new housing developments will have on our city's limited resources.

I have shared this letter with other concerned citizens and the list of names below are in support of asking that you PAUSE approval for this current housing development called the Woodbury Subdivision until the questions of water resources and sustainability brought up by this letter are answered.

Thank you for listening,

Megan Klemesrud
538 N. Blaine St.
Moscow, Idaho 83843

Tracy Arvas

Carmen Savage

Joanne Westberg

Stephanie Miller

Jim Christiansen

George Tanner

Kristine Roby

Rodney Frey

Ann Hoste

Debbie Kalec

Cally Matsuoka

August 17, 2021

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
1212 Slonaker Drive
Moscow

To Moscow, Idaho City Council, September 4, 2021

I am writing a letter supplementing one I submitted August 17, to the Moscow Planning and Zoning members, regarding the Woodbury Development. I thank the P & Z for their consideration of input given and the conditions they recommended for the construction process. A couple of the previous comments are therefore not as applicable but are still included to give the background for our concerns. Traffic and Water were the two dominant concerns expressed during the meeting, but I am primarily addressing traffic.

The original Mark Wintz proposal for the 82 acre site is similar to several other developments mentioned including the town of Seabrook, and two others near Seattle. (Seabrook is an isolated beach town/resort with mostly rental properties) I am also very familiar with a similar community near Boulder, Colorado as my daughter and family live there. The glaring differences with the Woodbury addition from the others mentioned, is that they are all in urban areas with a large population and supported by in-place infrastructure. All have 4 lane major highways at the edge of their subdivisions and Seabrook is a separate, coastal town. The community in Colorado has major 4 lane roads on two sides of the subdivision and it has only about 160 primary residential units plus about 75 percent with carriage houses. Traffic is still a big problem during peak times of the day. If the Woodbury project were proposed to be built next to Highway 95 north or south, or even Palouse River Drive on the East side of town it would be fairly simple to improve access to handle an increase in traffic, but when it is plopped down in the middle of a constrained area as it is, the city and tax payers will be years attempting to mitigate the multiple problems that increased traffic will cause.

The P & Z recommended as a condition, that construction traffic enter the Woodbury development from Trail Road during Phase I, until all infrastructure is complete. I further request that the heavy construction trucks and equipment be required to use the same Trail Road entry because of the safety factors, traffic and the inadequate construction of Slonaker Drive for heavy equipment. **Mountain View** to Trail Road entry should remain the construction equipment entrance for the remainder of construction. Even in the follow-on stage when the Arborcrest Road entrance to the development is completed, it would be much safer to continue using Mountain View to Trail Road rather than Orchard Avenue as it has no sidewalks or curbs and is hilly and narrow, with extremely restricted visibility beyond Lanny Lane.

We thank you for your efforts to keep Moscow safe and a desirable community in which to live.

Andy & Ellen Johansen
1212 Slonaker Drive
Moscow

Handwritten signatures of Andy and Ellen Johansen. The signature for Andy is written above the signature for Ellen. Both signatures are in cursive and appear to be in black ink.

September 14, 2021

Dear City Council Members,

If I knowingly wrote a check with insufficient funds in the bank, I could be charged with fraud and taken to court. If Moscow encourages development despite insufficient water in our aquifers, is that really any different?

I fear we're on the verge of over-appropriating water we can't guarantee. Last year, Californians filed a lawsuit charging that the City of Santa Monica failed in its duty to protect the environment because the city council approved a development with insufficient environmental impact study. As one resident put it, "The city got steamrolled by [the developer] from the beginning and ignored the public outcry. . ." Ultimately, city council members directed staff to cease negotiations with the developer; the mayor supported their action. **They took a hiatus.**

Moscow is so unlike Santa Monica. But we're similar in one regard: concern about the environmental impacts of unbridled growth. Developers appeal to those who welcome revenue. But what's the monetary value of a subdivision to our city if we must pay to truck or pipe water to town? The Palouse Basin Aquifer Committee is exploring the price of alternate water supplies; let's wait to see what the numbers are. Our mayor acknowledges that water resources are in decline and that the Grande Ronde aquifer doesn't recharge fast enough to sustain us. So why the rush to develop? It'll take years to find and pay for a solution to this problem; why not **pause** and sort it all out?

Proponents of growth say we can't stop development—that we need more housing to keep up with demand. We hear a lot about the 2019 Palouse Regional Housing Assessment study; it reported that in 2017, Moscow had a shortage of 342 single family, free-standing homes. What we don't hear about (according to the same study) is that Moscow had a surplus of 99 duplexes and 608 multifamily/ townhouse units that year. Apparently, we had plenty of dwellings, but buyers preferred free-standing homes. This counters the argument that home prices are skyrocketing due to inadequate supply.

The developer acknowledges he's not building low-income housing. As he sees it, the Woodbury fulfills a housing need for retirees, empty-nesters, and single homeowners. His smallest "entry level" home has a price tag "in the low \$300,000"; it's unclear how much the larger garden homes will cost. This subdivision doesn't address the Moscow's affordable housing problem—it exacerbates the problem.

Recieved 09-15-2021

We're told that rising home prices are the result of limited supply. Nils Peterson, Executive Director for Moscow's Affordable Housing Trust, recently addressed this in a presentation for the League of Women Voters. He explained the unique housing challenges of a university town and likened students to tourists who compete in a local housing market with deep-pocket funding from out of town. "Students will double and triple up and all of a sudden, a \$1,200 rent doesn't look so bad because they're dividing it three or four ways." This drives up rental prices, he added, which in turn drives up the price of starter homes. Adding more houses won't solve Moscow's rising price dilemma.

So how many more homes do we need for the future? The Palouse Regional Housing Assessment reported that the region would need over 2,600 additional single-family units from 2017 to 2027. That's roughly 270 per year. It sounds like a lot, but the devil is in the details. "The region" refers to Whitman and Latah counties, combined. As per Mr. Peterson's presentation, only 1/3 of those 270 free-standing units per year apply to Moscow, the rest apply to Whitman and Latah counties, and Pullman. "We should be building 90 houses per year," he said.

Is Moscow close to this 90-unit annual target? I don't know. How many projects have we built since 2017? How many have we approved for future construction? If there's a clearing house for this information, I couldn't find it. But we need to track these numbers because every dwelling represents an increase in water use. "Accessory dwelling units" should also be included in this data.

Woodbury is a case in point. At first glance, it looks like Phase One will accommodate 74 households on 74 home sites. This seems straightforward enough; but the developer includes provisions for carriage houses/accessory dwelling units. These aren't small efficiency apartments, by the way. Carriage houses on garden lots can be independent structures of up to 1,200 square feet. On smaller lots, 750 square foot accessory dwellings can be built over two and three car garages. We don't know how many of these accessory dwellings will be built, so we don't know how they'll impact water use. We also don't know whether or not the Woodbury Homeowners Association will allow carriage houses and the like to become income-generating rental units.

There's even less information in the packet about how hybrid Village/Business lots function. We've heard about coffee shops, day cares, etc. Are these businesses operated out of a home? Is the business built on the ground floor with a residence above? Are businesses operated by homeowners, or do homeowners rent shop space to others? In any case, businesses use water too.

A Math Problem (by way of conclusion):

According to the U.S. Environmental Protection Agency, Idahoans use 150 – 200 gallons of water each day. **How many gallons of water will a single Woodbury resident use in a year? Answer: 54,000 - 73,000 gallons.**

When complete, the Woodbury will include 270 homes. If, as the U.S. Census Bureau reports, the average Moscow household has 2.25 occupants, **how many people will live in Woodbury? Answer: 607.5** (excluding residents in carriage houses and accessory dwelling units).

If 607.5 people live in Woodbury, and they consume 54,000 - 73,000 gallons of water per year, **how much water will the Woodbury use every year? Answer: 32,805,000 - 44,347,500 gallons.** Yes: 32.8 - 44.3 million gallons of water every year into the future, from struggling aquifers (excluding water use associated with carriage houses, accessory dwelling units, and businesses). **Numbers of this magnitude cannot be adequately addressed with river rock landscaping and low-flow toilets.**

Moscow has a comprehensive plan-- a document to guide land use. Do we honor it, or dismiss it as obsolete and impractical? A Planning and Zoning Commissioner recently told us, "There is no pause button." I disagree. There is a pause button: **I urge you to table this this application** until we have current aquifer level data, and PBAC's price tag for alternative water sources. By tabling this request, you will also give staff time to research citizens' questions about land use, traffic, and water consumption. Benjamin Franklin famously said, "**When the well is dry, we know the worth of water,**" Let's not write a bad check when it comes to, our single most valuable resource on the Palouse.

Thank you,

Ann Hoste
Moscow, Idaho

Here's a link to the League of Women Voters of Moscow event:
https://www.youtube.com/watch?v=Bpv_W5y9lul.

August 17, 2021

Excerpts from Moscow, Idaho's Comprehensive Plan

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 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

several large housing developments already approved for Moscow. All of these areas, being developed on previously farmed land, had ZERO water usage as this is dry land farming area. I have serious concerns for Moscow to continue approving these large developments without a full understanding of the impact water consumption.

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.

The **sense of community and character of Moscow**, as described in comprehensive plan, is what I believe most people love about Moscow. While this development has many interesting characteristics that might work nicely in a very urban area (California and Seattle), it is not characteristically similar to any of Moscow's current neighborhoods. The majority of the houses proposed are to have rear entry garages with narrow alley access, to allow more houses to be built close together. Over 70% of the lots (in the initial proposal presented in March) are 60 feet x 100 feet—many 40'x100' or 50'x100'. Also the majority of the homes will have only a hedge and sidewalk separating it from the street. Mr. Wintz commented many times on the walkability of the area and the green space, which is appealing and also said no one will need to have a lawnmower. However, the lack of permeable land other than the green space raises concern for water run off. The high density of housing **does not fit** with the surrounding neighborhoods. When presenting the plat at the meeting, Mr. Wintz referenced a similar development, Seabrook, just south of Seattle. A number of people have said to me, "I like the looks of this.....just not in Moscow, maybe in a more urban area." The Seabrook development is available online if you care to look at it.

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.

In the course of another meeting that was held with a small number of Slonaker Drive residents, Mr. Wintz indicated that a least 10-15 feet of the hilltops would be removed before developing. The natural beauty of the rolling hills will be removed further detracting from what we know and love about the Palouse. Realizing that a certain amount of dirt moving must be done, I am concerned about what appears to be significant changes to the rolling hills of the Palouse landscape.

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.

Ellen Johansen
1212 Slonaker Drive
Moscow



September 4, 2021

To: Moscow City Council Members

Re: Woodbury Phase 1 proposed development

Attached is the letter I wrote to the Planning and Zoning committee (meeting held August 25, 2021), referencing the Woodbury Phase 1 proposed development.

Traffic: The issue of construction traffic on Slonaker Drive, which I referenced as a significant concern, was partially addressed. However, the day to day traffic on Slonaker Drive, after the infrastructure is in place, was not addressed. I implore you to review what was used to justify the traffic assessment for this development, using grossly outdated traffic studies from 2006 and 2017. Only 2 intersections on Mt. View (D & F Streets) were looked at and nothing on Orchard Avenue or Slonaker Drive.

Water: I and many others in attendance were extremely discouraged to hear more than one member of the P & Z committee state “we don’t have the tools” to deal with the water issues. One P & Z member stating that it would probably take a water crisis before anything is done. Moscow cannot continue to approve an unlimited amount of developments with massive numbers of proposed homes and not expect to find ourselves in a situation where we have a crisis and run out of water.

Sense of Community: Several members of the P & Z expressed they really liked what they saw in the Woodbury Plat development. I will continue to express my belief that it is not characteristically similar to anything in Moscow and that it **does** have a sense of being its own community and does not blend with surrounding neighborhoods . The initial plat that we were presented with in the neighborhood meeting with Mr. Wintz back in March had the following at the bottom of the plat:

SLONAKER NEW VILLAGE—MOSCOW, IDAHO

Mark Wintz—Village Founder: Qamar and Associates Inc. **Town Plan**

February 21, 2021

This was what we, as neighbors to this development, were presented with and I can honestly say, we felt that this was being developed as a separate community. The name of the development has since been changed to Woodbury and the plat no longer references Mark Wintz as the Village Founder.

Again, I will say, I am not opposed to growth.
The tax benefit is clear and needed in Moscow
Mr. Wintz has a reputation of building nice homes.

I would ask that as the voice of the citizens of Moscow, you as City Council members, take time to really evaluate the Woodbury Phase 1 proposal. I ask that you specifically study the concerns for traffic impact, lack of adequate infrastructure, water and the continuing depletion of the Grande Ronde Aquifer and maintaining Moscow’s sense of Community and Character

Thank you for your efforts to ensure Moscow continues to be a thriving community with a strong sense of character and community.

Ellen Johansen
1212 Slonaker Drive
Moscow, Idaho

To: Mayor Lambert and City Council Members
From: Megan Klemesrud
Re: The Woodbury Subdivision
Date: Sept.14, 2021

At last months P&Z meeting during the public hearing I asked the commissioners to pause the annexation and development recommendation for the Woodbury development because I was/am very concerned about the recent increases in approved developments and their eventual impacts on our questionable water supply. The commissioners replied that they didn't have the tools to say no to one development and yes to another when it concerns water issues because it is a regional problem.

I believe we are in a water crisis now. I am asking you to pause this 74 unit (270 units total) Woodbury development until we have solid answers concerning water. Our city's comprehensive plan states we must "provide for a safe and sustainable water supply that meets the current and future needs of the community." It also states to "conserve and protect the groundwater of the regions aquifers." Idaho's Urban Growth, Land Use Planning, and Water Rights In Idaho publication states, "Cities and counties are required to consider land use impacts on aquifers." (see attached document). Our aquifers are shrinking yearly despite our citizens conservation efforts and options to obtain additional water sources have not been resolved. Shouldn't we first solve this very important issue before we approve yet another large development?

When questioned about the lack of water sustainability and conservation in the proposed Woodbury development, developer Mark Wintz rebuttal was "there will be shared green spaces with shrubs and gravel in the high density units." There was no mention of how they were going to adopt water conservation or sustainability practices in the twenty large garden lots and thirty-six Fort Russell style homes, or in the seven small businesses, or the four private parks, swimming pool, tree lined streets and pathways, or the four large areas marked as grass let alone the volumes of water consumed by the households both big and small. How can you promise enough water to this development?

Our dwindling water supply is the key concern in pausing this annexation, but there are many other concerns to consider in this development plan.

The MCP's chapter concerning community connectivity and mobility states,"Plan for the orderly development and continuity of the City's streets and pathway systems, as well as connectivity to regional transportation networks to ensure the efficient navigation and delivery of services by residents and visitors."

Recieved 09-14-2021

Mr. Wintz talked about connectivity but only within the Woodbury community itself not the connectivity to our downtown. The location of the proposed community is located over two miles north from downtown. The main roads to reach the development are currently underdeveloped lacking sidewalks and bike paths (Orchard and Mt. View). To the North the two access roads are gravel (Trail Rd. and Arborcrest). The quickest and most efficient way in and out of this development to even reach the main roads of Orchard and Mt. View is by going through two quiet established residential streets, Slonaker Dr. and Lanny Lane. Even with costly improvements on the four major arterials, Slonaker Dr. and Lanny Lane will forever turn into two busy and major thoroughfares. This design is intended to be its own community, one that is better suited to be built off a major highway and/or to be built in the outskirts of a major city such as Seattle, Spokane, or Portland.

Our City's comprehensive plan says to "provide for sustainable growth while conserving natural resources and enhancing the character of the community and region". It also says, to "Promote the conservation of valuable agricultural lands and Moscow's surrounding rural landscape." Mr. Wintz describes the land he wishes to develop as "a monoculture of weeds". I beg to differ. This year from Trail Rd. south all the way to Mt. View it was a beautiful field of yellow canola. Last year it was a sea of waving wheat. I urge all of you to drive out there before this meeting and see for yourselves what I have presented in this letter.

Last, I question the affordability of these homes. The smallest of the Woodbury units in the high density area will start in the low 300K. Mr. Wintz said he is "catering to mature singles and empty nesters." My husband and I are retired and have lived in our 1957 home here in Moscow for 32 years. If we wanted to downsize to this development it would be unaffordable. This development is meant to draw people from outside the area who had /have big city wages or had lived in big cities who sold high and can buy equal or lower housing. This is designed to be it own separate community away from downtown Moscow with Moscow Mountain views, private parks, businesses, walkways and bike paths. This does not meet the current residents of Moscow's housing needs or budgets. We need to address affordable housing and this development is not affordable for the wage base in our community.

Again I ask you all to please pause the decision to annex this land into our city. Pause this development and future ones until we can let the dust settle on the current developments being built now. Especially consider pausing this development until we have concrete answers concerning our water.

Thank you for your time,

Megan Klemesrud 538 N. Blaine St. Moscow

Recieved 09-14-2021

Urban Growth, Land Use Planning, and Water Rights In Idaho

**For Publication by the
Board of Advisors
"Dividing the Waters"
National Judicial College**



August 7, 2017

Christopher H. Meyer, Esq.

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The 1996 Act's prohibition against serving "conflicting plans" areas applies equally to municipalities and to private utilities providing municipal water. Thus, a water utility cannot base its RAFN quantification on service to lands where two municipalities have an unresolved area of city impact dispute.

It bears emphasis that the "conflicting plans" areas probation applies only to water rights (or the portion thereof) held for RAFN. Municipal providers may acquire and hold water rights to serve existing or short-term needs within such "conflicted" areas.

H. Cities and counties are required to consider land use impacts on aquifers

In 1989, as part of larger legislation expanding IDEQ's role in ground water protection, the Idaho Legislature enacted a provision requiring municipalities to address ground water impacts when updating their comprehensive plans. 1989 Idaho Sess. Laws ch. 421 (now codified at Idaho Code § 67-6537(4)).

A comprehensive plan, as its name implies, is a comprehensive articulation of the conditions and objectives that will guide future growth within the geographic boundaries of the city or county. Idaho Code § 67-6508. "This Court has held that a comprehensive plan does not operate as legally controlling zoning law, but rather serves to guide and advise the governmental agencies responsible for making zoning decisions." *Urrutia v. Blaine County*, 134 Idaho 353, 357-58, 2 P.3d 738, 742-43 (2000) (Trout, C.J.)

However, LLUPA mandates that zoning ordinances must be "in accordance with" the comprehensive plan. Idaho Code §§ 67-6511 and 67-6535(1). Consequently, developers and others seeking or opposing rezones must pay particular attention to the comprehensive plan—including the development's impact on the aquifer, if any.

I. LLUPA's mandate for use of surface irrigation water when available

In 2005, the Idaho Legislature enacted legislation requiring land developers to use surface water for lawn irrigation systems if possible. 2005 Idaho Sess. Laws ch. 338) (H.B. 281) (codified at Idaho Code § 67-6537).¹⁵ "All applicants proposing to make land use changes shall be required to use surface water, where reasonably available, as the primary water source for irrigation." Idaho Code § 67-6537(1). This mandate is driven by the assumption that ground water (which typically does not require treatment to be used as drinking water) is more precious than surface water.

The legislation is not directed to IDWR. Instead, it amended LLUPA, which governs planning and zoning actions by cities and counties.

¹⁵ Idaho Code § 67-6537 was first enacted as a part of the Ground Water Quality Protection Act of 1989, 1989 Idaho Sess. Laws ch. 421. At that time, it merely required local comprehensive plans to consider ground water protection (see discussion in section ~). It was not until 2005 that the provision was amended to add the substantive mandate to developers to use surface water when available.

Looking South
on Mt View
Rd June 2021



Looking
East of Orchard
Aug 2020



Revised 09-14-2021

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 City Council of the City of Moscow at which time the following proposals will be considered:

1. Annexation of the 21.73-acre subject property.
2. Comprehensive Plan Land Use Designation amendment from Auto-Urban Residential to a combination of the Auto-Urban Residential and Suburban Commercial designations.
3. 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.
4. 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.

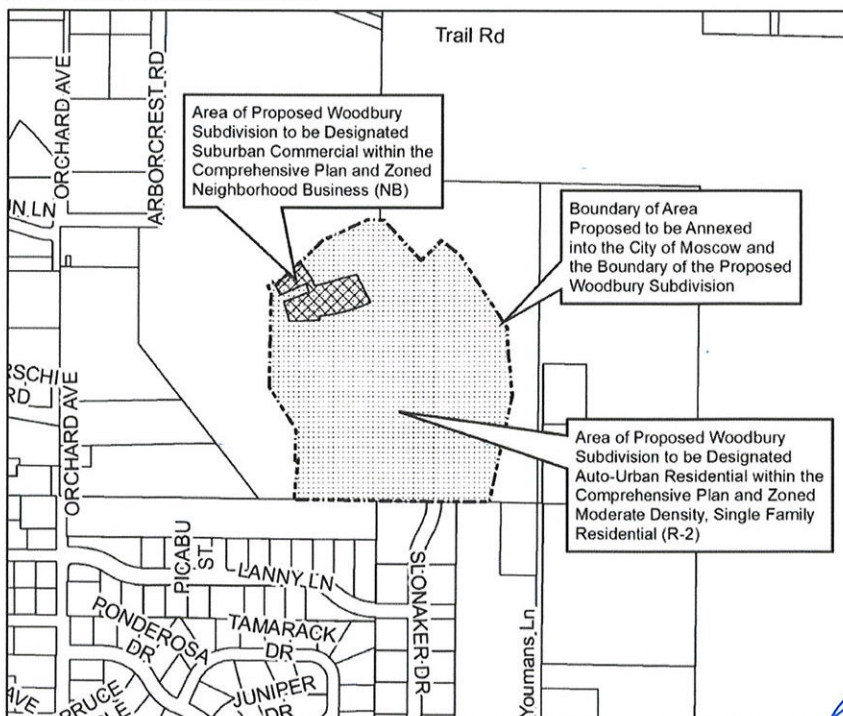
The City of Moscow Planning and Zoning Commission conducted a public hearing for the proposed Comprehensive Plan Land Use Designations, Rezone, PUD, and Preliminary Plat on August 25, 2021 and recommended approval with three (3) conditions.

MEETING DATE: Monday, September 20, 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, September 4, 2021

**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 TWENTY-ONE POINT SEVEN THREE (21.73) ACRE AREA OF LAND 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, KNOWN AS WOODBURY ADDITION TO THE CITY OF MOSCOW, IDAHO

WHEREAS, the applicant filed an application for Annexation, Comprehensive Plan Land Use Designation, Rezone, Planned Unit Development (PUD), and preliminary plat on June 17, 2021; and

WHEREAS, this matter came before the Moscow Planning and Zoning Commission during a duly noticed public hearing on August 25, 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 twenty-one point seven three 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.
3. The subject property 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 Subdivision.
4. Within the 2019 Moscow Comprehensive Plan, the subject property is currently designated as Auto-Urban Residential and the proposal is a combination of the Auto-Urban Residential and Suburban Commercial designations.
5. Auto-Urban Residential (AU-R) 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.”

6. Suburban Commercial (SC) 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).”

7. 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).
8. 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).
9. 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.
10. 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.
11. 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.
12. 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.
13. 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.
14. 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.
15. 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.
16. 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.
17. 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.
18. 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.
19. 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.
20. 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.
21. 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.
22. 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.

23. 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.
24. 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.
25. 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.
26. 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.
27. 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.
28. 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.
29. 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.
30. 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.
31. 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.
32. 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.

33. 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.
34. 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.
35. 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.
36. 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.
37. 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.
38. 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.
39. 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 a 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.
40. 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.
41. 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.

42. 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.
43. 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.
44. 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.
45. 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.
46. 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.
47. 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.
48. 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.
49. 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% parkland 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.

50. 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.

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 Suburban Commercial (SC) designation is intended to provide local and neighborhood commercial services in a manner that is compatible within a residential neighborhood environment. The Auto-Urban Residential (AU-R) designation provides low- to moderate-density residential uses at densities between three to six units per acre, which the proposed PUD meets. The proposed PUD also furthers a goal of the Comprehensive Plan to provide a mix of housing that meets the economic and lifestyle needs of the diverse population of Moscow. 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 innovative new urbanist themed development which utilizes public and private street to provide rear loaded garages, front porches, tree-lined streets, and a walkway system that will connect a number of small linear parks. The proposed PUD creates 7 lots that are proposed within the NB Zone and 67 lots proposed within the R-2 Zone. There are four different lot types that accommodate a range of single-family home sizes to meet the needs of a diverse population. The purpose of the Neighborhood Business (NB) Zoning District is to provide commercial services which serve adjacent residential neighborhoods, which is how the NB lots are being utilized in the proposed PUD.
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 a range of lot sizes which are intended to provide a smooth transition from the existing neighborhoods at the edge of the proposed subdivision to the smaller lots near the Village Center.

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 single-family home sizes to meet the needs of a diverse population.
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 PUD is an innovative new urbanist themed master-planned community which utilizes public and private street to provide rear loaded garages, front porches, tree-lined streets, and a walkway system that will connect a number of small linear parks. The proposed PUD creates 7 lots that are proposed within the NB Zone and 67 lots proposed within the R-2 Zone. There are four different lot types that accommodate a range of single-family home sizes to meet the needs of a diverse population, while providing a transition from existing neighborhoods to the center of the development.

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 twenty-one point seven three (21.73) acre area of land generally located north of Slonaker Drive, east of Arborcrest Road, and south of Trail Road with no conditions.

PASSED BY THE PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW this
8th day of September, 2021.



Dennis W. B. Robb Parish, Chair Vice
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 TWENTY-ONE POINT SEVEN THREE (21.73) ACRE AREA OF LAND 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, KNOWN AS WOODBURY ADDITION TO THE CITY OF MOSCOW, IDAHO.

WHEREAS, the applicant filed an application for Annexation, Comprehensive Plan Land Use Designation, Rezone, Planned Unit Development (PUD), and preliminary plat on June 17, 2021; and

WHEREAS, this matter came before the Moscow Planning and Zoning Commission during a duly noticed public hearing on August 25, 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 twenty-one point seven three (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.
3. The subject property 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 Subdivision.
4. Within the 2019 Moscow Comprehensive Plan, the subject property is currently designated as Auto-Urban Residential and the proposal is a combination of the Auto-Urban Residential and Suburban Commercial designations.
5. Auto-Urban Residential (AU-R) 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.”

6. 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).”

7. 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).
8. 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).
9. 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.
10. 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.
11. 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.
12. 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.
13. 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.
-
14. 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.
 15. 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.
 16. 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.
 17. 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.
 18. 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.
 19. 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.
 20. 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.
 21. 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.
 22. 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.

23. 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.
24. 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.
25. 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.
26. 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.
27. 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.
28. 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.
29. 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.
30. 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.
31. 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.
32. 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.

33. 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.
34. 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 a 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.
35. 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.
36. 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.
37. 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.
38. 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.
39. 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.

40. 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.
41. 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.
42. 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.
43. 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.
44. 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% parkland 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.
45. 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.

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 proposed Single Family, Moderate Density Residential (R-2) and the Neighborhood Business (NB) Zoning Districts, including lot area, dimensions and other relevant provisions. The applicant is concurrently going through the Planned Unit Development process

for all deviations in City Code requirements. 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 extension of Slonaker Drive is consistent with the Thoroughfare Plan. The proposed lots sizes and densities are consistent with the proposed Comprehensive Plan Land Use designations of Auto-Urban Residential and Suburban Commercial.
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 Slonaker Drive which 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. Water and Sewer connections are readily available and are proposed to be extended from the current terminus of Slonaker Drive. 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 twenty-one point seven three (21.73) acre area of land generally located north of Slonaker Drive, east of Arborcrest Road, and south of Trail Road with three (3) conditions:

1. 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.
2. 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.
3. Access shall be restricted to the subject property from Slonaker Drive to emergency services access only until all required public infrastructure is completed in accordance with the approved development agreement.

PASSED BY THE PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW this
8th day of September, 2021.

Dennis W. Seay *D. W. Seay*
Robb Parish, Chair *via*
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 THE REVIEW OF A TWENTY-ONE POINT SEVEN THREE (21.73) ACRE AREA OF LAND 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.

WHEREAS, the applicant filed an application for Annexation, Comprehensive Plan Land Use Designation, Rezone, Planned Unit Development (PUD), and preliminary plat on June 17, 2021; and

WHEREAS, this matter came before the Moscow Planning and Zoning Commission during a duly noticed public hearing on August 25, 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 twenty-one point seven three 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.
3. Under Idaho Code, prior to the annexation of property within the City, the Planning and Zoning Commission must conduct a public hearing and make a recommendation to the City Council as to the appropriate land use designation and zoning designation to be applied to the property upon annexation.
4. 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 Subdivision.
5. Within the 2019 Moscow Comprehensive Plan, the subject property is currently designated as Auto-Urban Residential and the proposal is a combination of the Auto-Urban Residential and Suburban Commercial designations.
6. Auto-Urban Residential (AU-R) 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.”

7. 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).”
8. 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).
9. The primary point of access for the subject property is Slonaker Drive which 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.
10. 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.
11. Based upon the availability of public services, constructed adjacent roadway, access and surrounding land use patterns, the Commission concludes that it is appropriate for the property to be designated as Auto-Urban Residential and Suburban Commercial upon annexation into the City of Moscow.

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 Comprehensive Plan amendment is consistent with Comprehensive Plan goals, objectives, and implementation actions.** The proposed designations for the subject property of Auto-Urban Residential and Suburban Commercial are consistent with the purposes, goals, objectives and policies of the Comprehensive Plan and are consistent with the surrounding properties, as well as the surrounding land use and development patterns.

2. **The proposed Comprehensive Plan amendment would provide for the logical and orderly location of land uses, community services and facilities.** The Commission finds that the proposed designations of Auto-Urban Residential and Suburban Commercial is logical and harmonious with the surrounding land uses and development, and is consistent with the land use designations of the surrounding property to the south, southwest, and west of the subject property.
3. **The uses expected to occur as a result of the Comprehensive Plan amendment will be compatible with the surrounding area.** The zoning districts that are consistent with the Auto Urban Residential designation exist within the current City Limits boundary to the south, southwest, and west. The Suburban Commercial designation is intended to provide local and neighborhood commercial services in a manner that is compatible within a residential neighborhood environment.
4. **The size, type, and density of development expected to occur as a result of the Comprehensive Plan amendment will not place an undue burden upon delivery of services provided by any political subdivision within the planning jurisdiction.** The proposed designation is suitable for the area and will not unduly burden the neighborhood of public infrastructure. The subject property has street access via Slonaker Drive as well as sufficient and available public utility services to meet the needs of existing and future development.
5. **The proposed Comprehensive Plan amendment is deemed to be appropriate in consideration of changing conditions within the community that are not reflected within the current Comprehensive Plan (such as new development or re-development, land use patterns and/or trends, traffic patterns and/or volume, market demands, community vision and/or needs, capital improvements, or new or revised City plans).** The Commission finds that the land use patterns within the immediate vicinity of the subject property are consistent with the existing land use designation of Auto-Urban Residential. The Suburban Commercial designation is intended to provide local and neighborhood commercial services in a manner that is compatible within a residential neighborhood environment. The proposed land use designations of Suburban Commercial and Auto-Urban Residential provide for a logical transition in the area.

III. DECISION

Based on the above Reasoned Statement of Relevant Criteria, the City of Moscow Planning and Zoning Commission recommends approval of the proposed Comprehensive Plan Land Use Designation change request for the 21.73-acre property from the Auto-Urban Residential designation to the combination of the Auto-Urban Residential and Suburban Commercial designations with no conditions.

PASSED BY THE PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW this 8th day of September, 2021.




Robb Parish, Chair Vice
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 THE REZONE OF A TWENTY-ONE POINT SEVEN THREE (21.73) ACRE AREA OF LAND 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 FROM THE AGRICULTURE FORESTRY (AF) ZONE TO THE MODERATE DENSITY, SINGLE FAMILY RESIDENTIAL (R-2) ZONE AND THE NEIGHBORHOOD BUSINESS (NB) ZONE.

WHEREAS, the applicant filed an application for Annexation, Comprehensive Plan Land Use Designation, Rezone, Planned Unit Development (PUD), and preliminary plat on June 17, 2021; and

WHEREAS, this matter came before the Moscow Planning and Zoning Commission during a duly noticed public hearing on August 25, 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 twenty-one point seven three 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.
3. Under Idaho Code, prior to the annexation of the property within the City, the Planning and Zoning Commission is required to review the subject property and provide the City Council with a recommendation regarding the appropriate future land use designation and zoning designation to be applied to the subject property upon annexation.
4. 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 Subdivision.
5. Within the 2019 Moscow Comprehensive Plan, the subject property is currently designated as Auto-Urban Residential and the proposal is a combination of the Auto-Urban Residential and Suburban Commercial designations.

6. Auto-Urban Residential (AU-R) 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.”
7. 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).”
8. 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).
9. 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).
10. 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.
11. 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.
12. 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.
13. The minimum lot size for lots within the R-2 Zone is 7,000 sf and the minimum lot width is 80 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.

14. 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.
15. 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.
16. 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.
17. 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.

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 proposed 2019 Comprehensive Plan Land Use Designations of Auto-Urban Residential and Suburban Commercial.
2. **The proposed rezone would provide for the logical and orderly location of land uses and community services and facilities.** The proposed combination of the Moderate Density, Single Family Residential (R-2) Zone and the Neighborhood Business (NB) Zone provides for some limited commercial services that will serve the residential portion of the property and surrounding neighborhood. 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. The adjacent properties to the south, southwest, and west are a combination of residential uses of varying densities.

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 Slonaker Drive and there are sufficient and available public utility services to meet the needs of existing and future development.

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 approximately 21.73-acre property generally located north of Slonaker Drive, east of Arborcrest Road, and south of Trail Road 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.

PASSED BY THE PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW this
8th day of September, 2021.

Dennis Wilson Robb Parish, Chair Vice
Planning and Zoning Commission

PLANNING & ZONING COMMISSION



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

Regular Meeting
~Minutes~

Mike Ray
Staff Liaison
208.883.7008

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

Wednesday
August 25, 2021

7:00 PM

Council Chambers
206 E Third Street

The meeting was called to order at 6:59 PM

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

REGULAR AGENDA

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

Seever moved for approval of the minutes as presented, seconded by Wilson. 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.

Steve Kadlec, Moscow, talked about the City of Moscow's Comprehensive Plan, concerns regarding water conservation, infrastructure, and future developments.

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.

Ray presented the proposed applications as described above, and recommended approval to the City Council with two conditions. Engineering recommended that the applicant contribute to 50% of the costs associated with the widening of the Mountain View Road and installation of curb and sidewalk from Slonaker Drive south to the Hamilton Lowe Aquatic Center, as well as evaluating the possibility of adding a left turn lane from Mountain View onto Slonaker Drive. The parkland dedication requirements would be met during Phase 2 of development. The Parks and Recreation Commission will meet at a later date to make a separate recommendation to City Council.

Public Hearing opened at 7:42 PM

Mark Wintz (applicant), Moscow, described the proposed project in regards to the type of development it was designed as. Explained the new urbanism design ideas for alley access, residential front porches opening to a central park, and community orientated placement.

Scott Sumner (applicant), Moscow, talked about the subdivision being an asset to the community and enhancing Moscow as a whole. There are limited areas around Moscow that can be used for expansion, which needs to be responsibly planned because of the average growth of the City. All the infrastructure needs and requirements have been considered and met.

Levi Wintz, Moscow, spoke in favor of the development and about the design focusing on building a neighborhood community.

Sean Wilson, Moscow, was in favor of the development on behalf of the Trail family. Discussed all the thought, time, and effort put into the design of the proposed subdivision.

Public comments that were received by the Commission after the packet was published were entered into the Public Record.

Megan Klemesrud, Moscow, spoke against the development because of concerns regarding water conservation. Described the aquifers' declining water levels and talked about water conservation efforts, wise-scaping, and the lack thereof in the proposed subdivision.

Justin Goodwin, Moscow, was apprehensive about the proposed development because of the access point on Slonaker Drive. Talked about turning off of Mountain View Road, with Logos School and more homes being added which would increase traffic. Concerned about the cost of the proposed homes and lots in the subdivision, and did not agree with the small lot sizes and homes because they are not big enough to raise a family. Suggested that local construction crews are not available, and the extra expense of hiring outside contractors would drive up house costs. The Neighborhood Business model would increase traffic to the center of the development.

Paul Hendrix, Moscow, was also concerned about the increased traffic on Slonaker Drive, especially during the infrastructure construction phase. The Traffic Study did not mention the proposed construction traffic on Slonaker Drive and Lanny Lane. Requested that the developer require Trail Road be used as the sole access during the infrastructure phase.

Jodi Johnson-Maynard, Moscow, was against the proposed development because of the increased traffic and pedestrian use. Mentioned water conservation concerns; the impact of development on hydrology, water tables, and ponds.

Anne Hoste, Moscow, was opposed to the proposal due to the lowering water levels and use of agricultural farmland to build residential neighborhoods. Population density would increase water use and traffic volume. Talked about the Comprehensive Plan in regards to the part about preservation of farmland and agriculture land. Was concerned about commute times doubling and impacting pedestrian and bicycle travel. Orchard Avenue would need to be better developed before the subdivision is approved. The Traffic Study, Comprehensive Water Plan, and Sewer Plan are outdated and inaccurate. Recommended that another traffic study be coordinated.

Joe May, Moscow, spoke in opposition to the proposal due to the effect growth has on public infrastructure. Should be focused on water conservation as there was drought announced on the Palouse and surrounding

area. Talked about increasing traffic and energy use, and was concerned about fire emergency access. Asked where the jobs for all the incoming residents would come from.

Kathy Dawes, Moscow, did not think that the proposed development was aligned with the Comprehensive Plan, especially in regards to sustainable growth while preserving natural resources. Services and utilities would be required for irrigating lawns and green areas. Stormwater runoff would go to the detention pond instead of to the aquifer or recycled. Echoed the concern for the declining aquifer water levels.

Andy Johansen, Moscow, was concerned about construction traffic using Slonaker Drive. Explained that other similar developments were built with access to freeways and highways, and had more exit routes. Thru traffic from Orchard Avenue has been accessing Mountain View Road from Lanny Lane and Slonaker Drive. The Logos School, Woodbury subdivision, and corresponding construction crews would increase traffic on Slonaker Drive even more. Asked that Slonaker Drive be connected to Trail Road in the first phase of construction and designate Trail Road as the primary entrance.

David Hall, Moscow, was against the proposed development because it did not conform with the City of Moscow's Comprehensive Plan regarding agricultural land preservation and water use.

Heather Walker, Moscow, was opposed to the development because of the increased traffic on Slonaker Drive. Talked about the current traffic volume and concerns about speeding and stop signs. Mountain View Road has a hard-right turn before intersecting with Slonaker Drive, and pedestrian safety should be a priority. The new Logos School and Mountain View Park produce more vehicles using Slonaker Drive. Requested a new Traffic Study and that traffic calming measures be added.

Dennis Feeney, Moscow, did not support the proposed development and talked about water conservation, stewardship, and a water study. Agreed that the project looked good but it did not have bike lanes, nor bus stops. Spoke about traffic concerns on Lanny Lane, Slonaker Drive, and Orchard Avenue, in addition to the infrastructure deficiencies.

Suzanne Kurtz, Moscow, wanted to reiterate support for all the other comments opposing the development. Talked about flooding in the area and wanted to see more stormwater detention pond details.

Mike Neelon, Moscow, was opposed to the proposal and shared all the others' concerns. Spoke about Trail Road acting as the main access point for construction crews and blocking off Slonaker Drive and Lanny Lane until construction was complete.

Joe May, Moscow, had a question regarding the street bulb out at the end of Slonaker Drive. The right of way easement and corresponding land would be vacated and released back to the adjacent owners.

Mark Wintz (applicant), Moscow, pointed out that the current plan to coordinate construction access from Trail Road until infrastructure development was finalized, and explained that no dirt would need to leave the site. Discussed the six (6) different access points to the fully finalized subdivision plans and addressed the concerns regarding green lawns and grass conservation. The proposed development would make use of gravel and permeable land as much as feasible. Talked about proposed housing prices and targeted demographics for the neighborhood, as well as how neighborhood businesses usually decrease vehicular traffic. Described the plans for stormwater run-off and the detention ponds. Clarified that the proposed reflected a design that was opposed to sprawl and destroying open spaces.

Public Hearing closed at 8:50 PM

Chair announced a recess until 8:57 PM

The Commission addressed the audiences water concerns and issues regarding good stewardship with water conservation. There was discussion about the proposed construction traffic on Trail Road and Slonaker Drive, with the idea of blocking off Slonaker. City of Moscow's new subdivision ordinance was mentioned and how the proposed development meets a lot of that criteria regarding reducing water use, shared common green areas, different housing designs, inner trail systems, and smaller lot sizes. There continued to be conversation regarding water use, traffic, and construction access. The community is growing, has more job and business opportunities, all of which would require more housing options.

Sidewalks and curbs on Orchard would need to be expanded as well as on those on Mountain View Road. Those improvements would be recommended as a condition before approval of Phase 2 because Phase 1 does not connect with Orchard Avenue. There was discussion regarding when the Slonaker subdivision was approved by the Planning & Zoning Commission in relation to the Mountain View Road hard-right turn. Increased traffic along Orchard Avenue if Slonaker Drive was blocked off was talked about. They spoke about developing agricultural land in regards to what the Comprehensive Plan says.

The Commission reviewed the Traffic Study, which was completed in 2021 with some data being extrapolated from 2006 with an assumed 1% growth rate per year to create the baseline. A round-a-bout on Mountain View Road at Sixth Street will be installed in the future, and Logos has committed to widening Mountain View Road from Slonaker to the round-a-bout proposed next to their development. Roadway systems and water conservation was discussed.

Wilson moved to recommend approval of the Comprehensive Plan Land Use Designation with no conditions, as recommended by Staff. Seconded by Seever. Vote by Acclamation; Ayes: Unanimous (7). Nays: None. Abstentions: None. Motion carried.

Reese moved to recommend approval of the Rezone with no conditions, as recommended by Staff. Seconded by Wilson. Vote by Acclamation; Ayes: Unanimous (7). Nays: None. Abstentions: None. Motion carried.

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

Seever moved to recommend approval of the Preliminary Plat with the two conditions as recommended by Staff, and an additional condition that Slonaker Drive not be used for construction access. Seconded by Wilson.

Some more conversing about construction, emergency, and residential access from Slonaker Drive. Temporary access off of Trail Road and who would need to use it if Slonaker remained blocked off.

Seever clarified her motion to recommend approval of the Preliminary Plat with the two conditions as recommended by Staff, and an additional condition that Slonaker Drive not be used for construction access until public infrastructure was complete. Seconded by Wilson. Vote by Acclamation; Ayes: Unanimous (7). Nays: None. Abstentions: None. Motion carried.

Seever moved for Staff to prepare the Relevant Criteria and Standards for the Comprehensive Plan Land Use Designation, Rezone, PUD, and Preliminary Plat. Seconded by Reese. Vote by Acclamation; Ayes: Unanimous (7). Nays: None. Abstentions: None. Motion carried.

4. Approval of Reasoned Statement of Relevant Criteria and Standards

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.

Seever moved for approval of the Reasoned Statement of Relevant Criteria and Standards for the Rezone, Park Valley Preliminary Plat, and Sierra Vista PUD with Preliminary Plat. Motion seconded by Nelsen. Vote by Acclamation; Ayes: Unanimous (7). Nays: None. Abstentions: None. Motion carried.

REPORTS

1. *Transportation Commission Meeting*

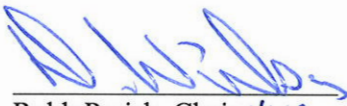
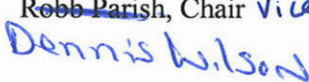
Next Transportation Commission regular meeting is scheduled for September 9th, 2021.

ANNOUNCEMENTS

UPCOMING EVENTS/MEETINGS

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

The meeting adjourned at 9:35 PM


Robb Parish, Chair Vice


ORDINANCE NO. 2021-

AN ORDINANCE OF THE CITY OF MOSCOW, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; PROVIDING THAT LAND DESCRIBED IN SECTION 1 OF THIS ORDINANCE, AND GENERALLY SHOWN ON EXHIBIT "A" ATTACHED HERETO AND INCORPORATED BY THIS REFERENCE, BE ANNEXED TO THE CITY OF MOSCOW; PROVIDING THAT THE PROVISIONS OF THIS ORDINANCE BE DEEMED SEVERABLE; PROVIDING FOR THIS ORDINANCE TO BE IN FULL FORCE AND EFFECT FROM AND AFTER PASSAGE, APPROVAL AND PUBLICATION ACCORDING TO LAW.

WHEREAS, land described in Section 1 of this Ordinance is adjacent to City limits on one (1) side; and

WHEREAS, the owner of the twenty-one point seven three (21.73) acre parcel, Wintz Company, LLC, has requested to be annexed into the City of Moscow; and

WHEREAS, Idaho Code Section 50-222 authorizes City annexation of tracts of land adjacent to the City; and

WHEREAS, the Moscow Planning and Zoning Commission held a public hearing regarding this matter on August 25, 2021; and

WHEREAS, the Moscow Mayor and City Council held a public hearing regarding this matter on September 20, 2021;

NOW THEREFORE, be it ordained by the Mayor and Council of the City of Moscow as follows:

SECTION 1: LEGAL DESCRIPTION. This Ordinance shall apply to the following described lands in Moscow, Latah County, Idaho, to-wit:

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: 21.73 ACRES OF LAND, MORE OR LESS.

SECTION 2: ANNEXATION. The land described in Section 1 of this Ordinance be and the same hereby is annexed to the City of Moscow, Idaho and declared a part of the City of Moscow, Idaho; and, the City Engineer is hereby ordered to make the necessary amendments to the official maps of the City of Moscow which are currently on file at 221 East 2nd Street, Moscow, Idaho.

SECTION 3: SEVERABILITY. Provisions of this Ordinance shall be deemed severable and the invalidity of any provision of this Ordinance shall not affect the validity of remaining provisions.

SECTION 4: EFFECTIVE DATE. This Ordinance shall be effective upon its passage, approval, and publication according to law.

PASSED by the City Council and APPROVED by the Mayor this ____ day of _____, 2021.

Bill Lambert, Mayor

CERTIFICATION. I hereby certify that the above is a true copy of a Resolution passed at a regular meeting of the City Council, City of Moscow, held on _____, 2021.

ATTEST:

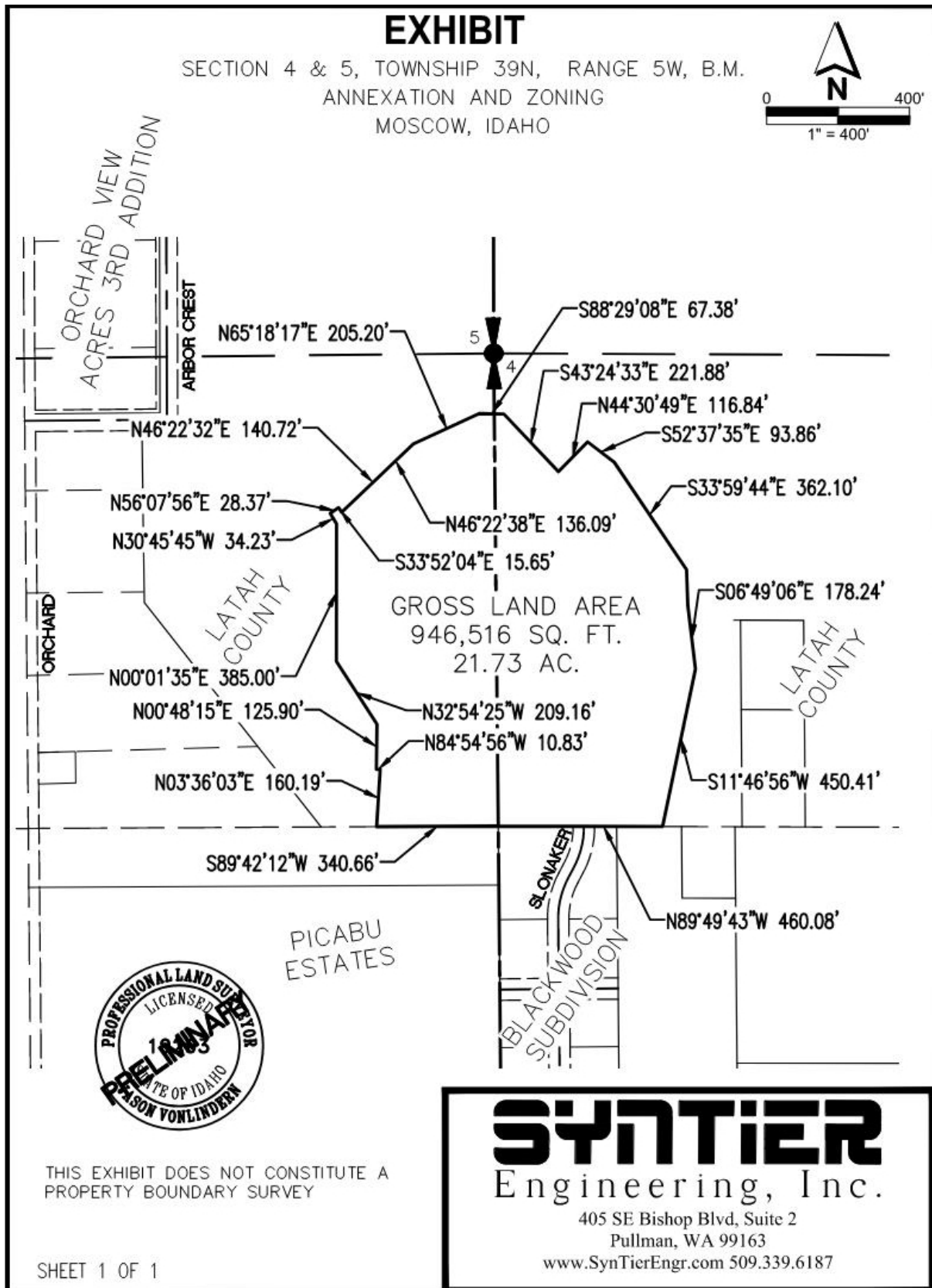
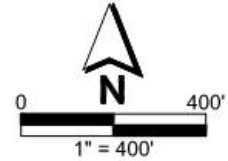
Laurie M. Hopkins, City Clerk

DRAFT

EXHIBIT "A"

EXHIBIT

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



RESOLUTION 2021 -

A RESOLUTION OF THE CITY OF MOSCOW, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO, AUTHORIZING THE DESIGNATION OF A TWENTY POINT FIVE FIVE (20.55) ACRE PROPERTY, DESCRIBED AS PROPERTY #1 AND INCORPORATED HEREIN BY THIS REFERENCE, AS AUTO-URBAN RESIDENTIAL; AUTHORIZING THE DESIGNATION OF A ONE POINT ONE EIGHT (1.18) ACRE PROPERTY, DESCRIBED AS PROPERTY #2 AND INCORPORATED HEREIN BY THIS REFERENCE, AS SUBURBAN COMMERCIAL; PROVIDING THAT THIS RESOLUTION BE IN EFFECT UPON ITS PASSAGE, APPROVAL AND PUBLICATION ACCORDING TO LAW.

WHEREAS, Wintz Company, LLC, the owner of a twenty-one point seven three (21.73) acre property, has requested to be annexed into the City of Moscow; and

WHEREAS, in accordance with Idaho Code 50-222 and Chapter 65, Title 67, the City must determine the appropriate Comprehensive Plan Land Use Designation for the subject property upon annexation; and

WHEREAS, the subject property is currently located within the City of Moscow Area of City Impact and is designated as a combination of Auto-Urban Residential upon the City of Moscow Comprehensive Plan; and

WHEREAS, the Planning and Zoning Commission, after conducting a duly noticed public hearing on August 25, 2021, recommended that the Comprehensive Plan Land Use Designation of the subject property be Auto-Urban Residential and Suburban Commercial upon annexation into the City of Moscow; and

WHEREAS, the Moscow City Council conducted a public hearing on September 20, 2021 and passed a motion to approve the designation of the subject property as Auto-Urban Residential and Suburban Commercial upon Annexation;

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the City of Moscow, Idaho as follows:

That the Comprehensive Plan Land Use Designation of the twenty point five five (20.55) acre property legally described below, be designated as Auto-Urban Residential upon annexation into the City of Moscow, Idaho.

PROPERTY #1

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.

That the Comprehensive Plan Land Use Designation of the one point one eight (1.18) acre property legally described below, be designated as Suburban Commercial upon annexation into the City of Moscow, Idaho.

PROPERTY #2

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°19'20" West a distance of 82.83 feet;
Thence North 66°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°19'37" West a distance of 270.00 feet, a central angle of 007°26'05", the chord of which bears North 22°23'26" West for a distance of 35.01 feet, an arc distance of 35.04 feet;

Thence South 65°59'49" West a distance of 112.33 feet;
Thence North 33°52'04" West a distance of 44.93 feet;
Thence North 46°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.

SEVERABILITY. Provisions of this Resolution shall be deemed severable and the invalidity of any provision of this Resolution shall not affect the validity of the remaining provisions.

EFFECTIVE DATE. This Resolution shall be effective upon its passage and approval.

PASSED AND APPROVED by the Mayor and City Council of the City of Moscow, Idaho, this _____ day of _____, 2021.

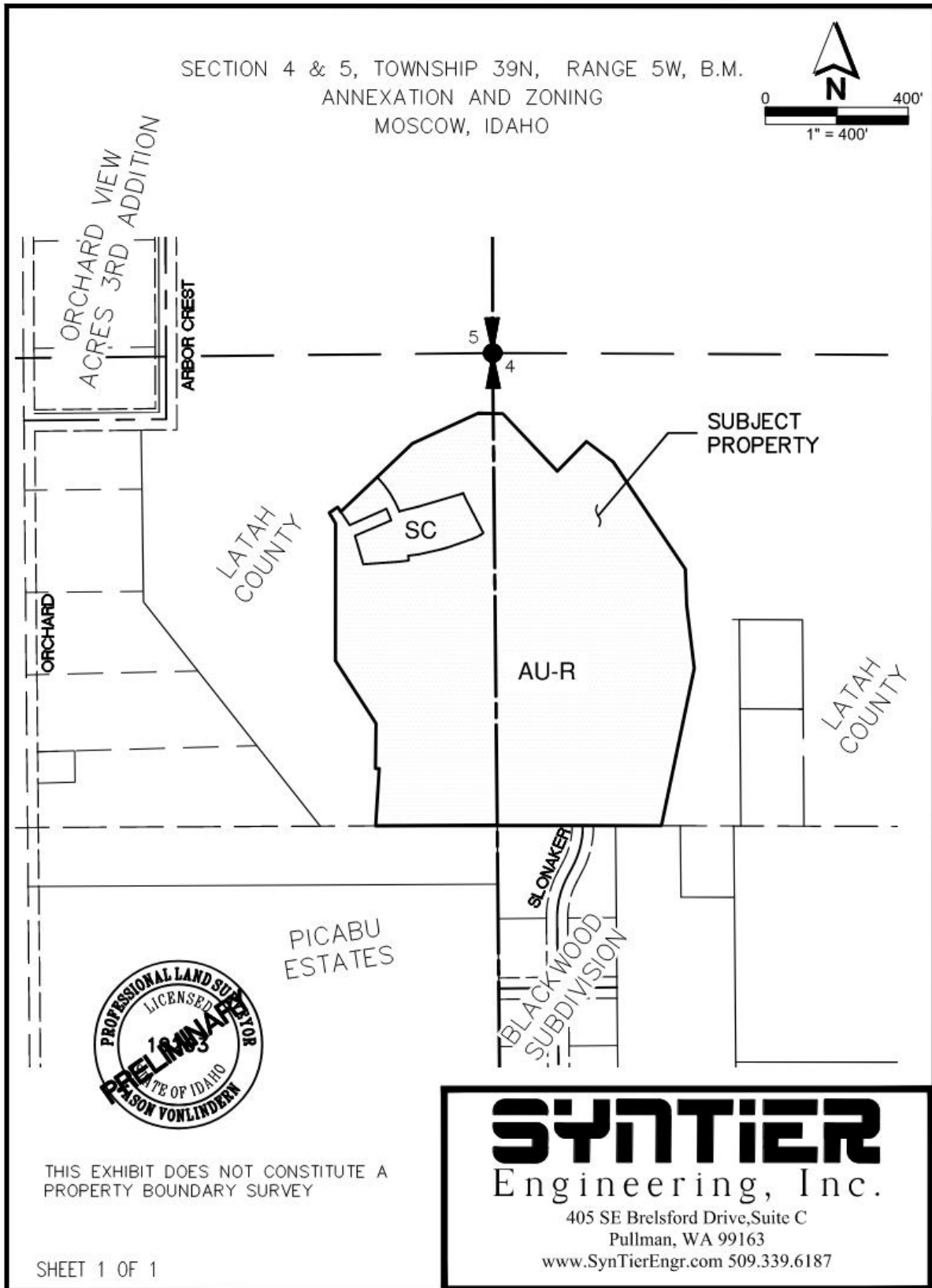
Bill Lambert, Mayor

CERTIFICATION. I hereby certify that the above is a true copy of a Resolution passed at a regular meeting of the City Council, City of Moscow, held on _____, 2021.

ATTEST:

Laurie M. Hopkins, City Clerk

EXHIBIT "A"



ORDINANCE NO. 2021 -

AN ORDINANCE OF THE CITY OF MOSCOW, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; PROVIDING FOR THE ZONING OF A TWENTY POINT FIVE FIVE (20.55) ACRE PROPERTY, DESCRIBED IN SECTION 1, PROPERTY #1 AS MODERATE DENSITY, SINGLE FAMILY RESIDENTIAL (R-2); PROVIDING FOR THE ZONING OF A ONE POINT ONE EIGHT (1.18) ACRE PROPERTY, DESCRIBED IN SECTION 1, PROPERTY #2 AS NEIGHBORHOOD BUSINESS (NB); PROVIDING THAT THE PROVISIONS OF THIS ORDINANCE BE DEEMED SEVERABLE; PROVIDING FOR THIS ORDINANCE TO BE IN FULL FORCE AND EFFECT FROM AND AFTER ITS PASSAGE, APPROVAL AND PUBLICATION ACCORDING TO LAW.

WHEREAS, the lands described in Section 1 are all located within the City of Moscow Area of City Impact; and

WHEREAS, the lands described in Section 1, Property #1 and Property #2 of this Ordinance are currently zoned Agriculture/Forestry (AF); and

WHEREAS, the proposed change for Property #1 is to adopt the Moderate Density, Single Family Residential (R-2) designation; and

WHEREAS, the proposed change for Property #2 is to adopt the Neighborhood Business (NB) designation; and

WHEREAS, the proposed changes for all the Properties described are consistent with the proposed 2019 Comprehensive Plan Land Use Designations of Auto-Urban Residential and Suburban Commercial; and

WHEREAS, the proposed uses that would be allowed by the proposed zoning are consistent and compatible with the surrounding land uses, provide for the logical, orderly and efficient development of the subject property, and are consistent with the City of Moscow Comprehensive Plan; and

WHEREAS, on August 25, 2021, Moscow Planning and Zoning Commission held a duly noticed public hearing and recommended approval of zoning the subject property R-2 and NB; and

WHEREAS, the Moscow City Council conducted a duly noticed public hearing and passed a motion to approve this zoning on September 20, 2021;

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF MOSCOW, IDAHO, AS FOLLOWS:

SECTION 1: LEGAL DESCRIPTION.

This Ordinance shall apply to the following described lands in Moscow, Latah County, Idaho, to-wit:

PROPERTY #1

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.

PROPERTY #2

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°19'20" West a distance of 82.83 feet;
Thence North 66°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°19'37" West a distance of 270.00 feet, a central angle of 007°26'05", the chord of which bears North 22°23'26" West for a distance of 35.01 feet, an arc distance of 35.04 feet;

Thence South 65°59'49" West a distance of 112.33 feet;
Thence North 33°52'04" West a distance of 44.93 feet;
Thence North 46°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.

SECTION 2: ZONING. That the property described in Section 1, Property #1, be and the same hereby is zoned Moderate Density, Single Family Residential (R-2); and, that the property described in Section 1, Property #2, be and the same hereby is zoned Neighborhood Business (NB); and, the City Engineer is hereby ordered to make the necessary amendments to the official maps of the City of Moscow which are on file at 221 East 2nd Street, Moscow, Idaho.

SECTION 3: SEVERABILITY. Provisions of this Ordinance shall be deemed severable and the invalidity of any provision of this Ordinance shall not affect the validity of remaining provisions.

SECTION 4: EFFECT ON OTHER ORDINANCES. Where the definitions contained in this Ordinance are in conflict with relevant portions of City of Moscow, Idaho Municipal Code, the definition contained within those portions of the Moscow Code will be unaffected until such time, if any, as they are amended to be consistent with this Ordinance.

SECTION 5: EFFECTIVE DATE. This Ordinance shall be effective upon its passage, approval, and publication according to law.

PASSED by the City Council and APPROVED by the Mayor this ____ day of _____, 2021.

Bill Lambert, Mayor

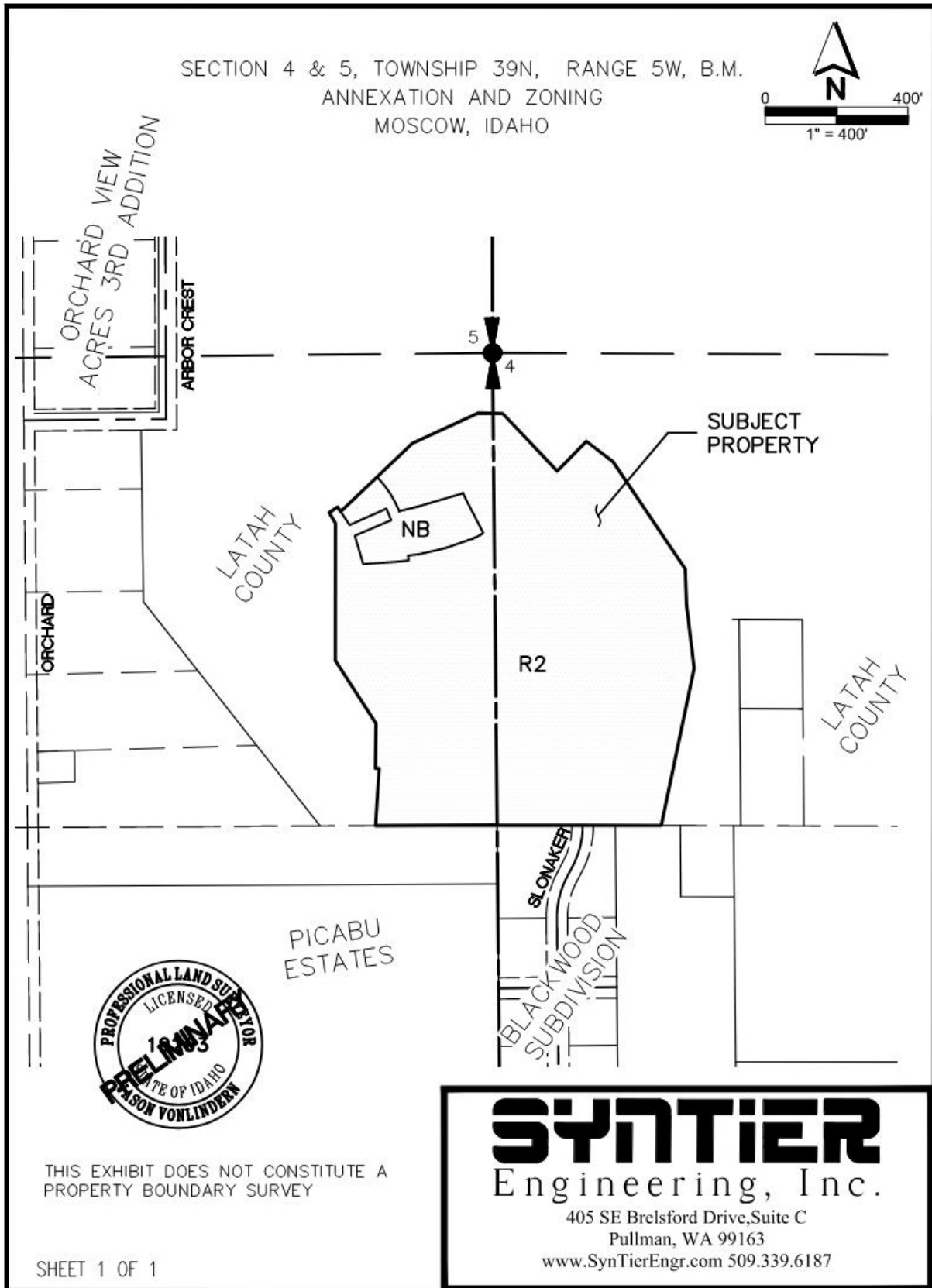
CERTIFICATION. I hereby certify that the above is a true copy of a Resolution passed at a regular meeting of the City Council, City of Moscow, held on _____, 2021.

ATTEST:

Laurie M. Hopkins, City Clerk

DRAFT

EXHIBIT "A"



CITY COUNCIL STAFF REPORT

DATE: Monday, September 20, 2021



AGENDA ITEM TITLE

Replacement of Ordinance 2021-06 with Ordinance 2021-06A (ACTION ITEM) - Mike Ray

RESPONSIBLE STAFF

Michael Ray, Assistant CD Director/Planning Manager

REVIEWED BY

ADDITIONAL PRESENTER(S)

OTHER RESOURCES

DESCRIPTION

On June 7, 2021, City Council approved Ordinance 2021-06, which pertained to the annexation of a 235-acre property generally located south of the west Palouse River Drive ball fields property and west of the Schweitzer Engineering Laboratories property. The City subsequently received a letter from the Idaho State Tax Commission, dated August 6, 2021, stating that there were deficiencies in the exhibit map submitted by the applicant which was attached to the ordinance. The applicant has since corrected the items identified by the Tax Commission and the revised exhibit map has been attached to the replacement Ordinance 2021-06A for the Council's consideration.

STAFF RECOMMENDATION

Approve the replacement of Ordinance 2021-06 with Ordinance 2021-06A.

PROPOSED ACTIONS

PROPOSED ACTIONS: Approve the replacement of Ordinance 2021-06 with Ordinance 2021-06A; or take such other action deemed appropriate.

FISCAL IMPACT

PERSONNEL IMPACT

ATTACHMENTS

1. tax letter_001
2. Ordinance 2021-06A Annexation AE LLC (Edington) map update_clean



PO Box 36 • Boise ID 83722-0410
11321 W Chinden Blvd • Boise ID 83714-1021

August 6, 2021

Laurie Hopkins
Moscow City Clerk
PO Box 9203
Moscow, ID 83843

Subject: Ordinance No. ord._2021_06 MOSCOW (CITY)

Dear Ms. Hopkins:

The Tax Commission has received and reviewed the above referenced action. This review cannot be completed and recognized because the following deficiencies were found:

- The map provided is insufficient to accurately identify the area of annexation. It does not display the metes and bounds from the legal description. The exception of the public road right of way is not depicted on the map.

Please make these corrections, have the ordinance re-recorded, and re-submit to the State Tax Commission in compliance with I.C. 63-215 and IDAPA Rule 35.01.03 255.

Before this annexation/de-annexation can be processed for the 2022 year, the deficiencies listed need to be corrected. Failure to correct these deficiencies will result in the above referenced action not being recognized by the Idaho State Tax Commission, pursuant to its authority under Idaho Code Section 63-215. Thank you for your attention to the required legal descriptions and mapping requirements. If you have any questions, please call us at (208) 334-7750.

Find current year information about taxing district change requests at the Current Status Web page. Please visit <http://tax.idaho.gov/i-1069.cfm>.

Sincerely,

Geographic Information Systems Division
Technical Support Bureau
Idaho State Tax Commission
Phone (208) 334-7750
Email gis@tax.idaho.gov

CC:

Rod Wakefield, Latah County Assessor

Hennrienne Westerberg, Latah County Clerk

ORDINANCE NO. 2021 – 06A

AN ORDINANCE OF THE CITY OF MOSCOW, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO; PROVIDING THAT LAND DESCRIBED IN SECTION 1 OF THIS ORDINANCE, AND GENERALLY SHOWN ON EXHIBIT “A” ATTACHED HERETO AND INCORPORATED BY THIS REFERENCE, BE ANNEXED TO THE CITY OF MOSCOW; PROVIDING THAT THE PROVISIONS OF THIS ORDINANCE BE DEEMED SEVERABLE; PROVIDING FOR THIS ORDINANCE TO BE IN FULL FORCE AND EFFECT FROM AND AFTER PASSAGE, APPROVAL AND PUBLICATION ACCORDING TO LAW.

WHEREAS, land described in Section 1 of this Ordinance is adjacent to City limits on two (2) sides; and

WHEREAS, the owner of the approximately two-hundred thirty-five (235) acre parcel, A&E LLC, has requested to be annexed into the City of Moscow; and

WHEREAS, Idaho Code Section 50-222 authorizes City annexation of tracts of land adjacent to the City; and

WHEREAS, the Moscow Planning and Zoning Commission held a public hearing regarding this matter on May 12, 2021; and

WHEREAS, the Moscow Mayor and City Council held a public hearing regarding this matter on June 7, 2021 where Ordinance 2021-06 was passed by City Council and approved by the Mayor; and

WHEREAS, upon passage and approval, the City Clerk provided Ordinance 2021-06 to the Idaho State Tax Commission pursuant to Idaho Code 63-215; and

WHEREAS, the Idaho State Tax Commission determined the map attached to Ordinance 2021-06 insufficiently displayed the metes and bounds from the legal description and requested a correction be made to the map followed by a re-recording of the Ordinance and resubmission to the State Tax Commission in compliance with Idaho Code 63-215 and IDAPA Rule 35.01.03.255; and

WHEREAS, per the Idaho State Tax Commissions request, City staff has revised the map in accordance with the Idaho State Tax Commissions request and has replaced the Exhibit attached to Ordinance 2021-06, with the Exhibit now attached to this proposed Ordinance 2021-06A.

NOW THEREFORE, be it ordained by the Mayor and Council of the City of Moscow as follows:

SECTION 1: LEGAL DESCRIPTION. This Ordinance shall apply to the following described lands in Moscow, Latah County, Idaho, to-wit:

That portion of a parcel of land described in Warranty Deed recorded as Instrument No. 610270, records of Latah County, situate in the West half of Section 19 and the North half of the North half of the Northwest quarter of Section 30 of Township 39 North, Range 5 West, Boise Meridian, Latah County, State of Idaho, more particularly described as follows:

COMMENCING at the Northwest corner of said Section 19, said point being North 00°04'50" West a distance of 5273.00 feet from the Southwest corner of said Section 19, thence along the West line of said Section 19 South 00°04'50" East a distance of 405.30 feet to a point on the centerline of Sand Road (Palouse River Drive), said point also being on the North line of aforementioned parcel of land described in Warranty Deed Instrument No. 610270, and the POINT OF BEGINNING;

Thence said North line the following 10 courses:

1. Along said centerline South 85°50'16" East a distance of 46.20 feet;
2. Departing said centerline South 03°51'00" West a distance of 19.40 feet;
3. South 38°25'29" East a distance of 160.48 feet;
4. South 80°57'11" East a distance of 287.68 feet;
5. South 75°52'29" East a distance of 261.59 feet;
6. North 87°12'26" East a distance of 441.17 feet;
7. South 09°19'41" East a distance of 515.84 feet;
8. South 61°52'11" East a distance of 321.34 feet;
9. South 84°42'05" East a distance of 451.15 feet;
10. South 80°34'48" East a distance of 767.45 feet to the East line of the West half of aforementioned section 19;

Thence along said East line south 00°01'45" West a distance of 3621.35 feet to the South quarter of said Section 19;

Thence along the South line of said Section 19 South 86°06'52" West a distance of 1067.81 feet;

Thence departing said South line South 00°31'32" East a distance of 669.64 feet to the South line of the North half of the North half of the Northwest quarter of Section 30;

Thence along said South line south 86°35'15" West a distance of 1631.19 feet to the West line of said Section 30;

Thence along the West line of said Section 30 North 00°00'13" West a distance of 656.53 to the Northwest corner of said Section 30;

Thence along the West line of aforementioned Section 19 North 00°04'50" West a distance of 1997.15 feet;

Thence departing said West line North 61°57'36" East a distance of 1200.03 feet;

Thence North 00°05'27" West a distance of 924.82 feet;

Thence North 30°06'10" West a distance of 267.43 feet;

Thence North 23°58'51" West a distance of 286.66 feet;

Thence North 42°19'15" West a distance of 321.05 feet;

Thence North 12°42'46" West a distance of 92.76 feet;

Thence South 86°12'55" West a distance of 60.64 feet;

Thence South 39°49'22" West a distance of 89.57 feet to a point on the Northeasterly boundary line of a parcel of land described as "parcel 1" in Warranty Deed Instrument No. 580937, records of Latah County;

Thence along said Northeasterly boundary line the following 2 courses:

1. North 42°59'48" West a distance of 536.43 feet
2. North 38°33'29" West a distance of 145.44 feet to the West line of said Section 19;

Thence along said West line North 00°04'50" West a distance of 127.80 feet to the point of beginning.

Except public road right of way.

Containing: 10,237,684 sq.ft. or 235.02 acres, more or less.

SECTION 2: ANNEXATION. The land described in Section 1 of this Ordinance be and the same hereby is annexed to the City of Moscow, Idaho and declared a part of the City of Moscow, Idaho; and, the City Engineer is hereby ordered to make the necessary amendments to the official maps of the City of Moscow which are on file at 221 East 2nd Street, Moscow, Idaho.

SECTION 3: SEVERABILITY. Provisions of this Ordinance shall be deemed severable and the invalidity of any provision of this Ordinance shall not affect the validity of remaining provisions.

SECTION 4: EFFECTIVE DATE. This Ordinance shall be effective upon its passage, approval, and publication according to law and shall replace Ordinance 2021-06.

PASSED by the City Council and APPROVED by the Mayor this 20th day of September, 2021.

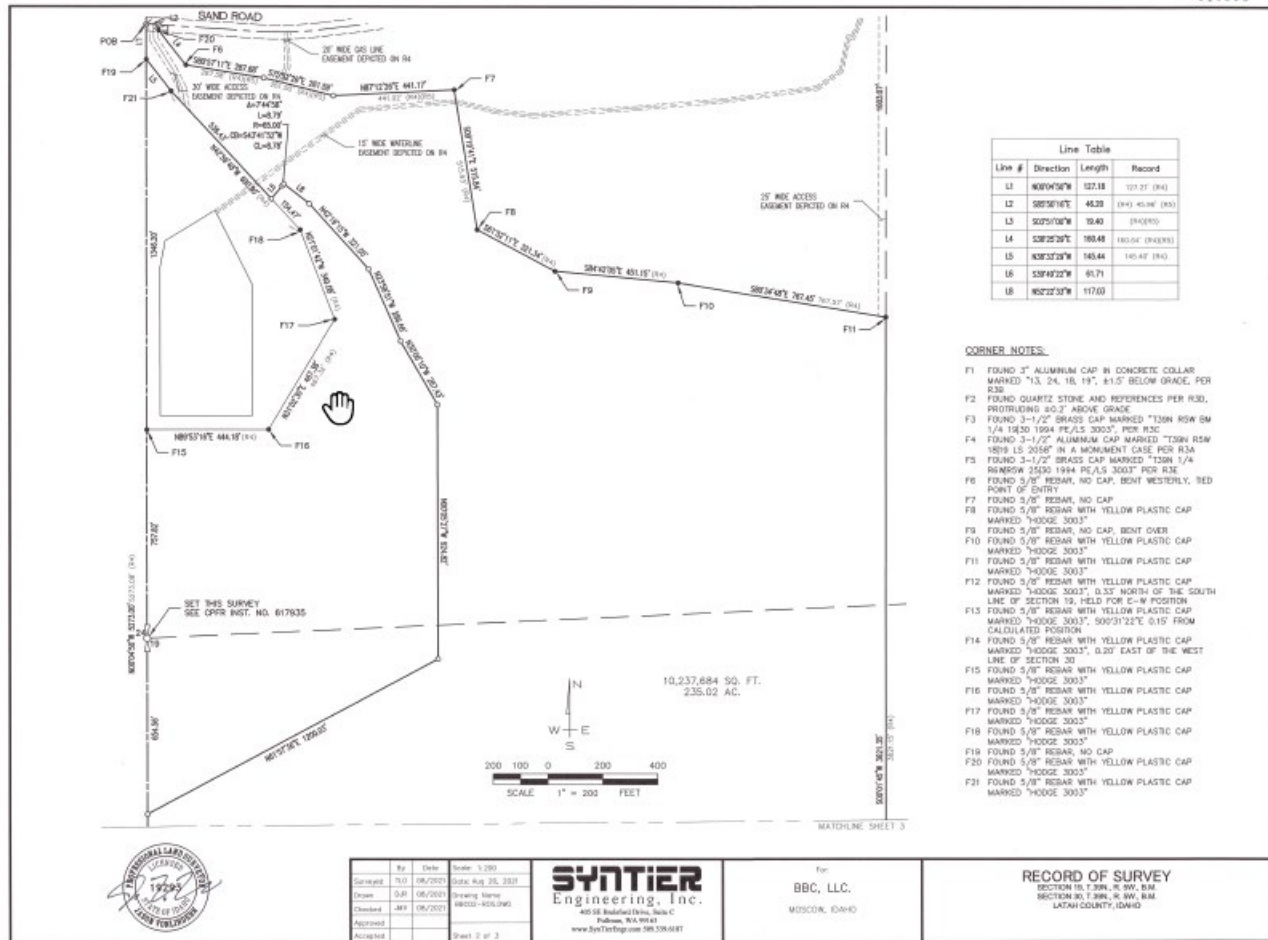
Bill Lambert, Mayor

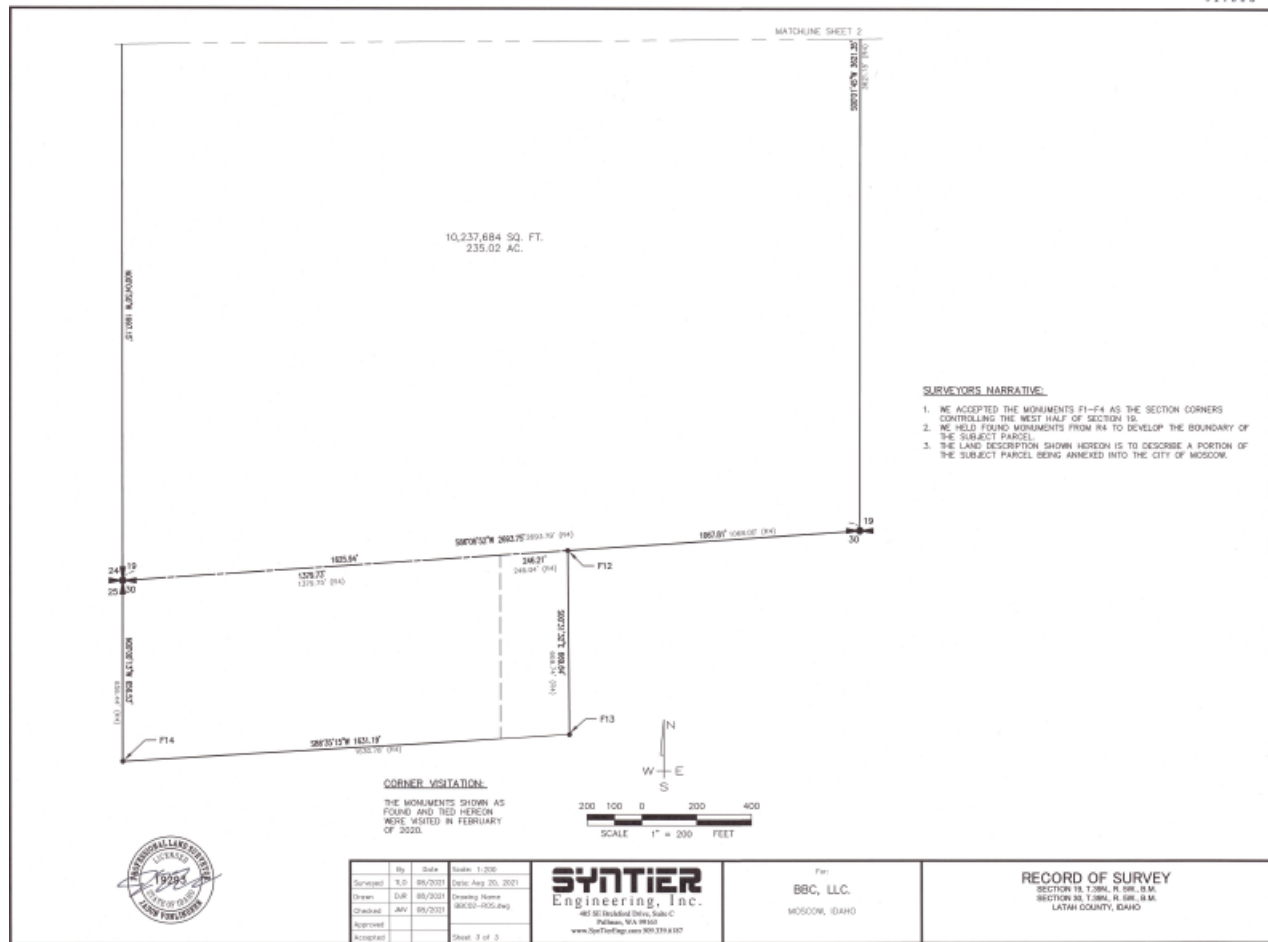
CERTIFICATION and ATTESTATION. I hereby certify that the above is a true copy of an Ordinance passed at a regular meeting of the City Council, City of Moscow, held on _____, 2021 and attest to the Mayor's signature.

Laurie M. Hopkins, City Clerk

EXHIBIT "A"

617985





CITY COUNCIL STAFF REPORT

DATE: Monday, September 20, 2021



AGENDA ITEM TITLE

Proposed Neighborhood Traffic Calming Policy (ACTION ITEM) - Bill Belknap

RESPONSIBLE STAFF

Bill Belknap, Deputy City Supervisor,
Community Planning and Design

REVIEWED BY

City of Moscow Transportation Commission & Public Works
Finance Committee

ADDITIONAL PRESENTER(S) OTHER RESOURCES

DESCRIPTION

Over the last year, staff has received multiple requests for the installation of traffic calming devices in different locations within the community. In order to assess the requests, staff identified the need to develop a standardized process and approach to addressing traffic calming device requests. Over the last six months, the Transportation Commission reviewed policies of other communities and worked on the development of a Neighborhood Traffic Calming Policy for the City. The proposed policy addresses the process of submitting a request, evaluation metrics, and identifies potential traffic calming measures. The proposed policy is now before the City Council for consideration and adoption.

This item was reviewed and recommended for approval by the Public Works Finance Committee on September 13, 2021.

STAFF RECOMMENDATION

Approve and adopt the proposed Neighborhood Traffic Calming Policy.

PROPOSED ACTIONS

PROPOSED ACTIONS: Approve and adopt the proposed Neighborhood Traffic Calming Policy and associated Resolution; or provide staff further direction.

FISCAL IMPACT

PERSONNEL IMPACT

ATTACHMENTS

1. Resolution 2021- Neighborhood Traffic Calming Device Policy Resolution_final

RESOLUTION NO. 2021 -

A RESOLUTION OF THE CITY OF MOSCOW, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO, AUTHORIZING A POLICY FOR NEIGHBORHOOD TRAFFIC CALMING DEVICE INSTALLATION REQUESTS IN THE CITY; PROVIDING THIS RESOLUTION TO BE EFFECTIVE UPON ITS PASSAGE, APPROVAL, AND PUBLICATION ACCORDING TO LAW.

WHEREAS, the City of Moscow receives requests for installation of neighborhood traffic calming devices to address the concerns of its citizens; and

WHEREAS, the City wishes to provide a predictable and consistent methodology for responding to such requests; and

WHEREAS, in an effort to provide such methodology, the City has established a policy and procedure for neighborhood traffic calming device installation requests, attached hereto; and

WHEREAS, this policy is intended to inform citizens interested in requesting installation of neighborhood traffic calming devices the manner in which the City will proceed to process their requests; and

WHEREAS, this policy also addresses standards which are commonly utilized by staff in assessing such requests; and

WHEREAS, the Council supports this policy and wishes to adopt it by Resolution in order to accomplish the purposes stated herein;

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of Moscow, Idaho as follows.

1. That the City of Moscow Policy and Procedures for Neighborhood Traffic Calming Requests, dated September 2021 attached hereto as Exhibit "A" is adopted;
2. That this Resolution shall become effective as of the 1st day of October, 2021.

PASSED AND APPROVED by the Mayor and the City Council of the City of Moscow, Idaho, this 20th day of September, 2021.

Bill Lambert, Mayor

CERTIFICATION and ATTESTATION. I hereby certify that the above is a true copy of a Resolution passed at a regular meeting of the City Council, City of Moscow, held on _____, 2021 and attest to the Mayor's signature.

Laurie M. Hopkins, City Clerk

Exhibit A

CITY OF MOSCOW POLICY AND PROCEDURES FOR NEIGHBORHOOD TRAFFIC CALMING REQUESTS

SEPTEMBER 2021

BACKGROUND AND PURPOSE

The City of Moscow receives requests for the installation of neighborhood traffic calming devices to address concerns of interested citizens related to traffic volume, traffic speed, and general safety. In order to provide a predictable and consistent methodology for responding to these requests, the City has established the Policy and Procedure for Neighborhood Traffic Calming Requests. This Policy is intended to inform citizens interested in requesting the installation of neighborhood traffic calming devices of the manner in which the City will process their request. This Policy also addresses standards which are commonly utilized by staff in assessing such requests.

I. Policy Objective

It is the objective of this Policy to provide an orderly and consistent process for the assessment of the need, effectiveness, and impact of installing neighborhood traffic calming devices, based on engineering analysis and Staff's professional opinion.

PRINCIPLES

- A. Neighborhood traffic calming devices present costs related to the initial installation, as well as on-going maintenance and potential reduced efficiency of roadway maintenance (snow plowing, street sweeping, etc.) activities.
- B. The installation of traffic calming devices may result in the diversion of traffic into adjacent areas and could result in requests for additional traffic calming devices, compounding the expense and reducing efficiency of roadway maintenance activities.

- C. Traffic calming devices shall be reserved for the control of vehicular traffic where it is determined that there is a unique circumstance or condition that warrants the installation of such a device.
- D. Stop signs are not recommended as a means of traffic calming, but may be installed in conjunction with an overall neighborhood traffic calming effort.
- E. Traffic calming devices are most appropriately installed upon local residential streets and shall not be installed upon streets designated as collectors or arterials, unless it is deemed appropriate by the City Engineer.
- F. The evaluation of the need for the installation of traffic calming devices will be based upon daily traffic volumes and speeds, volume of pedestrian and bicycle activity, restricted sightlines, accident records, unusual site conditions, adjacent land uses, and roadway geometrics.
- G. Vehicle speeds and accident history shall be used as the primary criteria for the installation of traffic calming devices.
- H. The functional street classification system (as shown in the latest edition of the Moscow Comprehensive Plan) shall be used as the reference system for defining street types used in the assessment process.

II. Procedures

A. TRAFFIC CALMING DEVICE REQUEST PROCEDURE

A written request must be submitted on a City of Moscow Traffic Calming Device Request Form to the City of Moscow Engineering Division by residents living along the applicable street(s). To ensure that the neighborhood involved has sufficient interest in the traffic calming device request, the written request must be signed by the owners or residents of at least twenty five percent (25%) of the dwelling units and/or businesses within two blocks of the proposed traffic calming device(s). The Form will include the printed name, address and signature of the requesting citizens and an explanation of why the traffic calming device is desired. The installation of traffic calming devices may also originate from within the Engineering Division.

1. All traffic calming device requests shall be submitted to the Engineering Division upon the approved form.

2. The requestor is contacted by the Engineering Division to confirm receipt of the request, answer any initial questions, and gather additional information that will help determine if a traffic calming device is the most appropriate approach to the requestor's concerns. If a traffic calming device is considered to be the appropriate solution, this Policy will be followed.
3. A site visit shall be performed to assess and document the area of concern and visually observe traffic volumes and speeds within the area.
4. Traffic volume and speed measuring devices will be deployed to collect data for analysis.
5. Traffic accident history (5-year history) within the area will be collected and analyzed to assess roadway safety within the study area.
6. Input on the traffic calming device request will be solicited from the City of Moscow, Street, Police and Fire Departments. Such input may include observations on traffic operations in the area of the intersection, accident history, enforcement activities, emergency vehicle access routes, and other pertinent information.
7. If the City Engineer determines that the criteria for the installation of traffic calming devices are not met, the requestor will be notified of the City's findings. The applicant may appeal the decision of the City Engineer by submitting an appeal request to the City Supervisor within fifteen (15) days of the date of the notification. Such appeals shall be accompanied by the appropriate appeal fee, as set forth by the City Council.
8. The City Supervisor's review shall be limited in scope and shall be intended to confirm that the City Engineer's decision is consistent with this Policy and supported by data collected in association with the review and determination upon the request. The City Supervisor may affirm the City Engineer's decision, or remand the decision to the City Engineer for further consideration where it is determined that the decision was inconsistent with this Policy or not supported by the data collected and analyzed through the review of the request.
9. If the traffic calming request is denied, no additional request for traffic calming in the same location will be accepted for a period of three (3) years from the date of the final decision.

B. TRAFFIC CALMING DEVICE EVALUATION CRITERIA

Two (2) or more of the following criteria must be met for the City of Moscow Engineering Division to approve the installation of a neighborhood traffic calming device(s), unless otherwise justified by the City Engineer.

Criteria 1. Traffic Volumes

Traffic calming devices may be warranted if the number of vehicles on a local residential street exceeds one thousand five hundred (1,500) vehicles per day, which may indicate excessive through-traffic that does not originate nor end their trip within the neighborhood. Careful consideration must be given to the potential shift of traffic patterns that might occur if the traffic calming devices are too restrictive and will redirect traffic to adjacent roadways and neighborhoods.

Criteria 2. Traffic Speed

Traffic calming devices may be appropriate where the observed eighty-fifth (85th) percentile speed exceeds ten (10) MPH over the posted speed limit of the roadway.

Criteria 3. Accident History

Traffic calming devices may be appropriate if five (5) or more reported accidents occur within a five (5) year period, which would likely have been avoided or minimized by the installation of a traffic calming device.

Criteria 4. Bicycle Activity/Greenway Designation

Traffic calming device(s) may be appropriate upon roadways with high bicycle use and/or designated bike routes and greenways, to reduce vehicle speeds and the risk of injury accidents.

Criteria 5. Other Considerations

Traffic calming device(s) may be appropriate in the vicinity of facilities serving vulnerable populations such as: schools, parks, and pedestrian crossing locations where a high number of pedestrians are present.

III. Potential Traffic Calming Devices

The type, number, and extent of traffic calming devices will vary based upon the particular circumstances of each location and what is likely to be most effective for the situation. The traffic calming device(s) that will be considered for installation are listed below:

- A. Speed Limit Signage. Additional advisory and regulatory speed limit signs may be installed to advise motorists of the posted speed limit within the area.



- B. Dynamic Speed Signs. Dynamic speed feedback sign (DSFS) systems are traffic control devices that are programmed to provide a message to drivers exceeding a certain speed threshold.



- C. On Street Parking. The addition of on-street parking effectively narrows the roadway and slows traffic.



- D. Landscaping/Street Trees. Provides a visual narrowing of the street and separates the sidewalk from the vehicle travel lane.



- E. Speed Humps. Raising of pavement surface about 3" over approximately 10 to 20 feet. Similar to this measure are speed tables, raised pedestrian crossings, and raised intersections.



- F. Roadway Narrowing. This could be a curb extension at an intersection (also called a bulb out) to reduce the roadway width at a selected location. This could be a median placed in the middle of the roadway. Medians can be used for pedestrian refuge and/or access control to restrict turning movements.



- G. Chicanes. Channelization or curb extensions that realign the straight path of a street; deflects straight vehicle movement.



IV. Traffic Calming Device Installation

- A. Traffic Calming Plan. Where it is determined that the installation of traffic calming devices is warranted, the City will develop a traffic calming plan for the subject area which will identify the proposed traffic calming devices or measures to be employed. The traffic calming plan shall describe any proposed device phasing and the conditions under which additional and further traffic calming devices may be installed should the lower tier devices be determined to be ineffective, or not achieve the desired speed reductions.
- B. Phasing of Traffic Calming Device Installation. Traffic calming devices may be installed in a phased manner beginning with initial lower-cost measures (such as dynamic speed signs) and/or speed enforcement activities. Once installed, the lower-cost measures will be evaluation of their effectiveness through an additional speed study. Additional traffic calming devices may be installed in accordance with the traffic calming plan.

V. Program Funding

The installation of traffic calming devices will be dependent upon available funding within the neighborhood traffic calming program. Situations requiring more extensive and expensive traffic calming devices will likely require project design, cost estimation, and programing within the City's Capital Improvement Plan subject to City Council approval and budget appropriation. As a result, it may take several years to implement more extensive traffic calming efforts.