

PLANNING & ZONING COMMISSION



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

Regular Meeting
~Agenda~

Mike Ray
Staff Liaison
208.883.7008

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

Wednesday
September 28, 2022

7:00 PM

Council Chambers
206 E Third Street

WELCOME AND ATTENDANCE

REGULAR AGENDA

1. Approval of August 10, 2022 Minutes (ACTION ITEM)

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

2. Public Comment

Time limit 15 minutes. Members of the Public may speak to the Commission regarding matters NOT on the Agenda nor currently pending before the Planning and Zoning Commission. Please state your name and resident city for the record and limit your remarks to three (3) minutes.

3. Proposed Final Subdivision Plat and Final Planned Unit Development for Woodbury 1st Addition (ACTION ITEM)

Proposed final subdivision plat and final Planned Unit Development for a 21.73-acre area to create 79 lots ranging from 3,823 to 16,321 square feet in size, referred to as Woodbury 1st Addition.

PROPOSED ACTIONS: Review the Woodbury 1st Addition final plat and final Planned Unit Development and recommend approval to City Council with conditions; or recommend approval of the final plat and final Planned Unit Development without conditions; or recommend denial of the final plat and final Planned Unit Development; or provide Staff further direction as deemed necessary.

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

Proposal for a Comprehensive Plan Land Use Designation, Zoning Designation, Preliminary Subdivision Plat, and Planned Unit Development (PUD) for a 13.75-Acre Property Proposed to be Annexed into the City of Moscow and Generally Located Southwest of the West Palouse River Drive Ball Fields Property and Southwest of the University of Idaho Arboretum.

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

NOTICE: It is the policy of the City of Moscow that all City-sponsored public meetings and events are accessible to all people. If you need assistance in participating in this meeting or event due to a disability under the ADA, please contact the City's ADA Coordinator by phone at (208) 883-7600, TDD (208) 883-7019, or by email at adacoordinator@ci.moscow.id.us at least 48 hours prior to the scheduled meeting or event to request an accommodation. The City of Moscow is committed to ensuring that all reasonable accommodation requests are fulfilled.

REPORTS

1. Transportation Commission meeting report.

ANNOUNCEMENTS

UPCOMING EVENTS/MEETINGS

Next Planning & Zoning Commission regular meeting is scheduled for October 12, 2022.

ADJOURN

NOTICE: It is the policy of the City of Moscow that all City-sponsored public meetings and events are accessible to all people. If you need assistance in participating in this meeting or event due to a disability under the ADA, please contact the City's ADA Coordinator by phone at (208) 883-7600, TDD (208) 883-7019, or by email at adacoordinator@ci.moscow.id.us at least 48 hours prior to the scheduled meeting or event to request an accommodation. The City of Moscow is committed to ensuring that all reasonable accommodation requests are fulfilled.

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 10, 2022**

7:00 PM

**Council Chambers
206 E Third Street**

Parish called the meeting to order at 7:00 PM

MEMBERS PRESENT: Robb Parish, Chair; Drew Davis, Scott Gropp, Joel Hamilton, Cole Mize, Victoria Seever, Dennis Wilson
MEMBERS ABSENT: Rich Beebe, Nels Reese
OTHERS: Hailey Lewis
STAFF: Jennifer Fleischman, Mike Ray

REGULAR AGENDA

1. Approval of July 27, 2022 Minutes (ACTION ITEM)

Wilson moved for approval of the minutes as written, seconded by Davis. 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 (3) minutes.

None.

3. Public Hearing: Proposed Rezone of a 10-acre Property Located Directly North of the Current Terminus of War Bonnet Drive: LUP2022-0021 (ACTION ITEM)

Proposed rezoning of the subject property from the Motor Business (MB) Zone to the Multiple Family Residential (R-4) Zone.

Ray presented the rezone request for the property as described above, and recommended the Commission approve with the one condition to enter into a Development Agreement with the City of Moscow. The conservation easement on the land to the north of the subject property does not impact the City of Moscow's Thoroughfare Plan. There continued to be some more discussion about the conservation easement and how it impacts the rezone request.

Public Hearing opened at 7:11 PM

Cody Moore (applicant's representative), Moscow, spoke briefly on the project and disclosed that the property is under contract for sale. The property to the north is retained by a different owner and the conservation easement is listed as perpetual. He expressed a preference to not build a road nor extend utilities to connect with the northern property line, but understood the need for following any previous conditions placed on the subject property.

Shelley Bennett (applicant's representative), Moscow, talked about attempts to sell the subject property since it was last rezoned in 2017. Commercial real estate is contingent upon traffic and the property does not have high volume. She discussed the proposed road development to the conservation easement property.

Public Hearing closed at 7:15 PM

The singular condition recommended by Staff could be renegotiated or waived by City Council if it was apparent that there would not be a need for War Bonnet to connect with the northern property. It was mentioned that a road would need to be built anyways to facilitate access to the proposed apartment buildings, which is required to have two (2) points of egress for fire code. The Commissioners mentioned that more housing options are needed in Moscow.

Davis moved to recommend approval of the Rezone request to City Council, with the one condition as recommended by Staff. The motion was seconded by Gropp. Vote by Acclamation; Ayes: Unanimous (7). Nays: None. Abstentions: None. Motion carried.

Seever moved to approve the Relevant Criteria and Standards as written, seconded by Hamilton. Vote by Acclamation; Ayes: Unanimous (7). Nays: None. Abstentions: None. Motion carried.

4. Public Hearing: Proposal for a Comprehensive Plan Land Use Designation, Zoning Designation, Preliminary Subdivision Plat, and Planned Unit Development (PUD) for a 13.75-Acre Property Proposed to be Annexed into the City of Moscow and Generally Located Southwest of the West Palouse River Drive Ball Fields Property and Southwest of the University of Idaho Arboretum: LUP2022-0017, LUP2022-0018, and LUP2022-0019 (ACTION ITEM)

1. Comprehensive Plan Land Use Designation amendment from the Auto-Urban Residential designation to the High-Density Residential and Auto-Urban Residential designations.

2. Rezoning of the subject property from the Agriculture Forestry (AF) Zone to a combination of the Residential Office (RO) Zone and the Medium Density Residential (R-3) Zone.

3. Proposed Preliminary Plat and Planned Unit Development (PUD) of a 10.5-acre area to create 9 lots ranging from 0.73 acres to 1.57 acres in size, referred to as Edington Estates.

Ray presented the proposed annexation, preliminary plat, and preliminary PUD as described above, and recommended approval with no conditions. The Engineering memo requested some corrections that would be required before the requests could go before City Council, but does not prevent approval by the Commission. The map has a dotted line that represents an existing parcel boundary.

Public Hearing opened at 7:39 PM

Scott Sumner (applicant's representative), Moscow, talked about the next phase of the Edington subdivision and the desire to provide different types and sizes of residential homes. He also spoke about the Germer property, to the south of Edington Estates, that the developers are working in conjunction with to build upon. He discussed how roads will stub to each side of the all the properties so that the parcels would be accessible to each other. The house currently located on the subject property is going to stay there and would be built around.

Public Hearing closed at 7:45 PM

Seever moved to recommend approval of the Comprehensive Land Use Designation, Rezone, Preliminary Plat, and Preliminary PUD requests to City Council, with no conditions as recommended by Staff. The motion was seconded by Wilson. Vote by Acclamation; Ayes: Unanimous (7). Nays: None. Abstentions: None. Motion carried.

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

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

Proposal to eliminate a condition of approval of the Anderson 7th Addition Subdivision that vehicular access to Block 2, Lot 7 shall be limited to Sunnyside Avenue and no vehicular access shall be permitted from Palouse River Drive.

Wilson moved to approve the Written Decision for Anderson 7th Addition as presented, seconded by Seever. Vote by Acclamation; Ayes: Davis, Gropp, Hamilton, Mize, Seever, Wilson (6). Nays: None. Abstentions: Parish (1). Motion carried.

REPORTS

1. Transportation Commission meeting report.

The next regular Transportation Commission meeting is scheduled for August 11th, 2022, and the agenda includes discussion items regarding Sand Creek Road, as well as the Downtown Streetscape Design.

ANNOUNCEMENTS

UPCOMING EVENTS/MEETINGS

Next Planning & Zoning Commission regular meeting is scheduled for August 24, 2022.

The August 24th meeting will be cancelled and two Public Hearings are scheduled for the first meeting in September.

Parish declared the meeting adjourned at 7:50 PM

Robb Parish, Chair

Memo

To: Planning and Zoning Commission
From: Mike Ray, AICP
Planning Manager
Date: September 16, 2022
Re: Woodbury Final Plat and Final PUD Review

On August 25, 2021 the Planning & Zoning Commission conducted a public hearing to consider the request of Wintz Company, LLC 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. After reviewing the proposed application and considering public testimony, the Planning & Zoning Commission recommended approval of the Comprehensive Plan land use designation, zoning designation, and Planned Unit Development (PUD) with no conditions and recommended approval of the preliminary subdivision plat 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.

City Council then conducted a public hearing on September 20, 2021 and approved the annexation, Comprehensive Plan land use designation, zoning designation, and PUD with no conditions. The Council approved the preliminary plat with the same three conditions recommended by the Planning and Zoning Commission.

On the September 1, 2022 the applicant submitted the final plat and final PUD to be reviewed by the Planning and Zoning Commission and City Council. Staff has reviewed the final plat and final PUD for conformance with the required conditions and consistency with the preliminary approvals. Below is an analysis of the required conditions and other aspects of the project that have been modified:

subdivision layout and roadway alignments have remained essentially the same between the preliminary and final plats, except for the additional five lots which have been dispersed throughout the subdivision and in some cases used to eliminate a layout where the rear of houses had street frontage.

Lot Types: The preliminary PUD included four types of lots: 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.

Based upon some citizen concerns regarding the potential confusion of naming a type of lot within Woodbury as “Fort Russell”, the applicant has changed the name to “Garden” lots. The names of the four types of lots are now Village, Cottage, Garden, and Estate lots. The Village lots are the lots that are zoned Neighborhood Business and are still located surrounding the center park. The Cottage lots are located to the south of the Village lots and are clustered around a center green space. Some cottage lots have now been designated around the semi-circle shaped green space to the south of Woodbury Drive. The Garden lots are mostly in the same location as the preliminary PUD, but some of the larger more prominent corner lots have been designated as Estate lots. The Estate lots remain the largest lots at the perimeter which are not rear loaded. The applicant has indicated that a number of the Estate lots will allow for custom designs that would need to be consistent with the architectural style of the example floor plans and elevations that have been submitted.

The applicant has submitted some additional house plans for each of the four types of lots to provide more examples of the houses that will be constructed. The additional plans that were submitted are consistent with the architectural style of the preliminary plans.

Setbacks: There have been minor setback changes between the preliminary PUD and the final PUD, largely because of the required widths of the public utility easements adjacent to the private streets. Previously it was anticipated that 5-foot utility easements on either side of the street would be sufficient for franchise utilities. After working through the construction drawings with the franchise utility providers, it was determined that the easements needed to be increased, but could be offset. As a result, most of the private streets now have a 5-foot utility easement on one side and an 8.5-foot utility easement on the other side. In order to accommodate the shift in location of the houses on the lots, the applicant has reduced the front and rear setbacks from 7 feet to 5 feet. Additionally, on the Estate lots the side yard setback has been reduced from 7 feet to 5 feet to allow for maximum use of the side yard and to also be consistent with typical side yard setbacks of all other residential zones.

Streets: At the time of the preliminary plat, the applicant was still deciding whether they would like Ashton Lane to be a one-way public or private street. On the preliminary plat it was designated as a private street and included a 12-foot travel lane with 8-foot wide parallel parking on one side of the street. One side of the street included a curb and 5-foot sidewalk and the other included a curb, 7-foot tree lawn, and 5-foot sidewalk. After discussions with the Fire, Streets, Parks, Planning, and Engineering Departments, it was recommended that in order for the street be to designated as a public street, the roadway would need to be widened by an additional 3 feet to allow for snow storage. The applicant has decided to make Ashton Lane a public street which includes a 5-foot sidewalk, 5-foot tree lawn, and curbing on both sides of the street. The roadway includes a 15-foot travel lane and an 8-foot parallel parking lane on one side. The previously mentioned City departments have all reviewed the proposed public one-way street standard and are fine with the proposal.

Utilities and Phasing: The applicant is planning on constructing the Woodbury subdivision in three phases. Attached to your packet you will find a “will serve” letter from the City Engineering Department which details the water and sewer system analysis that was conducted to determine what infrastructure improvements would be needed in order for the subdivision to be adequately served by City utilities. As the City’s consultant HDR’s water modelling memorandums indicates, additional water distribution infrastructure will be required if/when Phase III of the 1st Addition and future Additions are constructed. Additionally, as demonstrated in the Comprehensive Sewer System Plan, a segment of sewer main will require correcting as a part of the 1st Addition’s Phase III construction and for future Woodbury Additions. The completion of these water and sewer components prior to Phase III has been specified in the subdivision’s civil design plan set and will be a condition of the Woodbury 1st Addition Development Agreement. As demonstrated in this review, the City is able to provide sewer and water services to the first and second phases of the Woodbury 1st Addition and have evaluated and planned for future infrastructure upgrades to be completed with the construction of Phase III.

Recommendation: After reviewing and comparing the preliminary plat and PUD that was approved with the final plat and PUD, it is Staff’s determination that the proposal is substantially consistent with the application that provided preliminary approval. The final plat and PUD adequately incorporates all required conditions and modifications and any changes have been minor. Therefore, it is Staff’s recommendation that the Commission recommend approval of the final plat and final PUD for Woodbury 1st Addition to City Council with the following condition:

1. The City has identified that additional water and sewer infrastructure will be required to serve certain portions of the subdivision. The developer shall design and construct all necessary infrastructure and will not proceed until said infrastructure is completed, installed, and accepted by the City for each phase of the subdivision in accordance with the approved development agreement.



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

For City Use Only			
Date Received			
Dept	Fee Type	Fees	Paid
CDV	Application Fee	\$445.00 plus \$27.00/lot	
	Receipt Number		

APPLICATION FOR FINAL SUBDIVISION PLAT

APPLICANT:

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

OWNER: (if other than applicant)

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

ENGINEER/SURVEYOR:

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

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

PROPERTY:

- Proposed Subdivision Name: Woodbury 1ST ADDITION
- Address(es) or Parcel Number(s): RPM00000045850 & RPM00000057650
- Gross area of all land involved: 20.63 acres, and/or 898,545 sq.
- Total Net Area of land area exclusive of proposed or existing public street and other public lands:
15.31 acres, and/or 666,948 square feet.
- Total number of lots: 79 Average lot size: 6,388 sq.

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.

FINAL PLAT CHECKLIST:

All final plats, including the legal description of the exterior boundary, shall be prepared in accordance with the Idaho Code. Final plats shall be drawn to a scale no larger than 1"=100' unless pre-approved by the city engineer. The final plat drawing shall not be substantially different than the approved preliminary plat for the subdivision and shall contain the following information:

- _____ 1. Name of subdivision and its location by section, township, range, and county, with drawing scale, date of submission, and north arrow.
- _____ 2. Name, address, phone number, registration number and seal of the professional land surveyor preparing the plat, and name of subdivider and owners of property being platted.
- _____ 3. Boundary lines of property being platted including bearings, distances and curve data based on an accurate survey in the field closing within the tolerances prescribed by Idaho Code; lines of departure and owners of unplatted adjoining property; and lots, blocks and names of adjoining subdivisions. Adjoining subdivision lots shall be shown with dashed lines.
- _____ 4. Names and widths of all proposed streets; bearings, distances, and curve data of all street centerlines; location, width, purpose, and dimensions of easements; location and description of all property being dedicated for public use. All curves shall be described by central angle, radius, arc length, and chord bearing and distance.
- _____ 5. Location, name, and widths of adjacent street rights-of-way, the location and width of adjacent public easements, and the location and purpose of any adjacent property previously dedicated for public use.
- _____ 6. Lots and blocks with lots numbered consecutively within each block; bearings, distances, and curve data for each lot; the square footage of lots less than one acre in size or acreage of lots one acre or greater. Blocks shall be labeled consecutively. All curves shall be described by central angle, radius, arc length, and chord bearing and distance.
- _____ 7. Location and description of all monuments, including found monuments. If interior monuments are not set at the time the plat is recorded (as allowed by Idaho Code), include a statement indicating the date which they shall be set. Said date shall be approved by the City Engineer.
- _____ 8. Basis of bearing used to determine bearings shown on plat.
- _____ 9. Point of beginning of the subdivision with ties to the point of beginning from a minimum of two established corners of the Public Land Survey System (PLSS) in one or more of the sections containing the subdivision. List the recording numbers of the corner perpetuation and filing forms of the PLSS monuments. List horizontal coordinates for each PLSS monument and the point of beginning based on the Idaho Coordinate System West Zone. All coordinates values shall be grid coordinates based on the North American Datum of 1983 (NAD83) and specified as such.
- _____ 10. Street centerline monuments at each intersection, point of curvature, and point of tangency. Street monuments shall be constructed in accordance with City of Moscow standard specifications for street monuments. All other monuments shall be as prescribed by Idaho Code.
- _____ 11. Signed certificate by the owners of the land containing a correct legal description of the land, with the statement containing their intentions to include the same in the plat, and make a dedication of all public rights-of-way, easements, and parkland. The owners' signatures upon the certificate shall be notarized upon the plat by an officer duly authorized to take acknowledgements. If the property being mortgaged, the signature of the mortgagee's representative is also required.

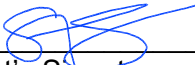
- _____ 12. Signed certificate by the land surveyor, stating that the plat is correct and accurate, the land survey of the platted property was performed by him/her or under his/her direct supervision, the monuments indicated on the plat have been located as described, and the surveying and platting was done in accordance with Idaho Code. The statement shall be accompanied by the seal of the registered professional land surveyor, signed and dated. The surveyor shall in every case have a valid certificate of registration with the Idaho Board of Registration of Professional Engineers and Professional Land Surveyors.
- _____ 13. Signed certificate by the City of Moscow Planning and Zoning Commission with date of approval.
- _____ 14. Certificate stating that the City Council has approved the plat and accepts all public dedications as shown thereon. The certificate shall be signed by the Mayor and attested to by the City Clerk.
- _____ 15. Certificate by the City Engineer that the plat conforms to the requirements of Title 50, Chapter 13, Idaho Code, and with the requirements of this chapter.
- _____ 16. Signed certification by the subdivider stating the City of Moscow has agreed in writing to supply water to all the lots in the subdivision from the municipal water system.
- _____ 17. Certificate signed and sealed by the Latah County Surveyor stating the plat and computations have been checked and the plat meets the requirements of Title 50, Chapter 13, Idaho Code.
- _____ 18. Certificate of satisfaction of the sanitary restrictions, to be endorsed by the Latah County Recorder at the time of filing if the sanitary restrictions have been satisfied according to Idaho Code, Section 50-1326.
- _____ 19. Certificate that taxes have been paid to date on the property to be signed by the Latah County Treasurer at the time of filing.
- _____ 20. Certificate of recording, to be signed by the Latah County Recorder at the time of filing.

SUBMITTAL:

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

- Completed application.
- 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

6/8/2022

Date

Property Owner's Signature (if different)

Date

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 SOUTH 78°51'24" WEST A DISTANCE OF 65.33 FEET;

THENCE NORTH 03°50'28" EAST A DISTANCE OF 173.73 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 86°09'32" WEST A DISTANCE OF 490.00 FEET, A CENTRAL ANGLE OF 10°28'49", LONG CHORD BEARING NORTH 01°23'57" WEST A DISTANCE OF 89.50 FEET, AN ARC LENGTH OF 89.63 FEET;

THENCE NORTH 06°38'21" WEST A DISTANCE OF 90.81 TO THE BEGINNING OF A TANGENT CURVE TO THE LEFT;

THENCE ALONG SAID TANGENT CURVE TO THE LEFT WITH A RADIUS THAT BEARS SOUTH 83°21'39" WEST A DISTANCE OF 140.00 FEET, A CENTRAL ANGLE OF 38°38'47", LONG CHORD BEARING NORTH 25°57'45" WEST A DISTANCE OF 92.65 FEET, AN ARC LENGTH OF 94.43 FEET;

THENCE NORTH 55°47'32" EAST A DISTANCE OF 20.33 FEET;

THENCE NORTH 46°24'49" EAST A DISTANCE OF 110.00 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 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" WEST A DISTANCE OF 72.00 FEET, A CENTRAL ANGLE OF 17°30'38", LONG CHORD BEARING NORTH 56°11'03" EAST A DISTANCE OF 21.92 FEET, AN ARC LENGTH OF 22.00 FEET;

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

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

THENCE SOUTH 52°27'41" WEST A DISTANCE OF 45.94 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 37°32'19" WEST A DISTANCE OF 730.00 FEET, A CENTRAL ANGLE OF 08°42'04", LONG CHORD BEARING SOUTH 48°06'39" EAST A DISTANCE OF 110.75 FEET, AN ARC LENGTH OF 110.86 FEET;

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

THENCE NORTH 46°22'47" EAST A DISTANCE OF 40.35 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 46°09'34" WEST A DISTANCE OF 860.00 FEET, A CENTRAL ANGLE OF 18°56'24", LONG CHORD BEARING SOUTH 34°22'14" EAST A DISTANCE OF 282.99 FEET, AN ARC LENGTH OF 284.28 FEET TO THE BEGINNING OF A REVERSE CURVE TO THE LEFT;

THENCE ALONG SAID REVERSE CURVE TO THE RIGHT WITH A RADIUS THAT BEARS NORTH 66°57'23" EAST A DISTANCE OF 190.00 FEET, A CENTRAL ANGLE OF 13°35'10", LONG CHORD BEARING SOUTH 29°50'12" EAST A DISTANCE OF 44.95 FEET, AN ARC LENGTH OF 45.05 FEET;

THENCE SOUTH 36°41'44" EAST A DISTANCE OF 84.59 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 20°57'32", LONG CHORD BEARING SOUTH 26°12'58" EAST A DISTANCE OF 40.01 FEET, AN ARC LENGTH OF 40.24 FEET;

THENCE SOUTH 15°44'12" EAST A DISTANCE OF 28.73 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", LONG CHORD BEARING SOUTH 07°56'45" EAST A DISTANCE OF 29.82 FEET, AN ARC LENGTH OF 29.91 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: 898,545 SQUARE FEET OR 20.63 ACRES OF LAND, MORE OR LESS.

DEDICATION:

KNOW ALL MEN BY THESE PRESENTS: THAT WOODBURY LAND, LLC., AN IDAHO LIMITED LIABILITY COMPANY, OWNER IN FEE SIMPLE, HAVE WITH THEIR FREE CONSENT AND IN ACCORDANCE WITH THEIR DESIRES CAUSED THE LAND HEREIN DESCRIBED TO BE SUBDIVIDED AND PLATTED AS WOODBURY 1ST ADDITION AND DO HEREBY ADOPT THE SURVEY OF SYNTIER ENGINEERING AS THE OFFICIAL SURVEY OF WOODBURY 1ST ADDITION; AND THEY DO HEREBY DEDICATE TO THE CITY OF MOSCOW AND THE PUBLIC USE FOREVER ALL PUBLIC RIGHTS-OF-WAY, ALLEYS, EASEMENTS, AND TRACT C AS PLATTED AND SHOWN HEREON; AND DO HEREBY CERTIFY THAT THEY ARE THE OWNER OF AND THE ONLY PARTY HAVING ANY INTEREST IN THE LANDS SO DIVIDED, AND THAT THE PROPERTY SHOWN HEREON IS NOT ENCUMBERED BY ANY DELINQUENT TAXES OR ASSESSMENTS; AND THAT THEY ARE AUTHORIZED TO SIGN THIS DEDICATION.

IN WITNESS WHEREOF WE HAVE SET OUR HANDS THIS ____ DAY OF _____, 2022.

BY:

MARK WINTZ, MANAGER OF WINTZ COMPANY LLC,
GOVERNOR OF WOODBURY LAND, LLC

BRIAN SCHMIDT, PRESIDENT OF JURGENS & CO., P.A.,
GOVERNOR OF WOODBURY LAND, LLC

DAN MADER, GOVERNOR OF WOODBURY LAND, LLC

ACKNOWLEDGMENTS:

STATE OF IDAHO)
) S.S.
COUNTY OF LATAH)

ON THIS ____DAY OF _____, 2022, BEFORE THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE AFORESAID STATE, PERSONALLY APPEARED BEFORE ME MARK WINTZ, MANAGER OF WINTZ COMPANY LLC, GOVERNOR OF WOODBURY LAND, LLC, AN IDAHO LIMITED LIABILITY PARTNERSHIP, THE COMPANY THAT EXECUTED THE WITHIN AND FOREGOING INSTRUMENT; WHO ACKNOWLEDGED SAID EXECUTION TO BE THE FREE AND VOLUNTARY ACT OF SAID COMPANY FOR THE PURPOSES MENTIONED THEREIN AND STATED ON OATH THAT HE IS AUTHORIZED TO EXECUTE SAID INSTRUMENT AND THE SEAL AFFIXED (IF ANY) IS THE COMPANY SEAL OF SAID COMPANY.

SIGNED NOTARY PUBLIC IN AND FOR THE STATE OF IDAHO

PRINTED NOTARY PUBLIC IN AND FOR THE STATE OF IDAHO

MY COMMISSION EXPIRES _____

OWNER’S CONTACT INFORMATION

NAME: MARK WINTZ
ADDRESS: 1004 DAIRY LANE
MOSCOW, ID 83843
EMAIL: MARK@WINTZCOMPANY.COM
PHONE: 208.596.5555

SURVEYOR’S CONTACT INFORMATION

NAME: JASON VONLINDERN, PLS
ADDRESS: 405 SE BRELSFORD DRIVE, SUITE C
PULLMAN, WA 99163
EMAIL: WWW.SYNTIERENGR.COM
PHONE: 509.339.6187

WOODBURY 1ST ADDITION
NORTHWEST QUARTER OF SOUTHWEST QUARTER OF
SECTION 4 AND NORTHEAST QUARTER SOUTHEAST
QUARTER OF SECTION 5, T.39N., R.5W., B.M.
LATAH COUNTY, IDAHO

ACKNOWLEDGMENTS:

STATE OF IDAHO)
) S.S.
COUNTY OF LATAH)

ON THIS ____DAY OF _____, 2022, BEFORE THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE AFORESAID STATE, PERSONALLY APPEARED BEFORE ME DAN MADER, GOVERNOR OF WOODBURY LAND, LLC, AN IDAHO LIMITED LIABILITY PARTNERSHIP, THE COMPANY THAT EXECUTED THE WITHIN AND FOREGOING INSTRUMENT; WHO ACKNOWLEDGED SAID EXECUTION TO BE THE FREE AND VOLUNTARY ACT OF SAID COMPANY FOR THE PURPOSES MENTIONED THEREIN AND STATED ON OATH THAT HE IS AUTHORIZED TO EXECUTE SAID INSTRUMENT AND THE SEAL AFFIXED (IF ANY) IS THE COMPANY SEAL OF SAID COMPANY.

SIGNED NOTARY PUBLIC IN AND FOR THE STATE OF IDAHO

PRINTED NOTARY PUBLIC IN AND FOR THE STATE OF IDAHO

MY COMMISSION EXPIRES _____

ACKNOWLEDGMENTS:

STATE OF IDAHO)
) S.S.
COUNTY OF LATAH)

ON THIS ____DAY OF _____, 2022, BEFORE THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE AFORESAID STATE, PERSONALLY APPEARED BEFORE ME BRIAN SCHMIDT, PRESIDENT OF JURGENS & CO., P.A., GOVERNOR OF WOODBURY LAND, LLC, AN IDAHO LIMITED LIABILITY PARTNERSHIP, THE COMPANY THAT EXECUTED THE WITHIN AND FOREGOING INSTRUMENT; WHO ACKNOWLEDGED SAID EXECUTION TO BE THE FREE AND VOLUNTARY ACT OF SAID COMPANY FOR THE PURPOSES MENTIONED THEREIN AND STATED ON OATH THAT HE IS AUTHORIZED TO EXECUTE SAID INSTRUMENT AND THE SEAL AFFIXED (IF ANY) IS THE COMPANY SEAL OF SAID COMPANY.

SIGNED NOTARY PUBLIC IN AND FOR THE STATE OF IDAHO

PRINTED NOTARY PUBLIC IN AND FOR THE STATE OF IDAHO

MY COMMISSION EXPIRES _____

SURVEYOR’S CERTIFICATE:

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF IDAHO STATUTE 55-1904 AT THE REQUEST OF MARK WINTZ IN MARCH OF 2022.

JASON MICHAEL VONLINDERN, PLS 19293 DATE

COUNTY RECORDER CERTIFICATE:

STATE OF IDAHO, COUNTY OF LATAH
RECORDED AT THE REQUEST OF _____
AT _____M. THIS ____ DAY OF _____

RECORDER TONYA DODGE
DEPUTY _____

APPROVALS

1. APPROVAL OF THIS PLAT BY THE CITY OF MOSCOW CERTIFIES AGREEMENT TO ALLOW CONNECTION OF THE ABOVE DESCRIBED PROPERTY TO THE MUNICIPAL WATER SYSTEM AND SATISFIES SECTION 50-1334, IDAHO CODE.

EXAMINED AND APPROVED BY ACTION OF THE MOSCOW PLANNING AND ZONING COMMISSION AT A REGULAR MEETING WITH A QUORUM PRESENT THE ____ DAY OF _____, 2022.

CHAIRMAN, PLANNING AND ZONING COMMISSION

EXAMINED AND APPROVED BY ACTION OF THE MOSCOW CITY COUNCIL AT A REGULAR MEETING WITH A QUORUM PRESENT THE ____ DAY OF _____, 2022. DEDICATION OF ALL PUBLIC STREETS, EASEMENTS, AND PARKLAND DESCRIBED ON THIS PLAT IS HEREBY ACCEPTED IN ACCORDANCE WITH SECTION 50-1313, IDAHO CODE.

CLERK MAYOR, CITY OF MOSCOW

EXAMINED AND APPROVED BY THE CITY ENGINEER THIS ____ DAY OF _____, 2022.

CITY ENGINEER, CITY OF MOSCOW

EXAMINED AND APPROVED BY THE LATAH COUNTY SURVEYOR THIS ____ DAY OF _____, 2022.

LATAH COUNTY SURVEYOR

I HEREBY CERTIFY THAT TAXES AND ASSESSMENTS ON PROPERTY SHOWN HEREON HAVE BEEN PAID FOR ____ AND PRECEDING YEARS AS OF THIS ____ DAY OF _____, 2022.

LATAH COUNTY TREASURER

SANITARY RESTRICTION SATISFIED, TITLE 50, CHAPTER 13, IDAHO CODE.

NORTH CENTRAL HEALTH DISTRICT DATE



For:

WOODBURY LAND LLC

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

	By	Date	Scale:
Surveyed	TLO	03/2022	Date: Sep. 19, 22
Drawn	TMH	06/2022	Drawing Name
Checked	JMV	08/2022	WNZ03-PLAT.dwg
Approved			
Accepted			Sheet 1 of 7

OFFICIAL DOCUMENTS:

- R1 WARRANTY DEED INSTRUMENT NO. 618411, GRANTOR: TRAIL FAMILY, LLC, GRANTEE: WOODBURY LAND, LLC, 09/21/2021
- R2A CPFR INSTRUMENT NO. 321963 QUARTER CORNER, SECTIONS 5/4, JUNE 1982, SURVEYOR: TAGGART
- R2B CPFR INSTRUMENT NO. 449147 COMMON CORNER, SECTIONS 4, 5, 8, 9, FEB 2000, SURVEYOR: KINNEY
- R3 BLACKWOOD 1ST ADDITION PLAT, INSTRUMENT NO. 497958, 07/29/2005, SURVEYOR: HAMMOND
- R4 SURVEY FOR: DAVID TRAIL, INSTRUMENT NO. 464347, 3/22/2002, SURVEYOR: HODGE
- R5 SURVEY FOR: JOANNE REECE & BILL VOXMAN, INSTRUMENT NO. 579750, 07/07/2016, SURVEYOR: DUNN

CORNER NOTES:

- F1 FOUND 1" PIPE WITH A PLASTIC CAP MARKED "TAGGART 1768", PER R2A
- F2 FOUND 5/8" REBAR WITH AN ALUMINUM CAP MARKED "T39N R5W BM 4, 5, 8, 9 2000 PE/PLS 1969", PER R2B
- F3 FOUND 5/8" REBAR WITH A YELLOW PLASTIC CAP MARKED "HODGE 3003"
- F4 FOUND 5/8" REBAR WITH AN ALUMINUM CAP MARKED "RIMROCK 10162"
- F5 FOUND 5/8" REBAR WITH NO CAP

SURVEYORS NARRATIVE:

1. WE ACCEPTED THE MONUMENTS F1–F5 AS THE CORNERS CONTROLLING THE SOUTHWEST QUARTER OF SECTION 4 AND THE SOUTHEAST QUARTER OF SECTION 5.
2. WE HELD FOUND MONUMENTS FROM R5 TO DEVELOP THE BOUNDARY OF THE SUBJECT PARCEL.
3. THE LAND DESCRIPTION SHOWN HEREON IS TO DESCRIBE A PORTION OF THE SUBJECT PARCEL BEING ANNEXED INTO THE CITY OF MOSCOW.
4. INTERIOR LOT CORNERS WILL BE SET AT TIME OF CONSTRUCTION IN MAY 2023.

IDAHO WEST SP
GRID COORDINATES
N:1858583.72
E:2316247.24

UNPLATTED
Parcel# 050025
TRAIL FAMILY LLC
Property Address
1310 YOUMANS LN
MOSCOW, ID 83843

UNPLATTED
Parcel# 045563
TRAIL FAMILY LLC
Property Address
1310 YOUMANS LN
MOSCOW, ID 83843

Parcel# 045913
MOSCOW RENTALS
LLC
Property Address
1350 YOUMANS LN
MOSCOW, ID 83843

Parcel# 045903
TRAIL, DAVID M
FAMILY TRUST
Property Address
1310 YOUMANS LN
MOSCOW, ID 83843

Parcel# 059025
MAURIN, JOHN
Property Address
1326 ORCHARD AVE
MOSCOW, ID 83843

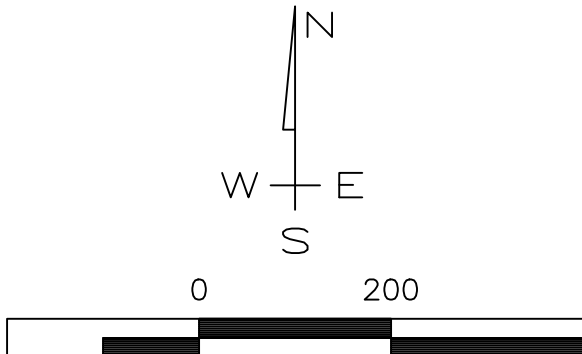
IDAHO WEST SP
GRID COORDINATES
N:1853496.46
E:2316196.99

Parcel# 046203
PRALL, JAMES
Property Address
1091 YOUMANS LN
MOSCOW, ID 83843

Parcel#
RPM00550000090
HENDRIX, PAUL
Property Address
1306 SLONAKER DR
MOSCOW, ID 83843

Parcel#
RPM00550000080
MAY, JOE F SR
Property Address
1309 SLONAKER DR
MOSCOW, ID 83843

WOODBURY 1ST ADDITION
NORTHWEST QUARTER OF SOUTHWEST QUARTER OF
SECTION 4 AND NORTHEAST QUARTER SOUTHEAST
QUARTER OF SECTION 5, T.39N., R.5W., B.M.
LATAH COUNTY, IDAHO



LEGEND:

- PLAT BOUNDARY LINE
- SECTION LINE
- 1/4 SECTION LINE
- PROPOSED CENTERLINE
- PROPOSED LOT LINE
- PROPOSED EASEMENT LINE
- EXISTING EASEMENT LINE
- EXISTING CENTERLINE
- EXISTING LOT LINE



SECTION CORNER
AS NOTED



1/4 SECTION CORNER
AS NOTED

F1

FOUND MONUMENT
SEE CORNER NOTES



SET 5/8" REBAR
WITH OPC MARKED
"VONLINDERN, PLS 19293"



SET 5/8" REBAR
WITH YPC MARKED
"VONLINDERN, PLS 19293"
IN CITY OF MOSCOW
MONUMENT CASE



SET 5/8" REBAR
WITH YPC MARKED
"VONLINDERN, PLS 19293"

C1/L1

CURVE/LINE SEE
CURVE OR LINE TABLE

(R1)

RECORD INFORMATION
SEE OFFICIAL DOCUMENTS

P0B

POINT OF BEGINNING

BASIS OF BEARING:

THE BEARING OF NORTH 00°33'28" WEST 1322.72 FEET WAS ASSUMED ALONG THE WEST LINE OF SECTION 4, TOWNSHIP 39 NORTH, RANGE 5 WEST, BOISE MERIDIAN, BETWEEN CORNERS F2 AND F3, PER GNSS OBSERVATIONS USING IDAHO STATE PLANE WEST ZONE, SCALED TO GROUND.



	By	Date	Scale: 1:200
Surveyed	TLO	03/2022	Date: Sep. 19, 22
Drawn	TMH	03/2022	Drawing Name WNZ03--PLAT.dwg
Checked	JMV	08/2022	
Approved			
Accepted			Sheet 2 of 7

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

For:

WOODBURY LAND LLC

WOODBURY 1ST ADDITION
NORTHWEST QUARTER OF SOUTHWEST QUARTER OF SECTION 4 AND NORTHEAST
QUARTER SOUTHEAST QUARTER OF SECTION 5 OF , T.39N., R.5W., B.M.
LATAH COUNTY, IDAHO

COUNTY RECORDER CERTIFICATE:

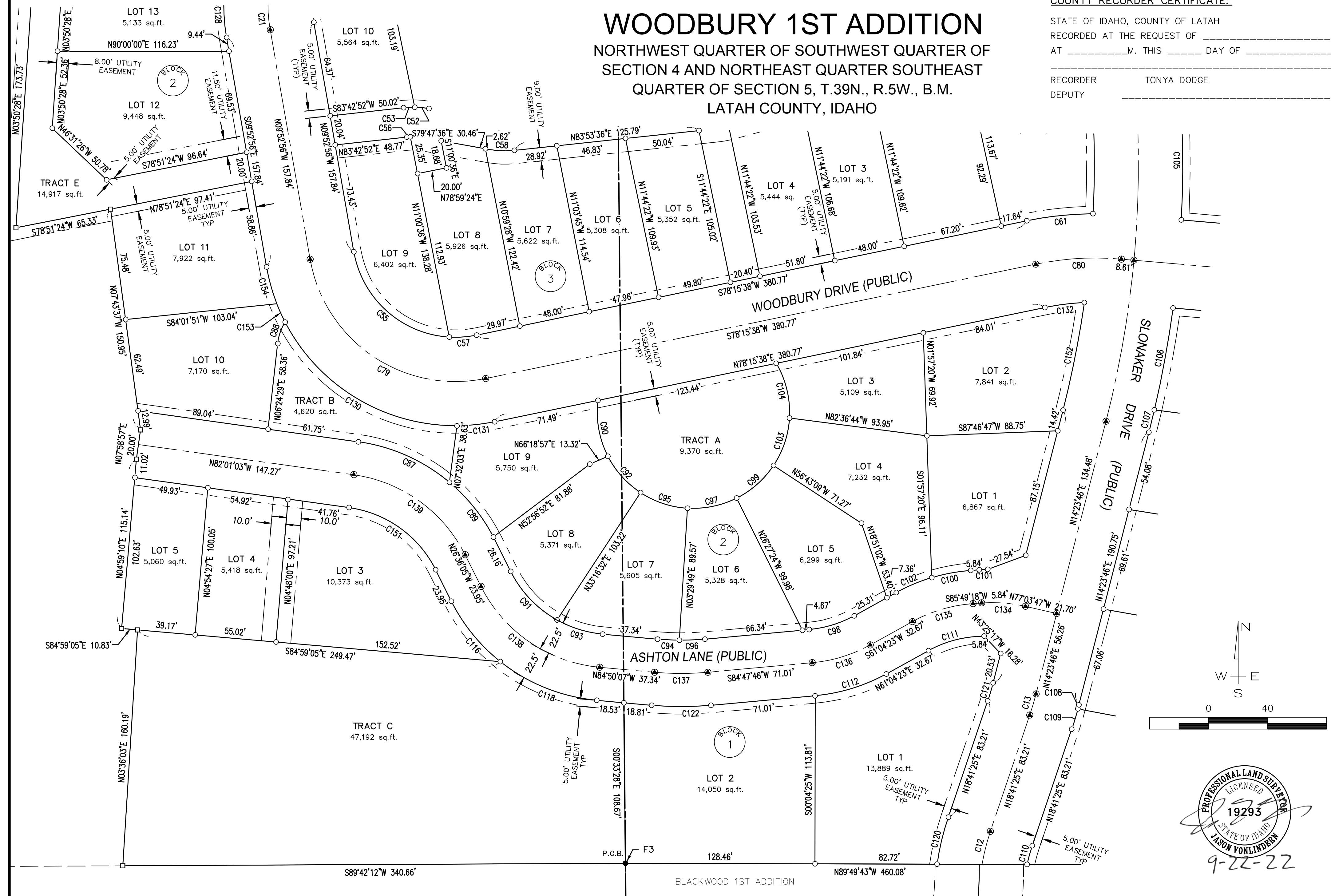
STATE OF IDAHO, COUNTY OF LATAH
RECORDED AT THE REQUEST OF _____
AT _____M. THIS _____ DAY OF _____
RECORDER TONYA DODGE
DEPUTY _____

WOODBURY 1ST ADDITION
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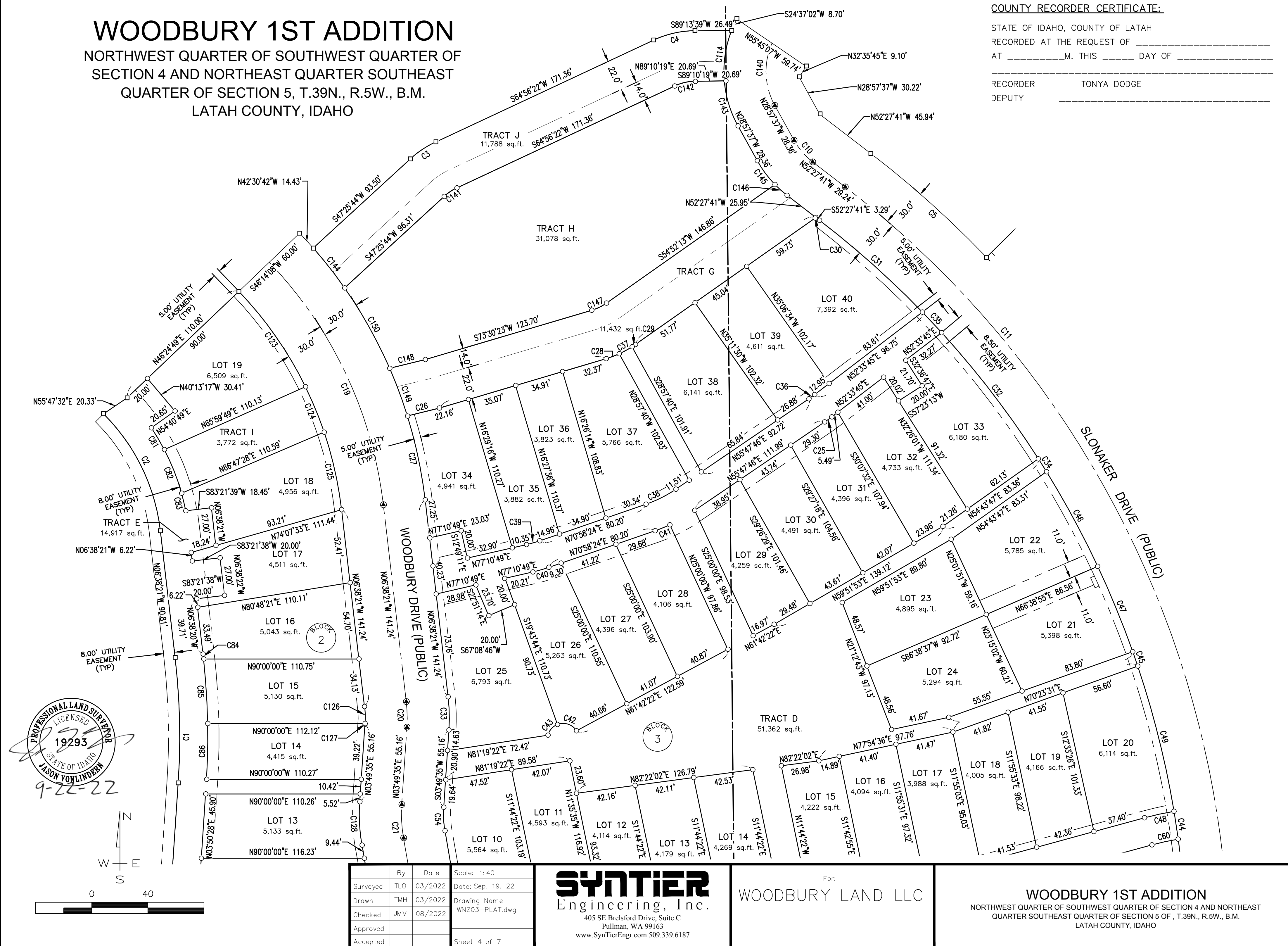


WOODBURY 1ST ADDITION

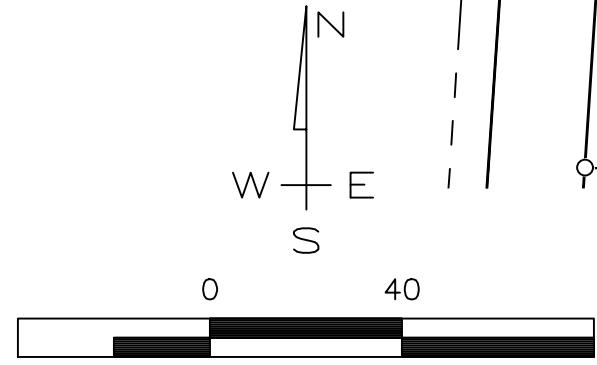
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RECORDER TONYA DODGE
DEPUTY _____



PROFESSIONAL LAND SURVEYOR
LICENSED
19293
STATE OF IDAHO
JASON VONLINDERN
9-22-22



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Sheet 4 of 7		

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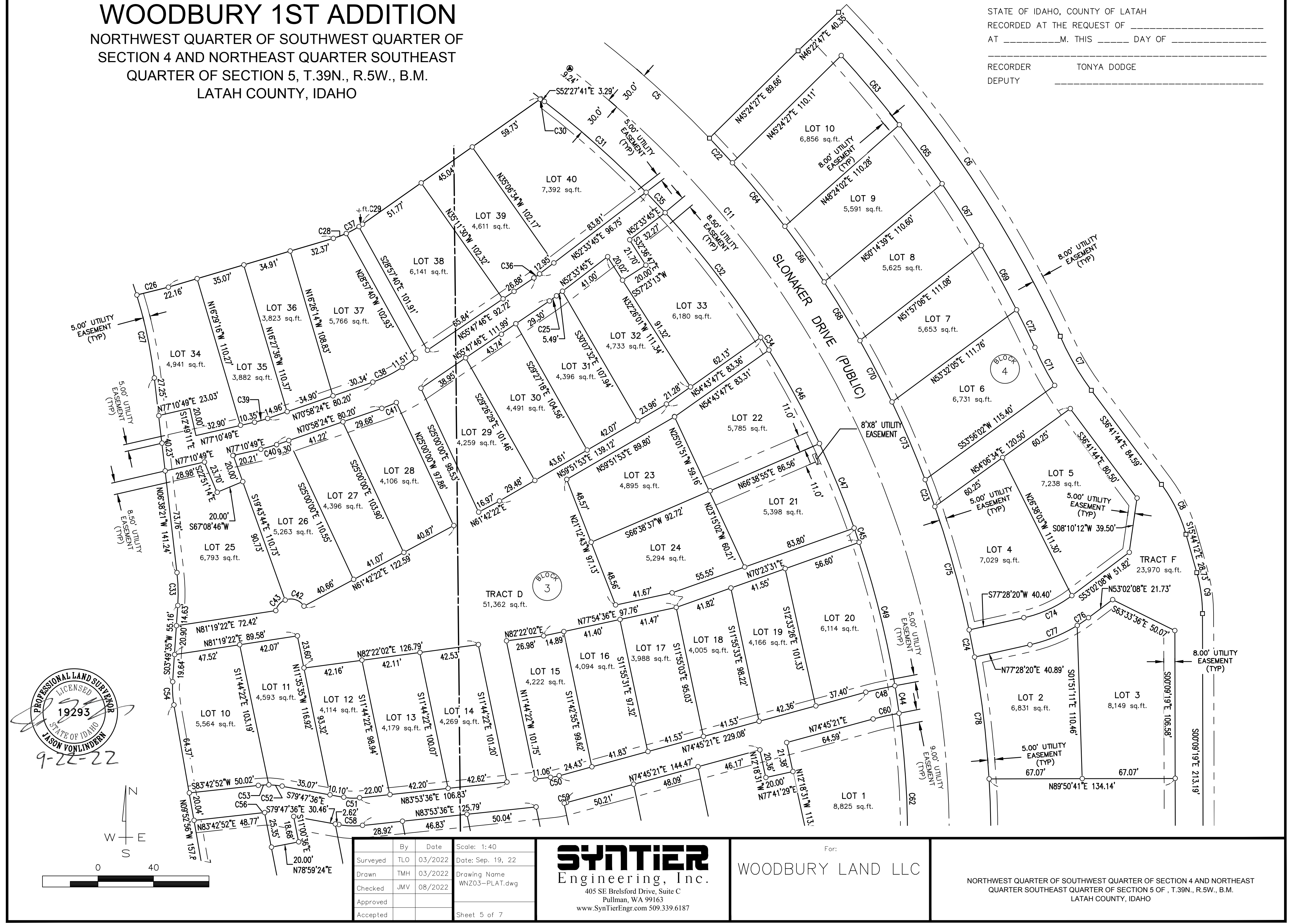
For:
WOODBURY LAND LLC

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QUARTER SOUTHEAST QUARTER OF SECTION 5 OF , T.39N., R.5W., B.M.
LATAH COUNTY, IDAHO

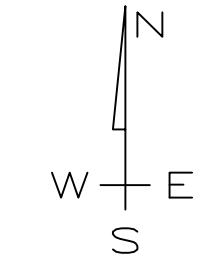
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DEPUTY _____



PROFESSIONAL LAND SURVEYOR
LICENSED
19293
STATE OF IDAHO
JASON VONLINDER
9-22-22



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Surveyed	TLO	03/2022	Date: Sep. 19, 22
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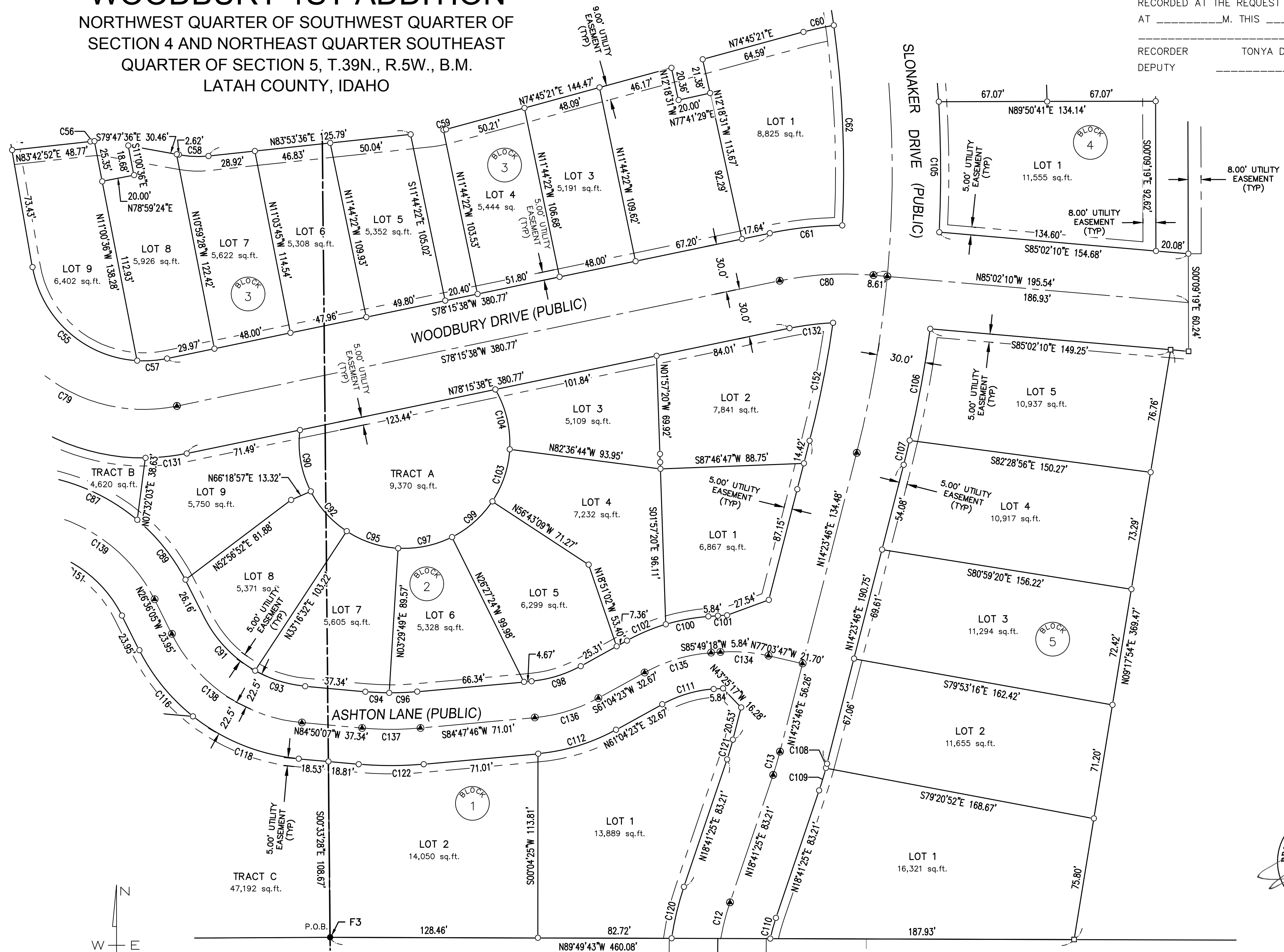
For:
WOODBURY LAND LLC

NORTHWEST QUARTER OF SOUTHWEST QUARTER OF SECTION 4 AND NORTHEAST
QUARTER SOUTHEAST QUARTER OF SECTION 5 OF T.39N., R.5W., B.M.
LATAH COUNTY, IDAHO

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AT _____M. THIS _____ DAY OF _____

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DEPUTY _____

CURVE TABLE					
Curve #	Length	Radius	Delta	Chord Bearing	Chord Length
C1	89.63	490.00	010°28'49"	N01°23'57"W	89.50
C2	94.43	140.00	038°38'47"	N25°57'45"W	92.65
C3	22.00	72.00	017°30'38"	N56°11'03"E	21.92
C4	30.45	72.00	024°13'56"	N77°03'21"E	30.22
C5	110.86	730.00	008°42'04"	S48°06'39"E	110.75
C6	284.28	860.00	018°56'24"	S34°22'14"E	282.99
C7	45.05	190.00	013°35'10"	S29°50'12"E	44.95
C8	40.24	110.00	020°57'32"	S26°12'58"E	40.01
C9	29.91	110.00	015°34'53"	S07°56'45"E	29.82
C10	20.51	50.00	023°30'04"	N40°42'39"W	20.37
C11	816.82	700.00	066°51'27"	N19°01'58"W	771.26
C12	23.11	150.00	008°49'37"	N14°16'37"E	23.09
C13	14.99	200.00	004°17'40"	N16°32'35"E	14.99
C19	194.39	300.00	037°07'30"	N25°12'06"W	191.00
C20	18.27	100.00	010°27'56"	N01°24'23"W	18.24
C21	23.93	100.00	013°42'31"	N03°01'40"W	23.87
C22	24.21	730.00	001°54'01"	N42°48'37"W	24.21
C23	20.64	730.00	001°37'11"	N19°56'49"W	20.64
C24	20.01	730.00	001°34'13"	N11°06'28"W	20.01
C25	6.21	110.00	003°14'01"	S54°10'46"W	6.21
C26	22.91	6206.98	000°12'41"	N76°09'53"E	22.91
C27	61.22	330.00	010°37'47"	N11°57'14"W	61.13
C28	10.01	72.00	007°57'52"	N69°31'27"E	10.00
C29	3.00	72.00	002°23'18"	N56°03'52"E	3.00
C30	0.68	77.02	000°30'29"	N54°35'55"E	0.68
C31	98.32	670.00	008°24'28"	S48°15'27"E	98.23
C32	113.40	670.00	009°41'51"	S37°29'09"E	113.26
C33	23.75	130.00	010°27'56"	N01°24'23"W	23.71
C34	10.92	670.00	000°56'01"	S32°10'13"E	10.92
C35	20.10	670.00	001°43'09"	S43°11'38"E	20.10
C36	5.08	90.00	003°14'01"	N54°10'46"E	5.08
C37	10.41	72.00	008°17'00"	N61°24'01"E	10.40
C38	23.84	90.00	015°10'38"	N63°23'05"E	23.77
C39	9.75	90.00	006°12'25"	N74°04'37"E	9.75
C40	11.92	110.00	006°12'25"	S74°04'37"W	11.91
C41	11.31	110.00	005°53'21"	S68°01'43"W	11.30

CURVE TABLE					
Curve #	Length	Radius	Delta	Chord Bearing	Chord Length
C42	15.39	11.20	078°44'15"	S71°45'33"E	14.21
C43	10.58	11.20	054°07'23"	N41°48'37"E	10.19
C44	20.00	670.00	001°42'38"	S08°36'04"E	20.00
C45	10.90	670.00	000°55'56"	S19°03'10"E	10.90
C46	76.68	670.00	006°33'26"	S28°25'30"E	76.64
C47	65.81	670.00	005°37'39"	S22°19'57"E	65.78
C48	21.55	210.00	005°52'42"	S77°41'43"W	21.54
C49	106.76	670.00	009°07'48"	S14°01'17"E	106.65
C50	6.38	40.00	009°08'15"	S79°19'29"W	6.37
C51	11.39	40.00	016°18'48"	N87°57'00"W	11.35
C52	9.63	60.00	009°11'44"	N84°23'28"W	9.62
C53	7.64	60.00	007°17'48"	S87°21'46"W	7.64
C54	16.75	70.00	013°42'31"	N03°01'40"W	16.71
C55	93.65	70.00	076°39'11"	N48°12'31"W	87.03
C56	2.46	40.00	003°31'20"	N85°28'32"E	2.46
C57	18.58	70.00	015°12'14"	S85°51'46"W	19.47
C58	17.08	60.00	016°18'48"	S87°57'00"E	17.03
C59	1.69	60.00	001°36'43"	N75°33'43"E	1.69
C60	19.23	190.00	005°47'53"	N77°39'18"E	19.22
C61	45.19	230.00	011°15'28"	S83°53'22"W	45.12
C62	124.05	670.00	010°36'28"	S02°26'31"E	123.87
C63	65.20	840.00	004°26'50"	S39°59'40"E	65.18
C64	59.46	730.00	004°40'01"	N39°31'35"W	59.45
C65	52.58	840.00	003°35'12"	S35°58'40"E	52.57
C66	49.07	730.00	003°51'05"	N35°16'02"W	49.06
C67	52.75	840.02	003°35'53"	S32°23'07"E	52.74
C68	49.53	730.00	003°53'16"	N31°23'52"W	49.52
C69	52.86	840.02	003°36'20"	S28°47'01"E	52.85
C70	49.93	730.00	003°55'08"	N27°29'40"W	49.92
C71	30.77	210.00	008°23'46"	S27°19'58"E	30.75
C72	30.18	840.00	002°03'31"	S25°57'04"E	30.18
C73	60.88	730.00	004°46'42"	N23°08'45"W	60.86
C74	38.38	90.00	024°26'12"	S65°15'14"W	38.09
C75	92.30	730.00	007°14'40"	N15°30'54"W	92.24
C76	9.89	110.00	005°08'56"	N55°36'36"E	9.88
C77	37.03	110.00	019°17'16"	N67°49'42"E	36.86

CURVE TABLE					
Curve #	Length	Radius	Delta	Chord Bearing	Chord Length
C78	88.50	730.00	006°56'45"	N06°50'59"W	88.44
C79	160.32	100.00	091°51'26"	N55°48'39"W	143.69
C80	58.31	200.00	016°42'12"	S86°36'44"W	58.10
C81	18.09	160.00	006°28'36"	N30°47'40"W	18.08
C82	33.56	160.00	012°01'00"	N21°32'53"W	33.50
C83	12.80	160.00	004°35'03"	N13°14'51"W	12.80
C84	3.50	510.00	000°23'34"	N06°26'34"W	3.50
C85	46.11	510.00	005°10'48"	N03°39'23"W	46.09
C86	39.82	510.00	004°28'24"	N01°10'13"E	39.81
C88	15.50	35.00	025°22'16"	N19°05'37"E	15.37
C90	39.05	65.20	034°19'04"	S10°05'30"E	38.94
C92	33.54	65.20	029°28'26"	S41°59'15"E	33.17
C95	33.89	65.20	029°46'43"	S71°36'50"E	33.51
C97	34.41	65.20	030°14'14"	N78°22'42"E	34.01
C99	33.75	65.20	029°39'40"	N48°25'45"E	33.38
C103	34.29	65.20	030°07'58"	N18°31'56"E	34.54
C104	38.70	65.20	034°00'43"	N13°32'24"W	38.14
C105	80.65	730.00	006°19'48"	N00°12'42"W	80.61
C106	70.19	730.00	005°30'32"	N10°25'06"E	70.42
C107	15.59	730.00	001°13'24"	N13°47'04"E	16.70
C108	2.74	230.00	000°40'56"	N14°44'13"E	2.74
C109	14.50	230.00	003°36'44"	N16°53'03"E	14.50
C110	13.22	120.00	006°18'38"	N15°32'06"E	13.21
C111	33.48	77.50	024°44'56"	N73°26'51"E	33.22
C112	50.72	122.50	023°43'23"	N72°56'05"E	50.36
C114	36.76	80.00	026°19'43"	N08°20'03"E	36.44
C116	53.12	122.50	024°50'46"	N39°01'28"W	52.71
C118	71.38	122.50	033°23'16"	N68°08'29"W	70.38
C120	32.73	180.05	010°25'00"	N13°28'55"E	32.69
C121	12.74	169.95	004°17'40"	N16°32'35"E	12.73
C122	40.27	222.50	010°22'07"	S89°58'50"W	40.21
C134	29.87	100.00	017°06'54"	N85°37'14"W	29.76
C135	43.19	100.00	024°44'56"	S73°26'51"W	42.86
C136	41.40	100.00	023°43'23"	S72°56'05"W	41.11
C137	36.19	200.00	010°22'07"	S89°58'50"W	36.14
C138	101.64	100.00	058°14'02"	N55°43'06"W	97.32

CURVE TABLE					
Curve #	Length	Radius	Delta	Chord Bearing	Chord Length
C139	96.72	100.00	055°24'58"	N54°18'34"W	92.99
C140	46.04	50.00	052°45'11"	N02°35'01"W	44.43
C141	11.00	36.00	017°30'38"	S56°11'03"W	10.96
C142	15.23	36.00	024°13'56"	S77°03'21"W	15.11
C143	33.69	80.00	024°07'48"	N16°53'43"W	33.44
C144	36.13	330.00	006°16'21"	S38°07'03"E	36.11
C145	21.28	80.00	015°14'19"	N36°34'46"W	21.21
C146	11.54	80.00	008°15'45"	N48°19'48"W	11.53
C147	11.71	36.00	018°38'10"	S64°11'18"W	11.66
C148	26.20	6172.21	000°14'36"	N76°11'17"E	26.20
C149	36.27	330.00	006°17'48"	S20°25'02"E	36.25
C150	65.78	330.00	011°25'15"	S29°16'44"E	65.67
C151	74.96	77.50	055°24'58"	N54°18'34"W	72.07
C153	13.70	130.00	006°02'14"	S24°19'14"E	13.69
C154	25.74	130.00	011°20'42"	S15°37'46"E	25.70



	By	Date	Scale:
Surveyed	TLO	03/2022	Date: Sep. 19, 22
Drawn	TMH	03/2022	Drawing Name
Checked	JMV	08/2022	WNZ03--PLAT.dwg
Approved			
Accepted			Sheet 7 of 7

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

For:
WOODBURY LAND LLC

WOODBURY 1ST ADDITION
NORTHWEST QUARTER OF SOUTHWEST QUARTER OF SECTION 4 AND NORTHEAST
QUARTER SOUTHEAST QUARTER OF SECTION 5 OF , T.39N., R.5W., B.M.
LATAH COUNTY, IDAHO



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

For City Use Only

Date Received			
Dept	Fee Type	Fees	Paid
CDV	Application Fee	\$430.00 plus \$27.00/lot	
	Receipt Number		

APPLICATION FOR FINAL PLANNED UNIT DEVELOPMENT

APPLICANT:

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

OWNER: (if other than applicant)

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

PROPERTY:

- Proposed PUD Name: Woodbury
- Address or Parcel Number: Between Glendale, Trail Rd & Arborcrest.

AUTHORIZATION:

- Describe any changes in design or construction since approval of the Preliminary PUD:

• Started Grading in October '21. Continued work in June and July 2022.
• Plotted 20 total homes and tightened up lot layout increasing the number of lots from 74 to 79. Minor setback changes.

CONDITIONS OF APPROVAL:

The Commission or Council (in the case of a Type 2 PUD application) 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) The Final PUD process is intended to give the Zoning Administrator, Planning and Zoning Commission, or the Council (in the case of Type 2 PUD application), an opportunity to determine whether the proposed development conforms to the intent of the preliminary approval. The applicant is required to detail any proposed development agreements, condominium agreements, deed restrictions, or other commitments needed to assure adherence to the proposed development plan, and to provide final plans indicating how conditions or modifications imposed at preliminary approval will be met.
- 2) If the final proposal is substantially unchanged from the application provided for preliminary approval, and if it adequately incorporates all required conditions or modifications, it may be acted on by majority vote of the Planning and Zoning Commission as a regular agenda item at a regularly scheduled meeting (or City Council, in the case of a Type 2 PUD application). The deciding body may grant final approval, may grant final approval with minor modifications or conditions, or may deny the application.
- 3) If the proposal differs significantly from the proposal discussed at earlier public hearings beyond those changes required as conditions of the preliminary approval, or if conditions or modifications are contemplated which differ significantly from those presented at earlier hearings, then a new public hearing must be conducted by the Planning and Zoning Commission (or City Council in the case of a Type 2 PUD application) prior to final project approval.

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:

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

- Completed application.
- Payment of application fees.
- Site Plan, drawn to scale (1 electronic copy; 2 - 11" x 17" hard copies)
- Floor Plans, drawn to scale (1 electronic copy; 2 - 11" x 17" hard copies)
- Elevation Drawings and/or Renderings, drawn to scale (1 electronic copy; 2 - 11" x 17" hard copies)
- Evidence of clear title to any lands to be conveyed or reserved for parks, scenic ways, playgrounds, schools, public buildings, or other public purposes.
- Final plans showing location of water, sewer, drainage and all other utilities, and plans for street improvements and grading.
- A final phasing plan.

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

Applicant's Signature

Date

8/4/22

Property Owner's Signature

Date

8/4/22

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 22.95 acres and 87 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.

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 40 feet by 100 feet or 4,000 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 the Southwick Cottages, 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 5,500 square feet. The average lot size including the immediate common areas allocated to the that lot is greater than 6,000 square feet.

The next ring of "Garden" homes and neighborhoods that surround the Cottage core and are considerably larger in lot size. For general reference we had used the term "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 Garden lots 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.
- Woodbury Drive, Yeoman – Public. 28-foot wide with parking on one side.
- Ashton Drive and Park Place – Public. One Way traffic - 20-foot wide with sidewalk and 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

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 homeowners association controlled 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 Central 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 the micro-neighborhoods that will provide 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 Garden lots - 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 divided by a fence. 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.hiddenviewpullman.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 Summer of 2022 and begin selling completed homes in the first phase by Summer of 2023.



Woodbury

WOODBURY DEVELOPMENT
DESIGN GUIDELINES FOR A NEW COMMUNITY

DEVELOPER: WOODBURY DEVELOPMENT, LLC

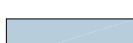


Lot Types - Phase One

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:

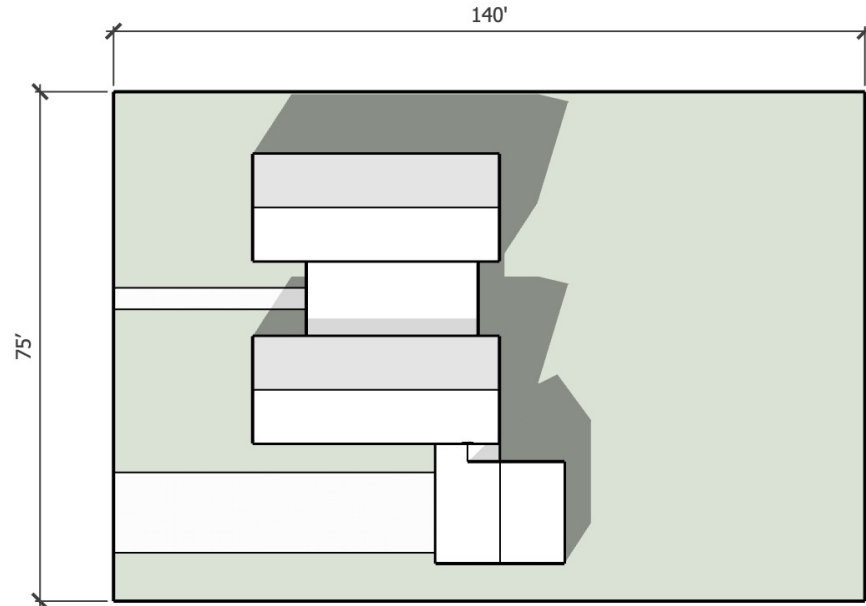
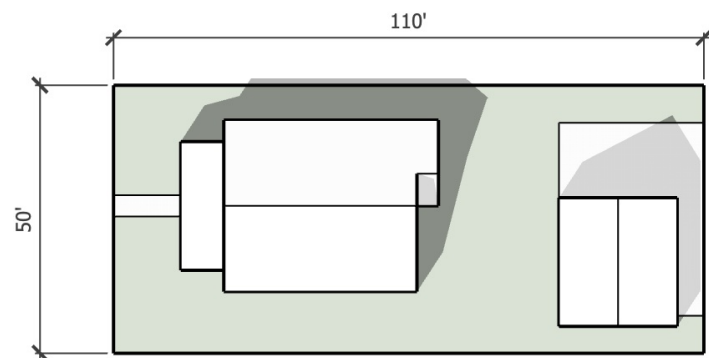
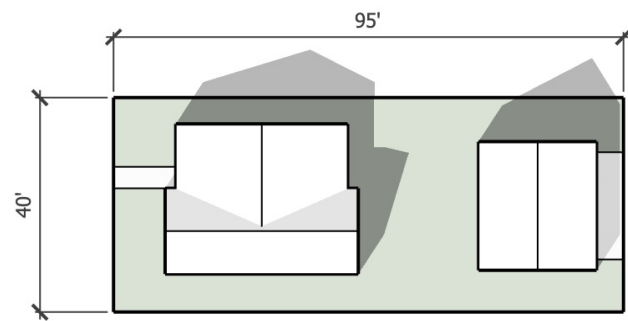
- Village- Those surrounding the center park
- Cottages- The four neighborhoods surrounding the Village
- Garden Lots- Larger lots that surround the cottage neighborhoods
- Estate lots- Large lots at the perimeter that are not alley loaded

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

	Neighborhood Business
	Cottage
	Garden Lots
	Estate Lots

Lot Types

WOODBURY DEVELOPMENT



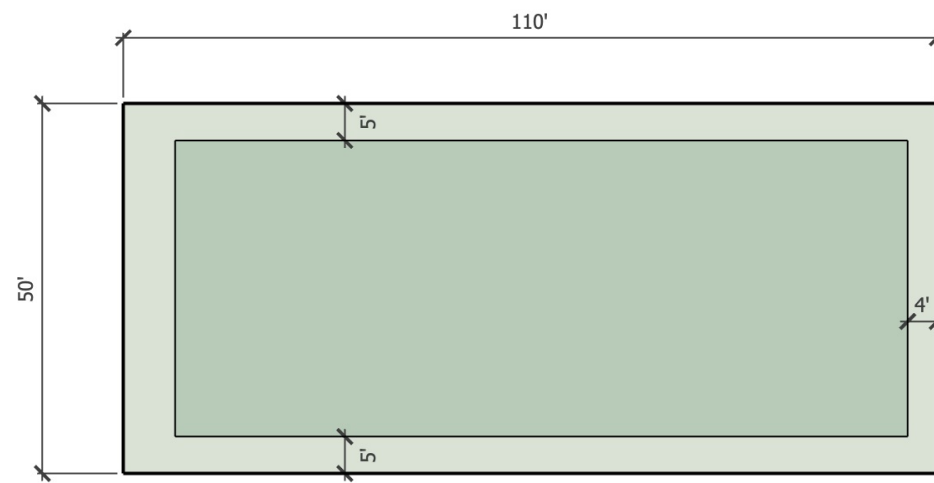
Lot Sizes

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

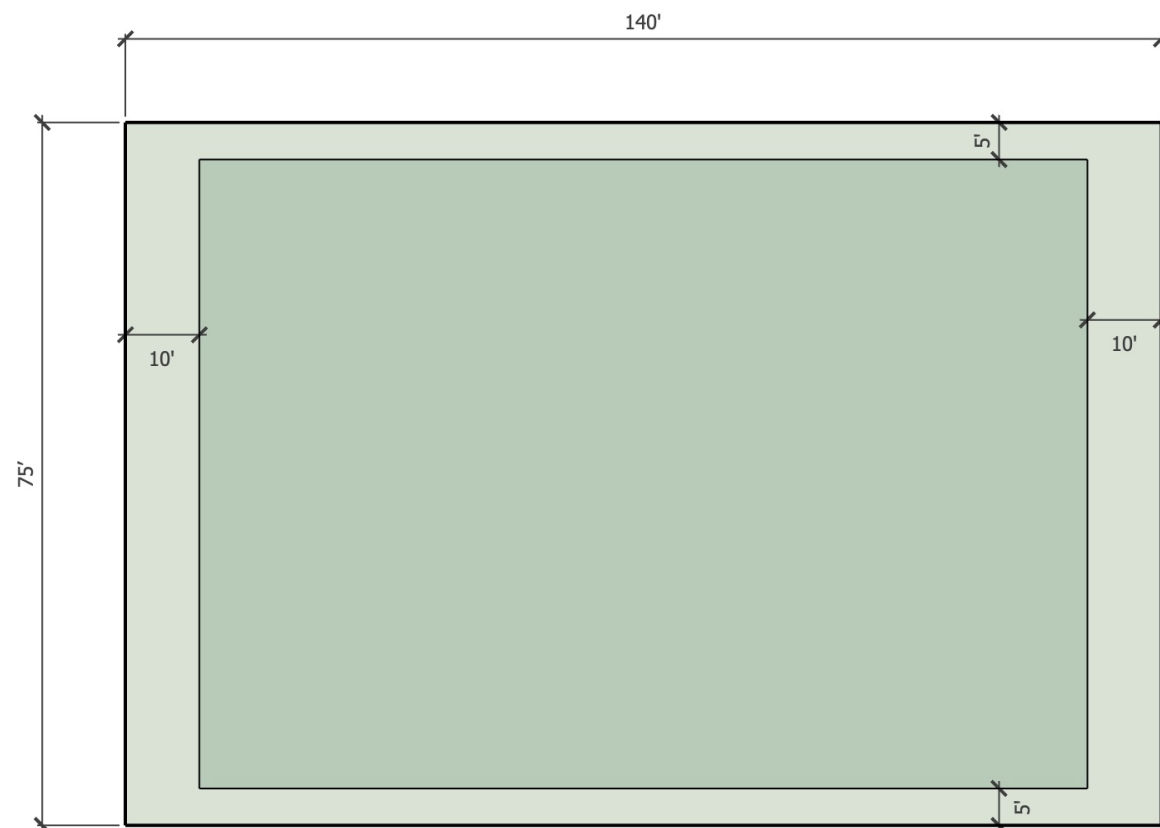
- Neighborhood business - Typically, 34 feet by 95 feet. Average size is 2,210 square feet
- Cottages – Typically, 40 feet by 100 feet. Average size of 4,000 square feet.
- Garden Lots – 50 feet by 110 feet. Average size of 5,500 square feet.
- Estate Lots – Typically, 75 feet by 140 feet. Average size of 10,500 square feet.

Lot Sizes

WOODBURY DEVELOPMENT



Center, Cottage and Garden lots



Estate Lots

Setbacks

WOODBURY DEVELOPMENT

Front Yard Setbacks

Neighborhood business, Cottage and Garden Lots

In all cases, Neighborhood business, Cottage and Garden 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.

Estate Lots

In most cases, Estate lots do not have alley access so the garage access will be from the street. Garages that take direct access that is perpendicular to the front street shall be held back a minimum of 20' from the front property line. Garages that are entered parallel to the front street or enter from a another street and other portions of the house shall be setback a minimum of 10' from the front property line.

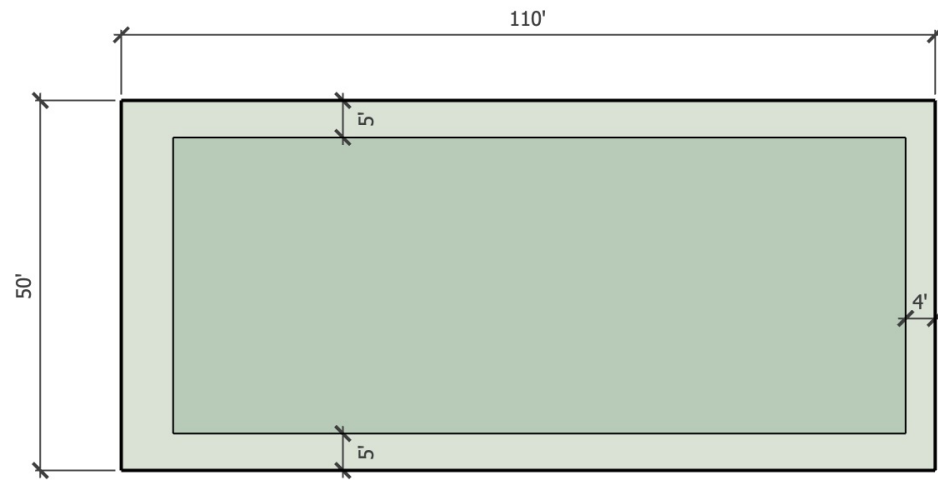
Rear Yard Setbacks

Neighborhood business, Cottage and Garden Lots

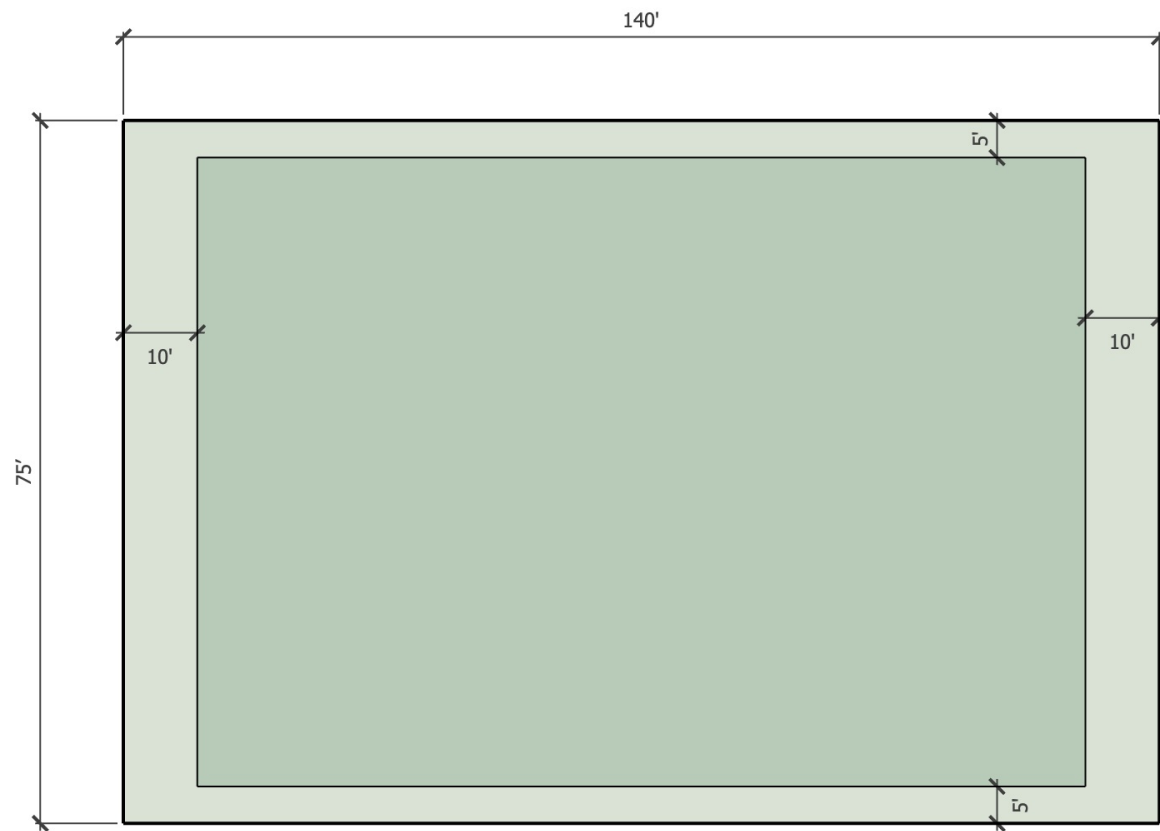
Given that these lots back up to an alley where no buildings can be constructed within a twenty-foot wide space, public utility easements notwithstanding, the rear yard setback, where a public utility easement does not exist, may be reduced to zero-feet from the rear property line.

Estate Lots

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



Neighborhood Business, Cottage and Garden lots



Estate Lots

Setbacks

WOODBURY DEVELOPMENT

Side Yard and Side Street Setbacks

Neighborhood business, Cottage and Garden Lots

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

Estate Lots

Minimum five foot setback on each side from side property lines

Side Setback Exceptions

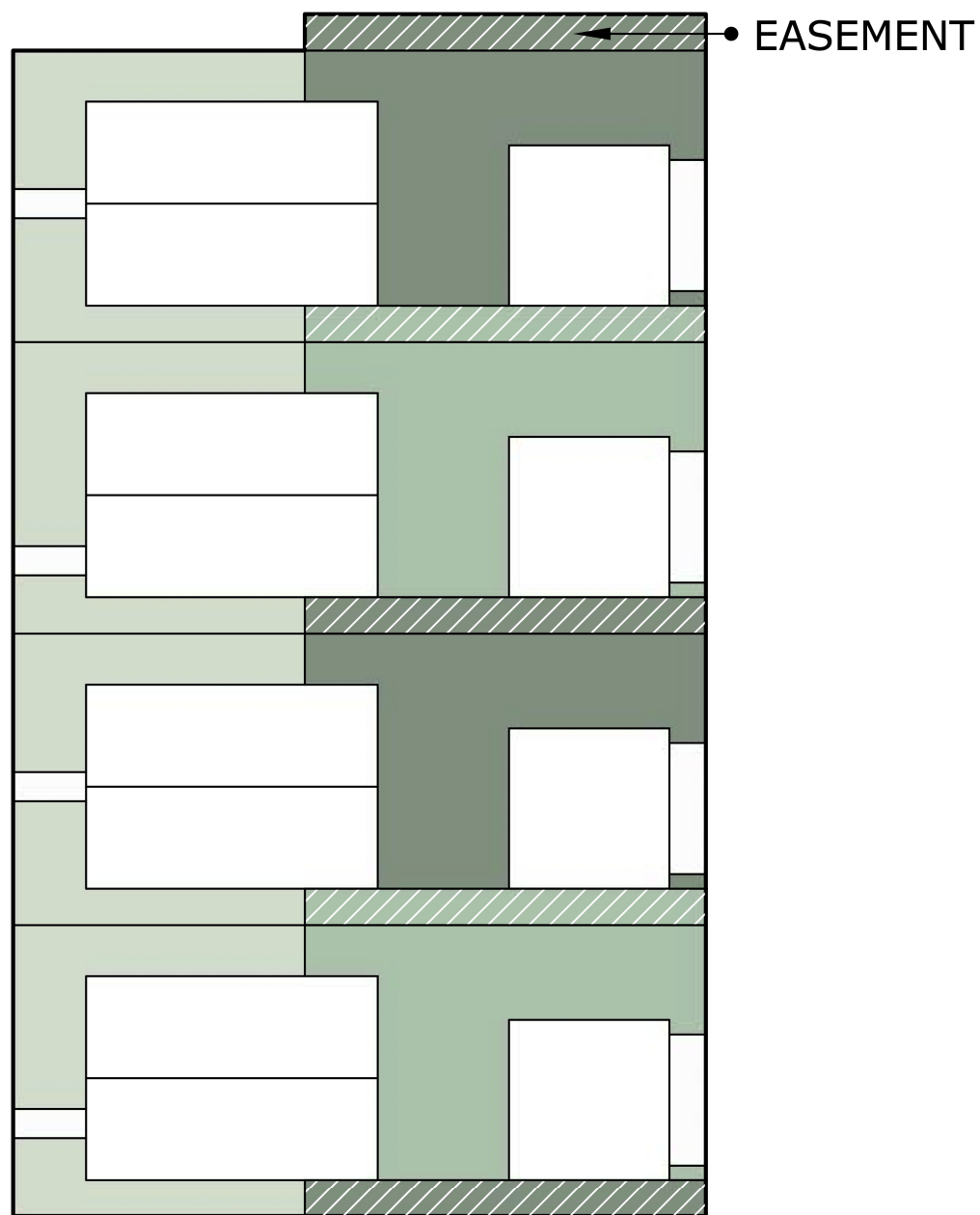
- 1 . Side yards that adjoin the existing Slonaker subdivision at the north end of Slonaker shall be 15 feet.
- 2 . Side yard setbacks in the Neighborhood Business Zone and surrounding townhomes may be reduced to zero-feet.

Lot Type	Uses	Average Lot Size	Minimum Setbacks (from back of sidewalk)			Off Street Parking	Encroachments or Exceptions
		square feet	Front	Sides	Rear		
Center Park - Neighborhood Business	SF Detached, Neighborhood Business, three lots or less attached	2,210	5'	0'	4'	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	4,000	5'	5'	4'	Minimum 1 enclosed and 1 additional off- street space provided by parking pad, carport or garage.	On an alley structures other than garages may have a 0' setback. At front and side street setbacks, porches, bays and appendages may be reduced to 3'.
Garden Lots	Single Family Detached	5,500	5'	5'	4'	Minimum 1 enclosed and 1 additional off- street space provided by parking pad, carport or garage.	On an alley structures other than garages may have a 0' setback. At front and side street setbacks, porches, bays and appendages may be reduced to 3'.
Estate Lots - front loaded	Single Family Detached	10,500	10'	5'	10'	Minimum 2 enclosed and off-street spaces	Setback on garages to be a minimum of 18'
Carraige Houses - ADUs	Accessory Units	One, two and three car garages	varies			1 additional off-street space	None

Note: Eaves and chimneys are permitted to encroach into setbacks and required open space subject to building code requirements.

Lot Specifications

WOODBURY DEVELOPMENT



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.

Accessory Dwelling Units

An accessory dwelling unit is permitted where placement on the lot can be managed within the allowed setback. Within the Center Park, Cottage and garden lots, the ADU may be placed above or beside a one, two or three car garage or carport and have a maximum floor area of 750 square feet. On Estate 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.

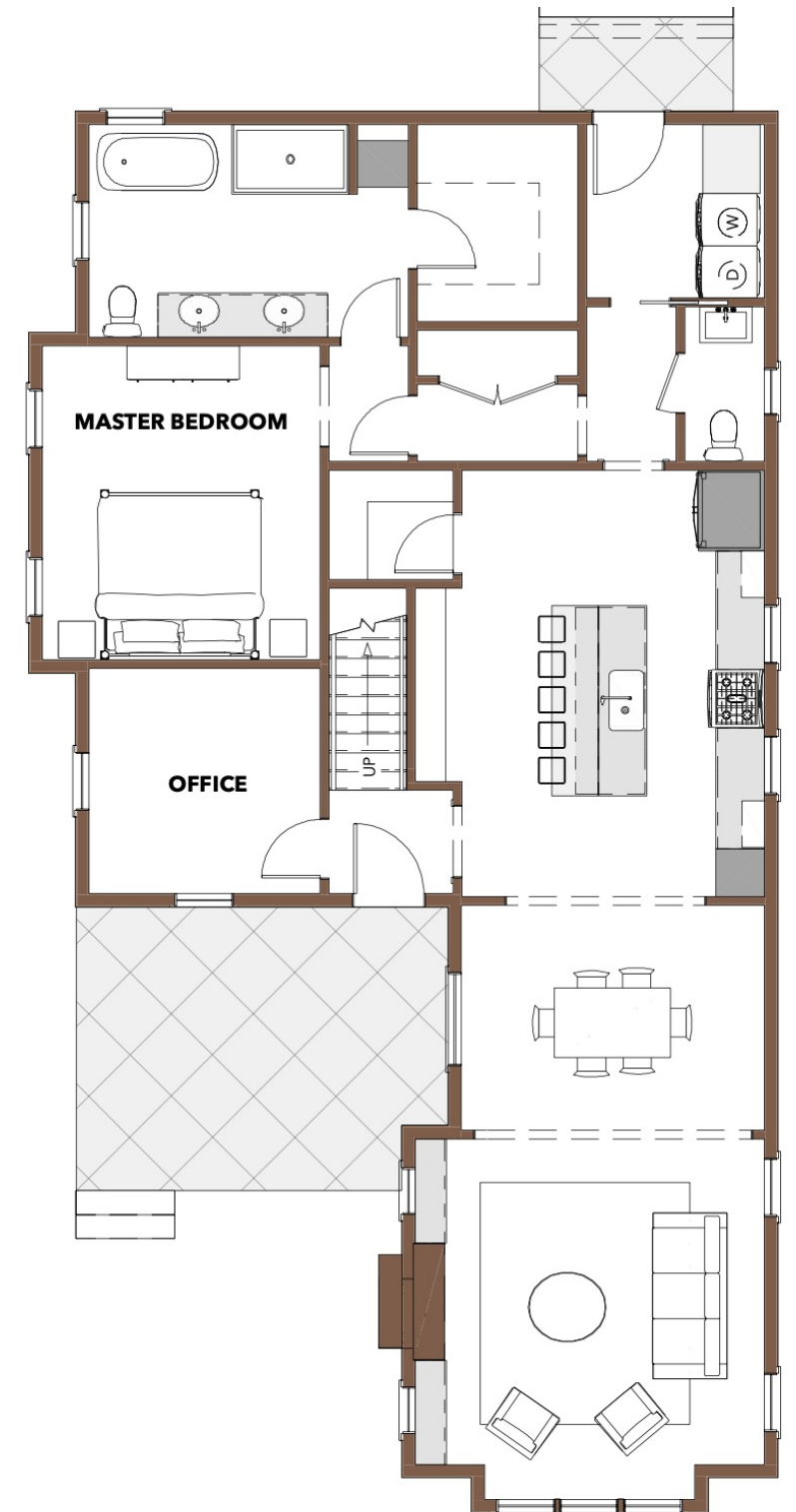
Primary Street Tree : 45' high by 40'
wide. Species to be determined.

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



1400 SQFT

Example Plans - Cottage

WOODBURY DEVELOPMENT



Example Plans - Garden Lots

WOODBURY DEVELOPMENT

2700 SQFT

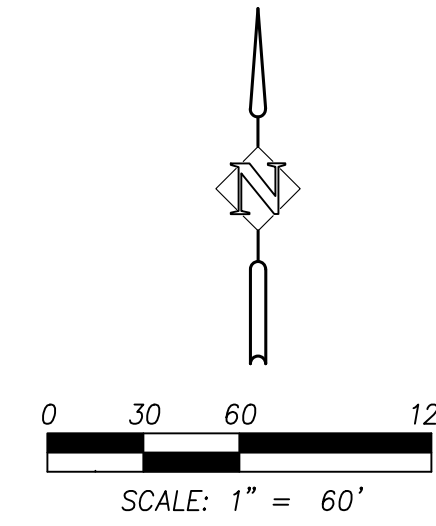
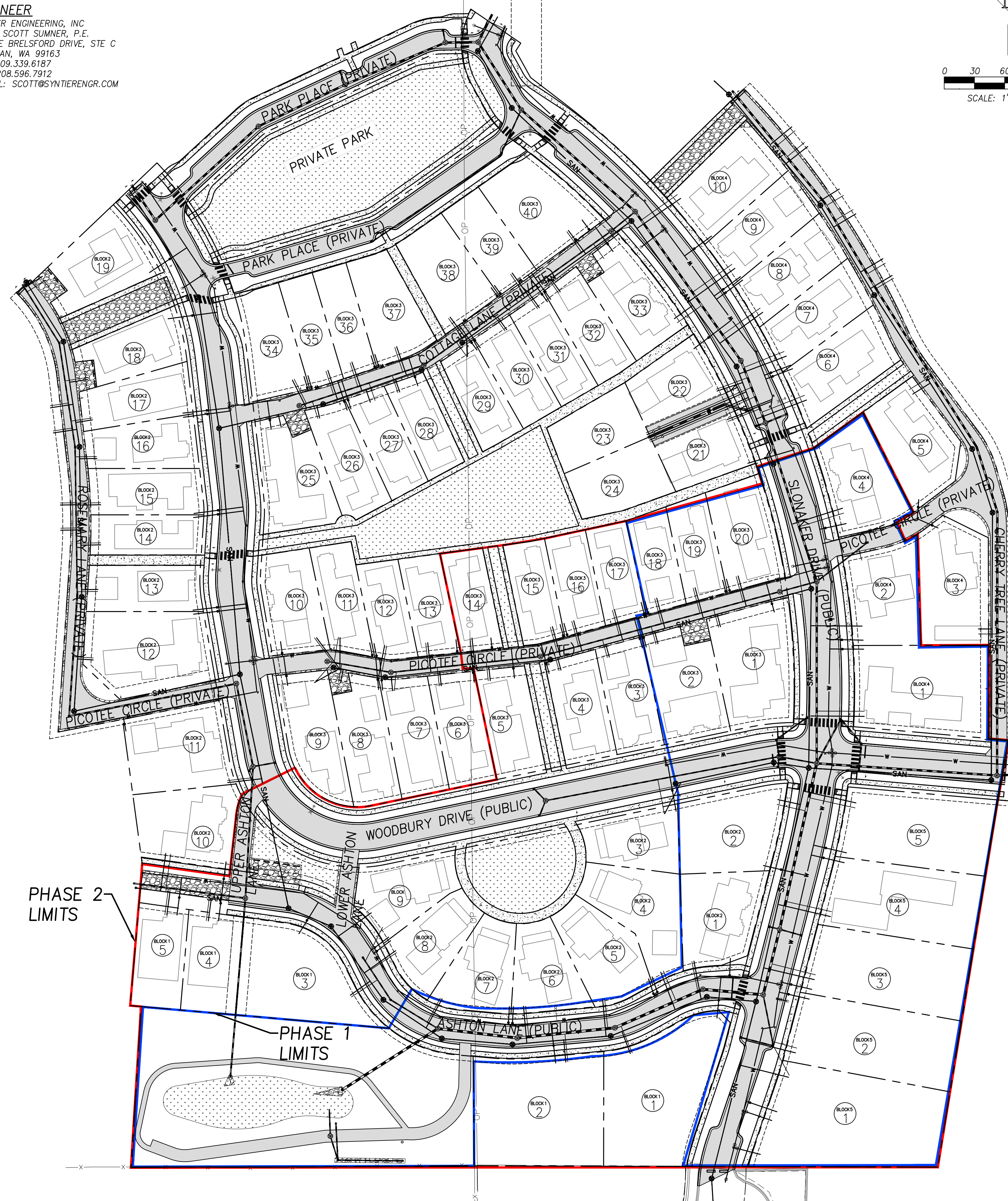
Example Plans - Estate Lots



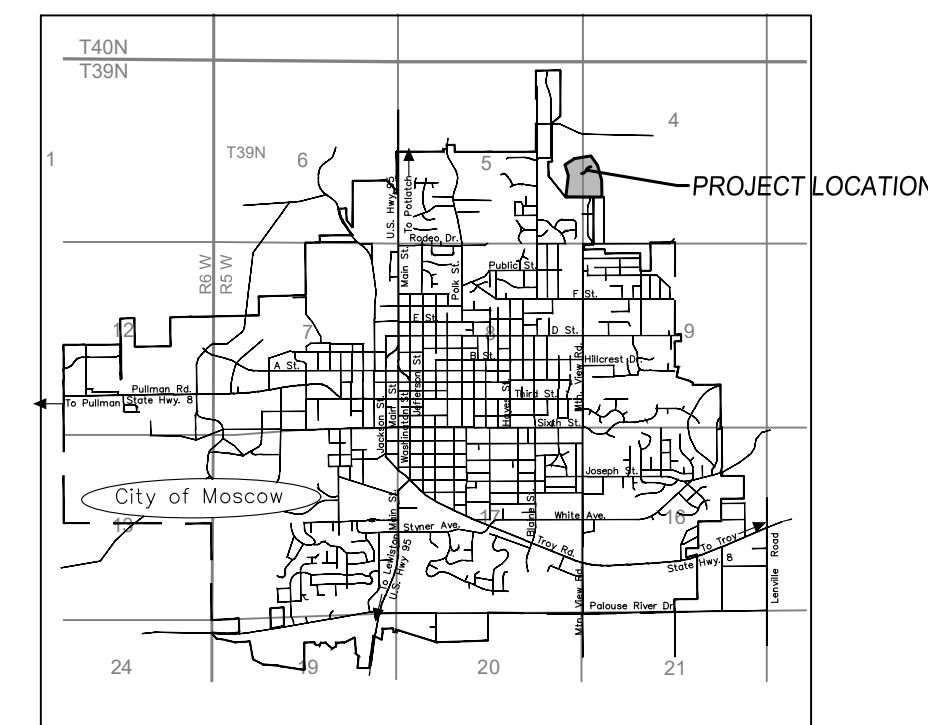
3400 SQFT

MOSCOW, ID

<u>SITE ADDRESS</u>	<u>DEVELOPER</u>	<u>ENGINEER</u>
SLONAKER DRIVE MOSCOW, ID 83843	MARK WINTZ WINTZ COMPANY LLC 1004 DAIRY LANE MOSCOW, ID 83843 208.596.5555	SYNTER ENGINEERING, INC ATTN: SCOTT SUMNER, P.E. 405 SE BRELSFORD DRIVE, STE C PULLMAN, WA 99163 TEL: 509.339.6187 CELL: 208.596.7912 E-MAIL: SCOTT@SYNTERENGR.COM
<u>OWNER</u> TRAIL PROPERTIES LLC 1310 YOUMANS LANE MOSCOW, ID 83843		



- 1 C1.0 COVER SHEET
- 2 C1.1 NOTES SHEET
- 3 C1.2 PHASING PLAN
- 4 C2.0 OVERALL ROAD LAYOUT
- 5 C2.1 SLONAKER PLAN AND PROFILE 10+00 TO 14+50
- 6 C2.2 SLONAKER PLAN AND PROFILE 14+50 TO 19+50
- 7 C2.3 SLONAKER PLAN AND PROFILE 19+50 TO 21+40
- 8 C2.4 WOODBURY PLAN AND PROFILE 20+00 TO 24+50
- 9 C2.5 WOODBURY PLAN AND PROFILE 24+50 TO 30+00
- 10 C2.6 WOODBURY PLAN AND PROFILE 30+00 TO 35+50
- 11 C2.7 PARK PLACE PLAN AND PROFILE 30+00 TO 33+84
- 12 C2.8 PARK PLACE PLAN AND PROFILE 34+69 TO 38+50
- 13 C2.9 COTTAGE LANE PLAN AND PROFILE
- 14 C2.10 PICOTEE PLAN AND PROFILE 50+00 TO 52+00
- 15 C2.11 PICOTEE PLAN AND PROFILE 80+00 TO 86+00
- 16 C2.12 PICOTEE PLAN AND PROFILE 59+00 TO 61+20
- 17 C2.13 ROSEMARY PLAN AND PROFILE
- 18 C2.14 ASHTON LANE PLAN AND PROFILE 72+50 TO 76+00
- 19 C2.15 ASHTON LANE PLAN AND PROFILE 76+00 TO 79+75
- 20 C2.16 CHERRY TREE PLAN AND PROFILE 72+00 TO 76+50
- 21 C2.17 CHERRY TREE PLAN AND PROFILE 76+50 TO 80+00
- 22 C2.18 INTERSECTION LAYOUT
- 23 C2.19 RAMP LAYOUT
- 24 C2.20 PARK SITE PLAN
- 25 C3.0 OVERALL GRADING AND EROSION CONTROL PLAN
- 26 C3.1 INTERSECTION RAMP GRADING PLAN
- 27 C3.2 DETAILED RAMP GRADING
- 28 C3.3 POND PLAN
- 29 C3.4 NORTH GRADING & ACCESS ROAD PLAN
- 30 C4.0 OVERALL SANITARY LAYOUT
- 31 C4.1 SANITARY LINE A PLAN AND PROFILE 400+00 TO 407+00
- 32 C4.2 SANITARY LINE A PLAN AND PROFILE 407+00 TO 413+00
- 33 C4.3 SANITARY LINE B PLAN AND PROFILE 420+00 TO 428+00
- 34 C4.4 SANITARY LINE B PLAN AND PROFILE 428+00 TO 433+00
- 35 C4.5 SANITARY LINES C, D & E PLAN AND PROFILES
- 36 C4.6 SANITARY LINE F PLAN AND PROFILE
- 37 C4.7 SANITARY LINE G & H PLAN AND PROFILES
- 38 C5.0 OVERALL WATER LAYOUT
- 39 C5.1 WATER LINE A PLAN AND PROFILE 500+00 TO 507+50
- 40 C5.2 WATER LINE A PLAN AND PROFILE 507+50 TO 513+00
- 41 C5.3 WATER LINE B PLAN AND PROFILE
- 42 C5.4 WATER LINE C & D PLAN AND PROFILES
- 43 C5.5 WATER LINE E PLAN AND PROFILE
- 44 C5.6 WATER LINE F PLAN AND PROFILE
- 45 C5.7 WATER LINE G PLAN AND PROFILE
- 46 C6.0 SITE DETAILS
- 47 C6.1 SITE AND EROSION CONTROL DETAILS
- 48 C6.2 STORM AND SANITARY DETAILS
- 49 C6.3 WATER DETAILS
- 50 C7.0 OVERALL FRANCHISE PLAN
- 51 C7.1 SOUTHEAST FRANCHISE PLAN
- 52 C7.2 EAST FRANCHISE PLAN
- 53 C7.3 NORTHEAST FRANCHISE PLAN
- 54 C7.4 NORTHWEST FRANCHISE PLAN
- 55 C7.5 WEST FRANCHISE PLAN
- 56 C7.6 SOUTHWEST FRANCHISE PLAN
- 57 C8.0 SIGNING AND STRIPING PLAN
- 58 C9.0 FIRE TRUCK ACCESS PLAN
- 59 C10.0 MOUNTAIN VIEW FRONTAGE IMPROVEMENTS



UTILITY STATEMENT

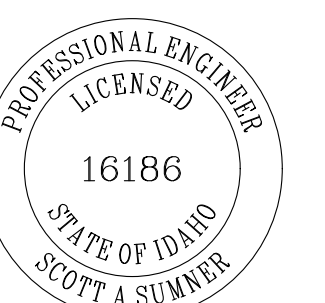
THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED AS ACCURATELY AS POSSIBLE FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. SYNTER ENGINEERING, INC. MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPREHEND ALL OF THE UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. HOWEVER, WE DO NOT WANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN EXACT LOCATION INDICATED, ALTHOUGH WE DO CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE.



COVER SHEET

WOODBURY CONSTRUCTION PLANS

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



DESIGNED: SAS DRAWN: AT/SAS CHECKED: SAS DATE: SEPT 19, 2022		
SHEET NO.		
C1.0 1 OF 59		
JOB NO. WNZ-03		

P:\WNZ-03 (Slonaker Development)\WNZ03-DWGS\Sheets\ WNZ03-C1.0-Cover Sheet.dwg

1. THE CONTRACTOR SHALL HAVE AT ALL TIMES ON-SITE, THE APPROVED CONSTRUCTION DRAWINGS, CITY OF MOSCOW STANDARD SPECIFICATIONS & STANDARD DRAWINGS, AND ALL OTHER APPLICABLE SPECIFICATIONS BOOKS AND MANUALS. ELECTRONIC EQUIVALENT ARE ACCEPTABLE.
2. ALL CONSTRUCTION METHODS AND MATERIALS SHALL CONFORM TO THESE DRAWINGS AND THE APPLICABLE REQUIREMENTS OF THE CITY OF MOSCOW STANDARD AND STANDARD CONSTRUCTION SPECIFICATIONS.
3. A PRE-CONSTRUCTION CONFERENCE WITH THE CITY STAFF AND UTILITY AGENCIES IS REQUIRED BEFORE COMMENCING WORK.
4. EXISTING UNDERGROUND UTILITIES SHOWN ON THESE DRAWINGS ARE NOT GUARANTEED ACCURATE OR COMPLETE. CALL 1-800-342-1585 FOR UTILITY LOCATES BEFORE BEGINNING CONSTRUCTION - ALL PER STATE LAW. EXISTING TOPOGRAPHIC INFORMATION SHOWN IS BASED ON SURVEY PERFORMED BY RIMROCK CONSULTING.
5. ALL CONSTRUCTION MUST COMPLY WITH THE MOST CURRENT STATE OF IDAHO STANDARDS FOR PUBLIC DRINKING WATER SYSTEMS.
6. INFORM CITY AND OTHER INSPECTORS OF WORK SCHEDULES, INCLUDING WEEKENDS AND HOLIDAYS.
7. CONTRACTOR RESPONSIBLE FOR NOTIFYING THE CITY FOR INSPECTIONS OF THE WORK, NO EXCEPTIONS. PHONE 1-208-883-7034. SEE CITY OF MOSCOW CONSTRUCTION STANDARDS FOR INSPECTION REQUIREMENTS.
8. CONTRACTOR SHALL KEEP ALL EXISTING UTILITIES THAT ARE TO REMAIN, IN PLACE AND PROTECT THEM DURING CONSTRUCTION.
9. CONTRACTOR IS RESPONSIBLE FOR MEASUREMENTS AND QUANTITIES FOR THE WORK TO BE DONE.
10. CONTRACTOR SHALL PROVIDE MATERIAL SUBMITTALS CERTIFYING THAT ALL MATERIALS COMPLY WITH OR EXCEED PLANS & SPECIFICATIONS.
11. CONTRACTOR IS RESPONSIBLE FOR PROVIDING AS-BUILT DRAWINGS OF WATER, STORM, AND SANITARY SEWER SYSTEMS AND SERVICES, AT THE WYE/SADDLE AT THE MAIN, AT ANY AND ALL BENDS, AND AT THE PROPERTY LINE. A POINT FILE OR SURVEYED POINTS SHALL BE PROVIDED TO THE CITY ALONG WITH THE REQUIRED AS-BUILTS PRIOR TO FINAL INSPECTION.
12. EASEMENT DESCRIPTIONS TO BE FURNISHED BY THE DEVELOPER'S ENGINEER; EASEMENT DOCUMENTS TO BE PREPARED BY THE CITY.
13. ALL LOTS WILL BE SERVICED BY GRAVITY FLOW TO MAINS, NO INDIVIDUAL PUMPS WILL BE REQUIRED.

1. ALL BACKFILL AND SUBGRADE IN STREET SECTION SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY AS DETERMINED BY ASTM D-698 (SAME AS AASHTO T-180)
2. ADJUST ALL MANHOLES AND WATER GATE VALVES TO FINISHED GRADE PRIOR TO PAVING TOP LIFT.
3. CATCH BASINS GRADES SHALL BE SET 0.10 FOOT BELOW FINAL GRADE FOR DRAINAGE.
4. MOUNT ALL REQUIRED SIGNS ON CITY STANDARD 3LBS/FT U-CHANNEL METAL POST WITH A 7FT CLEARANCE FROM THE GROUND TO THE BOTTOM OF THE SIGN. POST SHALL BE OF SUFFICIENT LENGTH TO ALLOW FOR 3 FEET OF BURY DEPTH AND SIGN INSTALLATION MEETING THE REQUIREMENTS OF THE MUTCD. NO SPlicing OR BOLTING OF MULTIPLE UCHANNELS WILL BE ALLOWED. ALL POSTS SHALL BE APPROVED BY THE CITY ENGINEER.
5. ALL PERMANENT SIGNS SHALL BE CONSTRUCTED FROM 0.080-INCH MINIMUM SHEET ALUMINUM.
6. THEFT RESISTANT "TUFNU" BRAND HARDWARE SHALL BE USED FOR ALL SIGN INSTALLATIONS.
7. ALL CURB AND GULLY SLOPES ON STREET RIGHT-OF-WAYS SHALL BE SEEDED TO PREVENT EROSION AS PER CITY STANDARD.
8. 16 INCHES MINIMUM OF APPROVED TOPSOIL BACKFILL REQUIRED AT SURFACE BETWEEN CURB AND SIDEWALK IN PLANTER STRIPS.
9. CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING EXISTING STREETS CLEAN OF CONSTRUCTION DEBRIS.

1. SANITARY AND STORM STUBS SHALL BE INSTALLED STRICTLY IN ACCORDANCE WITH CITY OF MOSCOW STANDARD DRAWING NO. 28; GREEN PVC PIPE FOR SANITARY STUBS WITH MARKER TAPE, WHITE PVC PIPE FOR STORM DRAIN STUBS WITH MARKER TAPE.
2. CITY OF MOSCOW IS OPERATOR OF WATER AND SEWER FACILITIES SERVING THIS DEVELOPMENT.
3. ALL TRENCH EXCAVATION AND BACKFILL COMPLY WITH OSHA STANDARDS, STRICTLY ENFORCED.
4. ALL SATURATED, LOOSE, OR DISTURBED SOIL SHALL BE REMOVED FROM THE BOTTOM OF UTILITY TRENCHES PRIOR TO PLACEMENT OF PIPE BEDDING. PIPE BEDDING SHALL BE PLACED IN ACCORDANCE WITH CITY OF MOSCOW STANDARDS.
5. PIPE MATERIALS SHALL BE AS FOLLOWS: WITHIN PUBLIC RIGHT-OF-WAY: SDR 35 PVC, (ASTM D-3034), WITH INTEGRAL GASKETED BELL AND SPIGOT JOINTS. FROM RIGHT-OF-WAY TO WITHIN 2' OF THE HOUSE: SDR 35 PVC, (ASTM D-3034), WITH INTEGRAL GASKETED BELL AND SPIGOT JOINTS OR SCHEDULE 40 ABS PLASTIC PIPE WITH GLUED FITTINGS.
6. PRIOR TO TESTING AND INSPECTION OF STORM SYSTEM, ALL PARTS OF THE SYSTEM SHALL BE CLEARED OF ALL DEBRIS.
7. TESTING OF STORM PIPING SHALL BE IN ACCORDANCE WITH CITY OF MOSCOW REQUIREMENTS.
8. ALL ON-SITE STORMWATER FACILITIES SHALL BE PUBLICLY MAINTAINED.
9. SANITARY SEWER PIPE SHALL BE PVC ASTM D3034, SDR35 OR CLASS 52 D.I.P. UNLESS SPECIFICALLY IDENTIFIED ON THE PLANS.
10. STORM SEWER PIPE SHALL BE ADS PIPE.
11. SEWER SERVICE LATERALS SHALL BE CONNECTED TO THE NEW MAINS WITH MANUFACTURED WYTES. CONNECTION TO EXISTING MAINS REQUIRE ROMAC "CB" SADDLE OR EQUIVALENT. SEWER SERVICES SHALL CONNECT TO THE SANITARY SEWER MAIN AT A POINT ABOVE THE CENTERLINE OF THE PIPE.
12. ALL PIPE CONNECTIONS AT MANHOLES SHALL BE CORED AND RUBBER BOOTED.
13. CONTRACTOR SHALL COORDINATE ALL BUILDING SANITARY CONNECTIONS WITH PLUMBING PLANS PRIOR TO CONSTRUCTION.

1. ALL WATER AND SEWER LINES SHALL BE CONSTRUCTED IN COMPLIANCE WITH ALL PROVISIONS OF THE IDAHO RULES FOR PUBLIC DRINKING WATER SYSTEMS, IDAPA 58.01.08 WITH PARTICULAR ATTENTION TO SUBSECTIONS 542.07.A AND 542.07.B REGARDING SEPARATION OF POTABLE, NON-POTABLE, AND RAW WATER PIPELINES.
2. IDAPA 58.01.08 SUBSECTION 542.07.B REQUIRES IF THERE IS 18" OR MORE VERTICAL SEPARATION WITH POTABLE WATER PIPELINE ABOVE NON-POTABLE PIPELINE THEN POTABLE PIPELINE JOINTS ARE TO BE AS FAR AS POSSIBLE FROM NON-POTABLE WATER PIPELINES. IF THERE IS 18" OR MORE VERTICAL SEPARATION WITH POTABLE WATER PIPELINE BELOW NON-POTABLE PIPELINE, THEN POTABLE PIPELINE, AND THE NON-POTABLE PIPELINE MUST BE SUPPORTED THROUGH THE CROSSING TO PREVENT SETTLING.
3. IDAPA 58.01.08 SUBSECTION 542.07.B REQUIRES IF THERE IS LESS THAN 18" VERTICAL SEPARATION THEN POTABLE PIPELINE JOINTS ARE TO BE AS FAR AS POSSIBLE FROM THE NON-POTABLE PIPELINE, AND ONE OF THE FOLLOWING:
 - A. SINGLE PIPELINE IS TO BE CONSTRUCTED WITH POTABLE WATER CLASS PIPE FOR A MINIMUM OF 10' EITHER SIDE OF POTABLE PIPELINE WITH A MINIMUM 20" SECTION OF POTABLE WATER CLASS PIPE CENTERED ON THE CROSSING
 - B. SLEEVE NON-POTABLE OR POTABLE PIPELINE WITH POTABLE WATER CLASS PIPE FOR 10' EITHER SIDE OF CROSSING. USE OF HYDRAULIC CEMENTITIOUS MATERIALS SUCH AS CONCRETE, CONTROLLED DENSITY FILL, AND CONCRETE SLURRY ENCASEMENT IS NOT ALLOWED AS A SUBSTITUTE FOR SLEEVING.
4. IF POTABLE PIPELINE IS BELOW NON-POTABLE PIPELINE, THE NON-POTABLE PIPELINE MUST ALSO BE SUPPORTED THROUGH THE CROSSING TO PREVENT SETTLING. PRESSURE WASTEWATER MAINS OR OTHER PRESSURIZED MAINS OR LINES CONTAINING NON-POTABLE WATER SHALL BE NO CLOSER VERTICALLY THAN 18" FROM POTABLE MAINS.

1. ALL TRENCH EXCAVATION AND PIPE INSTALLATION SHALL CONFORM TO THE MOST CURRENT A.W.W.A. AND CITY OF MOSCOW STANDARDS. ALL EXCESS MATERIAL FROM THE TRENCH EXCAVATION SHALL BE DISPOSED OF AT AN APPROVED SITE.
2. PIPE BEDDING, PIPE ZONE MATERIAL, AND TRENCH BACKFILL SHALL PER CITY OF MOSCOW BEDDING AND BACKFILL STANDARD DRAWINGS 33(A,B,C).
3. ALL WATER PIPE 4-INCH TO 12-INCH SHALL BE CLASS 52 DUCTILE IRON OR C900 PVC. PIPE SHALL BE SMALLER THAN 4-INCH SCHEDULE 40 STEEL.
4. ALL TEES, FLANGES, CAPS, BENDS, AND OFFSETS, AS WELL AS ALL OTHER APPURTENANCES WHICH ARE SUBJECT TO UNBALANCED THRUST, SHALL BE PROPERLY BRACED BY THE FOLLOWING METHOD:
CONCRETE THRUST BLOCKING – AS DETAILED IN THE PLANS AND CITY STANDARD DRAWINGS. BLOCKING SHALL BE AGAINST SOLID UNDISTURBED EARTH AT THE SIDES AND BOTTOM OF THE TRENCH EXCAVATION AND SHALL BE SHAPED AS NOT TO OBSTRUCT ACCESS TO THE JOINTS OF THE PIPE. 6 MIL. PLASTIC SHALL BE USED TO INSULATE THE PIPE.
5. REFER TO CITY OF MOSCOW STANDARD OPERATING PROCEDURE FOR INSPECTION AND TESTING OF WATER MAIN.
6. WATERMANS TO HAVE A MINIMUM DEPTH COVER OF 48 INCHES. WATER SERVICES SHALL HAVE A MINIMUM 36 INCHES OF COVER.
7. NO CONNECTIONS TO EXISTING WATERMANS SHALL BE MADE PRIOR TO SATISFACTORY PRESSURE TESTING, DISINFECTION, THE CONFIRMATION OF TWO CONSECUTIVE NEGATIVE BACTERIA TESTS, AND APPROVAL FROM THE CITY OF MOSCOW.
8. MATERIAL FOR GASKETS SHALL BE VULCANIZED STYRENE BUTADIENE RUBBER (SBR) CONFORMING TO ANSI A21.11 OR AWWA C111 EXCEPT WHERE OTHERWISE NOTED ON THE DRAWINGS. FOR AREAS WITH CONTAMINATED SOILS, ALL GASKET MATERIAL SHALL BE ACRYLONITRILE BUTADIENE (NBR).
9. IF FIELD CONDITIONS REQUIRE THE ADDITION OF A MECHANICAL JOINT NOT SHOWN ON THE PLANS, WRITTEN APPROVAL FROM THE CITY OF MOSCOW WATER DEPARTMENT IS REQUIRED PRIOR TO INSTALLATION. ALL ADDED JOINTS ARE REQUIRED TO BE SURVEYED AND ADDED TO THE AS-BUILT DRAWINGS BY CONTRACTOR.
10. ALL PIPE FITTINGS, TRUST/ RESTRAINTS, AND SERVICES REQUIRE INSPECTION AND APPROVAL BY WATER DEPARTMENT PRIOR TO BACKFILL. FOR INSPECTION, 48 HOURS NOTICE MUST BE PROVIDED.
11. ALL PIPE SIZES HAVE BEEN VERIFIED ACCORDING TO TECHNICAL MEMORANDUM "TASK ORDER 4 – UPDATED WOODBURY ANALYSIS" DATED 4/21/2022, PROVIDED BY HDR ENGINEERING.

1. THIS PLAN IS ACCURATE FOR GRADING AND THE RELATED EROSION AND SEDIMENT CONTROL PURPOSES ONLY.
2. REFER TO PROJECT GEOTECHNICAL REPORT BY GPI AND ANY ADDENDUMS.
3. PRIOR TO ANY REPLACEMENT, ALL AREAS WHICH WILL RECEIVE STRUCTURAL FILL SHALL BE EXCAVATED TO FIRM, NON-ORGANIC, UNDISTURBED NATIVE GROUND. THE STRIPPED AREAS SHALL BE OBSERVED AND ACCEPTED BY THE GEOTECHNICAL ENGINEER.
4. ALL TOPSOIL SHALL BE EXCAVATED AND REMOVED FROM EMBANKMENT (FILL) AREAS. EXCAVATED TOPSOIL MATERIAL MAY BE STOCKPILED ON-SITE FOR USE AS LANDSCAPING MATERIAL - PROVIDE SILT FENCE AROUND STOCKPILES.
5. BORROW FOR EMBANKMENT (FILL) SHALL CONSIST OF NATIVE CALOUSE LOESS OR CLAY AND GRAVELL. BORROW SHALL BE REFERRED TO TABLE 1 OF GEOTECHNICAL REPORT FOR STRUCTURAL FILL SPECIFICATIONS AND ALLOWABLE USES. ALL BORROW SHALL BE FREE OF ROOTS, BARK, TOPSOIL, ORGANIC, OR OTHER DELETERIOUS MATERIALS.
6. COMPACT ALL EMBANKMENT (FILL) TO 95% MINIMUM OF THE PROCTOR VALUE DENSITY DETERMINED BY THE ASTM D1557, MODIFIED PROCTOR. THE METHOD FOR CONSTRUCTING EMBANKMENT (FILL) SHALL BE SUCH THAT 95% MINIMUM DENSITIES ARE ACHIEVED THROUGHOUT ALL EMBANKMENT (FILL) AREAS.
7. WHERE EMBANKMENT (FILL) IS PLACED ON AN EXISTING SLOPE (4:1) OR STEEPER, THE EXISTING SLOPE SHALL BE BENCHED HORIZONTALLY PRIOR TO PLACING BORROW. THE WIDTH OF THE BENCHES SHALL NOT BE LESS THAN 5 FEET IN WIDTH.
8. COMPACTION TESTING SHALL BE PROVIDED BY THE OWNER. COMPACTION TEST LOCATIONS SHALL BE RECORDED ON A SITE PLAN SHOWING TEST NUMBER, DATE, AND ELEVATION OF EACH TEST. A REPORT OF THESE TESTS SHALL BE PROVIDED TO THE OWNER'S ENGINEER, CONTRACTOR, AND THE CITY. THERE SHALL BE SUFFICIENT NUMBER OF TESTS TO ASSURE THAT 95% MINIMUM COMPACTION HAS BEEN ACHIEVED THROUGHOUT ALL EMBANKMENT (FILL) AREAS.
9. OWNER IS RESPONSIBLE TO SECURE ALL NECESSARY AUTHORIZATION FOR GRADING ACTIVITIES REQUIRED ON ADJACENT PROPERTIES.
10. ALL SURFACES REQUIRING VEGETATION SHALL BE ROUGHED PRIOR TO SEEDING (I.E. WHEEL TRACKS PERPENDICULAR TO SLOPE FLOW TO REDUCE EROSION AND HELD VEGETATION).
11. A TRUCK OF MOSCOW GRADING PERMIT IS REQUIRED.
12. ADA CURB RAMPS SHALL MEET CURRENT ADA REQUIREMENTS. TRUNCATED DOWNS DETECTABLE WARNING SURFACE SHALL BE INSTALLED ACROSS THE FULL WIDTH OF THE RAMP THROAT (NOT INCLUDING WINGS). CONTRACTOR SHALL FIELD VERIFY FORMS AND CHECK SLOPES BEFORE PLACING CONCRETE. ANY RAMP OR LANDING NOT CONFORMING TO ADA REQUIREMENTS WILL BE REMOVED AND REPLACED AT CONTRACTOR'S EXPENSE.
13. ALL EXCAVATION, GRADING, EARTHWORK CONSTRUCTION INCLUDING FILLS AND EMBANKMENTS MUST COMPLY WITH TITLE 7, SECTION 1-3 CITY CODE AND APPENDIX CHAPTER 33 OF THE 1997 UNIFORM BUILDING CODE.

1. EROSION CONTROL MEASURES AS SET FORTH IN THIS PLAN SHALL APPLY TO ALL CONSTRUCTION ACTIVITIES RELATIVE TO THIS SITE, BUT NOT LIMITED TO, ALL EARTHWORK AND INSTALLATION OF PUBLIC IMPROVEMENTS.
2. SHOULD THE CITY DETERMINE THAT THE EROSION CONTROL MEASURES INSTALLED AS SPECIFIED IN THIS EROSION CONTROL PLAN ARE INADEQUATE AND/OR INEFFECTIVE, THE CITY ENGINEER SHALL DIRECT THE IMPLEMENTATION OF ADDITIONAL EROSION CONTROL MEASURES (AT THE EXPENSE OF THE CONTRACTOR) TO ALLEVATE INADEQUACIES.
3. IT IS NECESSARY FOR ANY PROJECT LARGER THAN ONE ACRE IN SIZE TO HAVE A DEPOSITED TO THE IDAHO DEPARTMENT OF ENVIRONMENTAL QUALITY WITH CONSTRUCTION ACTIVITY UNDER A IPDES GENERAL PERMIT (NO PHASE II) FORM ON FILE WITH THE IDAHO DEPARTMENT OF ENVIRONMENTAL QUALITY AT:

PRIOR TO CONSTRUCTION ACTIVITIES

INFORM CITY, AND OTHER INSPECTORS, OF WORK SCHEDULED FOR WEEKENDS OR HOLIDAYS.

2. CONSTRUCT GRAVEL PADS AT ENTRANCES TO SITE, AS INDICATED ON PLAN. PLACE SILT FENCE AND CHECK DAMS AS INDICATED ON PLAN PRIOR TO ANY EXCAVATION OR EMBANKMENT WORK. IN GENERAL, CHECK DAMS SHALL BE PLACED AT MINIMUM 100 FOOT SPACING IN ALL SWALES AND DITCHES AND AT MINIMUM 50 FOOT SPACING ALONG SILT FENCE. ON SLOPES GREATER THAN 10% CHECK DAMS SHALL BE MADE OF ROCK, STRAW BALES, OR SILT FENCE, PER MOSCOW CITY STANDARDS.

3. GRAVEL PADS AND ROAD(S) TO ROADWAY CROSS-SLOPE TO PROVIDE DRAINAGE TO ROADSIDE DITCHES.

4. PLACE ALL SILT FENCING AND STRAW BALES TO PROTECT EXISTING STORM WATER DRAINAGE FACILITIES THAT WILL BE IMPACTED BY THIS WORK. PROTECT EXISTING FACILITIES ON ADJACENT PROPERTY, AS NECESSARY. EXISTING CATCH BASINS SHALL BE PROTECTED BY APPROPRIATE BEST MANAGEMENT PRACTICES. MAINTAIN UNIMPEDED FLOW INTO CATCH BASINS THROUGHOUT CONSTRUCTION.

5. CONSTRUCT TEMPORARY SEDIMENT POND(S) IN THE LOCATION(S) SHOWN ON THE PLAN, INCLUDING DIRECTIVE DITCHES ALSO AS SHOWN THEREON AND/OR OTHERWISE REQUIRED.

1. SUSPEND ALL EXCAVATION AND EMBANKMENT WORK DURING RAIN STORMS TO MINIMIZE EROSION AND SEDIMENT IMPACTS. MONITOR SITE CONDITIONS DURING AND FOLLOWING RAIN EVENTS FOR EROSION AND SEDIMENT CONTROL PROBLEMS – INSTALL CORRECTIVE MEASURES AND INITIATE CLEANUP MEASURES AS REQUIRED.
2. SPRAY WATER ON DISTURBED AREAS TO CONTROL DUST EROSION DURING DRY SEASON.
3. CONSTRUCT STORM WATER FACILITIES AS EARLY AS POSSIBLE DURING CONSTRUCTION. PROTECT EXISTING STORM WATER FACILITIES SIMILAR TO EXISTING (SEE NOTE 5 OF "PRIOR TO CONSTRUCTION ACTIVITIES").
4. ALL GRADED AREAS, FINISHED OR UNFINISHED, SHALL HAVE ACCEPTABLE EROSION CONTROL MEASURES APPLIED PRIOR TO OCTOBER 1ST – NO EXCEPTIONS WITHOUT PRIOR WRITTEN CITY APPROVAL. ACCEPTABLE EROSION CONTROL MEASURES SHALL BE CONSIDERED ONE OF THE FOLLOWING:
 - a. HYDRAULICALLY APPLIED MIXTURE OF MULCH AND TACKIFIER – OF A TYPE AND APPLICATION RATE RECOMMENDED FOR MOSCOW AREA OPEN SOIL EROSION PROTECTION – SEED TO BE INCLUDED IF AREA IS FINISH GRADED.
 - b. AREAS SLOPING LESS THAN 4:1 TILLED WITH FARM IMPLEMENT SUCH AS A DISC, PLOW, OR SPRING TOOTH THAT RESULTS IN COARSE TEXTURE.
 - c. STRAW SPREAD AND TRACKED INTO THE SURFACE. TRACK PERPENDICULAR TO THE DIRECTION OF FLOW.
 - d. EROSION CONTROL BLANKETS – INCLUDING AN APPROVED GRASS SEED/FERTILIZER MIX IF AREA IS FINISH GRADED.
 - e. OTHER METHODS AS SPECIFICALLY APPROVED BY THE CITY ENGINEER.
5. ALL SLOPES 4:1 OR STEEPER SHALL BE CAT-TRACKED PERPENDICULAR TO THE DIRECTION OF FLOW.
6. SEED MIXTURES SHALL INCLUDE FERTILIZERS OF THE TYPE AND RATE OF APPLICATION AS RECOMMENDED BY GENERALLY ACCEPTED AGRICULTURAL PRACTICES.
7. PRIOR TO OCTOBER 1ST, EROSION CONTROL BLANKETS PLUS STRAW BALES AND/OR ROCK CHECK DAMS AT 100 FOOT INTERVALS SHALL BE INSTALLED IN ALL AREAS HAVING A POTENTIAL FOR CONCENTRATED WATER FLOW (I.E. SWALES AND DRAINAGE CHANNELS).
8. SEDIMENT PONDS INCLUDING CUTOFF/DIRECTIVE DITCHING, AS REQUIRED AND AS SHOWN ON THE PLANS, SHALL BE IN PLACE AND OPERATIONAL PRIOR TO OCTOBER 1ST.

1. SILT FENCING SHALL REMAIN AFTER THE COMPLETION OF CONSTRUCTION UNTIL SUFFICIENT VEGETATION IS ESTABLISHED TO PREVENT EROSION AND MOBILIZATION OF SEDIMENT AND SOILS. PERMANENT EROSION CONTROL MEASURES SHALL BE DESIGNED BY AN ENGINEER.
2. PERIODIC MAINTENANCE OF EROSION CONTROL MEASURES IS REQUIRED UNTIL PERMANENT DRAINAGE FACILITIES ARE OPERATIONAL AND SUFFICIENT VEGETATION IS ESTABLISHED. SUCH MAINTENANCE INCLUDES, BUT IS NOT LIMITED TO: CLEANING OF CATCH BASINS AND STORM SEWER MANHOLES; MAINTAINING SILT FENCING AND STRAW BERM STRUCTURES; AND MAINTAINING EROSION CONTROL MEASURES. A TYPICAL SCHEDULE FOR SUCH MAINTENANCE WOULD BE AT LEAST ONCE PER MONTH AND AFTER ALL SIGNIFICANT STORM EVENTS.

1. REMOVAL ALL EROSION CONTROL MEASURES UPON RECEIPT OF APPROVAL FOR SUCH SILENT FROM CITY ENGINEER. CLEAR STREETS AND SIDEWALKS OF ACCUMULATED SILT, MUD, AND DEBRIS.
2. CONTINUED EROSION CONTROL IS THE PROPERTY OWNER'S RESPONSIBILITY AFTER EROSION CONTROL MEASURES ARE REMOVED, AND RECEIPT OF APPROVAL FROM THE CITY ENGINEER.

1. THE MAXIMUM ALLOWABLE RAMP SLOPE IS 12H:1V (8.33% GRADE FOR 6"). FLATTER RAMP SLOPES ARE PERMISSIBLE. (DESIGNED AT 7.5% MAXIMUM)
2. THE MAXIMUM ALLOWABLE RAMP CROSS -SLOPE IS 50H:1V (2% GRADE). FLATTER RAMP SLOPES ARE PERMISSIBLE. (DESIGNED AT 1.5%)
3. THE MAXIMUM ALLOWABLE LANDING SLOPE IS 50H:1V (2% GRADE) IN ANY DIRECTION. (DESIGNED AT 1.5%)
4. THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) AND THE CITY OF MOSCOW DOES NOT ACCEPT SIDEWALK RAMPS WITH SLOPES STEEPER THAN 12H:1V OR CROSS-SLOPES AND LANDINGS WITH SLOPES STEEPER THAN 50H:1V (2% GRADE). (DESIGNED AT 1.5%)
5. ALL RAMPS AND LANDINGS SHALL BE GRADED TOWARDS THE STREET. GRADE SLOPES FROM THE STREET TOWARDS THE LANDING ARE NOT ACCEPTABLE.
6. THE SLOPES ON THE PULL SIDE OF DOORS SHALL BE LESS THAN 2% IN ANY DIRECTION EXTENDING 60" BEYOND FACE OF DOOR. (DESIGNED AT 1.5%)
7. FIELD VERIFY THE FORMS AND CHECK SLOPES BEFORE PLACING CONCRETE. ANY RAMP OR LANDING NOT CONFORMING TO THESE REQUIREMENTS WILL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE, AS DIRECTED BY THE CITY OF MOSCOW.

	PROPERTY LINE/RIGHT-OF-WAY/CENTERLINE
	PROPOSED EASEMENT
	EXISTING MINOR CONTOUR
	EXISTING MAJOR CONTOUR
	PROPOSED MINOR CONTOUR
	PROPOSED MAJOR CONTOUR
	SILT FENCE
	STORM LINE
	SANITARY LINE
	WATER LINE
	STORM SERVICE
	SANITARY SERVICE
	WATER SERVICE
	JOINT UTILITY TRENCH
	CHAIN LINK FENCE
	SILT SACK
	CENTERLINE MONUMENT
	STORM MANHOLE
	CATCH BASIN
	STORM CLEANOUT
	SANITARY MANHOLE
	FIRE HYDRANT
	TEE
	THRUST BLOCK
	WATER METER
	BLOWOFF
	GATE VALVE
	CAP
	TRANSFORMER
	JE3/JE1
	HANDHOLE
	LIGHT POLE
	GAS METER
	POWER METER
	SIGN
	CONSTRUCTION ENTRANCE
	EROSION CONTROL BLANKETS
	PROPOSED CONCRETE CEMENT SURFACE
	DETENTION FACILITY BOTTOM

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED AS ACCURATELY AS POSSIBLE FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. SYNTRIER ENGINEERING, INC. MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. FURTHER, WE DO NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN EXACT LOCATION INDICATED, ALTHOUGH WE DO CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE.



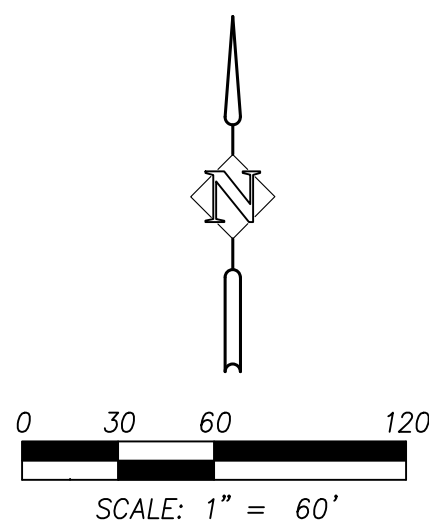
SHEET NO.

C1.2

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JOB NO.

WNZ-03



SCALE: 1" = 200'

PHASING AND SEWER SYSTEM NOTE

CITY OF MOSCOW SANITARY SEWER SYSTEM IS ABLE TO SERVE PHASE 1 AND PHASE 2 OF THIS DEVELOPMENT. FUTURE PHASES BEYOND THE PHASE 2 BOUNDARY ARE REQUIRED TO UPSIZE THE SANITARY SEWER PIPE THAT IS LOCATED BETWEEN PONDEROSA DRIVE AND TAMARACK DRIVE, SOUTH OF JUNIPER DRIVE TO A 12" PIPE SHOWN ABOVE.

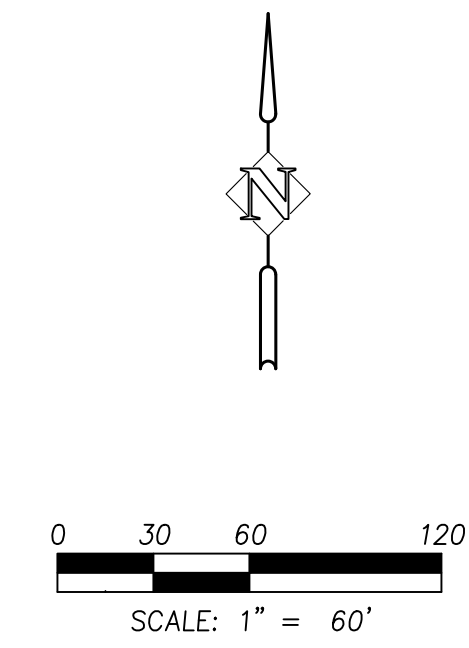
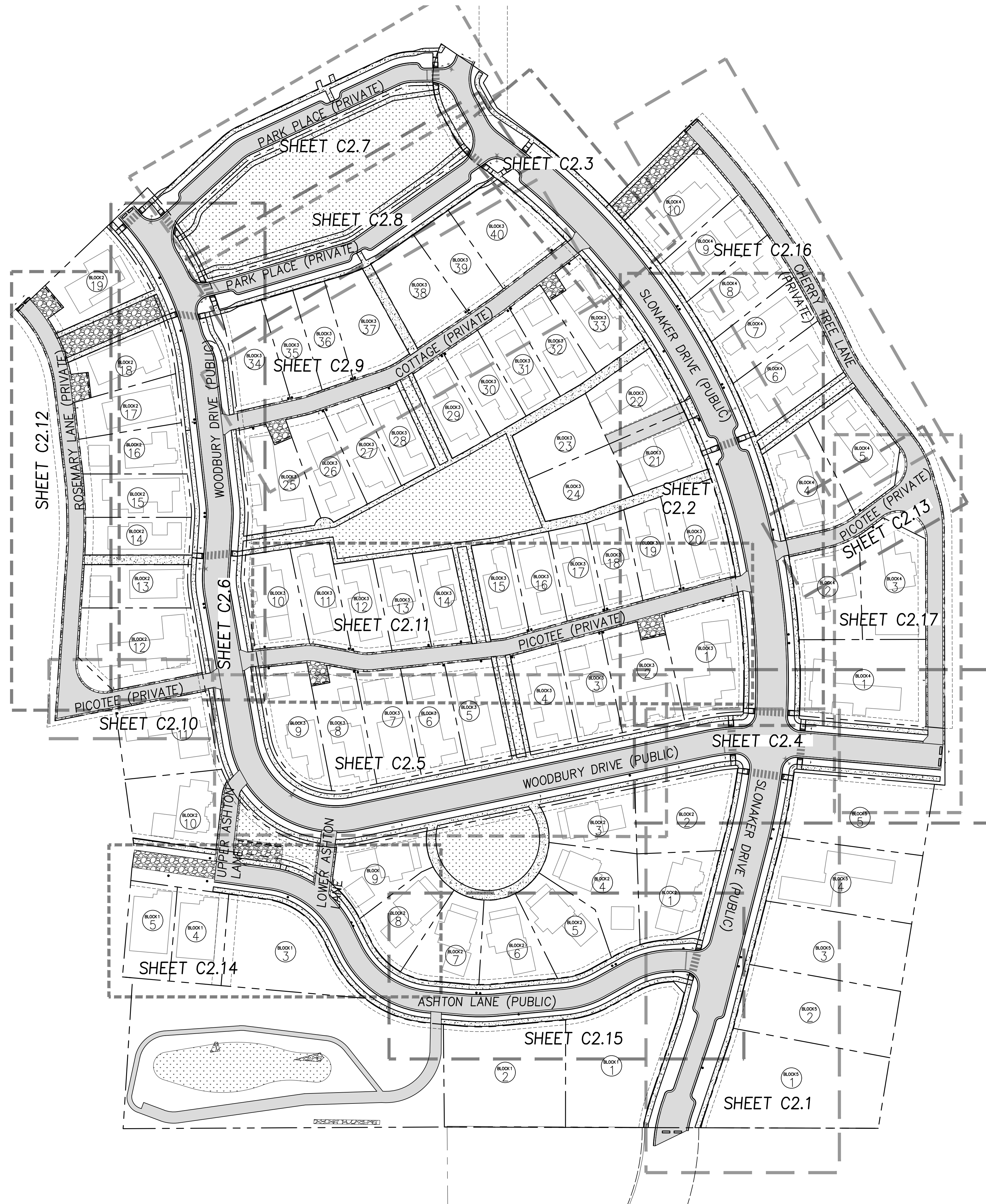
PHASING AND WATER SYSTEM NOTE

CITY OF MOSCOW WATER SYSTEM IS ABLE TO SERVE PHASE 1 AND PHASE 2 OF THIS DEVELOPMENT. FUTURE PHASES BEYOND THE PHASE 2 BOUNDARY ARE REQUIRED TO HAVE A BOOSTER PUMP STATION. BOOSTER PUMP STATION WILL BE DESIGNED WHEN FUTURE PHASES ARE NOT ABLE TO MEET FIRE AND DOMESTIC WATER REQUIREMENTS.

UTILITY STATEMENT

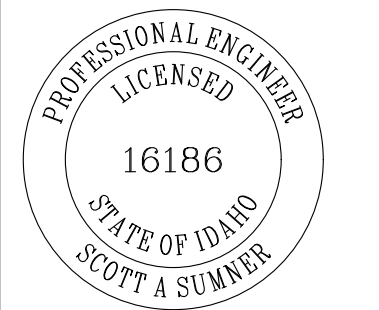
THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED AS ACCURATELY AS POSSIBLE FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. SYNTIER ENGINEERING, INC. MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. FURTHER, WE DO NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN EXACT LOCATION INDICATED, ALTHOUGH WE DO CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE.





OVERALL ROAD LAYOUT

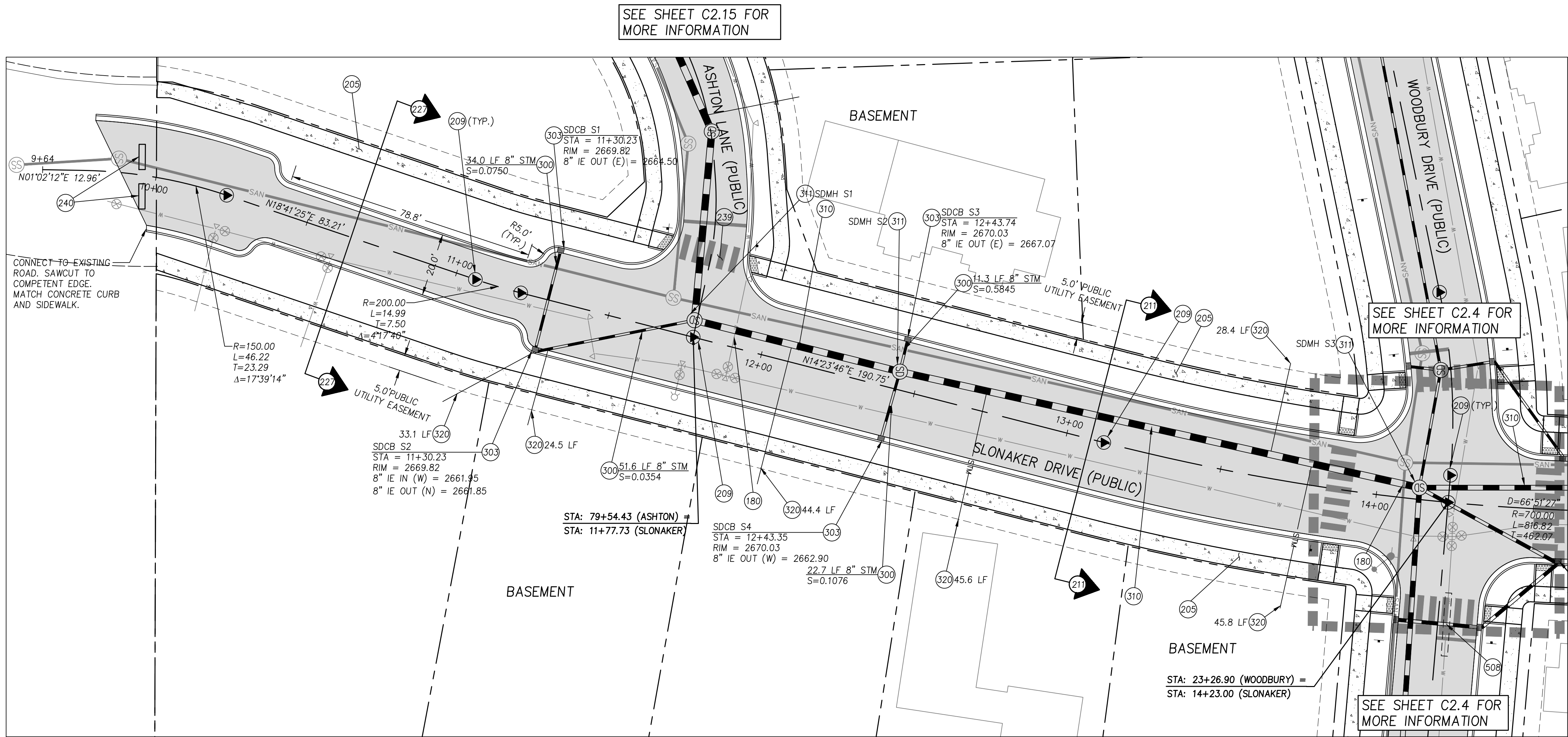
WOODBURY CONSTRUCTION PLANS



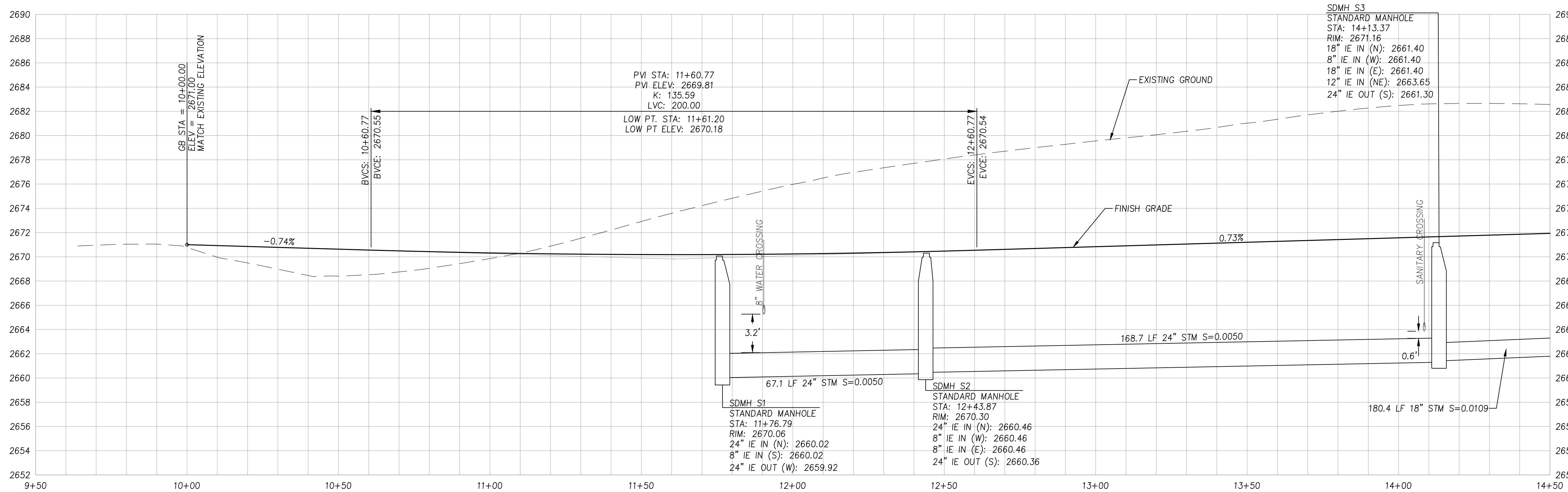
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CHECKED:	SAS
DATE:	SEPT 19, 2022

SHEET NO.
C2.0
4 OF 59
JOB NO. WNZ-03

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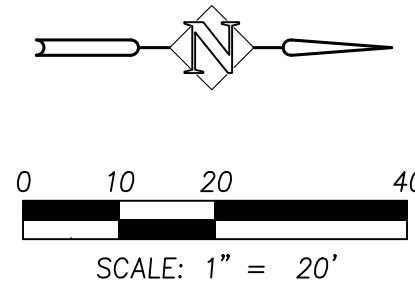


SLONAKER DRIVE PLAN



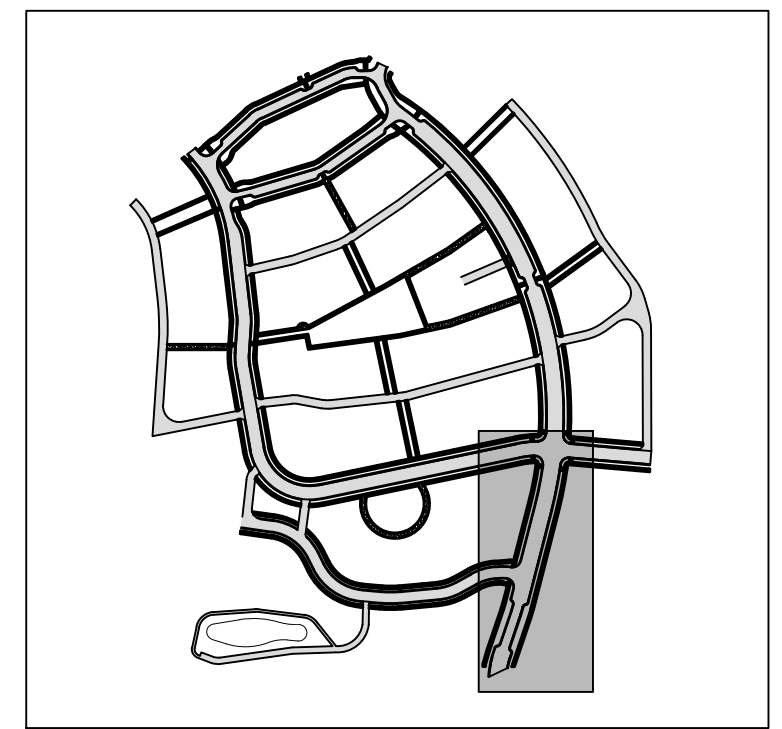
SLONAKER DRIVE PROFILE

SCALE: 1" = 20' (HORIZ.)
1" = 5' (VERT.)

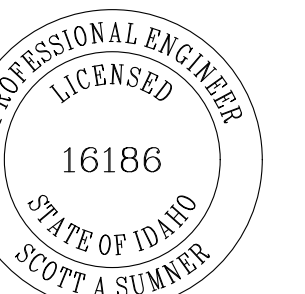


CONSTRUCTION NOTES

- (180) SEE PROFILE FOR CROSSING INFORMATION
- (209) CONSTRUCT SIDEWALK PER CITY OF MOSCOW STANDARD DRAWING 7, SHEET C6.0.
- (209) INSTALL MONUMENT CASE PER CITY OF MOSCOW STANDARD DRAWING 19, SHEET C6.1.
- (211) CONSTRUCT 34' WIDE RESIDENTIAL STREET SECTION PER MODIFIED CITY OF MOSCOW STANDARD DRAWING 1B, SHEET C6.0.
- (227) CONSTRUCT 34' WIDE RESIDENTIAL STREET SECTION PER MODIFIED CITY OF MOSCOW STANDARD DRAWING 1B WITH 20' WIDTH AND NO PARKING LANES, SHEET C6.0.
- (239) CONSTRUCT PRIVATE ALLEY DRIVEWAY CONNECTION PER DETAIL, SHEET C6.1.
- (240) PROTECT OR INSTALL JERSEY BARRIERS. TO BE REMOVED AT THE CITY OF MOSCOW'S APPROVAL.
- (300) INSTALL STORM DRAINAGE PIPE PER CITY OF MOSCOW STANDARD DRAWING 33C, BACKFILL E, SHEET C6.2. SEE PLAN FOR SIZE, LENGTH, SLOPE INFORMATION.
- (303) INSTALL CATCH BASIN PER CITY OF MOSCOW STANDARD DRAWING 26, SHEET C6.2. SEE PLAN FOR RIM AND INVERT ELEVATIONS.
- (310) INSTALL STORM DRAINAGE PIPE PER CITY OF MOSCOW STANDARD DRAWING 33C, BACKFILL E, SHEET C6.2. SEE PROFILE FOR SIZE, LENGTH, SLOPE INFORMATION.
- (311) INSTALL STANDARD 48" STORMWATER MANHOLE PER CITY OF MOSCOW STANDARD DRAWING 21, SHEET C6.2. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.
- (320) INSTALL STORMWATER LATERAL PER CITY OF MOSCOW STANDARD DRAWING 28, SHEET C6.2. SEE PLAN FOR LENGTH.
- (508) ENCASE PROPOSED WATER 10' EACH SIDE OF CROSSING. SEE ENCASING DETAIL, SHEET C6.3.



KEY MAP



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JOB NO. WINZ-03

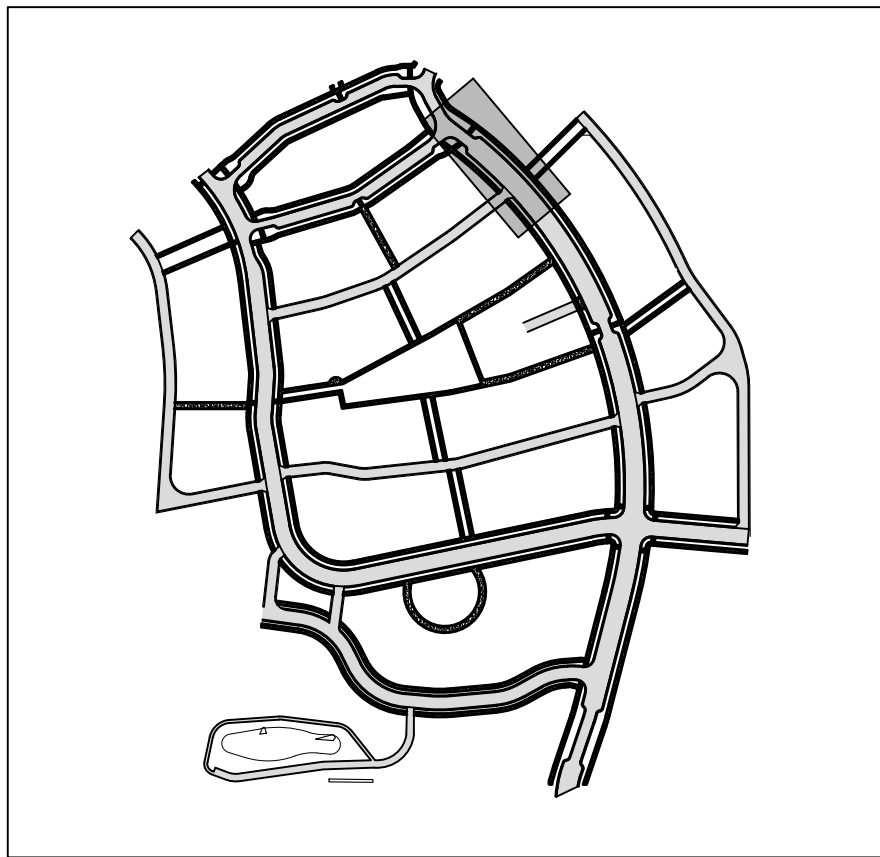
SEE SHEET C2.7 FOR
MORE INFORMATION

A diagram of a building section, likely a roof or a wall, showing a cross-section. The diagram includes a scale bar at the bottom with markings at 0, 10, 20, and 40. Below the scale bar, the text "SCALE: 1" = 20'" is written.

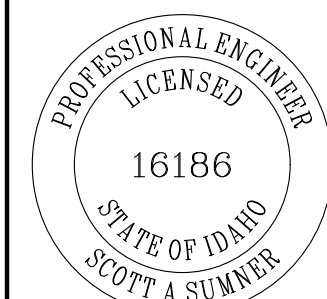
- (180) SEE PROFILE FOR CROSSING INFORMATION
- (205) CONSTRUCT SIDEWALK PER CITY OF MOSCOW STANDARD DRAWING 7, SHEET C6.0.
- (209) INSTALL MONUMENT CASE PER CITY OF MOSCOW STANDARD DRAWING 19, SHEET C6.1.
- (211) CONSTRUCT 34' WIDE RESIDENTIAL STREET SECTION PER MODIFIED CITY OF MOSCOW STANDARD DRAWING 1B, SHEET C6.0.
- (227) CONSTRUCT 34' WIDE RESIDENTIAL STREET SECTION PER MODIFIED CITY OF MOSCOW STANDARD DRAWING 1B WITH 20' WIDTH AND NO PARKING LANES, SHEET C6.0.
- (239) CONSTRUCT PRIVATE ALLEY DRIVEWAY CONNECTION PER DETAIL, SHEET C6.1.
- (254) INSTALL 4" C.S.B.C. FOR TEMPORARY FIRE TRUCK TURNAROUND.
- (310) INSTALL STORM DRAINAGE PIPE PER CITY OF MOSCOW STANDARD DRAWING 33C, BACKFILL E, SHEET C6.2. SEE PROFILE FOR SIZE, LENGTH, SLOPE INFORMATION.
- (311) INSTALL STANDARD 48" STORMWATER MANHOLE PER CITY OF MOSCOW STANDARD DRAWING 21, SHEET C6.2. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.
- (320) INSTALL STORMWATER LATERAL PER CITY OF MOSCOW STANDARD DRAWING 28, SHEET C6.2. SEE PLAN FOR LENGTH.
- (329) CAP STORM PIPE.

SLONAKER PLAN AND PROFILE 19+50 TO 21+40
WOODBURY CONSTRUCTION PLANS

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KEY MAP

[illegible]

SHEET NO.

C2.3

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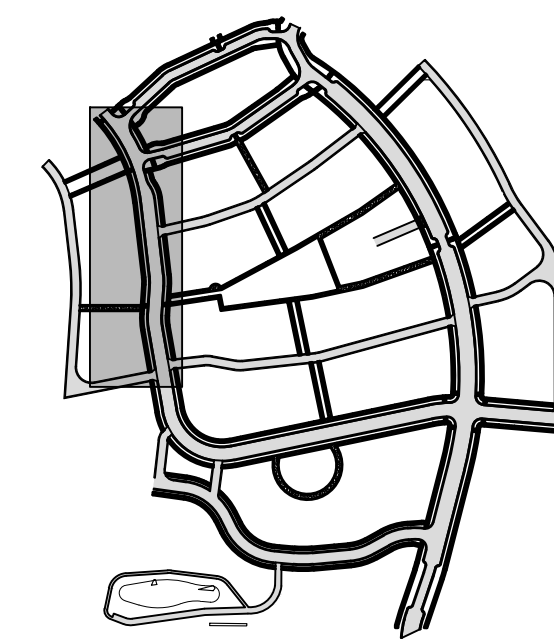
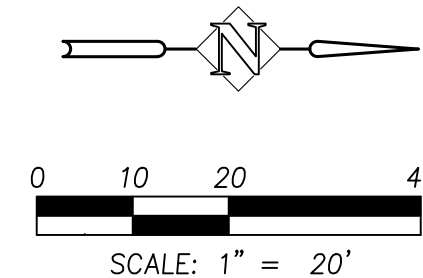
JOB NO.

WNZ-03

SEE SHEET
C2.5 FOR
MORE
INFORMATION



SCALE: 1" = 20' (HORIZ.)
1" = 5' (VERT.)



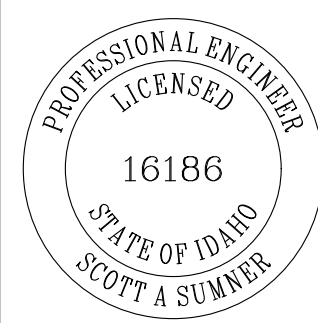
KEY MAP

CONSTRUCTION NOTES

- (203) CONSTRUCT SIDEWALK PER CITY OF MOSCOW STANDARD DRAWING 7, SHEET C6.0.
- (209) INSTALL MONUMENT CASE PER CITY OF MOSCOW STANDARD DRAWING 19, SHEET C6.1.
- (210) CONSTRUCT LOCAL STREET PER CITY OF MOSCOW STANDARD DRAWING 1A, SHEET C6.0.
- (218) INSTALL JERSEY BARRIER AND END OF ROAD MARKERS, PER CITY OF MOSCOW STANDARD DRAWING 16, SHEET C6.1.
- (235) CONSTRUCT LOCAL STREET PER CITY OF MOSCOW STANDARD DRAWING 1A WITH 20' WIDTH AND NO PARKING LANE, SHEET C6.0.
- (239) CONSTRUCT PRIVATE ALLEY DRIVEWAY CONNECTION PER DETAIL, SHEET C6.1.
- (254) INSTALL 4" C.S.B.C. FOR TEMPORARY FIRE TRUCK TURNAROUND.
- (310) INSTALL STORM DRAINAGE PIPE PER CITY OF MOSCOW STANDARD DRAWING 33C, BACKFILL E, SHEET C6.2. SEE PROFILE FOR SIZE, LENGTH, SLOPE INFORMATION.
- (311) INSTALL STANDARD 48" STORMWATER MANHOLE PER CITY OF MOSCOW STANDARD DRAWING 21, SHEET C6.1. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.
- (329) CAP STORM PIPE.

WOODBURY PLAN AND PROFILE 30+00 TO 35+50
WOODBURY CONSTRUCTION PLANS

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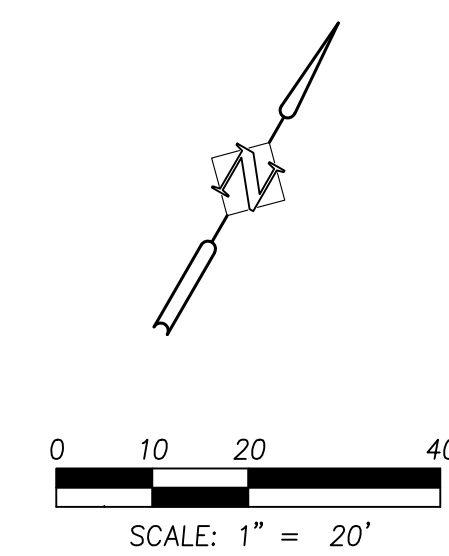
SHEET NO.

C2.6

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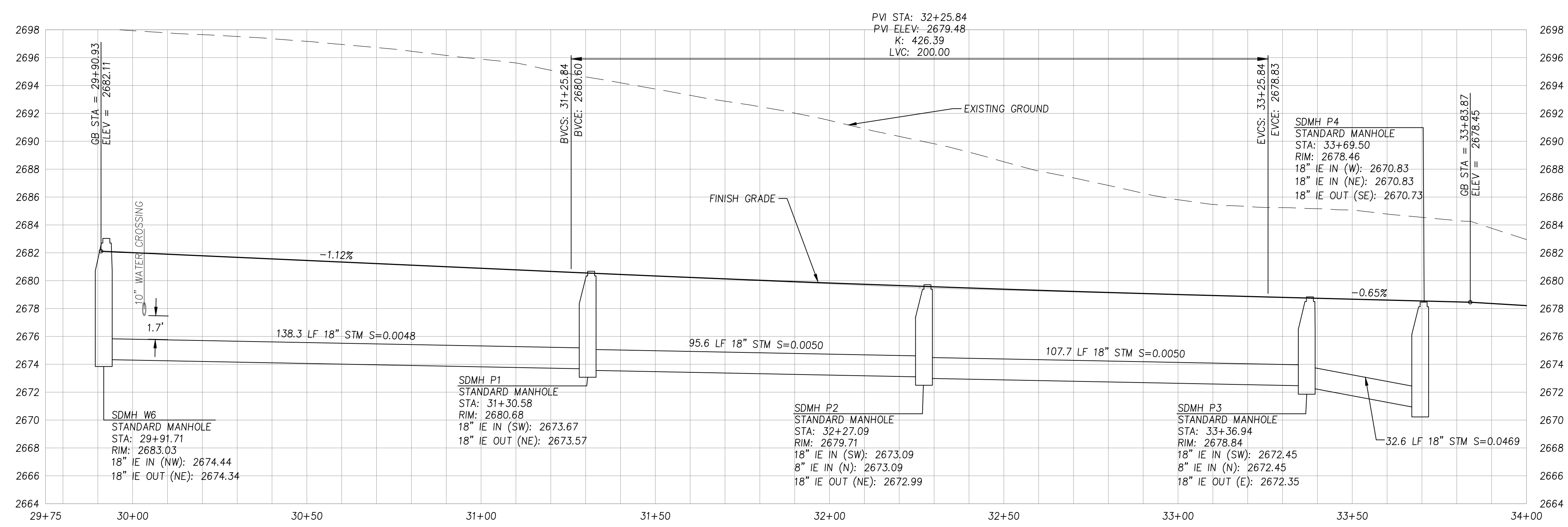
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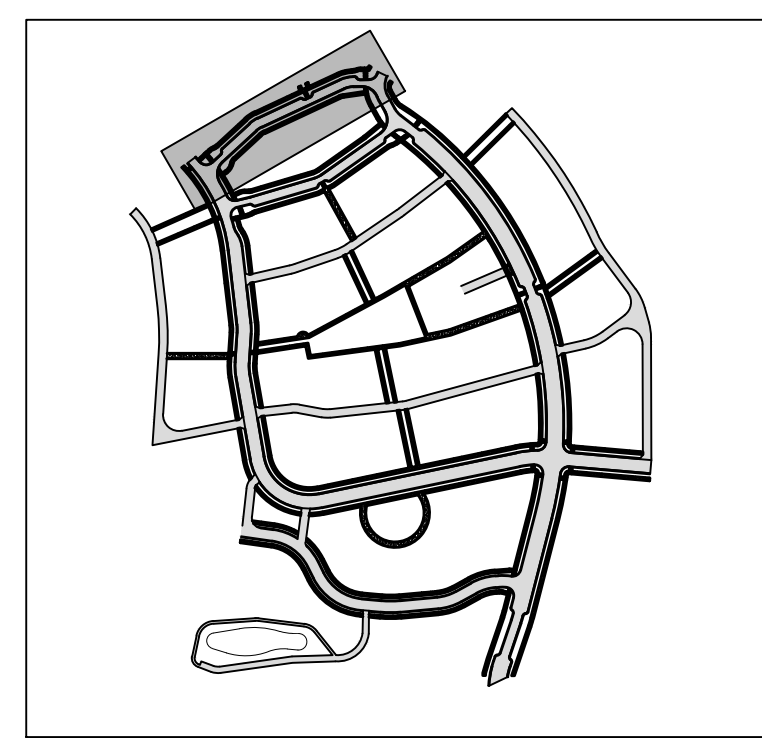
- ## CONSTRUCTION NOTES
- (180) SEE PROFILE FOR CROSSING INFORMATION
 - (205) CONSTRUCT SIDEWALK PER CITY OF MOSCOW STANDARD DRAWING 7, SHEET C6.0.
 - (237) CONSTRUCT ONE WAY LOOP PER PARK PLACE ROAD SECTION WITH 14' WIDTH AND NO PARKING LANE, SHEET C6.0.
 - (245) CONSTRUCT ONE WAY LOOP PER PARK PLACE ROAD SECTION, SHEET C6.0.
 - (300) INSTALL STORM DRAINAGE PIPE PER CITY OF MOSCOW STANDARD DRAWING 33C, BACKFILL E, SHEET C6.2. SEE PLAN FOR SIZE, LENGTH, SLOPE INFORMATION.
 - (303) INSTALL CATCH BASIN PER CITY OF MOSCOW STANDARD DRAWING 26, SHEET C6.2. SEE PLAN FOR RIM AND INVERT ELEVATIONS.
 - (310) INSTALL STORM DRAINAGE PIPE PER CITY OF MOSCOW STANDARD DRAWING 33C, BACKFILL E, SHEET C6.2. SEE PROFILE FOR SIZE, LENGTH, SLOPE INFORMATION.
 - (311) INSTALL STANDARD 48" STORMWATER MANHOLE PER CITY OF MOSCOW STANDARD DRAWING 21, SHEET C6.2. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.

PARK PLACE PLAN

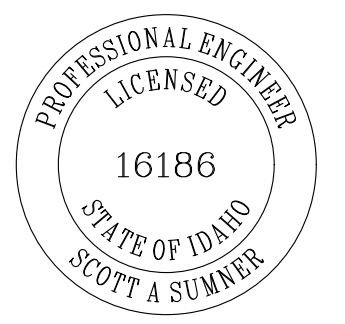


PARK PLACE PROFILE

SCALE: 1" = 20' (HORIZ.)
1" = 5' (VERT.)



KEY MAP

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SHEET NO.

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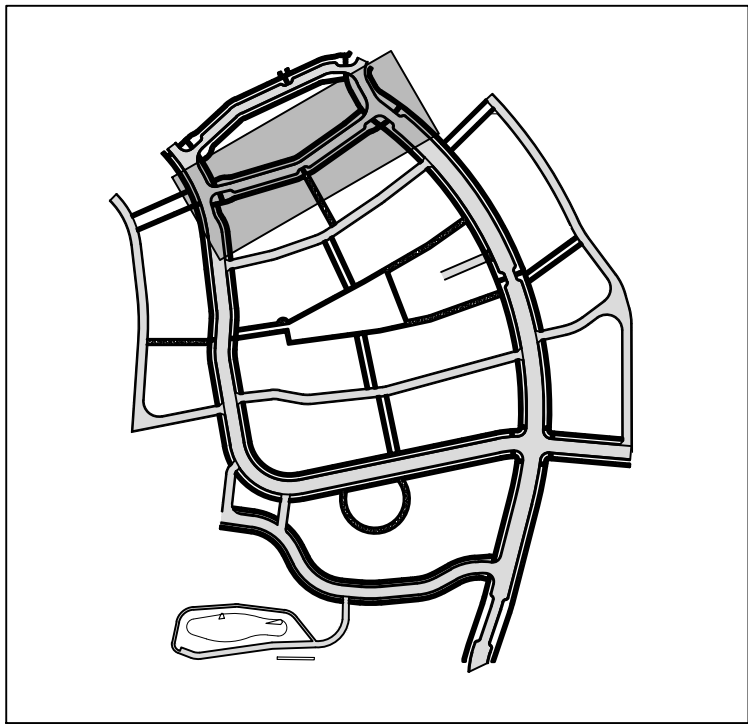
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JOB NO. WNZ-03

PARK PLACE PLAN AND PROFILE 30+00 TO 33+84
WOODBURY CONSTRUCTION PLANS

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PARK PLACE PLAN



KEY MAP

Figure 10.1 shows a plan view of a traverse. It includes a closed traverse ABCD and an open traverse EFGH. The scale is 1" = 20'.

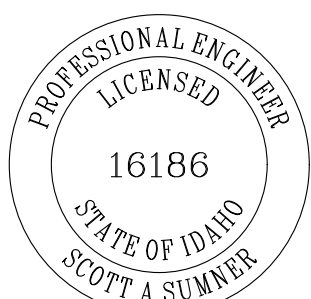
SEE SHEET C2.6 FOR
MORE INFORMATION

CONSTRUCTION NOTES

- (180) SEE PROFILE FOR CROSSING INFORMATION
- (205) CONSTRUCT SIDEWALK PER CITY OF MOSCOW STANDARD DRAWING 7, SHEET C6.0.
- (237) CONSTRUCT ONE WAY LOOP PER PARK PLACE ROAD SECTION WITH 14' WIDTH AND NO PARKING LANE, SHEET C6.0.
- (245) CONSTRUCT ONE WAY LOOP PER PARK PLACE ROAD SECTION, SHEET C6.0.
- (310) INSTALL STORM DRAINAGE PIPE PER CITY OF MOSCOW STANDARD DRAWING 33C, BACKFILL E, SHEET C6.2. SEE PROFILE FOR SIZE, LENGTH, SLOPE INFORMATION.
- (311) INSTALL STANDARD 48" STORMWATER MANHOLE PER CITY OF MOSCOW STANDARD DRAWING 21, SHEET C6.2. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.
- (313) INSTALL CATCH BASIN PER CITY OF MOSCOW STANDARD DRAWING 26, SHEET C6.2. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.

PARK PLACE PLAN AND PROFILE 34+69 TO 38+50
WOODBURY CONSTRUCTION PLANS

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DATE:	SEPT 19, 2022

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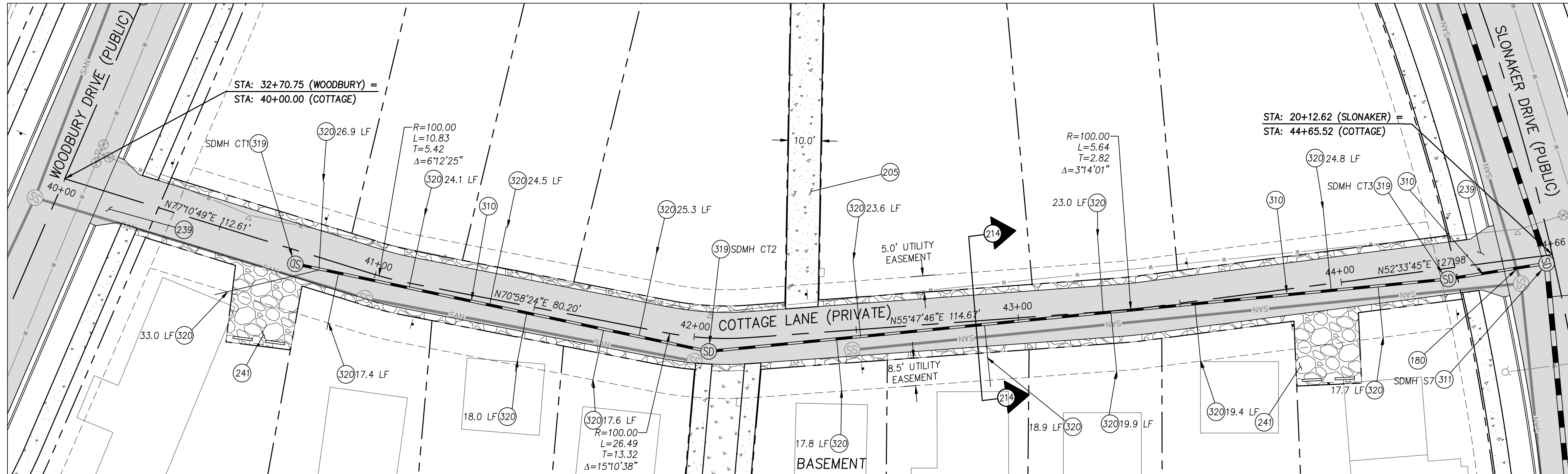
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WNZ-03

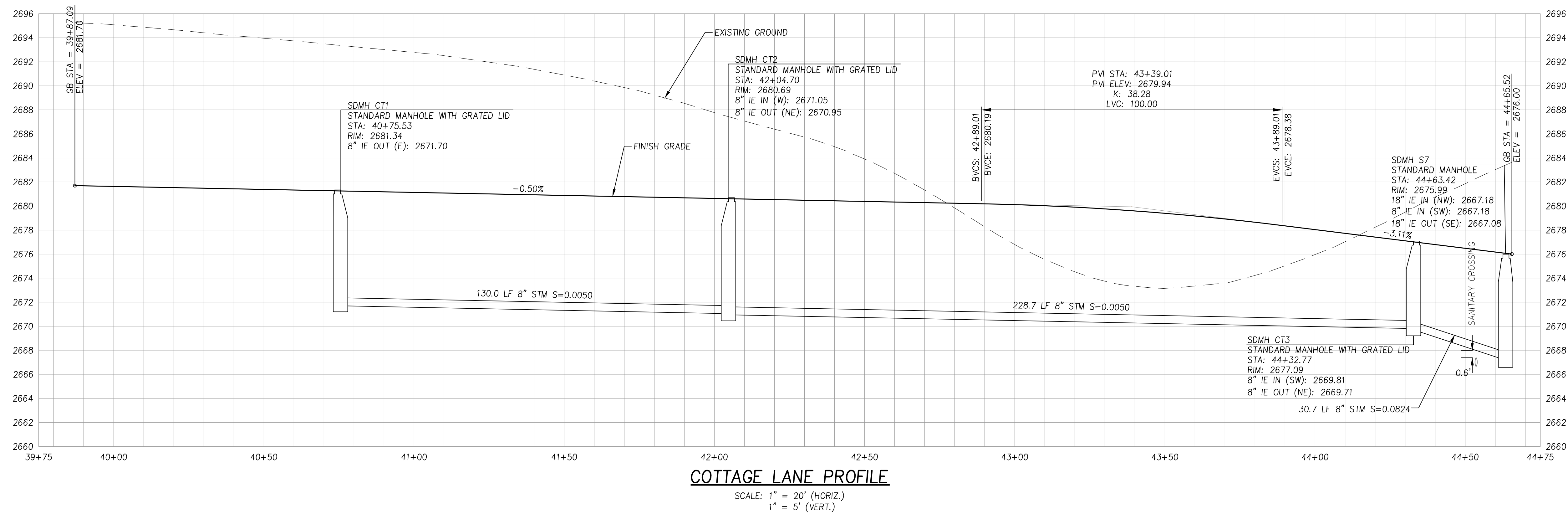
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SEE SHEET C2.6
FOR MORE
INFORMATION

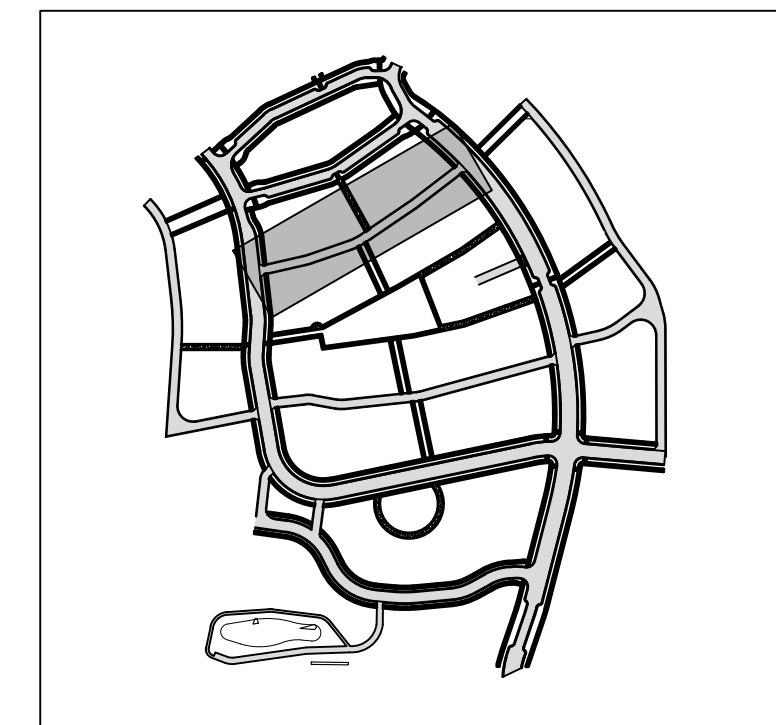


SEE SHEET 2.3
FOR MORE
INFORMATION

- (180) SEE PROFILE FOR CROSSING INFORMATION
- (209) CONSTRUCT SIDEWALK PER CITY OF MOSCOW STANDARD DRAWING 7, SHEET C6.0.
- (214) CONSTRUCT PRIVATE ALLEY PER TYPICAL PRIVATE ALLEY SECTION, SHEET C6.0.
- (239) CONSTRUCT PRIVATE ALLEY DRIVEWAY CONNECTION PER DETAIL, SHEET C6.1.
- (241) CONSTRUCT PUBLIC PARKING AREA PER PUBLIC PARKING DETAIL, SEE SHEET C6.1.
- (310) INSTALL STORM DRAINAGE PIPE PER CITY OF MOSCOW STANDARD DRAWING 33C, BACKFILL E, SHEET C6.2. SEE PROFILE FOR SIZE, LENGTH, SLOPE INFORMATION.
- (311) INSTALL STANDARD 48" STORMWATER MANHOLE PER CITY OF MOSCOW STANDARD DRAWING 21, SHEET C6.2. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.
- (319) INSTALL STANDARD 48" STORMWATER MANHOLE, WITH GRATED LID, PER CITY OF MOSCOW STANDARD DRAWING 21, C6.1. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.
- (320) INSTALL STORMWATER LATERAL PER CITY OF MOSCOW STANDARD DRAWING 28, SHEET C6.2. SEE PLAN FOR LENGTH.

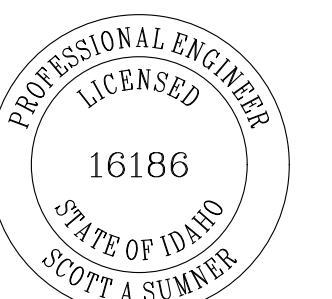


SCALE: 1" = 20' (HORIZ.)
1" = 5' (VERT.)



KEY MAP

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DATE:	SAS
	SEPT 19, 2022

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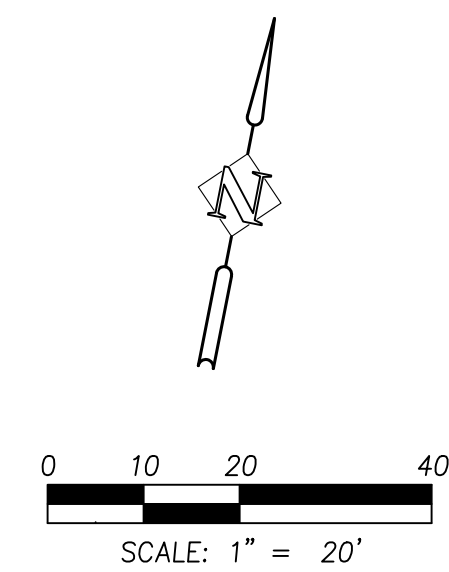
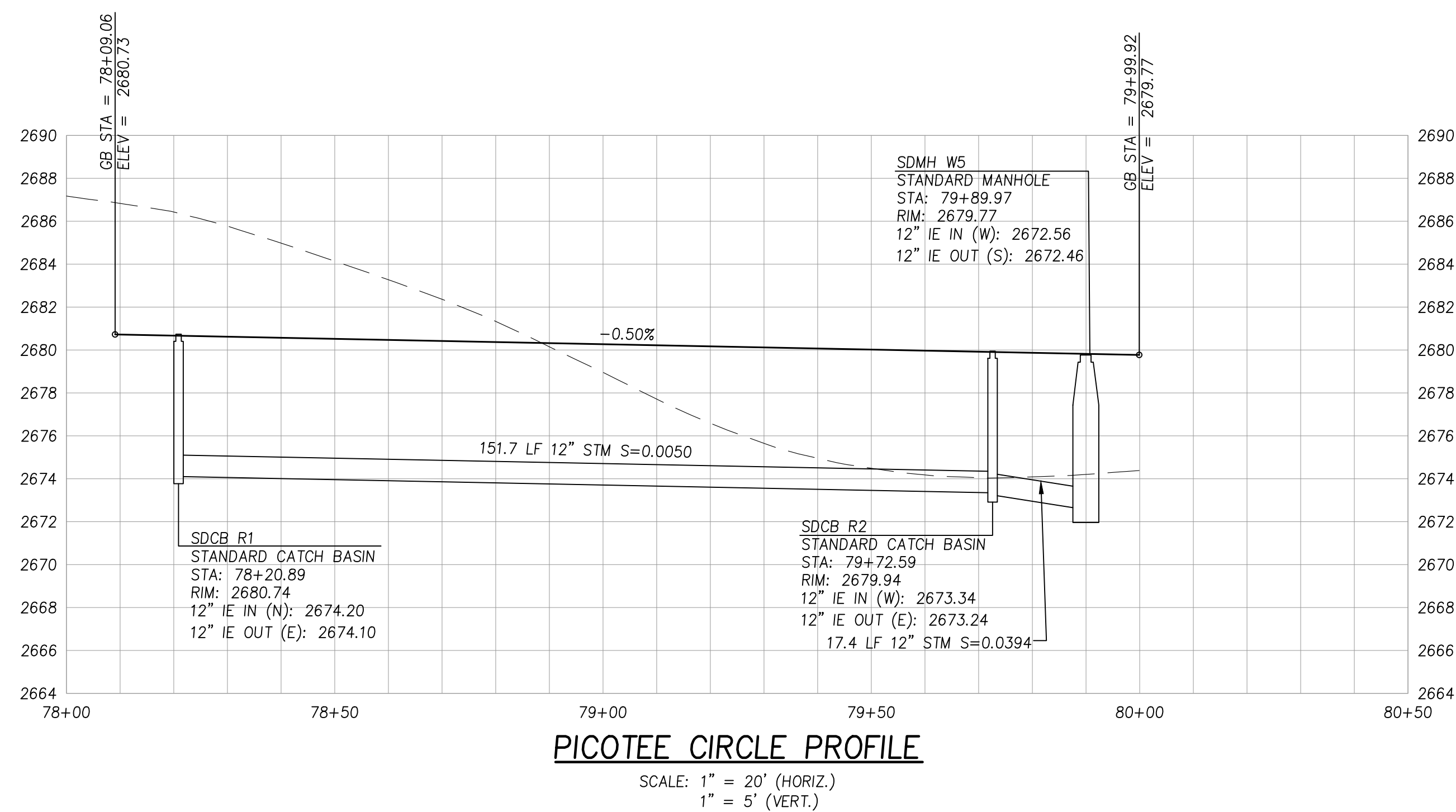
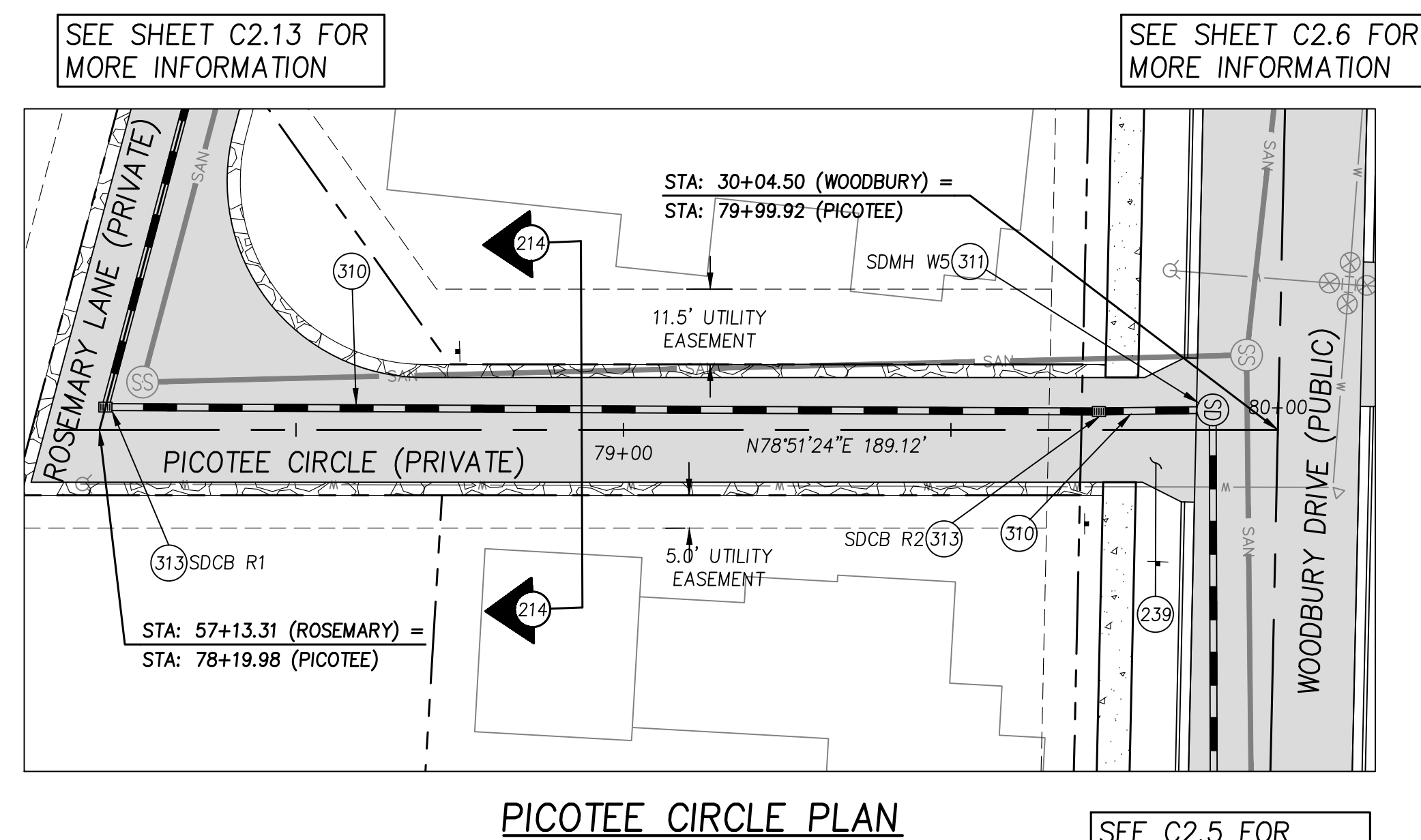
SHEET NO.

C2.9

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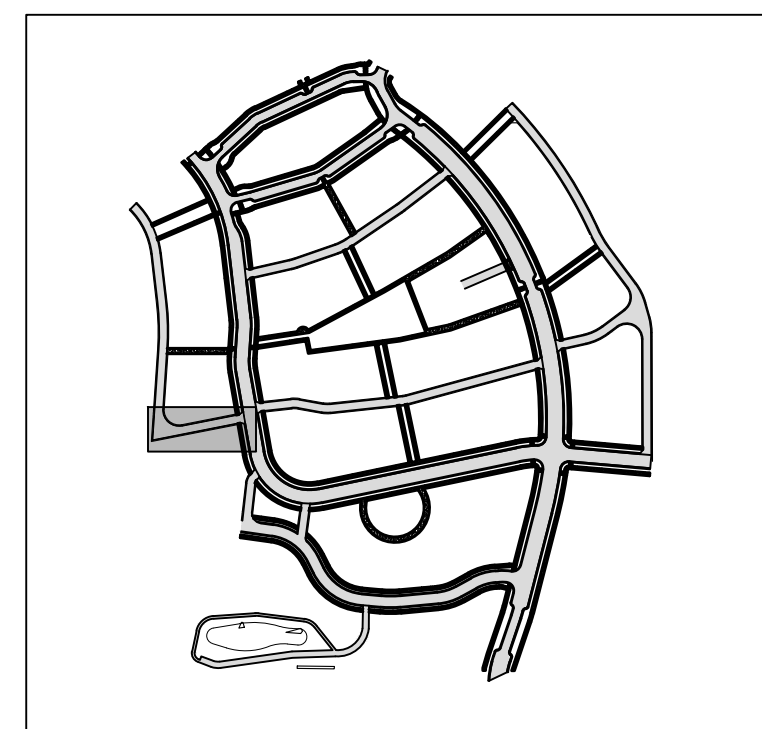
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VNZ-03

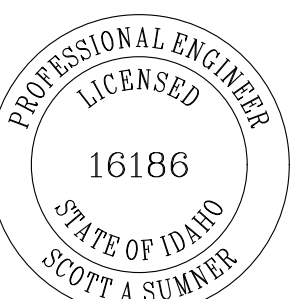


CONSTRUCTION NOTES

- (214) CONSTRUCT PRIVATE ALLEY PER TYPICAL PRIVATE ALLEY SECTION, SHEET C6.0.
- (239) CONSTRUCT PRIVATE ALLEY DRIVEWAY CONNECTION PER DETAIL, SHEET C6.1.
- (310) INSTALL STORM DRAINAGE PIPE PER CITY OF MOSCOW STANDARD DRAWING 33C, BACKFILL E, SHEET C6.2. SEE PROFILE FOR SIZE, LENGTH, SLOPE INFORMATION.
- (311) INSTALL STANDARD 48" STORMWATER MANHOLE PER CITY OF MOSCOW STANDARD DRAWING 21, SHEET C6.2. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.
- (313) INSTALL CATCH BASIN PER CITY OF MOSCOW STANDARD DRAWING 26, SHEET C6.2. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.



KEY MAP

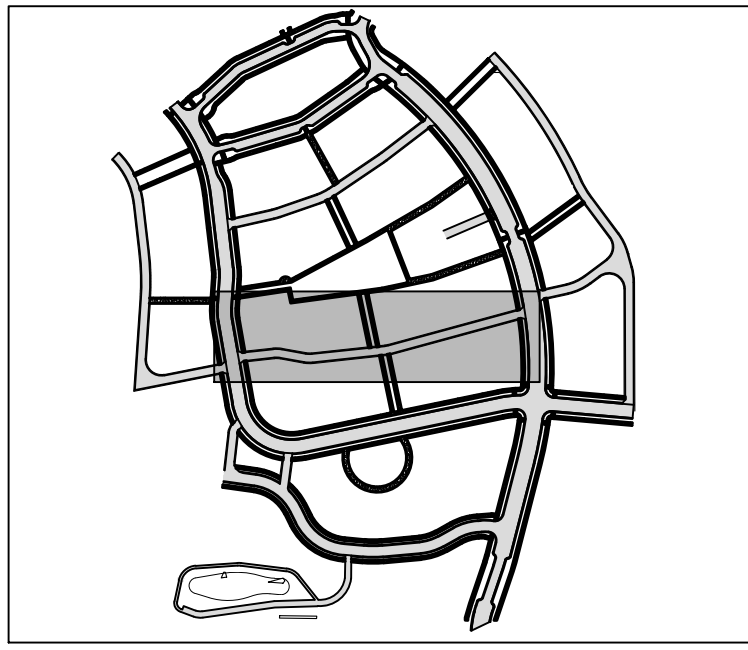


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				DATE: SEPT 19, 2022
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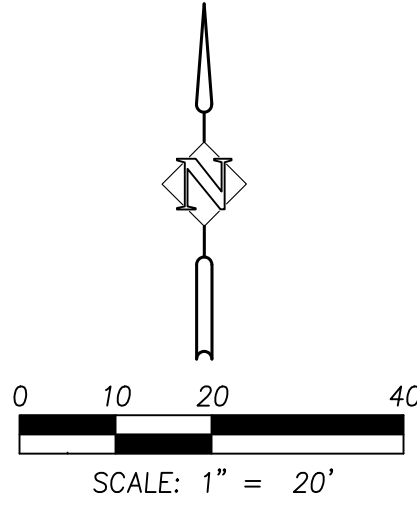
SEE SHEET C2.6 FOR
MORE INFORMATION

CONSTRUCTION NOTES

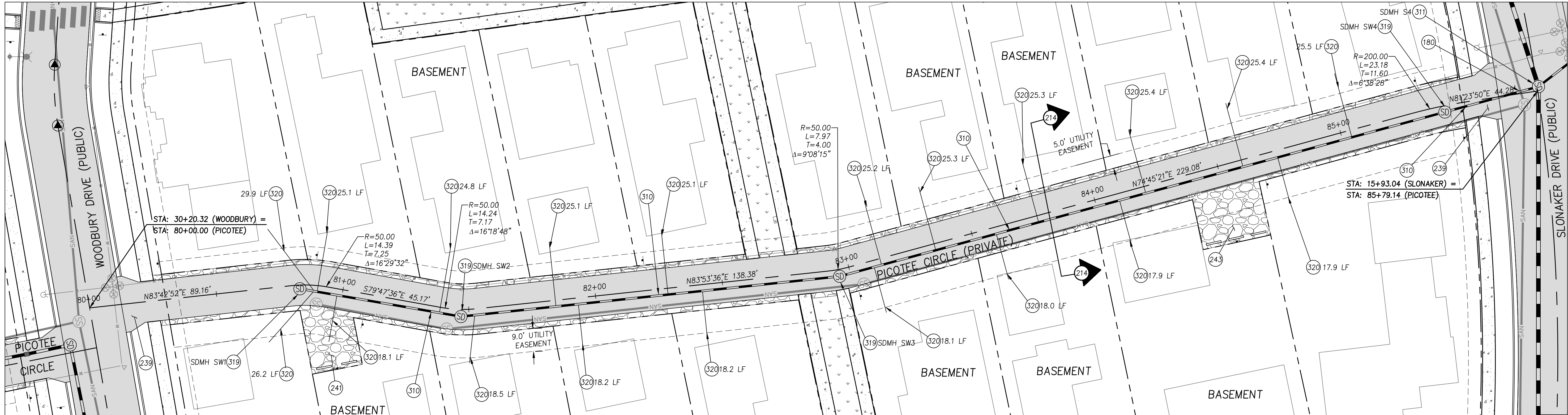
- (180) SEE PROFILE FOR CROSSING INFORMATION
- (214) CONSTRUCT PRIVATE ALLEY PER TYPICAL PRIVATE ALLEY SECTION, SHEET C6.0.
- (239) CONSTRUCT PRIVATE ALLEY DRIVEWAY CONNECTION PER DETAIL, SHEET C6.1.
- (241) CONSTRUCT PUBLIC PARKING AREA PER PUBLIC PARKING DETAIL, SEE SHEET C6.1.
- (243) CONSTRUCT PUBLIC PARKING AREA PER PUBLIC PARKING DETAIL WITH THREE STALLS, SEE SHEET C6.1.
- (310) INSTALL STORM DRAINAGE PIPE PER CITY OF MOSCOW STANDARD DRAWING 33C, BACKFILL E, SHEET C6.2. SEE PROFILE FOR SIZE, LENGTH, SLOPE INFORMATION
- (311) INSTALL STANDARD 48" STORMWATER MANHOLE PER CITY OF MOSCOW STANDARD DRAWING 21, SHEET C6.2. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.
- (319) INSTALL STANDARD 48" STORMWATER MANHOLE, WITH GRATED LID, PER CITY OF MOSCOW STANDARD DRAWING 21, C6.1. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.
- (320) INSTALL STORMWATER LATERAL PER CITY OF MOSCOW STANDARD DRAWING 2B, SHEET C6.2. SEE PLAN FOR LENGTH.



KEY MAP



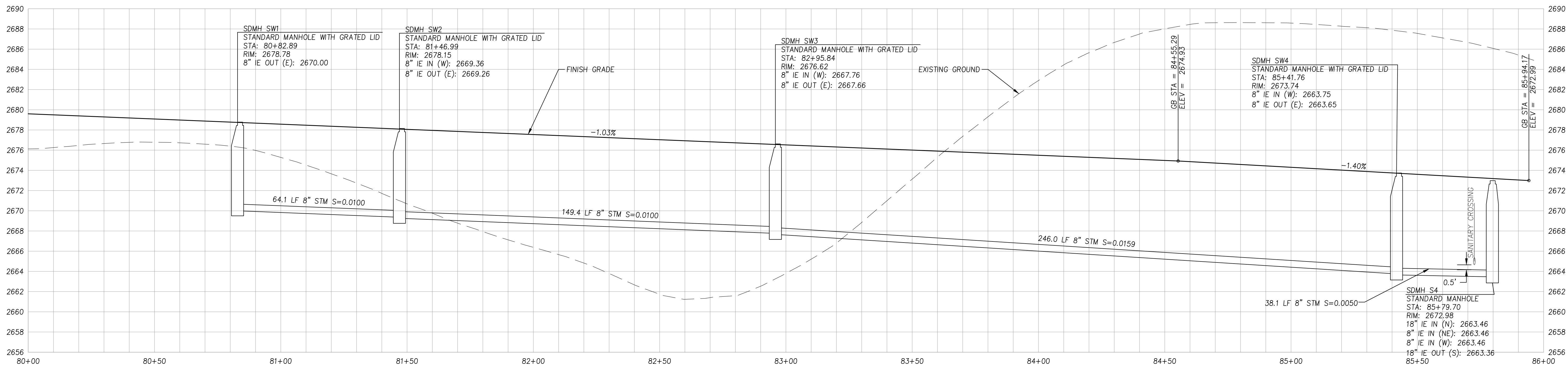
SEE SHEET C2.2 FOR
MORE INFORMATION



PICOTEE CIRCLE PLAN

SEE SHEET C2.5 FOR
MORE INFORMATION

SEE SHEET C2.2 FOR
MORE INFORMATION



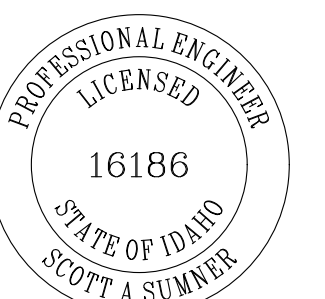
PICOTEE CIRCLE PROFILE

SCALE: 1" = 20' (HORIZ.)
1" = 5' (VERT.)

P:\WNZ-03 (Slonaker Development)\WNZ03-DWG\Sheets\ WNZ03-C2.11-PICOTEE P&P 80+00 TO 86+00.dwg

PICOTEE PLAN AND PROFILE 80+00 TO 86+00
WOODBURY CONSTRUCTION PLANS

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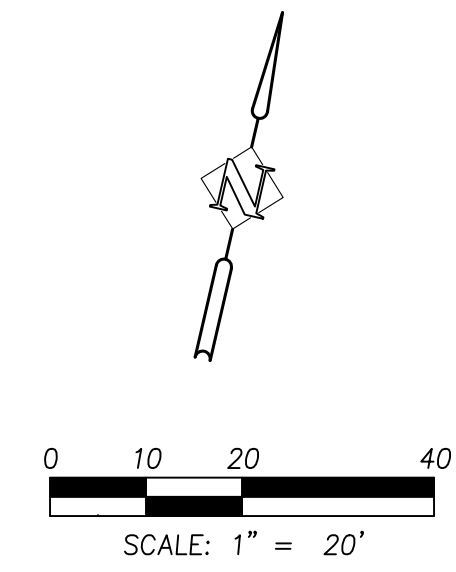
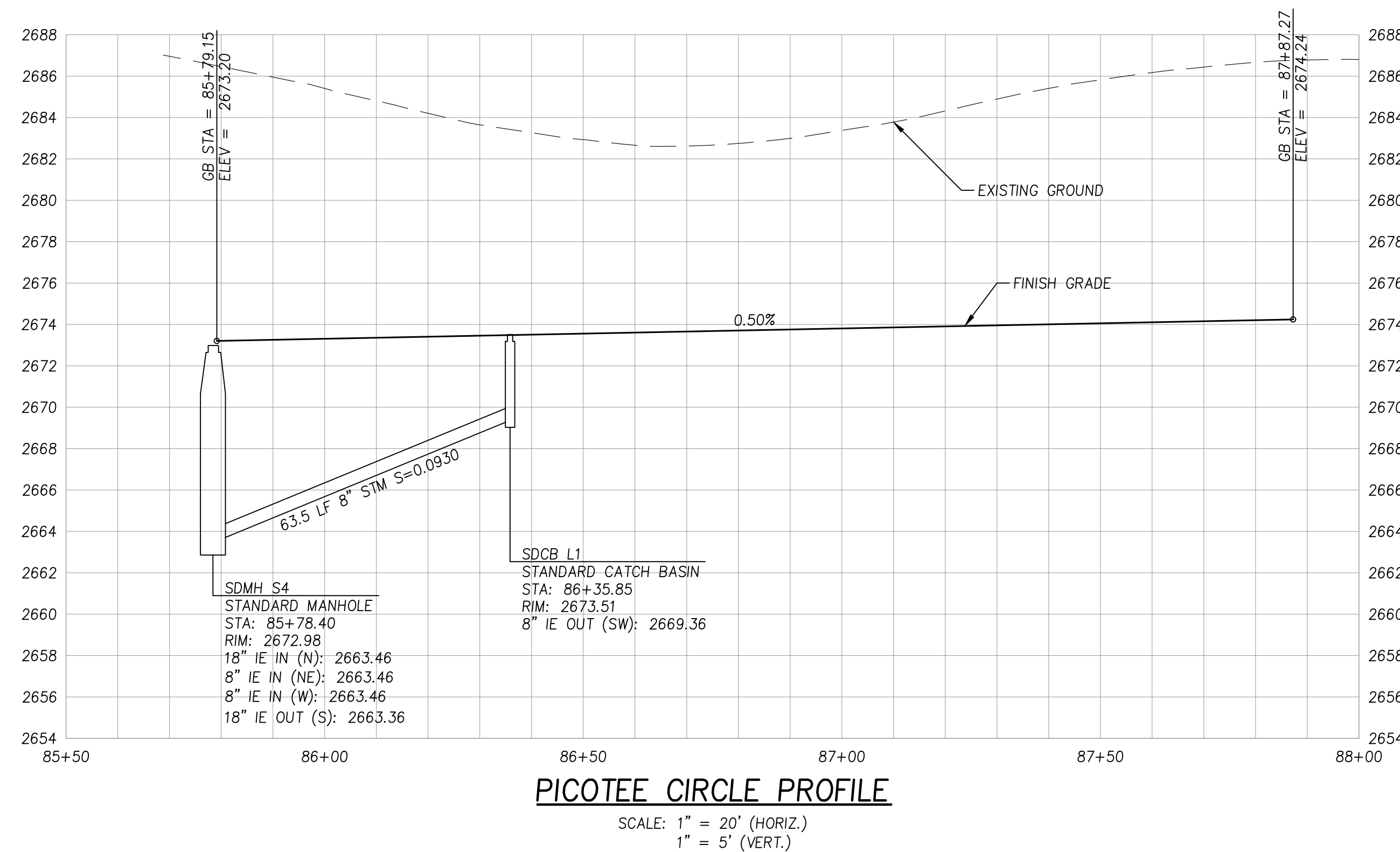
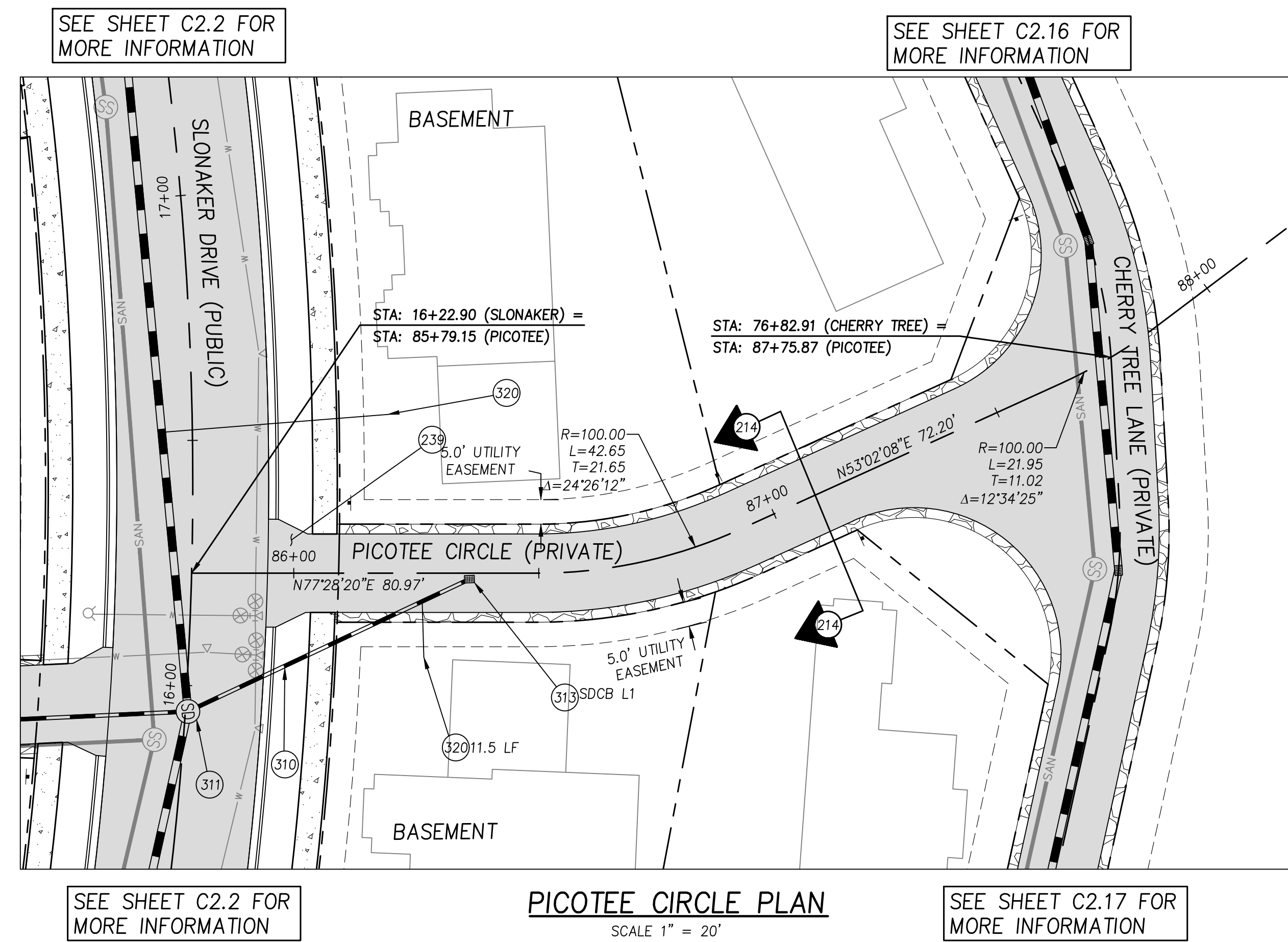
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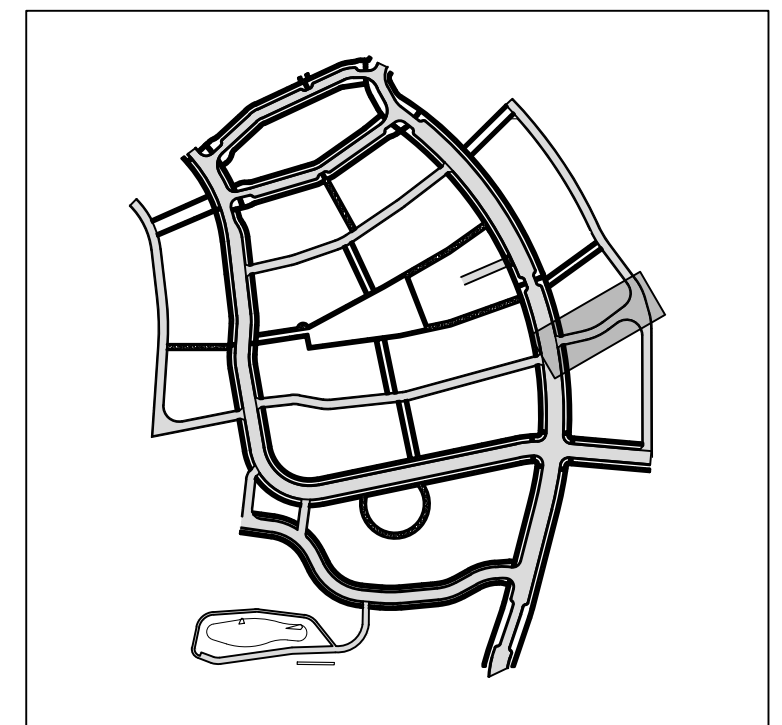
15 OF 59

WB NO. WNZ-03



CONSTRUCTION NOTES

- 2 (214) CONSTRUCT PRIVATE ALLEY PER TYPICAL PRIVATE ALLEY SECTION, SHEET C6.0.
- 1 (239) CONSTRUCT PRIVATE ALLEY DRIVEWAY CONNECTION PER DETAIL, SHEET C6.1.
- 1 (310) INSTALL STORM DRAINAGE PIPE PER CITY OF MOSCOW STANDARD DRAWING 33C, BACKFILL E, SHEET C6.2. SEE PROFILE FOR SIZE, LENGTH, SLOPE INFORMATION.
- 1 (311) INSTALL STANDARD 48" STORMWATER MANHOLE PER CITY OF MOSCOW STANDARD DRAWING 21, SHEET C6.2. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.
- 1 (313) INSTALL CATCH BASIN PER CITY OF MOSCOW STANDARD DRAWING 26, SHEET C6.2. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.
- 2 (320) INSTALL STORMWATER LATERAL PER CITY OF MOSCOW STANDARD DRAWING 28, SHEET C6.2. SEE PLAN FOR LENGTH.

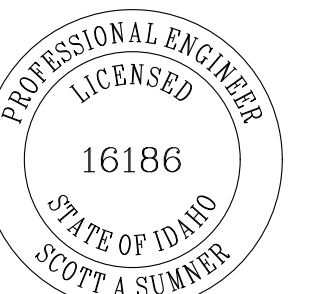


KEY MAP

PICOTEE PLAN AND PROFILE 59+00 TO 61+20

WOODBURY CONSTRUCTION PLANS

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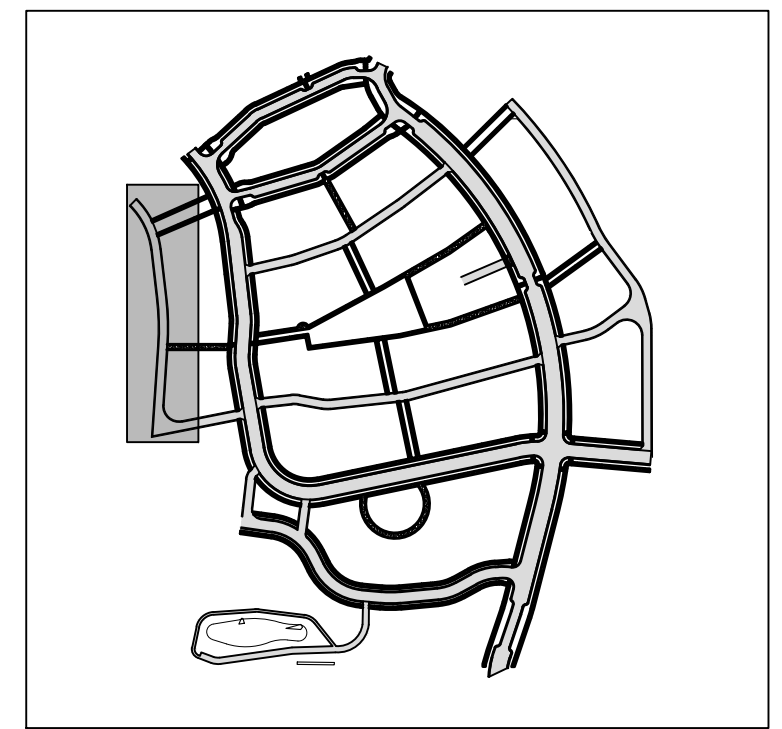
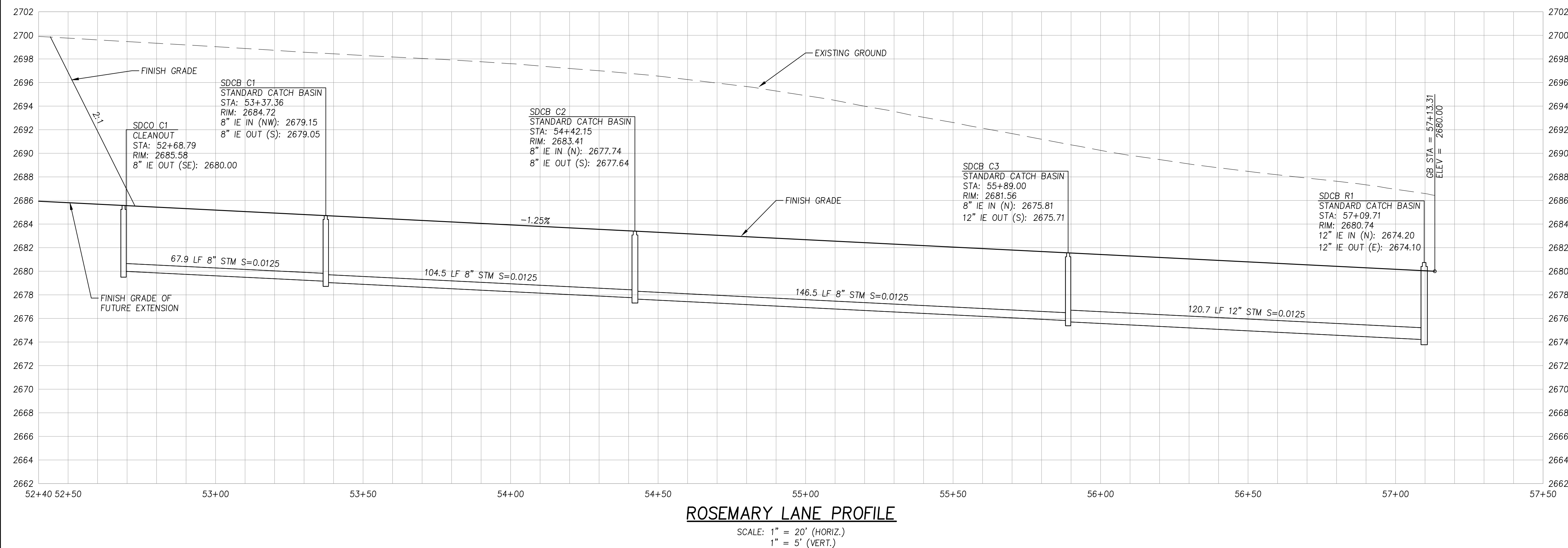
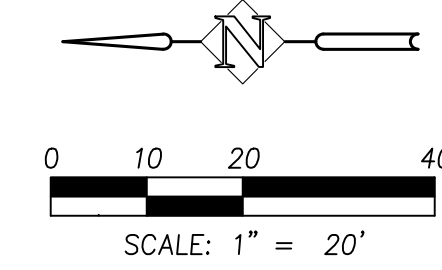
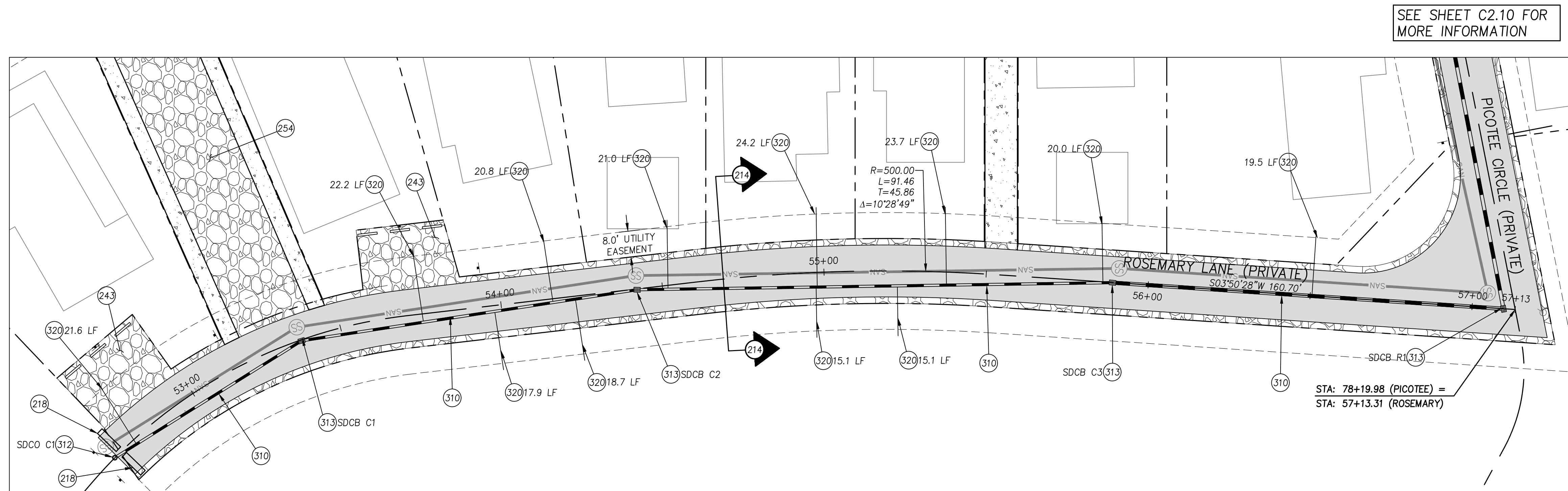
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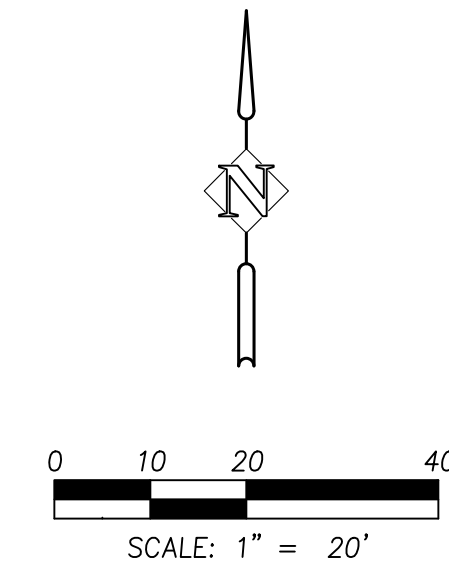
16 OF 59

OB NO.

VNZ-03



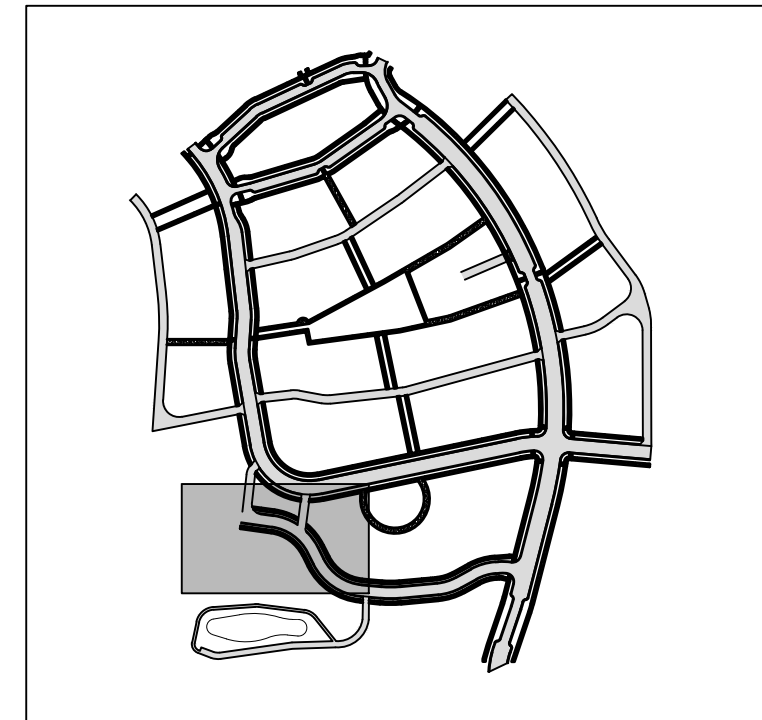
SEE SHEET C2.5 FOR
MORE INFORMATION



- (205) CONSTRUCT SIDEWALK PER CITY OF MOSCOW STANDARD DRAWING 7, SHEET C6.0.
- (215) CONSTRUCT ONE WAY STREET PER ASHTON LANE ROAD SECTION, SHEET C6.0.
- (242) CONSTRUCT PUBLIC PARKING AREA PER PUBLIC PARKING DETAIL WITH FIVE STALLS, SEE SHEET C6.1.
- (253) CONSTRUCT DRIVEWAY PER CITY OF MOSCOW STANDARD DRAWING 9, SHEET C6.0.
- (255) CONSTRUCT TEMPORARY DRIVEWAY. 12" C.S.B.C.
- (300) INSTALL STORM DRAINAGE PIPE PER CITY OF MOSCOW STANDARD DRAWING 33C, BACKFILL E, SHEET C6.2. SEE PLAN FOR SIZE, LENGTH, SLOPE INFORMATION.
- (310) INSTALL STORM DRAINAGE PIPE PER CITY OF MOSCOW STANDARD DRAWING 33C, BACKFILL E, SHEET C6.2. SEE PROFILE FOR SIZE, LENGTH, SLOPE INFORMATION.
- (312) INSTALL STORM CLEANOUT PER DETAIL, SHEET C6.2. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.
- (313) INSTALL CATCH BASIN PER CITY OF MOSCOW STANDARD DRAWING 26, SHEET C6.2. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.
- (319) INSTALL STANDARD 48" STORMWATER MANHOLE, WITH GRATED LID, PER CITY OF MOSCOW STANDARD DRAWING 21, C6.1. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.
- (320) INSTALL STORMWATER LATERAL PER CITY OF MOSCOW STANDARD DRAWING 28, SHEET C6.2. SEE PLAN FOR LENGTH.

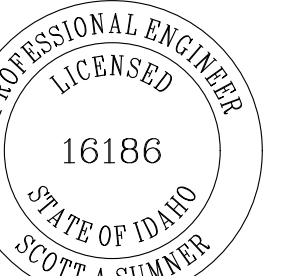
SEE SHEET C2.15 FOR
MORE INFORMATION

ASHTON LANE PLAN



KEY MAP

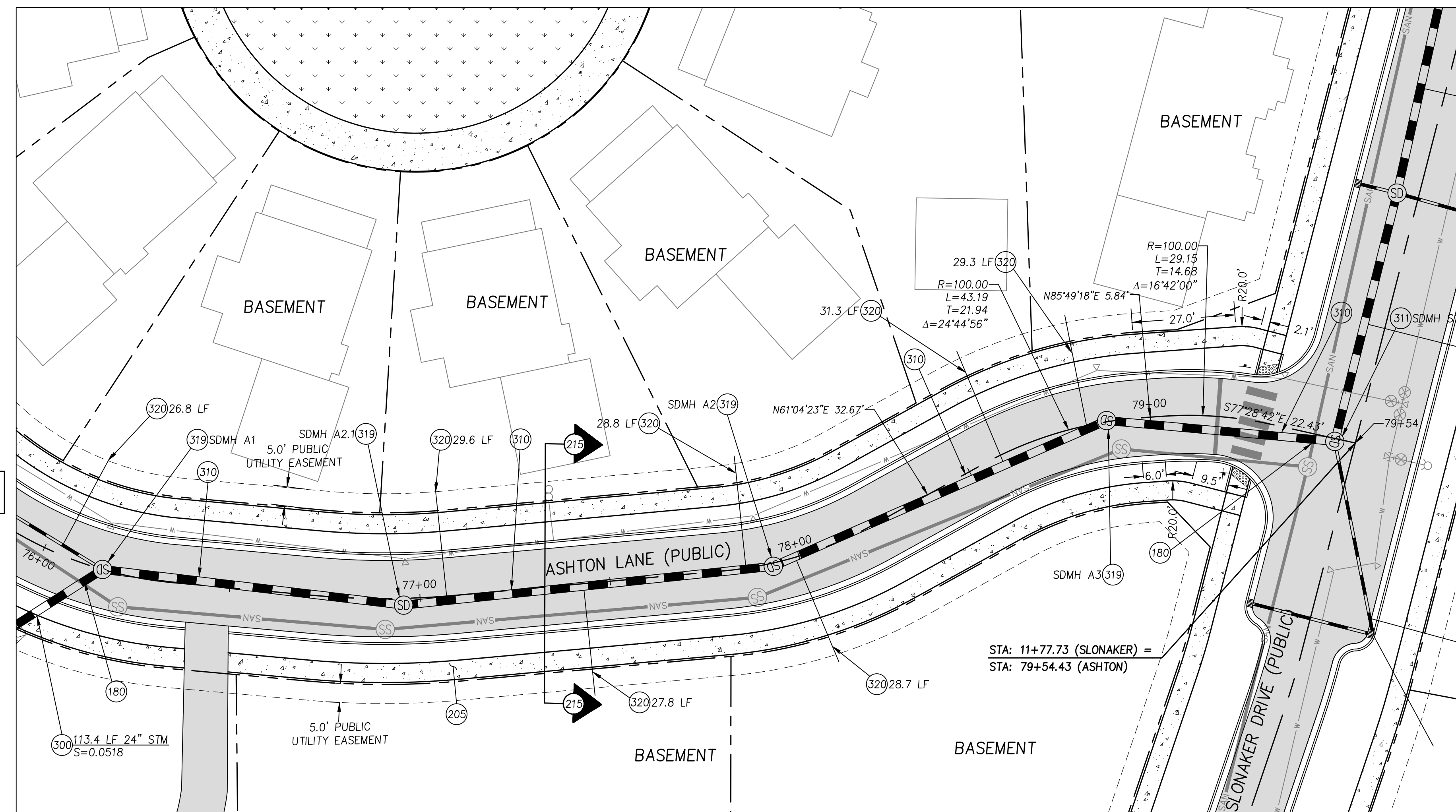
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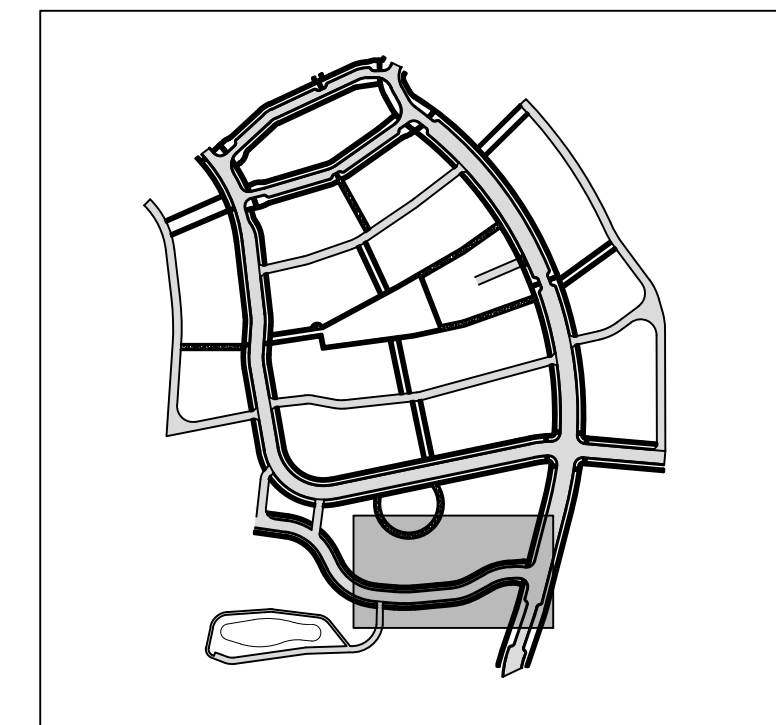
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C2.14

WB NO. WNZ-03



SEE SHEET C2.1 FOR
MORE INFORMATION



KEY MAP

(180) SEE PROFILE FOR CROSSING INFORMATION

(205) CONSTRUCT SIDEWALK PER CITY OF MOSCOW STANDARD DRAWING 7, SHEET C6.0.

(215) CONSTRUCT ONE WAY STREET PER ASHTON LANE ROAD SECTION, SHEET C6.0.

(300) INSTALL STORM DRAINAGE PIPE PER CITY OF MOSCOW STANDARD DRAWING 33C, BACKFILL E, SHEET C6.2. SEE PLAN FOR SIZE, LENGTH, SLOPE INFORMATION.

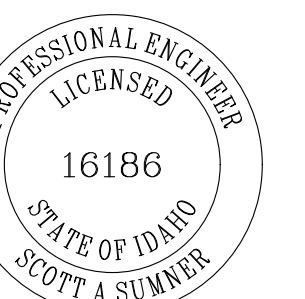
(310) INSTALL STORM DRAINAGE PIPE PER CITY OF MOSCOW STANDARD DRAWING 33C, BACKFILL E, SHEET C6.2. SEE PROFILE FOR SIZE, LENGTH, SLOPE INFORMATION.

(311) INSTALL STANDARD 48" STORMWATER MANHOLE PER CITY OF MOSCOW STANDARD DRAWING 21, SHEET C6.2. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.

(319) INSTALL STANDARD 48" STORMWATER MANHOLE, WITH GRATED LID, PER CITY OF MOSCOW STANDARD DRAWING 21, C6.1. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.

(320) INSTALL STORMWATER LATERAL PER CITY OF MOSCOW STANDARD DRAWING 28, SHEET C6.2. SEE PLAN FOR LENGTH.

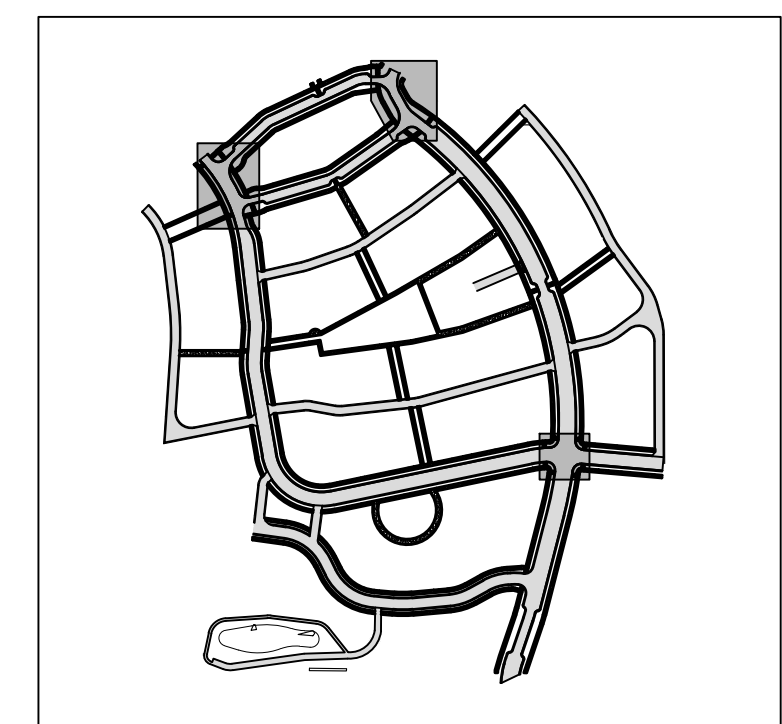
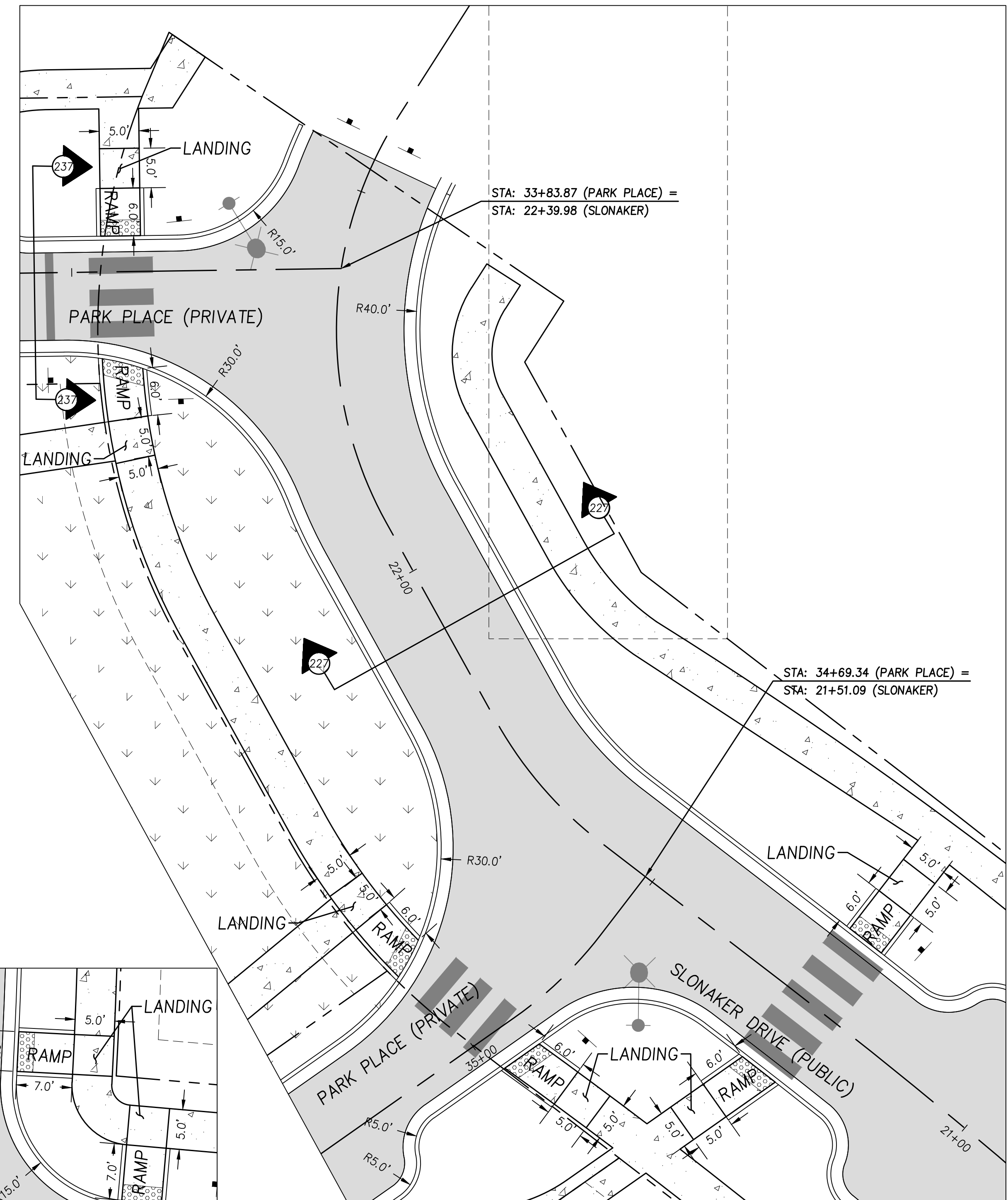
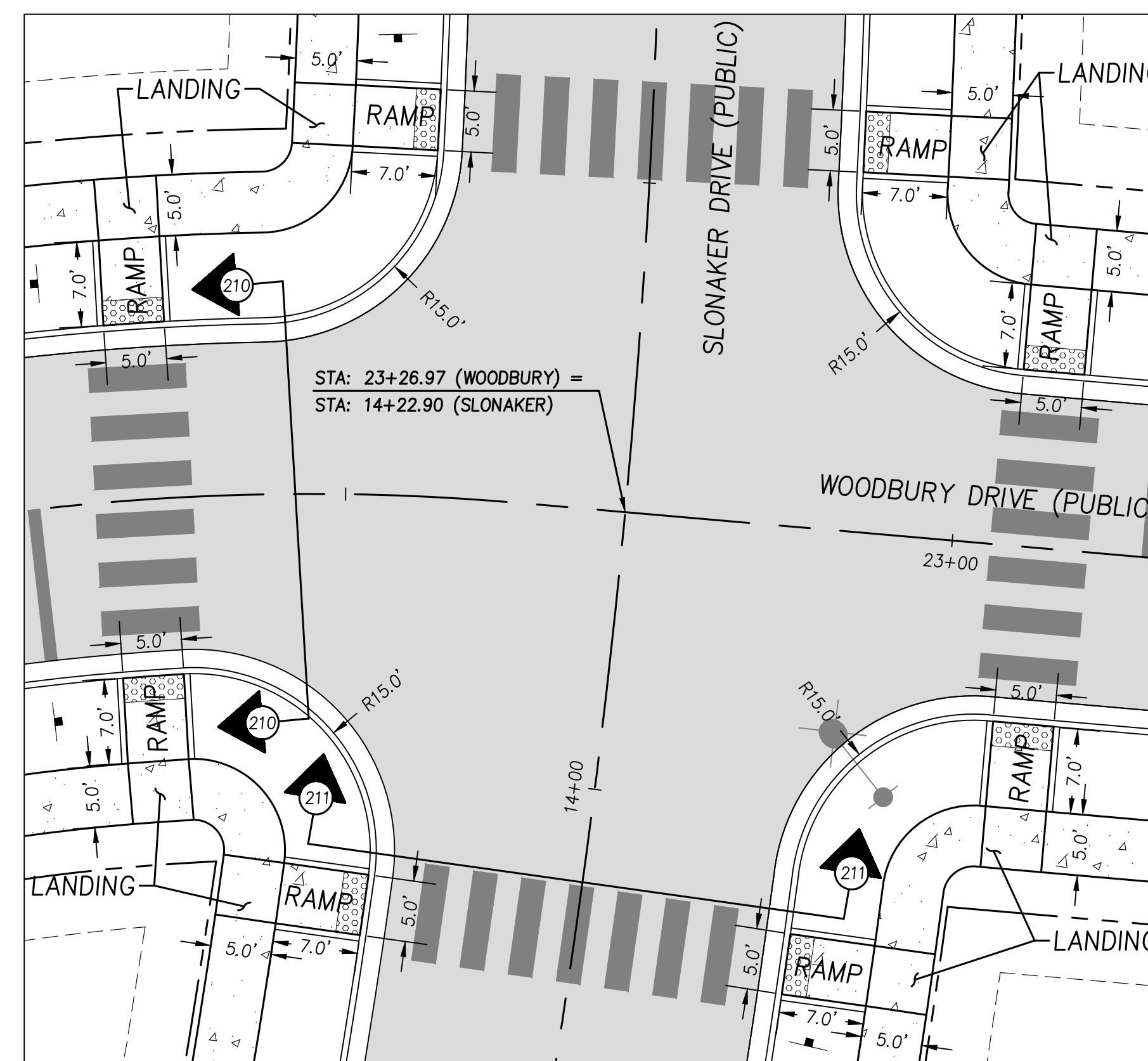
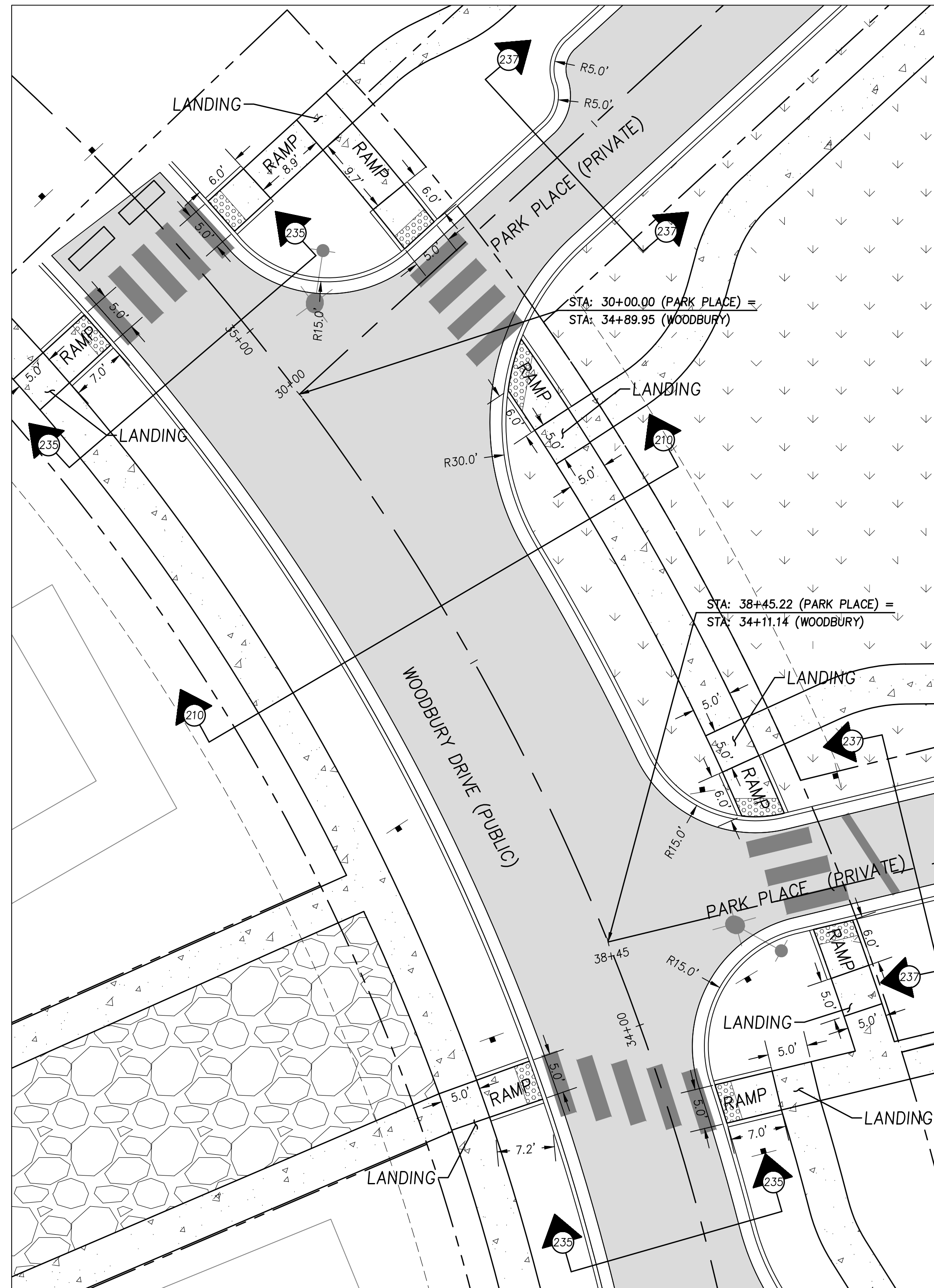
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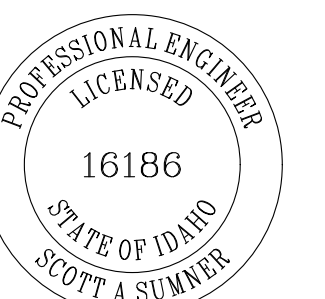
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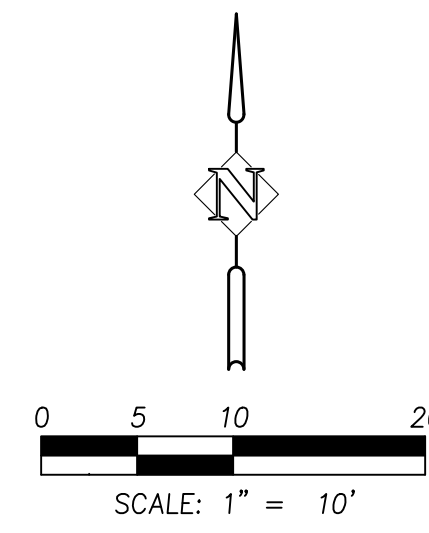
CONSTRUCTION NOTES

- (210) CONSTRUCT LOCAL STREET PER CITY OF MOSCOW STANDARD DRAWING 1A, SHEET C6.0.
- (211) CONSTRUCT 34' WIDE RESIDENTIAL STREET SECTION PER MODIFIED CITY OF MOSCOW STANDARD DRAWING 1B, SHEET C6.0.
- (227) CONSTRUCT 34' WIDE RESIDENTIAL STREET SECTION PER MODIFIED CITY OF MOSCOW STANDARD DRAWING 1B WITH 20' WIDTH AND NO PARKING LANES, SHEET C6.0.
- (235) CONSTRUCT LOCAL STREET PER CITY OF MOSCOW STANDARD DRAWING 1A WITH 20' WIDTH AND NO PARKING LANE, SHEET C6.0.
- (237) CONSTRUCT ONE WAY LOOP PER PARK PLACE ROAD SECTION WITH 14' WIDTH AND NO PARKING LANE, SHEET C6.0.

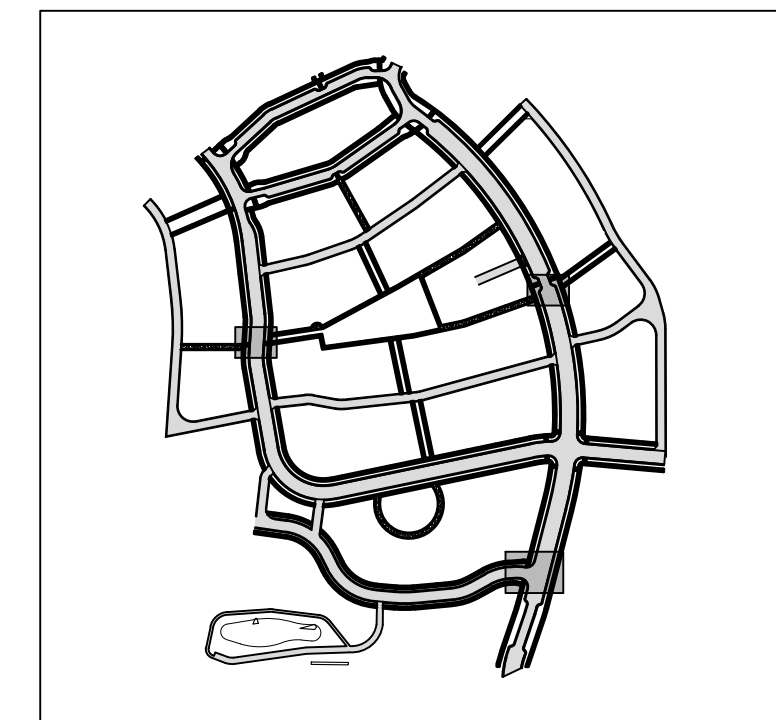
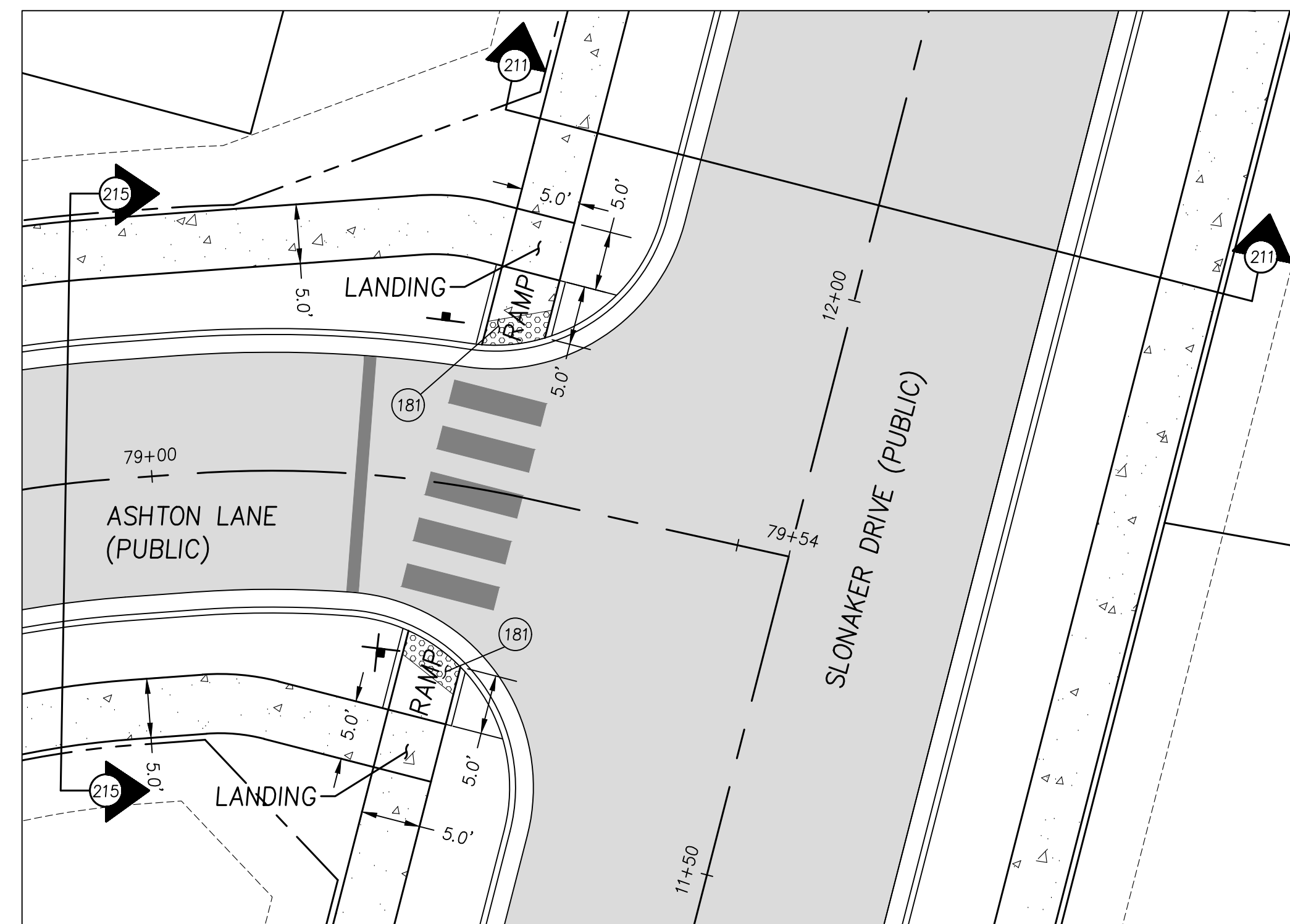
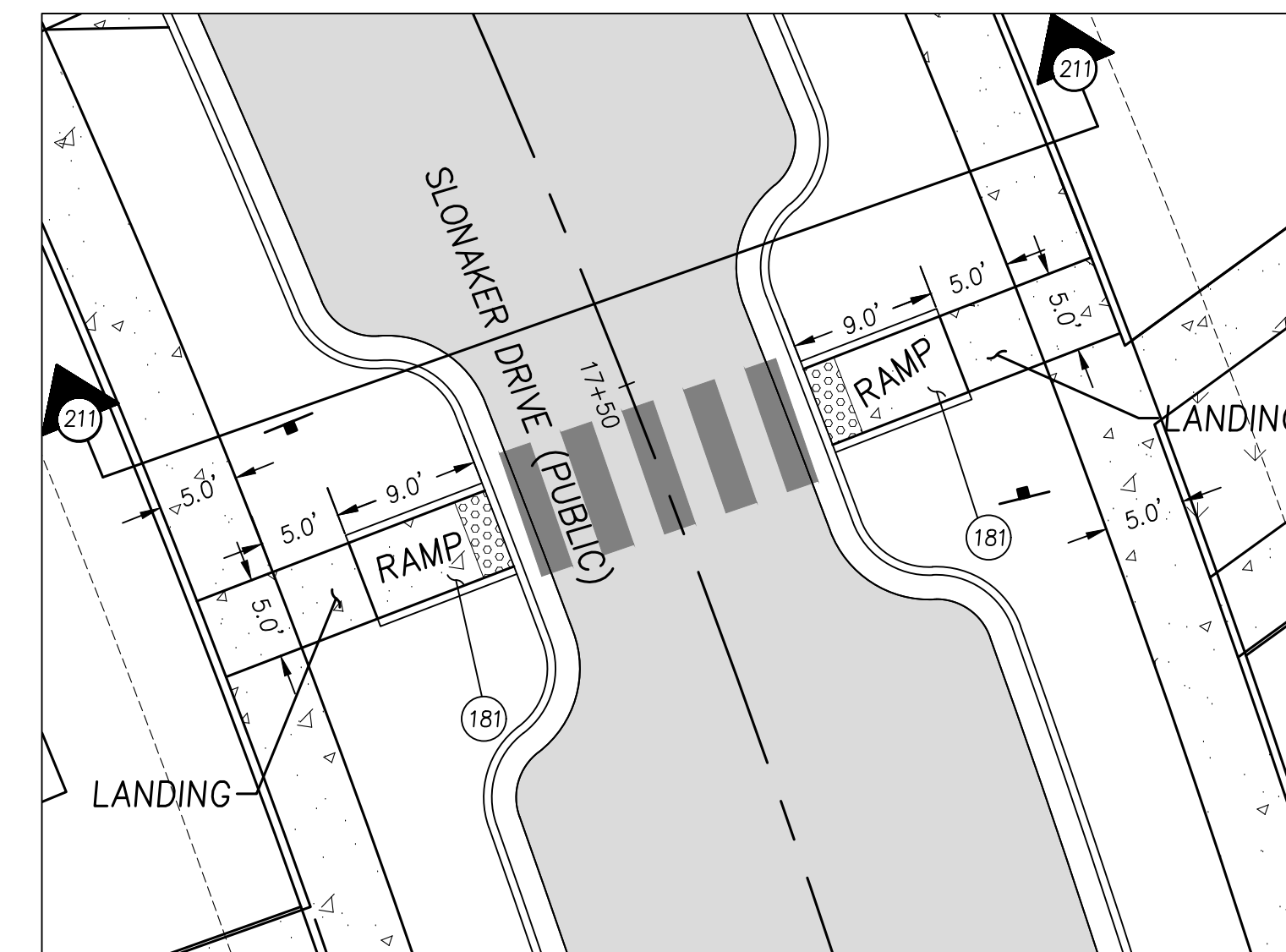


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DATE:	SEPT 19, 2022

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- ## CONSTRUCTION NOTES
- (181) CONSTRUCT PERPENDICULAR RAMPS PER CITY OF MOSCOW STANDARD DRAWING 8, SHEET C6.0.
 - (210) CONSTRUCT LOCAL STREET PER CITY OF MOSCOW STANDARD DRAWING 1A, SHEET C6.0.
 - (211) CONSTRUCT 34' WIDE RESIDENTIAL STREET SECTION PER MODIFIED CITY OF MOSCOW STANDARD DRAWING 1B, SHEET C6.0.
 - (215) CONSTRUCT ONE WAY STREET PER ASHTON LANE ROAD SECTION, SHEET C6.0.



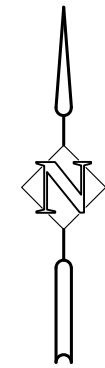


- 203 CONSTRUCT SIDEWALK PER CITY OF MOSCOW STANDARD DRAWING 7, SHEET C6.0.
- 236 INSTALL DRIVEWAY CROSSING PER CITY OF MOSCOW STANDARD DRAWING 9, SHEET C6.0.
- 244 CONSTRUCT PAVEMENT PER PRIVATE DRIVE AREA H.M.A. TYPICAL SECTION, THIS SHEET.
- 320 INSTALL STORMWATER LATERAL PER CITY OF MOSCOW STANDARD DRAWING 28, SHEET C6.2. SEE PLAN FOR LENGTH.
- 346 INSTALL SERVICE CLEANOUT PER STANDARD CLEANOUT, SHEET C6.2.
- 420 INSTALL SANITARY SEWER LATERAL PER CITY OF MOSCOW STANDARD DRAWING 28, SHEET C6.2. SEE PLAN FOR LENGTH.
- 520 INSTALL WATER SERVICE PER CITY OF MOSCOW STANDARD DRAWING 29, SHEET C6.3.
- 536 INSTALL H2O RATED LID.



P:\WINZ-03 (Stonaker Development)\WINZ03-DWG\SS-Sheets\WINZ03-C3.0-OVERALL GRADING AND EC PLAN.dwg

SEE SHEET C3.4 FOR
MORE INFORMATION

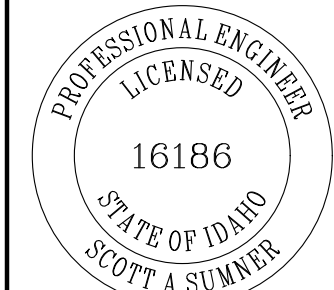


CONSTRUCTION NOTES

- 100 INSTALL SILT SACK INLET PROTECTION PER CITY OF MOSCOW STANDARD DRAWING 36. IF CURB INLET IS PRESENT, INSTALL STRAW WATTLE ON UPSTREAM SIDE(S) OF INLET.
- 101 INSTALL SILT FENCE PER CITY OF MOSCOW STANDARD DRAWING 35.
- 103 CONTRACTOR SHALL HYDROSEED ALL SLOPES AND IRRIGATE TO ESTABLISH SLOPES PRIOR TO WET SEASON. IF STABILIZATION IS NOT ACHIEVED BY OCTOBER 30TH, CONTRACTOR SHALL INSTALL EROSION CONTROL BLANKETS PER EROSION CONTROL BLANKET/TRM DETAIL, SHEET C3.0. PLAN IS APPROXIMATE, CONTRACTOR TO DETERMINE IN THE FIELD.

THE IMPLEMENTATION OF THE EROSION AND SEDIMENT CONTROL (ESC) PLANS AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT, AND UPGRADING OF THE ESC MEASURE IS THE RESPONSIBILITY OF THE CONTRACTOR UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED AND PERMANENT VEGETATION/LANDSCAPING IS ESTABLISHED.

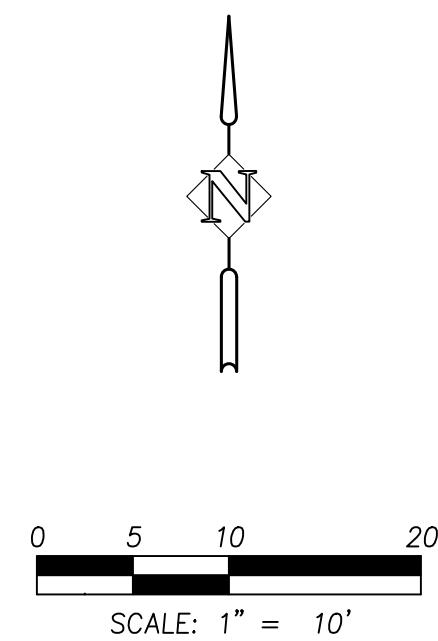
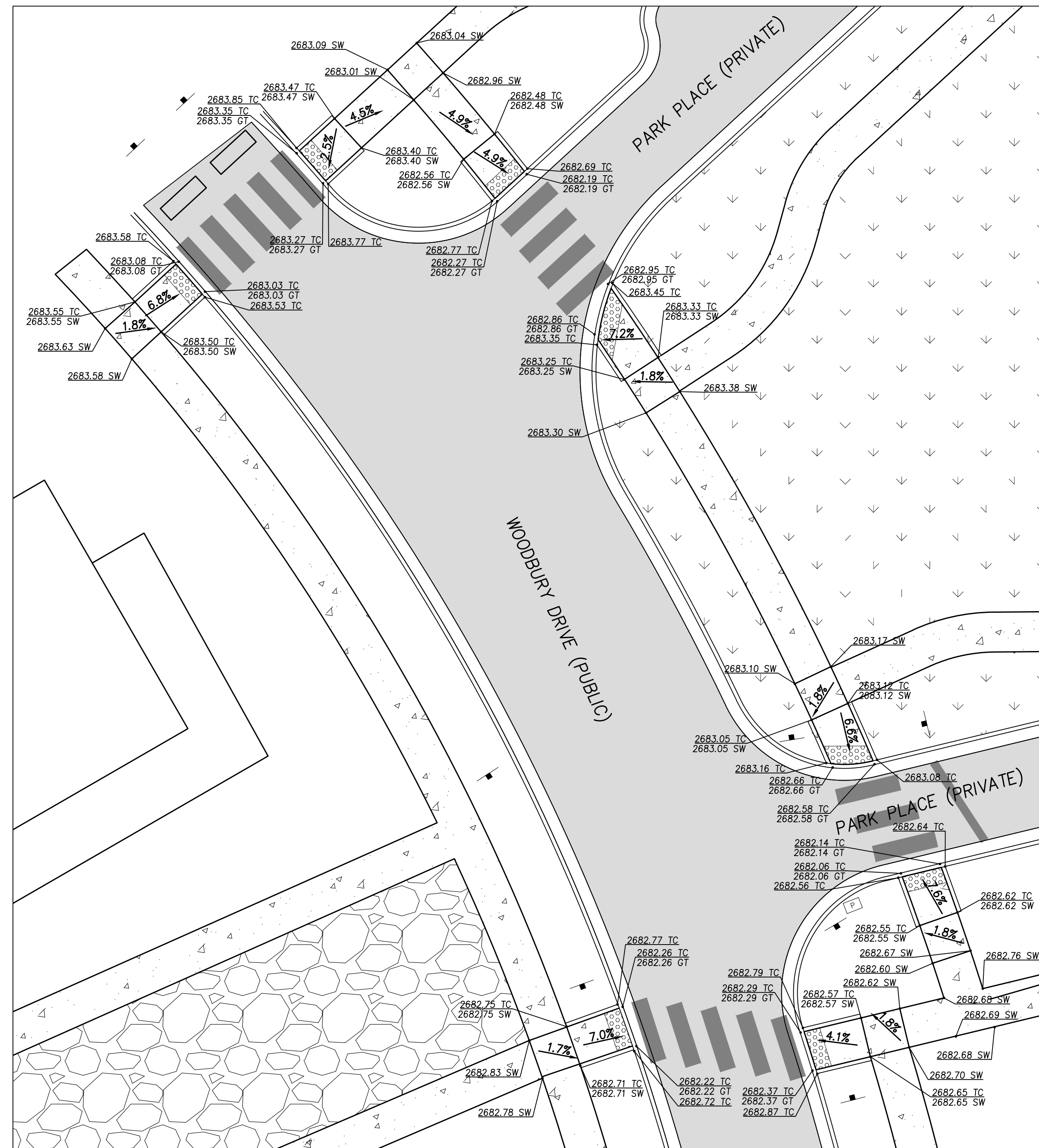
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CHECKED:	SAS
DATE:	SEPT 19, 2022

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SHEET NO.
C3.0
25 OF 59
JOB NO. WINZ-03

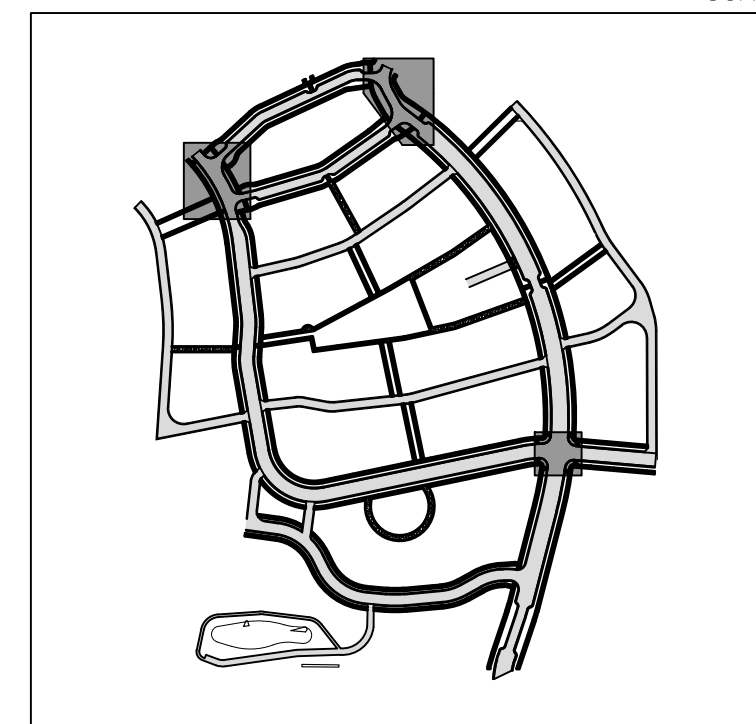
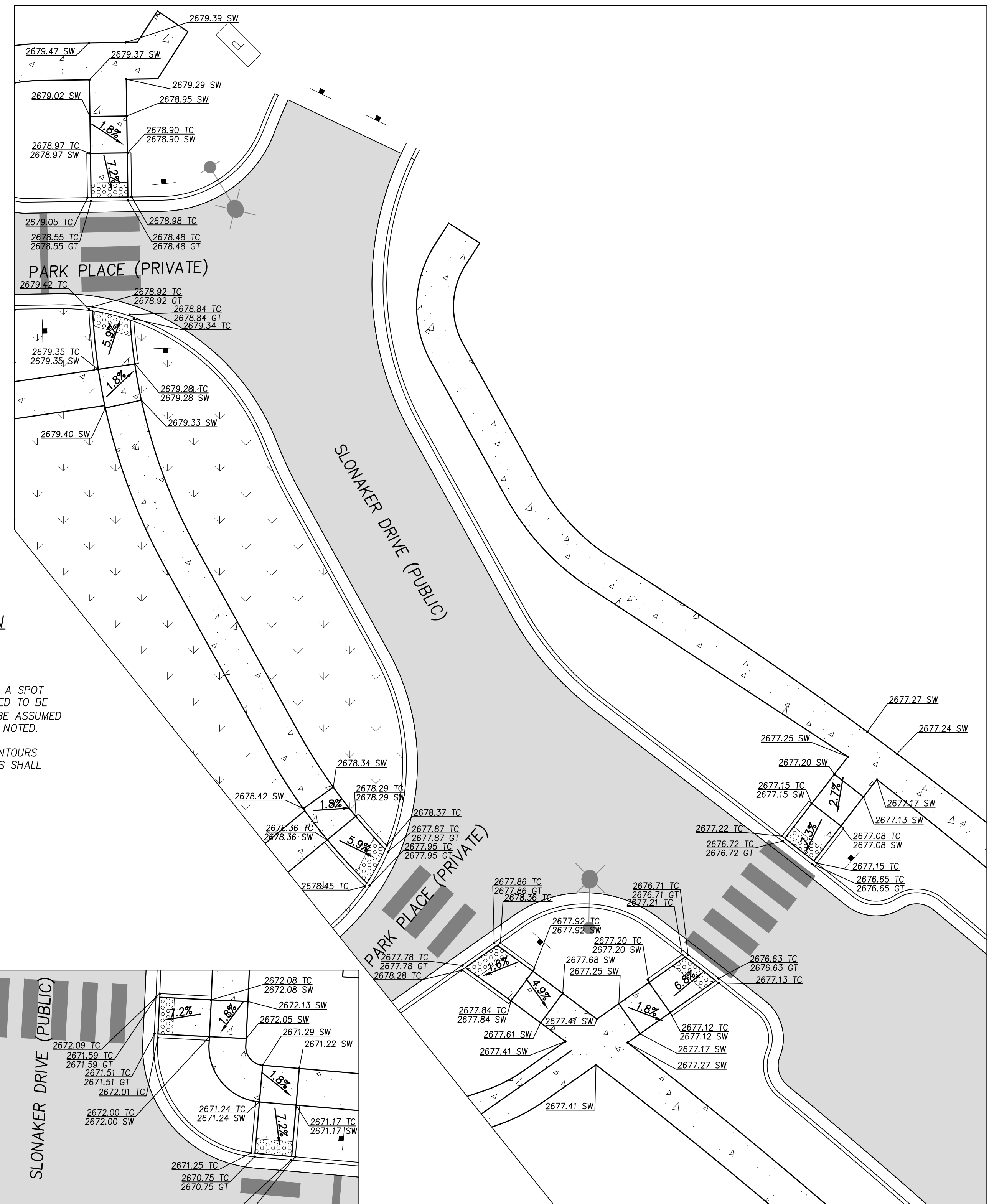
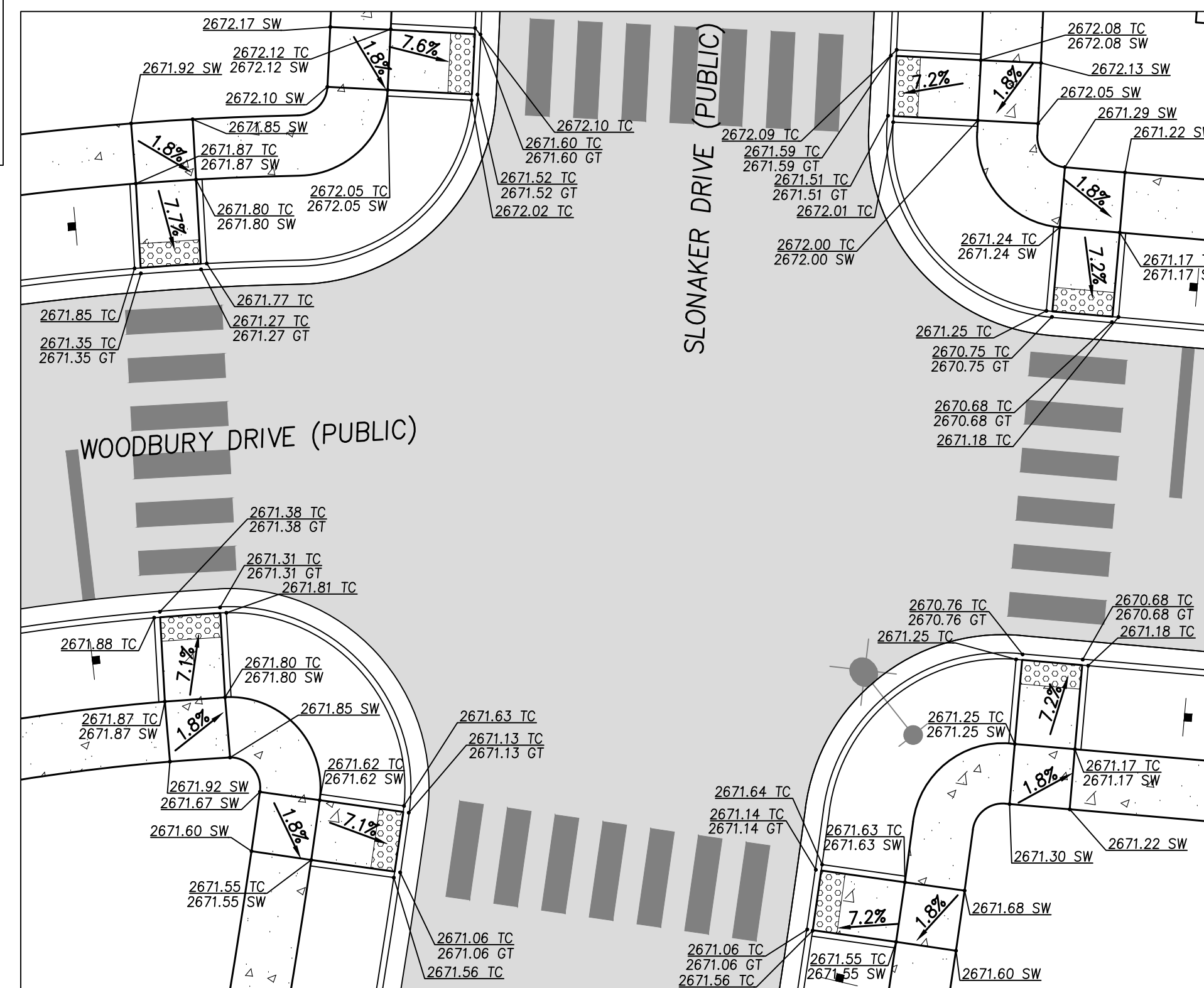


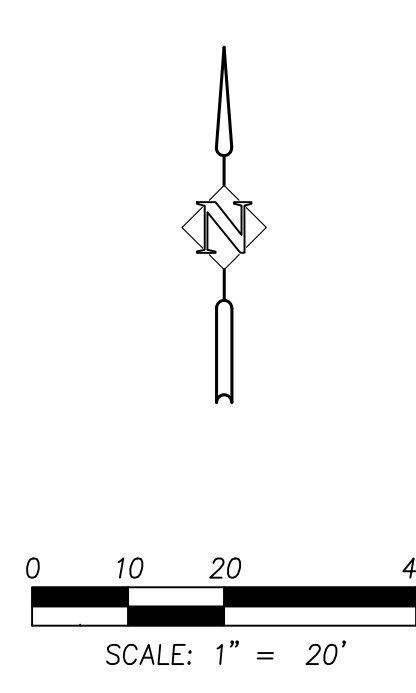
SPOT ELEVATION ABBREVIATION

GT = GUTTER
TC = TOP OF CURB
SW = SIDEWALK

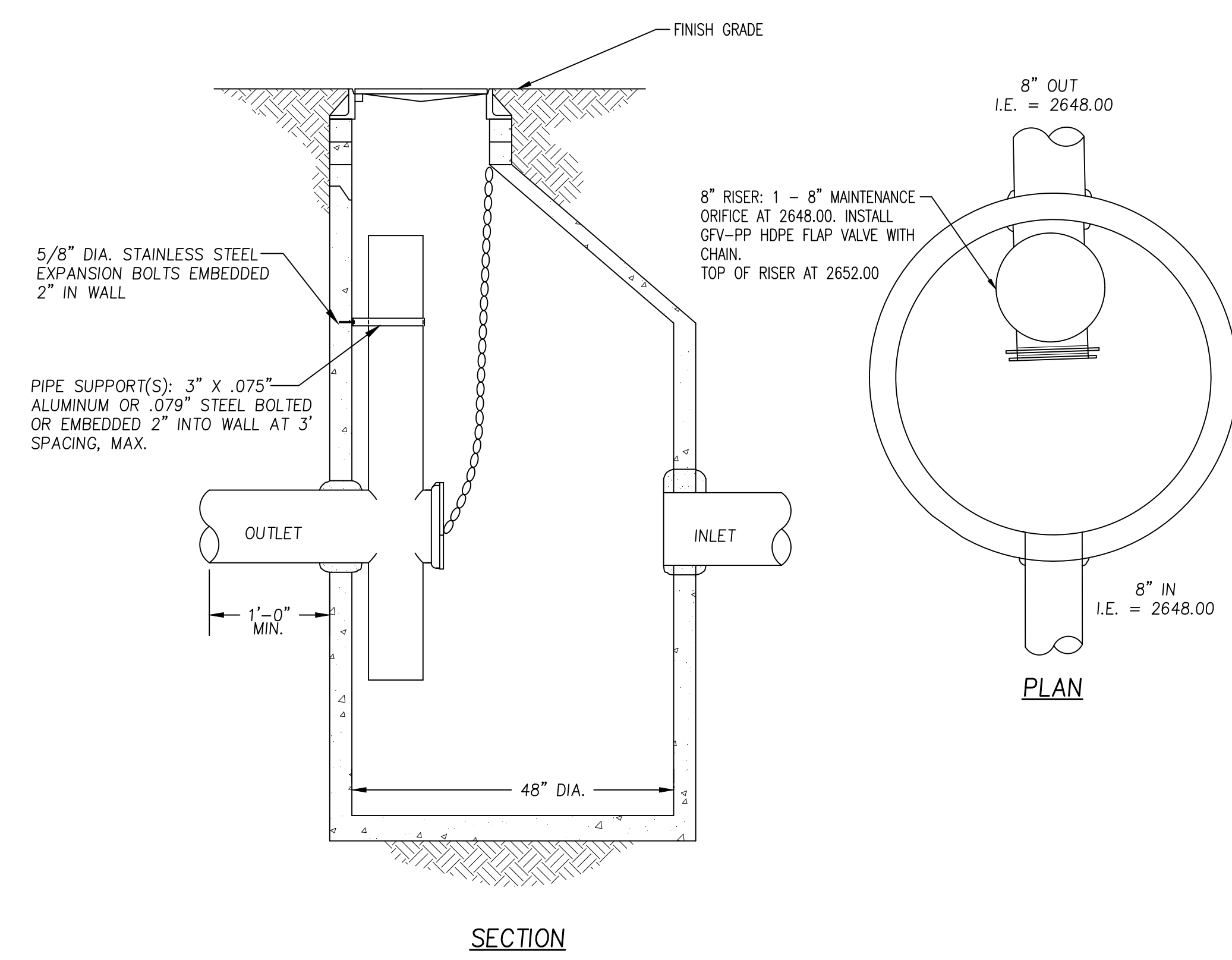
*IF NO INDICATOR ABBREVIATION IS GIVEN ON A SPOT ELEVATION, THE ELEVATION SHALL BE ASSUMED TO BE ASPHALT/FLOWLINE. ALL NEW CURB SHALL BE ASSUMED AS STANDARD EXPOSURE UNLESS OTHERWISE NOTED.

**IN THE EVENT OF A CONFLICT BETWEEN CONTOURS AND SPOT ELEVATIONS, THE SPOT ELEVATIONS SHALL GOVERN.

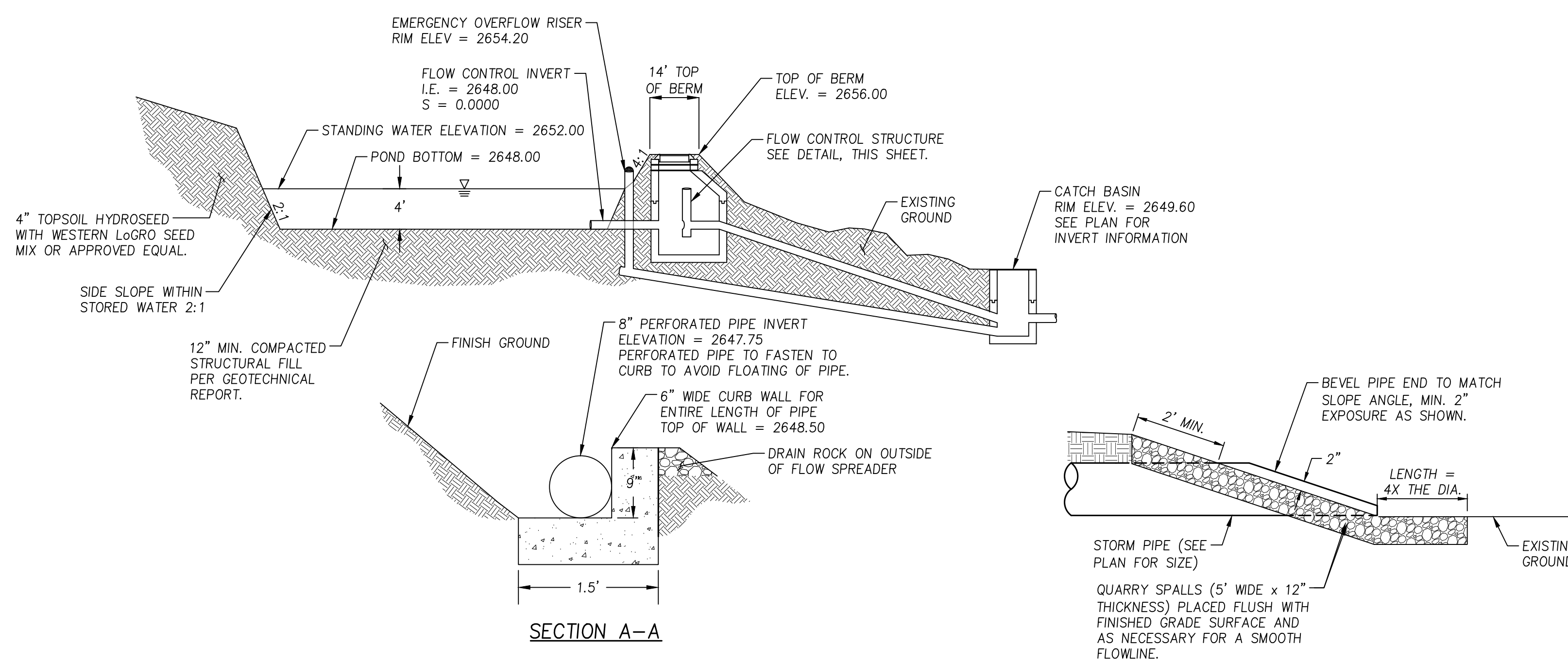




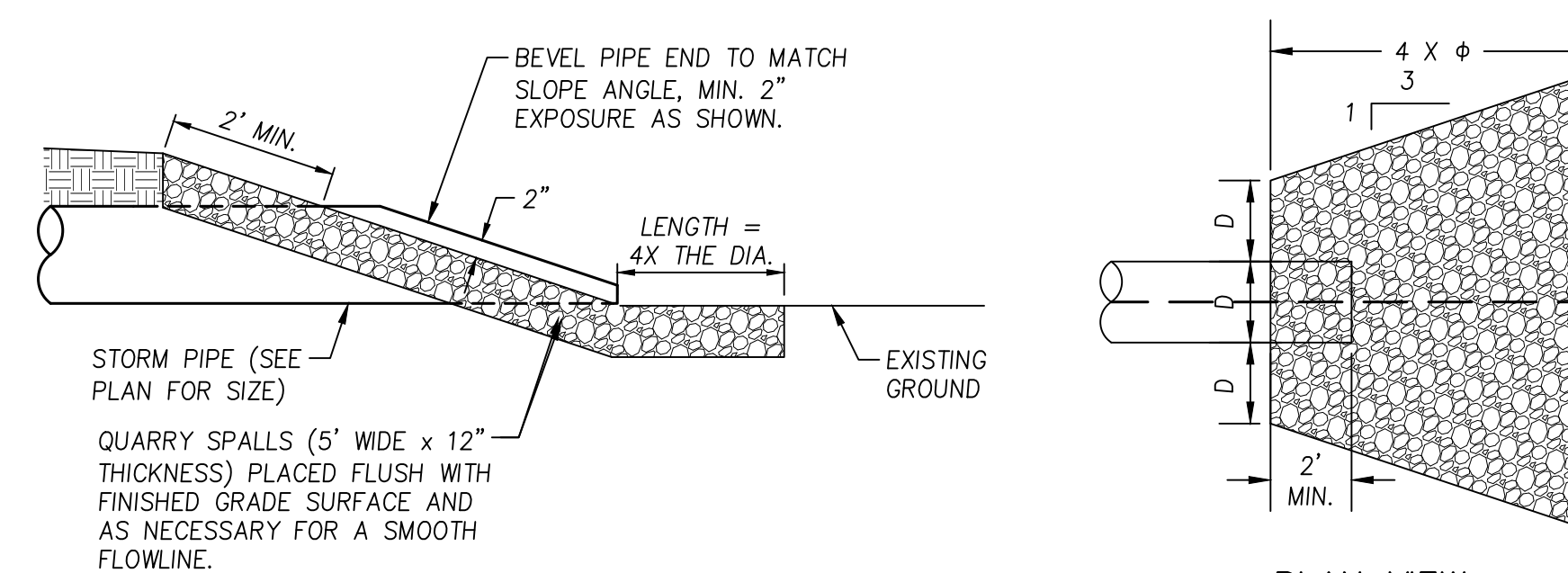
- ## CONSTRUCTION NOTES
- 300 INSTALL STORM DRAINAGE PIPE PER CITY OF MOSCOW STANDARD DRAWING 33C, BACKFILL E, SHEET C6.2. SEE PLAN FOR SIZE, LENGTH, SLOPE INFORMATION.
 - 303 INSTALL CATCH BASIN PER CITY OF MOSCOW STANDARD DRAWING 26, SHEET C6.2. SEE PLAN FOR RIM AND INVERT ELEVATIONS.
 - 328 INSTALL MANHOLE FOR POND FLOW CONTROL STRUCTURE PER DETAIL, THIS SHEET.
 - 333 INSTALL OUTLET PER PIPE OUTFALL DETAIL, THIS SHEET.
 - 337 INSTALL EMERGENCY OVERFLOW RISER. SEE DETAIL, THIS SHEET.
 - 340 SEE STORMWATER DETENTION FACILITY DETAIL FOR POND SECTION INFORMATION, THIS SHEET.
 - 345 INSTALL 4" PERFORATED PIPE $S=0.000$ $L=64.5$ AND CLEANOUT.



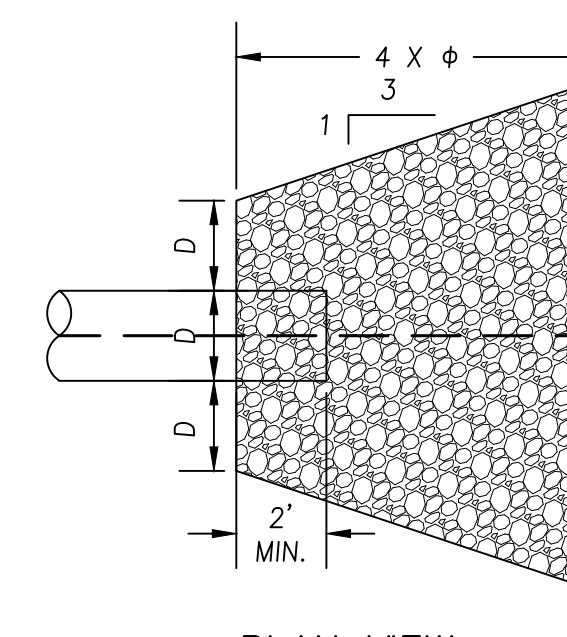
FLOW CONTROL MANHOLE
N.T.S.



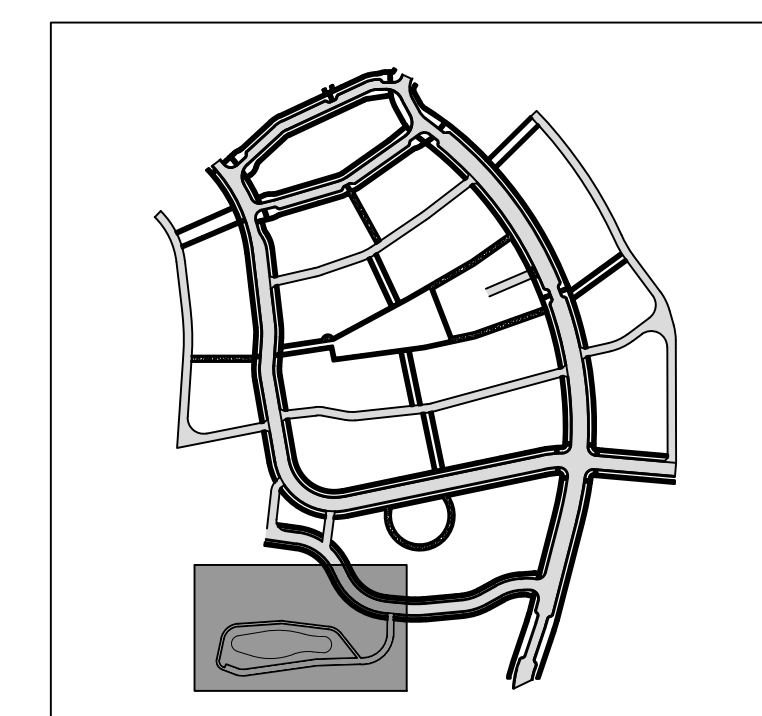
STORMWATER RETENTION FACILITY DETAIL
N.T.S.



ELEVATION VIEW



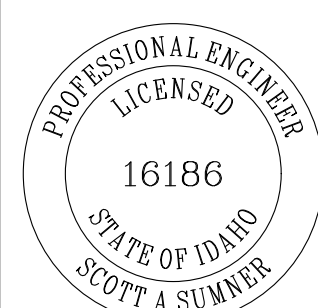
PLAN VIEW



KEY MAP

WOODBURY CONSTRUCTION PLANS

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SHEET NO.

C3.3

28 OF 59



SHEET C4.4-

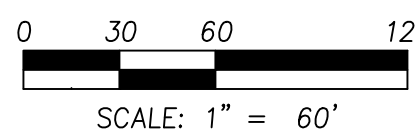
SHEET C4.7

SHEET C4.3-

—SHEET C4.2

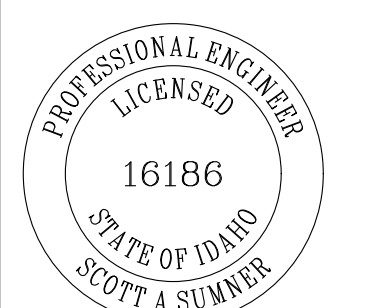
✓-SHEET C4.6

—SHEET C4.1



OVERALL SANITARY LAYOUT WOODBURY CONSTRUCTION PLANS

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30 OF 59

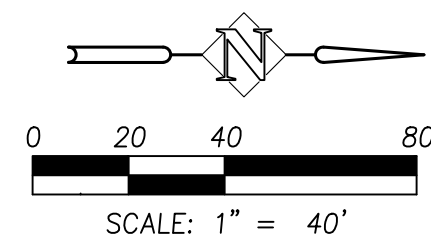
JOB NO. WNZ-03

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31 OF 59

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(180) SEE PROFILE FOR CROSSING INFORMATION

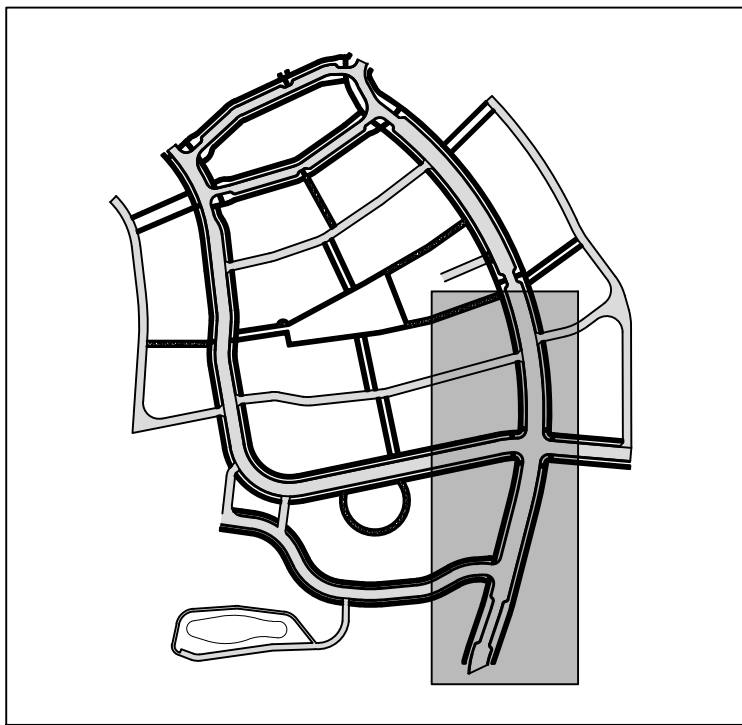
(405) CONNECT TO EXISTING SANITARY PIPE PER CITY OF MOSCOW STANDARDS.
CONTRACTOR TO FIELD VERIFY LOCATION.

(410) INSTALL SANITARY PIPE PER CITY OF MOSCOW STANDARD DRAWING 33C,
BACKFILL E, SHEET C6.2. SEE PROFILE FOR SIZE, LENGTH, SLOPE INFORMATION.

(411) INSTALL STANDARD 48" SANITARY MANHOLE PER CITY OF MOSCOW STANDARD
DRAWING 22, SHEET C6.2. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.

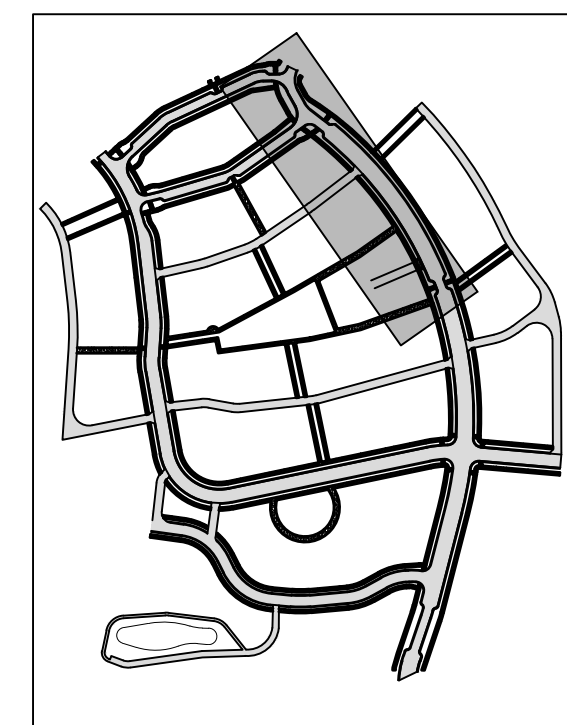
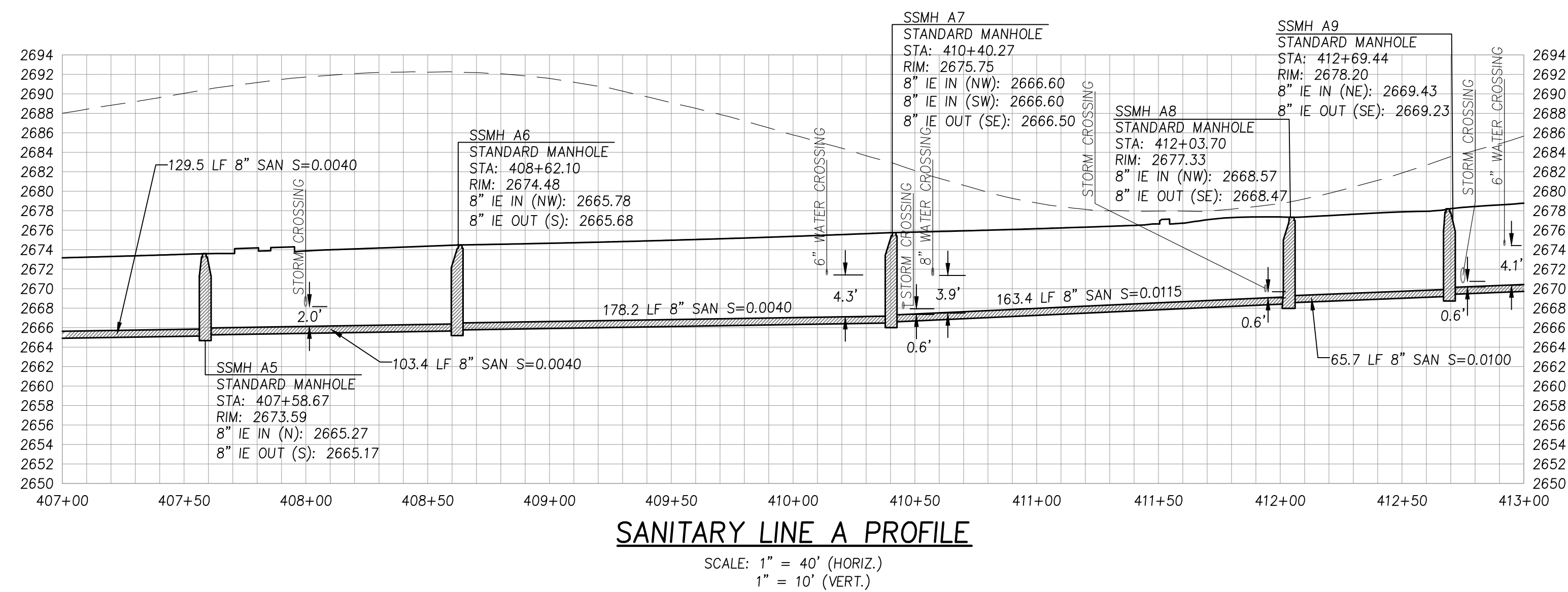
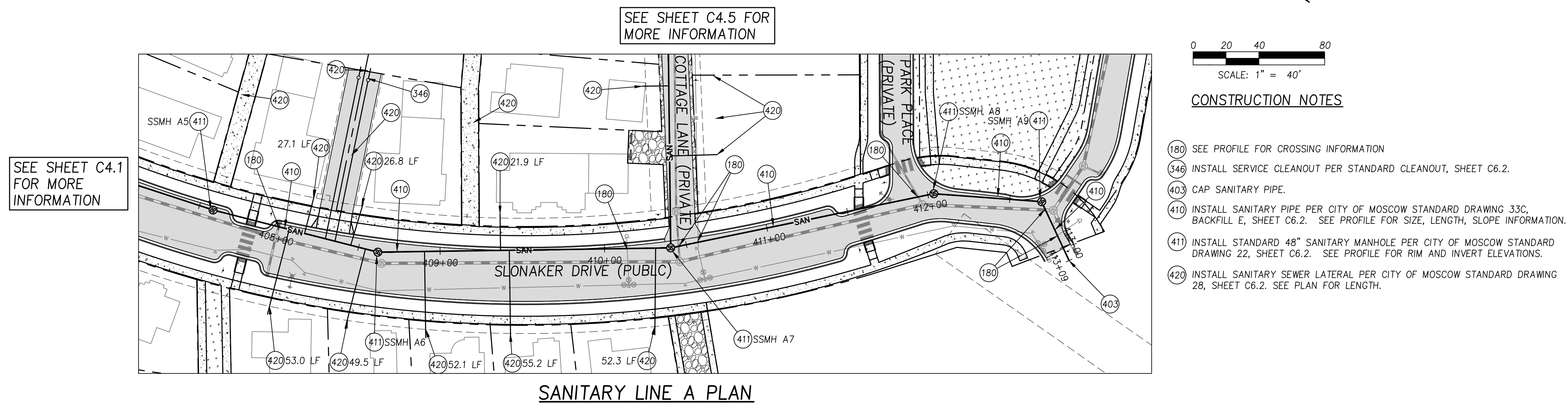
(420) INSTALL SANITARY SEWER LATERAL PER CITY OF MOSCOW STANDARD DRAWING
28, SHEET C6.2. SEE PLAN FOR LENGTH.

<u>SANITARY LINE A PLAN</u>	SEE SHEET C4.6 FOR MORE INFORMATION
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KEY MAP

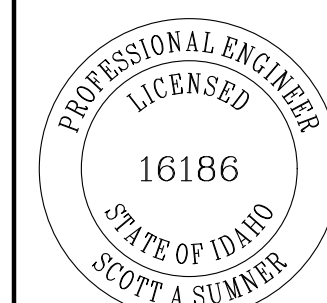
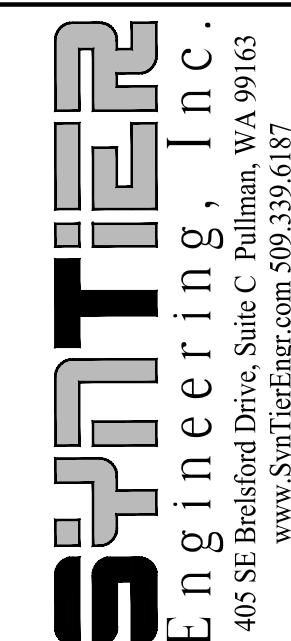
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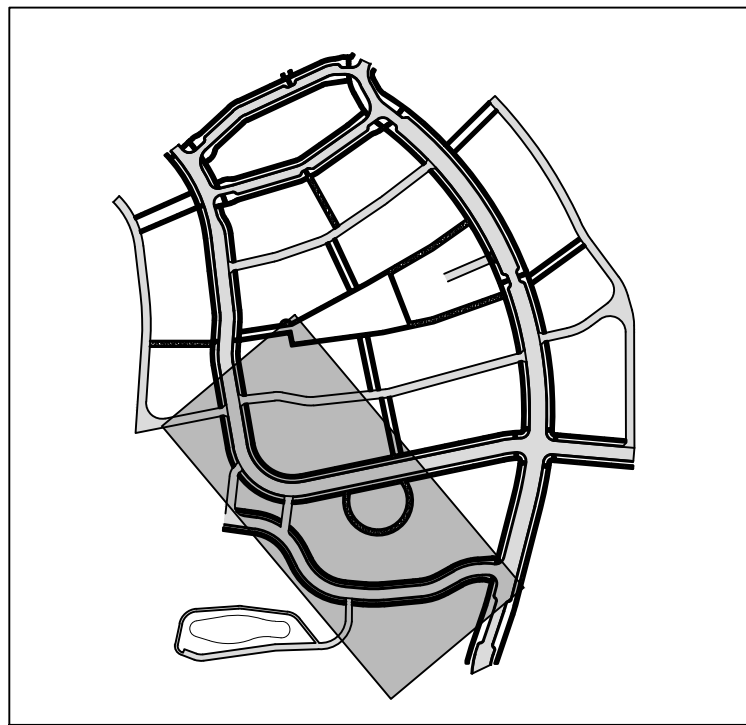
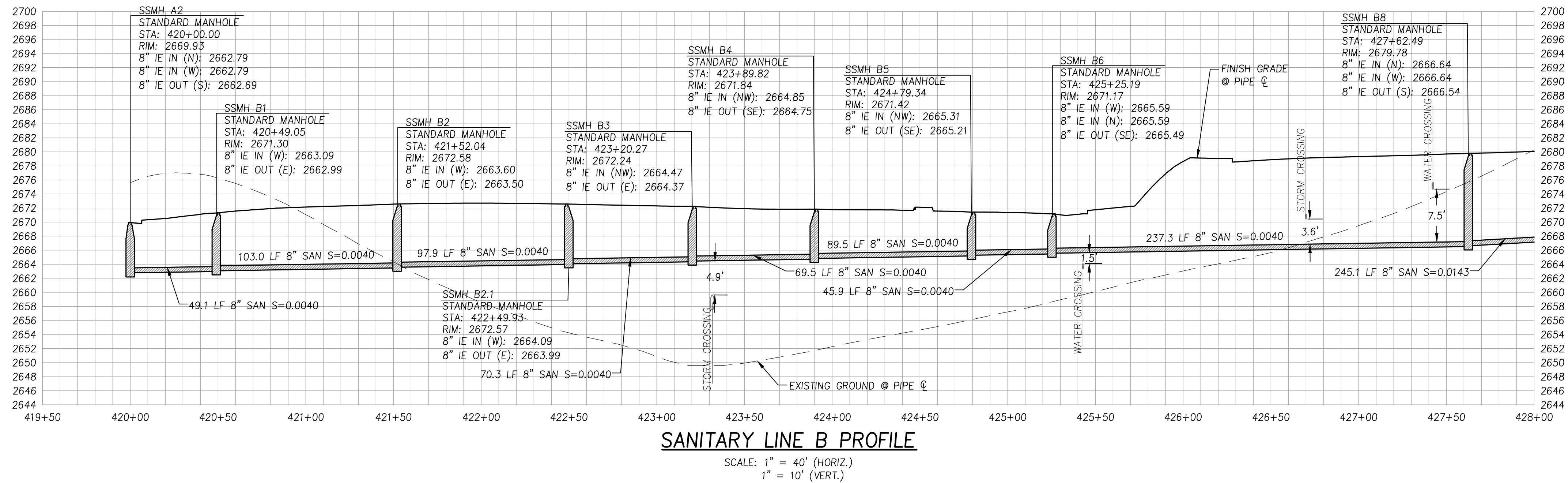
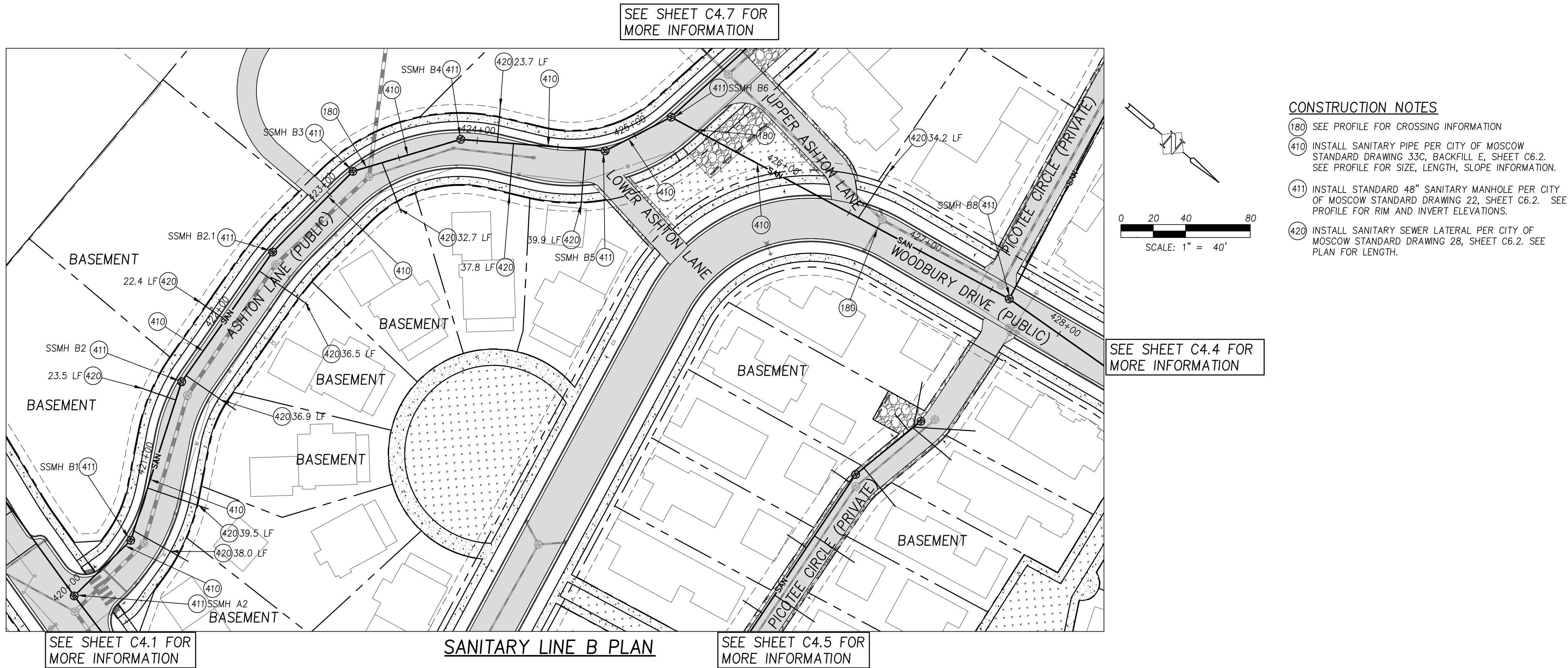
KEY MAP

SANITARY LINE A PLAN AND PROFILE 407+00 TO 413+00

WOODBURY CONSTRUCTION PLANS

[illegible]

P:\WINZ-03 (Stonaker Development)\WINZ03-DWGSSheets\WINZ03-C4.3-SAN B 420+00 TO 428+00.dwg



KEY MAP

SANITARY LINE B PLAN AND PROFILE 420+00 TO 428+00

WOODBURY CONSTRUCTION PLANS

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LICENSED
16186
STATE OF IDAHO
SCOTT A SUMNER

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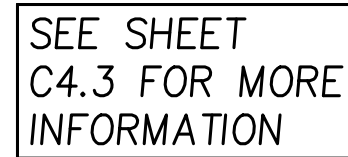
SHEET NO.

C4.3

33 OF 59

JOB NO.

WNZ-03



SEE SHEET C4.5 FOR
MORE INFORMATION



SCALE: 1" = 40' (HORIZ.)
1" = 10' (VERT.)



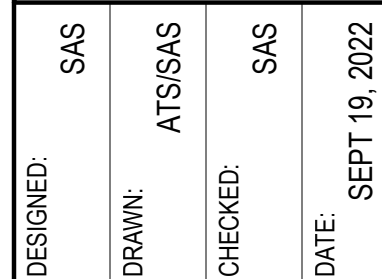
- (180) SEE PROFILE FOR CROSSING INFORMATION

(403) CAP SANITARY PIPE.

410 INSTALL SANITARY PIPE PER CITY OF MOSCOW STANDARD DRAWING 33C, BACKFILL E, SHEET C6.2. SEE PROFILE FOR SIZE, LENGTH, SLOPE INFORMATION.

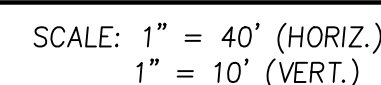
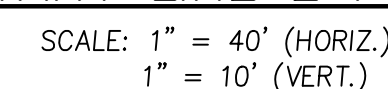
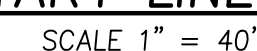
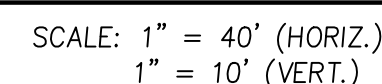
411 INSTALL STANDARD 48" SANITARY MANHOLE PER CITY OF MOSCOW
STANDARD DRAWING 22, SHEET C6.2. SEE PROFILE FOR RIM AND INVERT
ELEVATIONS.

420 INSTALL SANITARY SEWER LATERAL PER CITY OF MOSCOW STANDARD
DRAWING 28, SHEET C6.2. SEE PLAN FOR LENGTH.



SHEET NO.

34 OF 59



SEE SHEET C4.2 FOR
MORE INFORMATION



(180) SEE PROFILE FOR CROSSING INFORMATION

(403) CAP SANITARY PIPE.

(410) INSTALL SANITARY PIPE PER CITY OF MOSCOW STANDARD DRAWING 33C, BACKFILL E, SHEET C6.2. SEE PROFILE FOR SIZE, LENGTH, SLOPE INFORMATION.

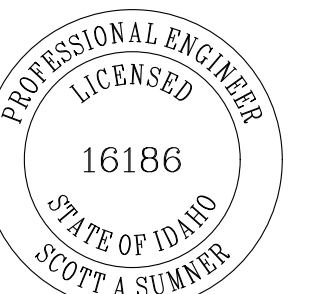
(411) INSTALL STANDARD 48" SANITARY MANHOLE PER CITY OF MOSCOW STANDARD DRAWING 22, SHEET C6.2. SEE PROFILE FOR RIM AND INVERT ELEVATIONS.

(420) INSTALL SANITARY SEWER LATERAL PER CITY OF MOSCOW STANDARD DRAWING 28, SHEET C6.2. SEE PLAN FOR LENGTH.



SANITARY LINE F PLAN AND PROFILE

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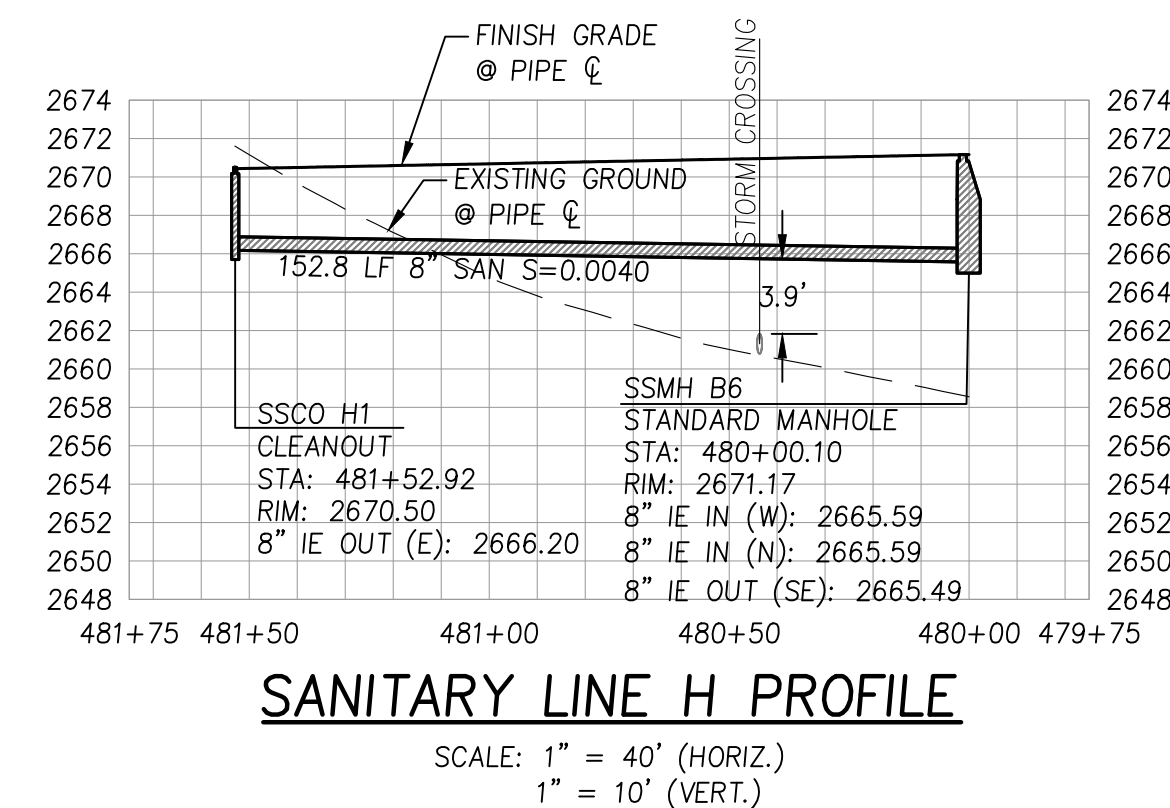
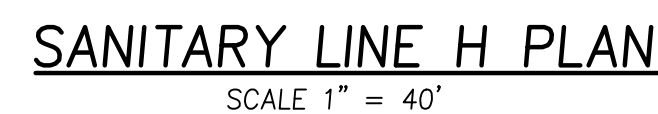
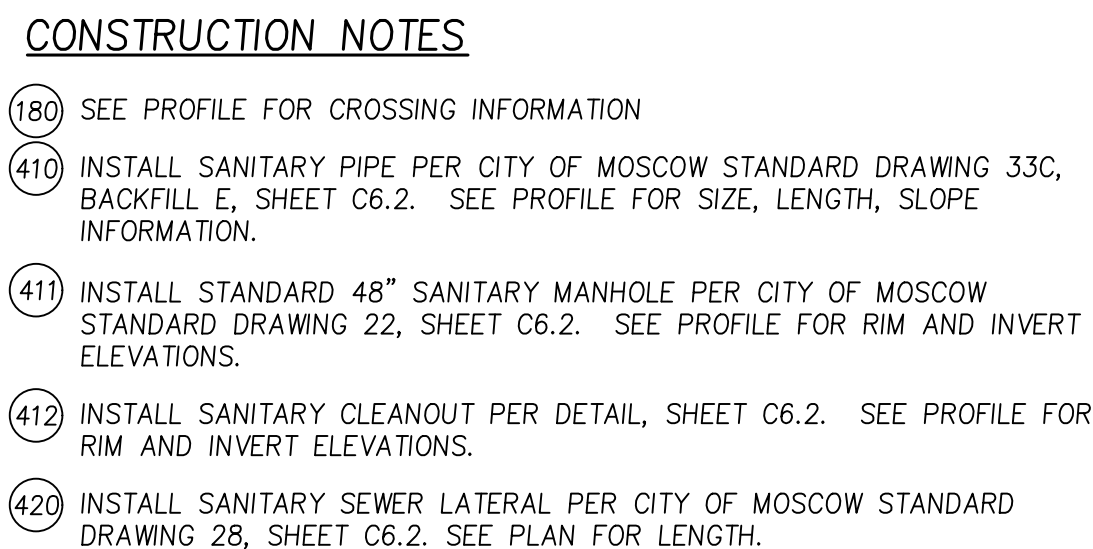
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C4.6

36 OF 59

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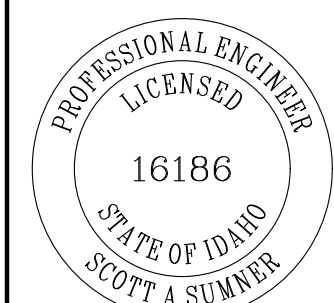
VNZ-03



SANITARY LINE G & H PLAN AND PROFILES

WOODBURY CONSTRUCTION PLANS

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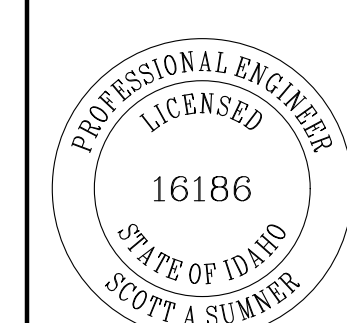
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C4.7

37 OF 59

JOB NO.

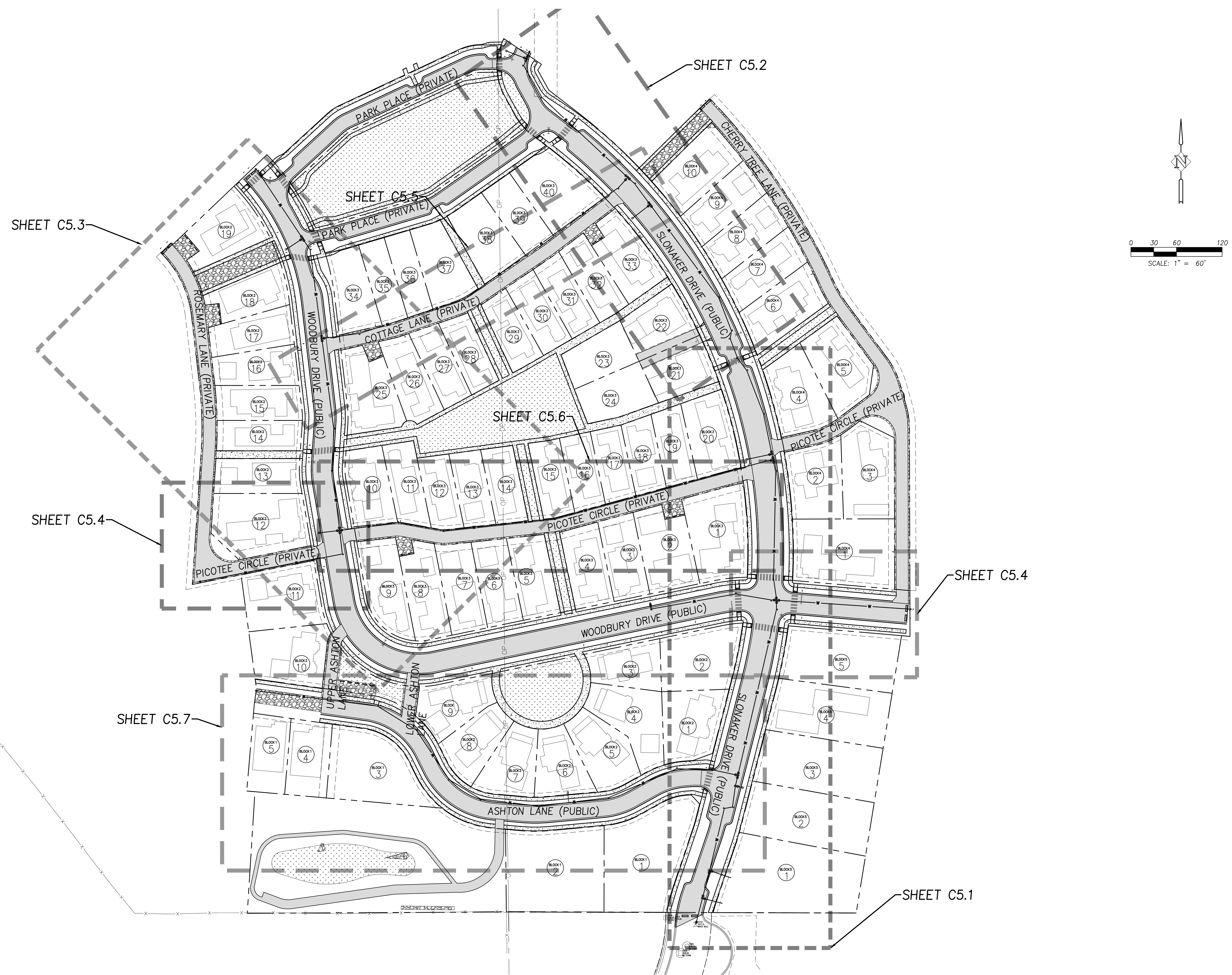
WNZ-03

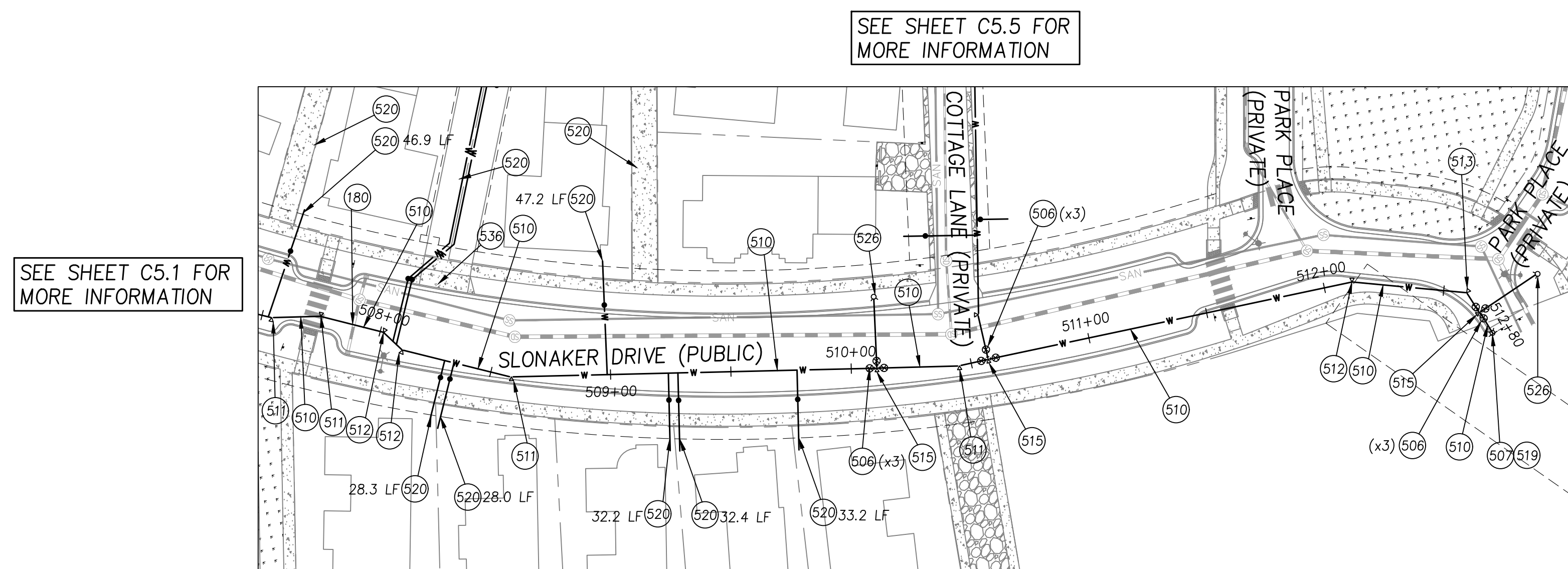


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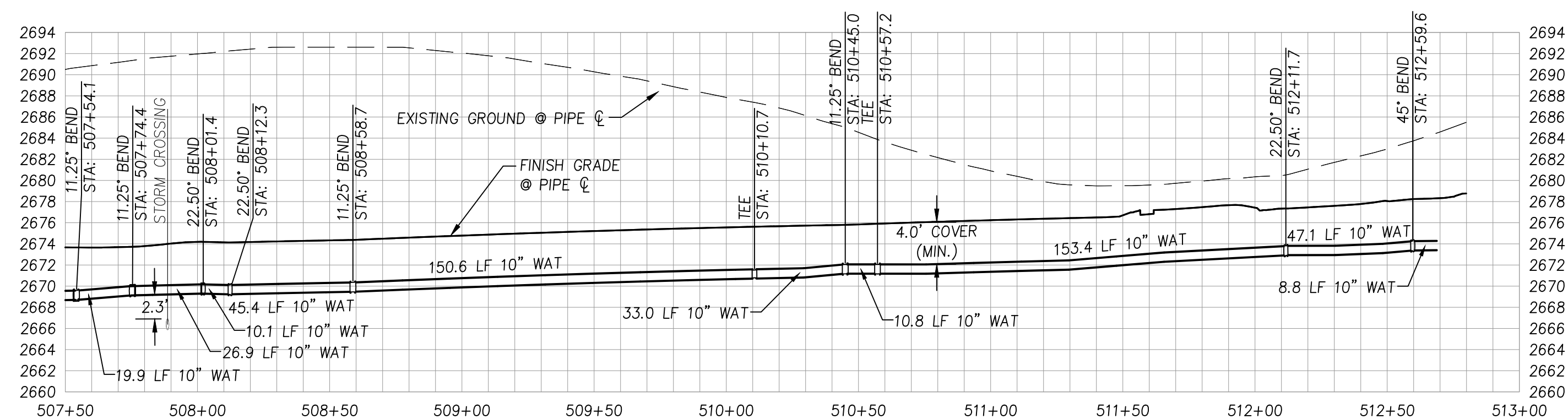
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SHEET NO.
C5.0
38 OF 59
JOB NO. WNZ-03



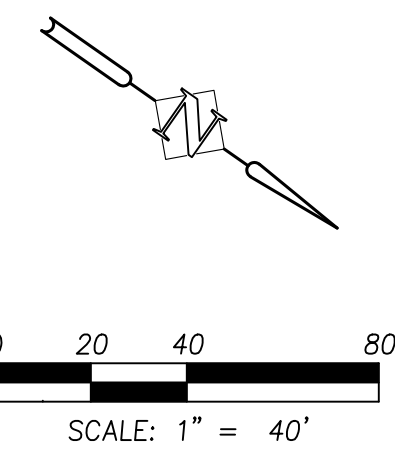


WATER LINE A PLAN



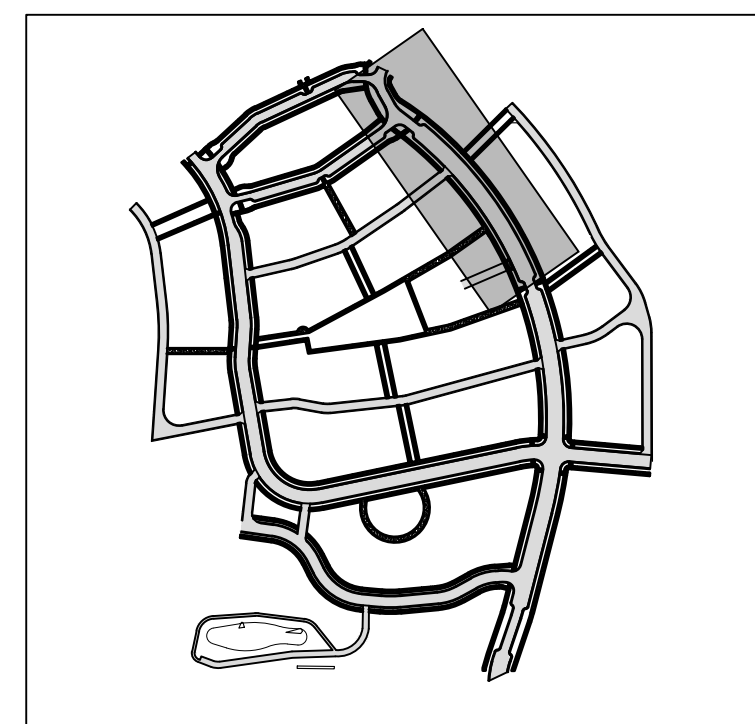
WATER LINE A PROFILE

SCALE: 1" = 40' (HORIZ.)
1" = 10' (VERT.)



CONSTRUCTION NOTES

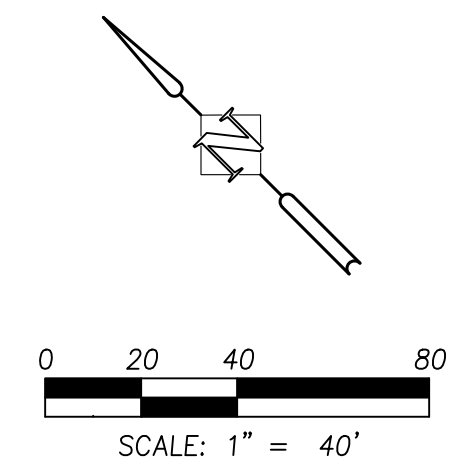
- 180) SEE PROFILE FOR CROSSING INFORMATION.
- 506) INSTALL GATE VALVE, SEE PLAN FOR INFORMATION.
- 507) INSTALL TEMPORARY FIRE HYDRANT AT END OF LINE.
- 510) INSTALL WATERMAIN PER CITY OF MOSCOW STANDARD DRAWING 33C, BACKFILL E SHEET C6.2. SEE PROFILE FOR SIZE, LENGTH, SLOPE INFORMATION.
- 511) INSTALL 11.25" BEND WITH THRUST RESTRAINT PER CITY OF MOSCOW STANDARD DRAWING 31, SHEET C6.3, SEE PROFILE FOR INFORMATION.
- 512) INSTALL 22.5" BEND WITH THRUST RESTRAINT PER CITY OF MOSCOW STANDARD DRAWING 31, SHEET C6.3, SEE PROFILE FOR INFORMATION.
- 513) INSTALL 45" BEND WITH THRUST RESTRAINT PER CITY OF MOSCOW STANDARD DRAWING 31, SHEET C6.3, SEE PROFILE FOR INFORMATION.
- 515) INSTALL TEE WITH THRUST RESTRAINT PER CITY OF MOSCOW STANDARD DRAWING 31, SHEET C6.3, SEE PROFILE FOR INFORMATION.
- 519) AT FUTURE CONNECTION, CONTRACTOR TO DUNK OR SWAB PIPE TO REMOVED DEBRIS.
- 520) INSTALL WATER SERVICE PER CITY OF MOSCOW STANDARD DRAWING 29, SHEET C6.3.
- 526) INSTALL FIRE HYDRANT PER CITY OF MOSCOW STANDARD DRAWING 30, SHEET C6.3.
- 536) INSTALL H20 RATED LID.



KEY MAP

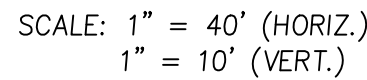
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40 OF 59	
JOB NO.	WNZ-03

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MORE INFORMATION



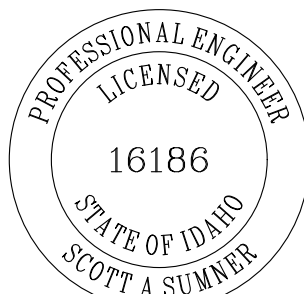
- (180) SEE PROFILE FOR CROSSING INFORMATION
- (506) INSTALL GATE VALVE, SEE PLAN FOR INFORMATION.
- (507) INSTALL TEMPORARY FIRE HYDRANT AT END OF LINE.
- (510) INSTALL WATERMAIN PER CITY OF MOSCOW STANDARD DRAWING 33C, BACKFILL E, SHEET C6.2. SEE PROFILE FOR SIZE, LENGTH, SLOPE INFORMATION.
- (511) INSTALL 11.25" BEND WITH THRUST RESTRAINT PER CITY OF MOSCOW STANDARD DRAWING 31, SHEET C6.3, SEE PROFILE FOR INFORMATION.
- (512) INSTALL 22.5" BEND WITH THRUST RESTRAINT PER CITY OF MOSCOW STANDARD DRAWING 31, SHEET C6.3, SEE PROFILE FOR INFORMATION.
- (514) INSTALL 90° BEND WITH THRUST RESTRAINT PER CITY OF MOSCOW STANDARD DRAWING 31, SHEET C6.3, SEE PROFILE FOR INFORMATION.
- (515) INSTALL TEE WITH THRUST RESTRAINT PER CITY OF MOSCOW STANDARD DRAWING 31, SHEET C6.3, SEE PROFILE FOR INFORMATION.
- (517) INSTALL 10" CROSS.
- (519) AT FUTURE CONNECTION, CONTRACTOR TO DUNK OR SWAB PIPE TO REMOVED DEBRIS.
- (520) INSTALL WATER SERVICE PER CITY OF MOSCOW STANDARD DRAWING 29 SHEET C6.3.
- (526) INSTALL FIRE HYDRANT PER CITY OF MOSCOW STANDARD DRAWING 30, SHEET C6.3

SEE SHEET C5.4 FOR
MORE INFORMATION



WATER LINE B PLAN AND PROFILE

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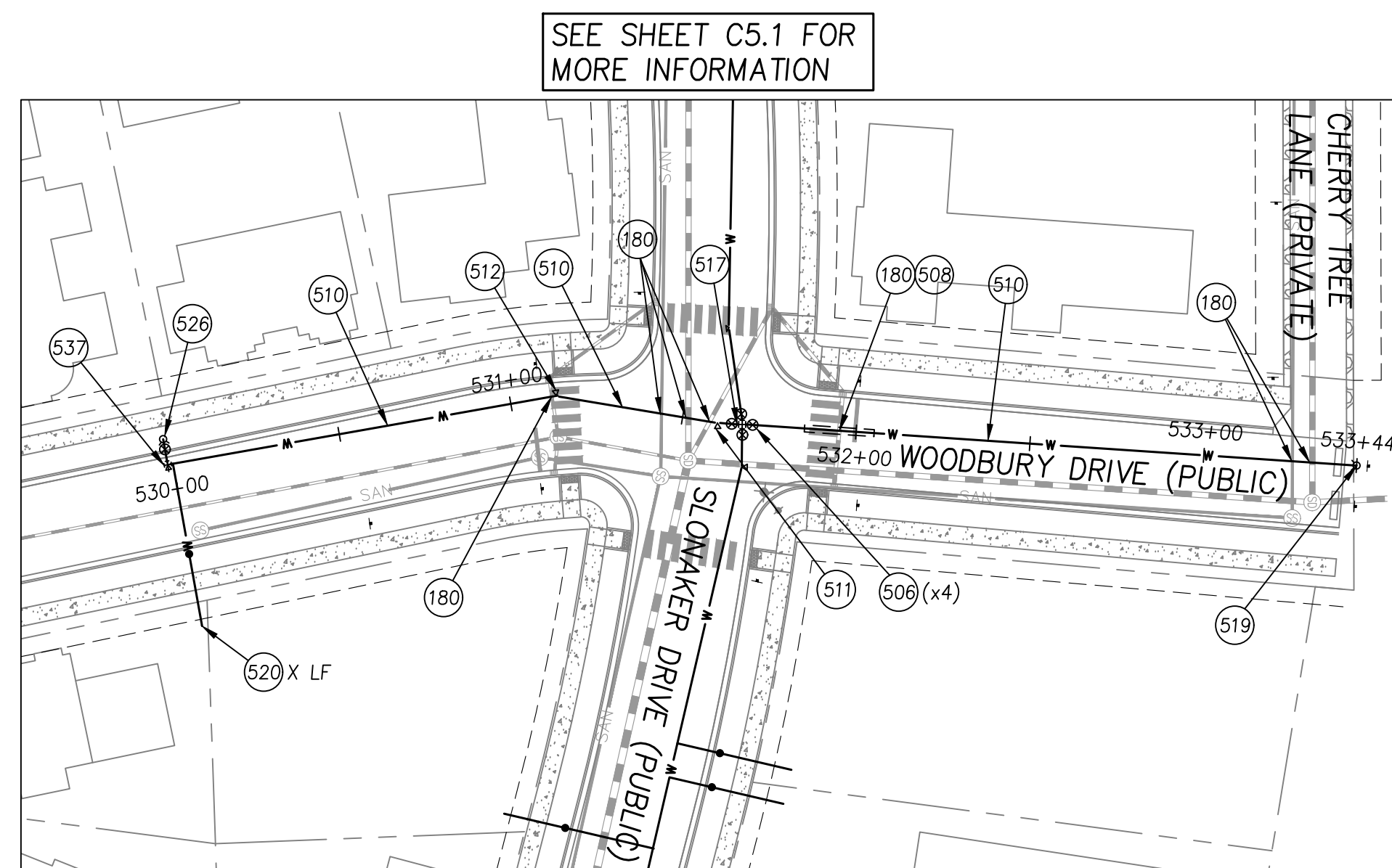
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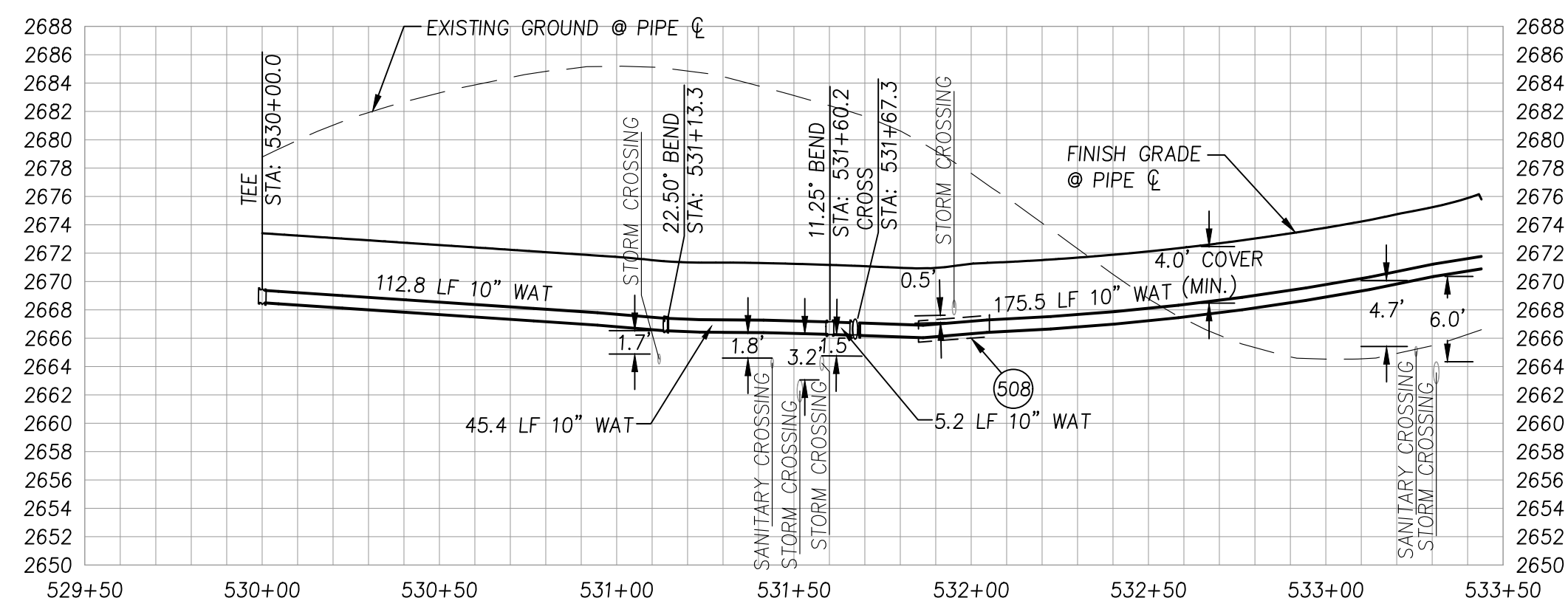
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41 OF 59

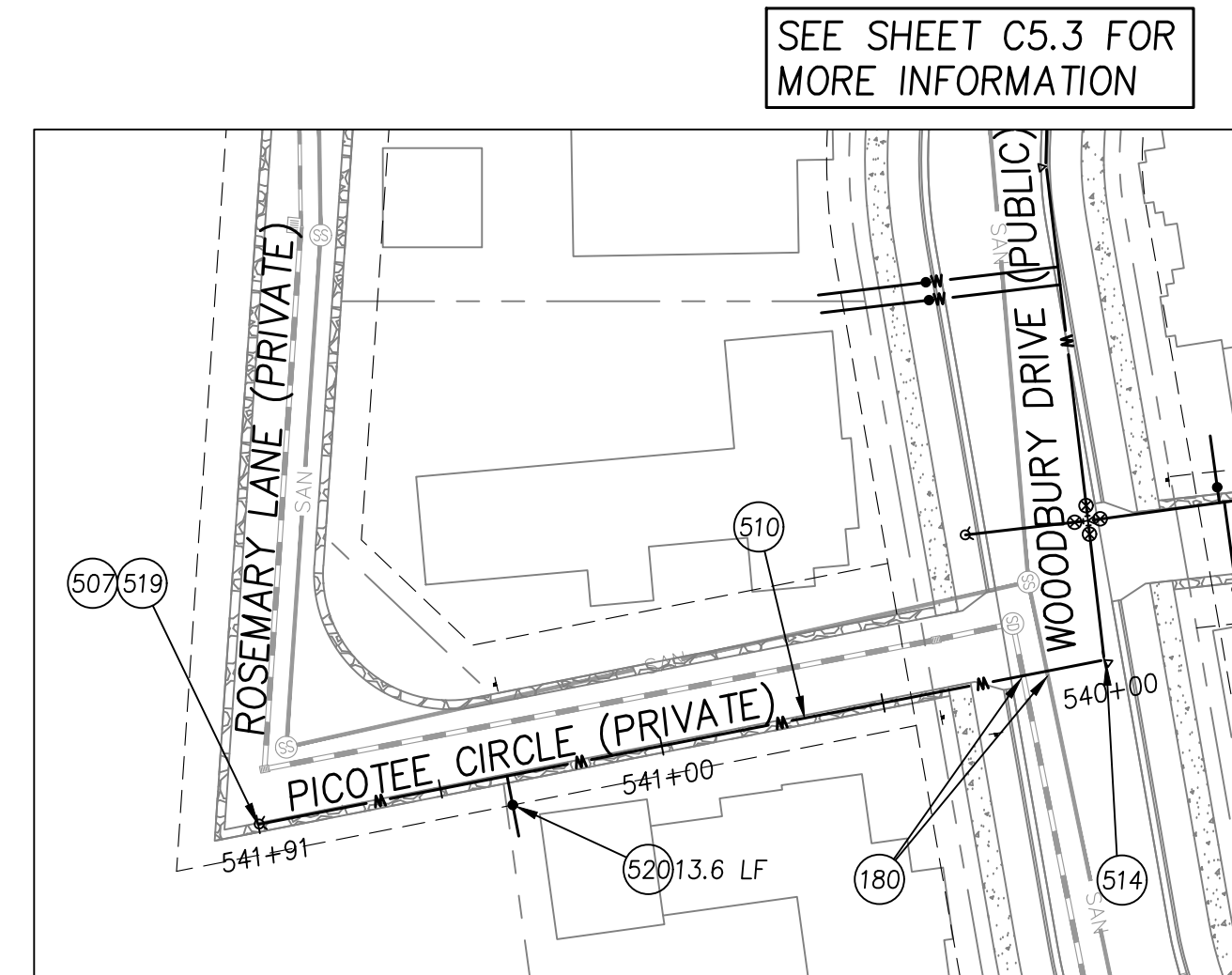
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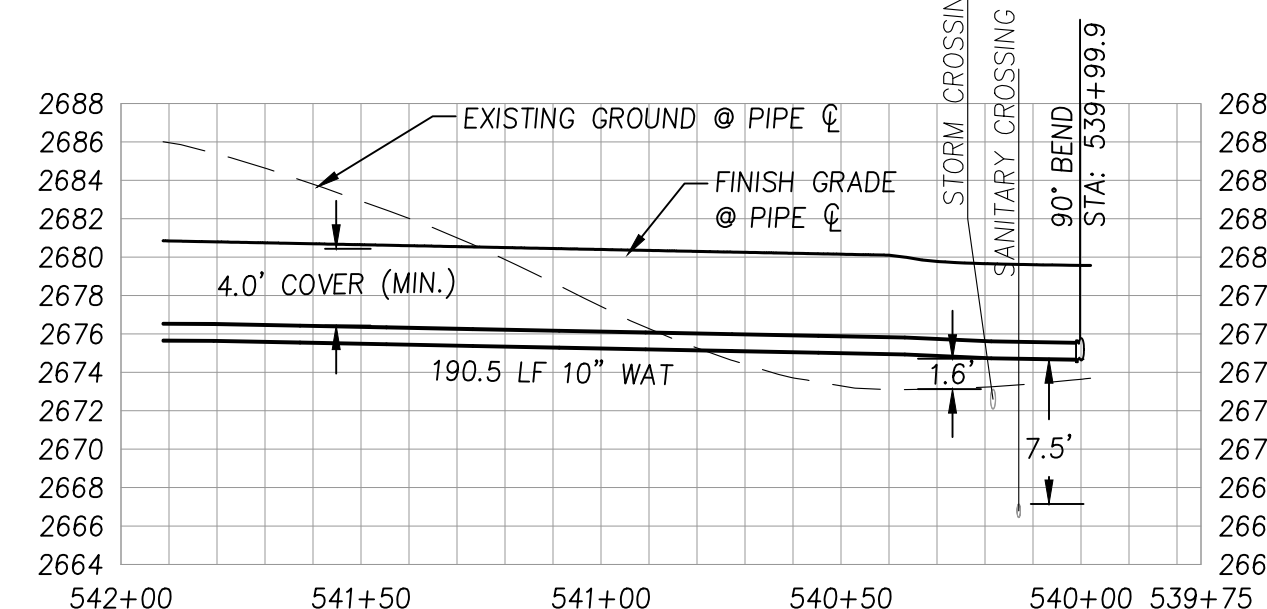
WATER LINE C PLAN
SCALE 1" = 40'



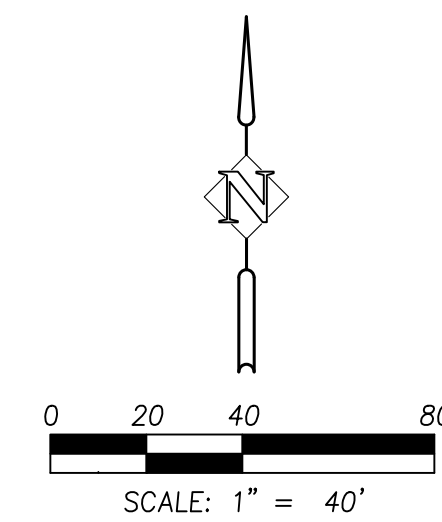
WATER LINE C PROFILE
SCALE: 1" = 40' (HORIZ.)
1" = 10' (VERT.)



WATER LINE D PLAN
SCALE 1" = 40'

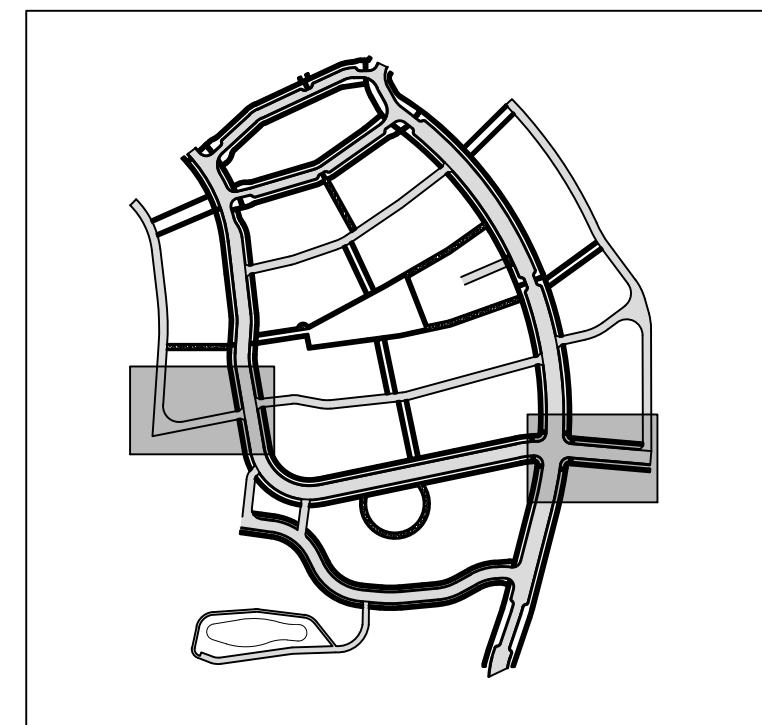


WATER LINE D PROFILE
SCALE: 1" = 40' (HORIZ.)
1" = 10' (VERT.)

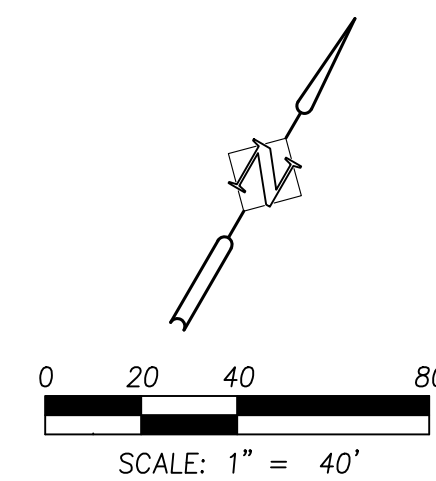
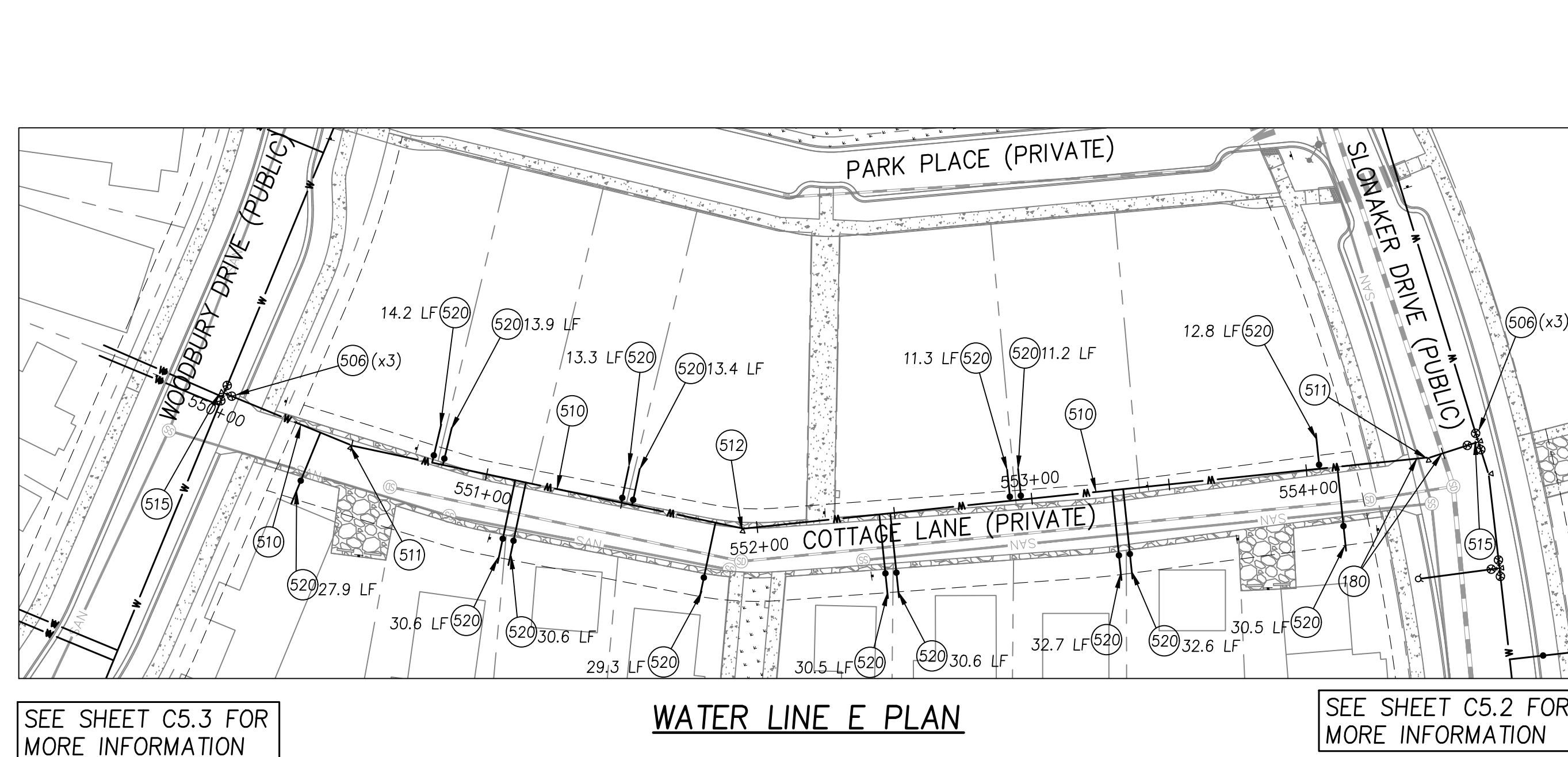


CONSTRUCTION NOTES

- (180) SEE PROFILE FOR CROSSING INFORMATION.
- (506) INSTALL GATE VALVE, SEE PLAN FOR INFORMATION.
- (507) INSTALL TEMPORARY FIRE HYDRANT AT END OF LINE.
- (508) ENCASE PROPOSED WATER 10' EACH SIDE OF CROSSING. SEE ENCASING DETAIL, SHEET C6.3.
- (510) INSTALL WATERMAIN PER CITY OF MOSCOW STANDARD DRAWING 33C, BACKFILL E, SHEET C6.2. SEE PROFILE FOR SIZE, LENGTH, SLOPE INFORMATION.
- (511) INSTALL 11.25" BEND WITH THRUST RESTRAINT PER CITY OF MOSCOW STANDARD DRAWING 31, SHEET C6.3, SEE PROFILE FOR INFORMATION.
- (512) INSTALL 22.5" BEND WITH THRUST RESTRAINT PER CITY OF MOSCOW STANDARD DRAWING 31, SHEET C6.3, SEE PROFILE FOR INFORMATION.
- (514) INSTALL 90" BEND WITH THRUST RESTRAINT PER CITY OF MOSCOW STANDARD DRAWING 31, SHEET C6.3, SEE PROFILE FOR INFORMATION.
- (517) INSTALL 10" CROSS.
- (519) AT FUTURE CONNECTION, CONTRACTOR TO DUNK OR SWAB PIPE TO REMOVED DEBRIS.
- (520) INSTALL WATER SERVICE PER CITY OF MOSCOW STANDARD DRAWING 29, SHEET C6.3.
- (526) INSTALL FIRE HYDRANT PER CITY OF MOSCOW STANDARD DRAWING 30, SHEET C6.3.
- (537) INSTALL TEE WITH 6" REDUCER AND CAP. SEE PROFILE FOR MORE INFORMATION.

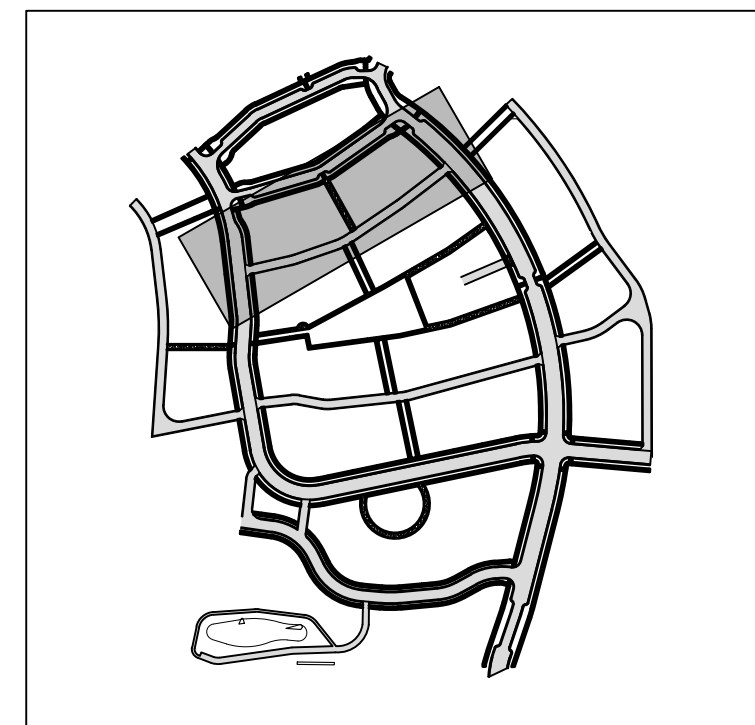
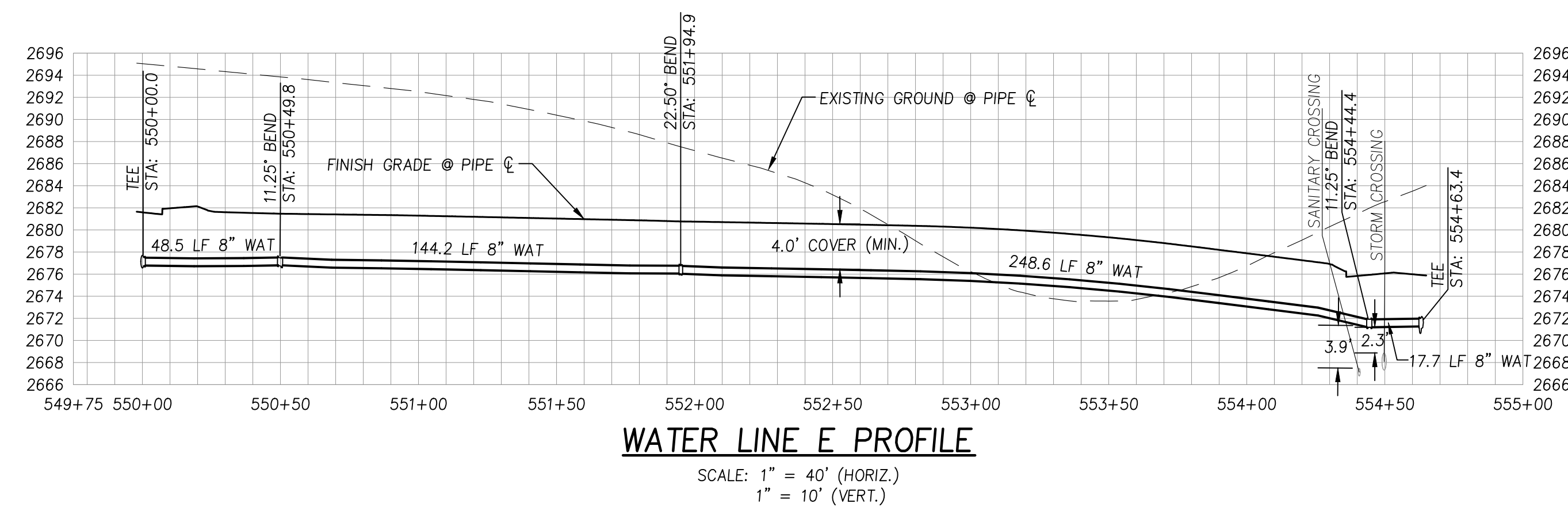


KEY MAP

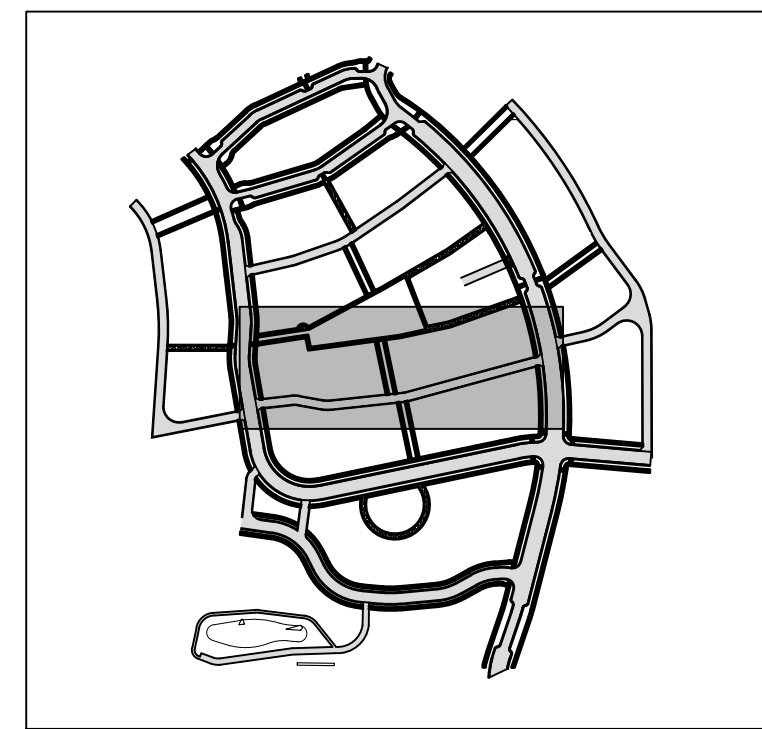
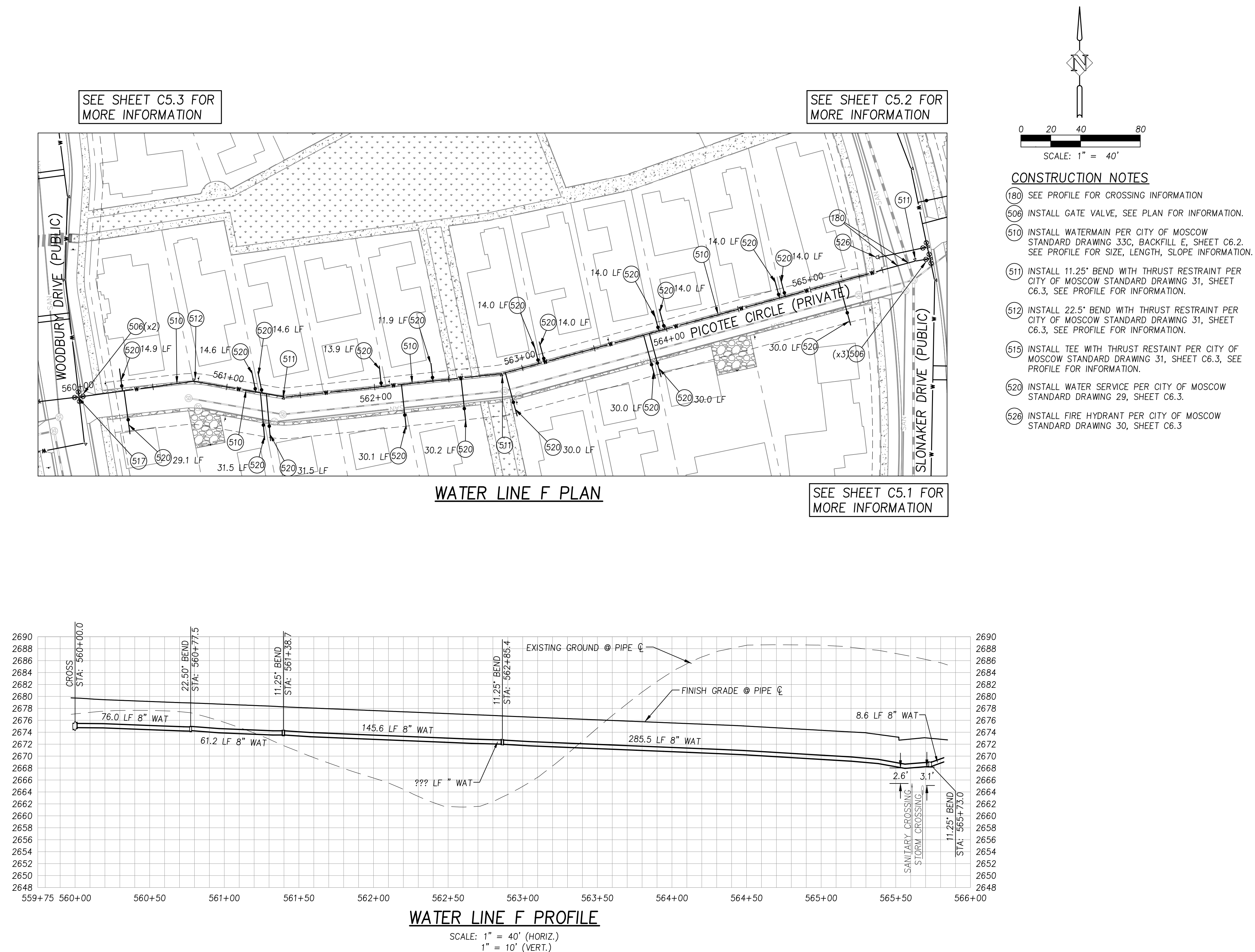


CONSTRUCTION NOTES

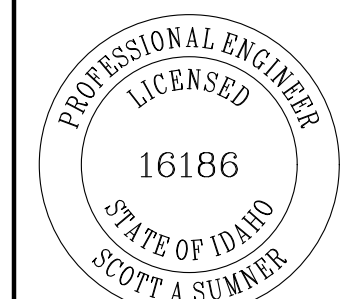
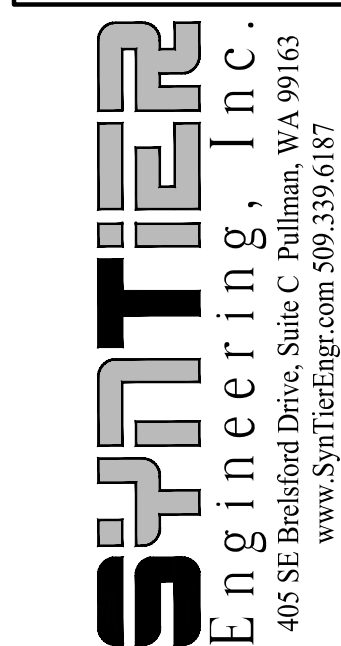
- (180) SEE PROFILE FOR CROSSING INFORMATION
- (506) INSTALL GATE VALVE, SEE PLAN FOR INFORMATION.
- (510) INSTALL WATERMAIN PER CITY OF MOSCOW STANDARD DRAWING 33C, BACKFILL E, SHEET C6.2. SEE PROFILE FOR SIZE, LENGTH, SLOPE INFORMATION.
- (511) INSTALL 11.25" BEND WITH THRUST RESTRAINT PER CITY OF MOSCOW STANDARD DRAWING 31, SHEET C6.3, SEE PROFILE FOR INFORMATION.
- (512) INSTALL 22.5" BEND WITH THRUST RESTRAINT PER CITY OF MOSCOW STANDARD DRAWING 31, SHEET C6.3, SEE PROFILE FOR INFORMATION.
- (515) INSTALL TEE WITH THRUST RESTRAINT PER CITY OF MOSCOW STANDARD DRAWING 31, SHEET C6.3, SEE PROFILE FOR INFORMATION.
- (520) INSTALL WATER SERVICE PER CITY OF MOSCOW STANDARD DRAWING 29, SHEET C6.3.



KEY MAP

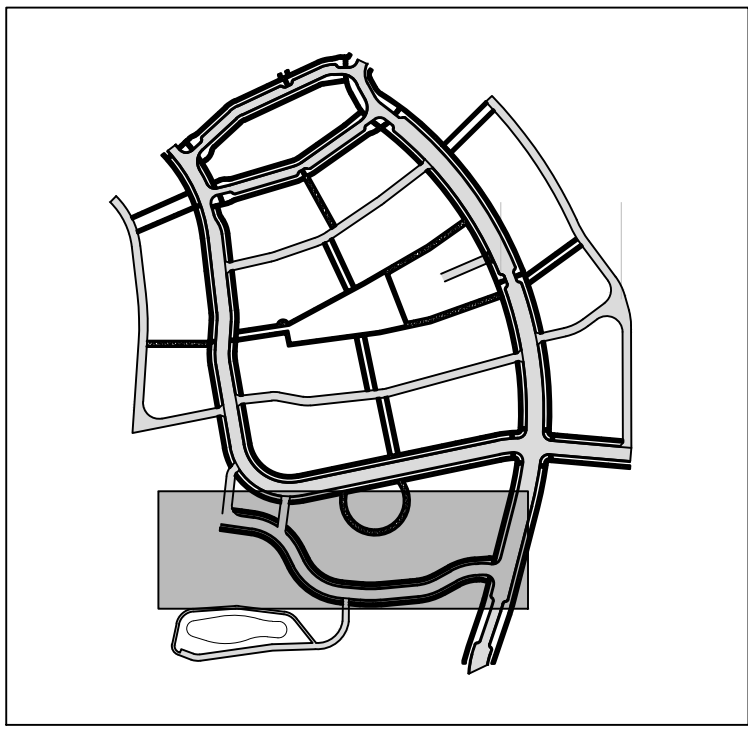
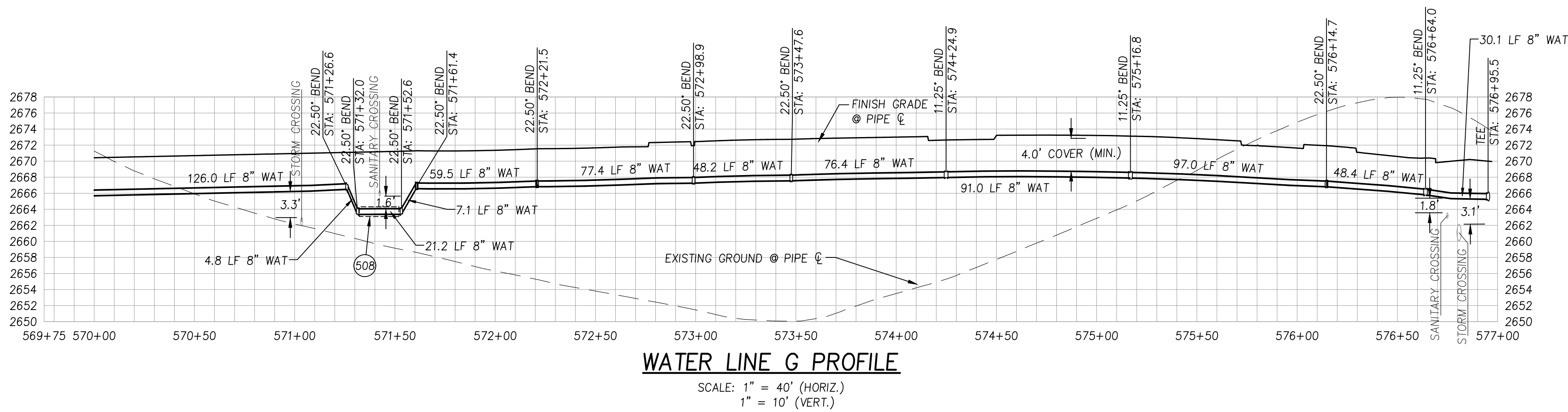
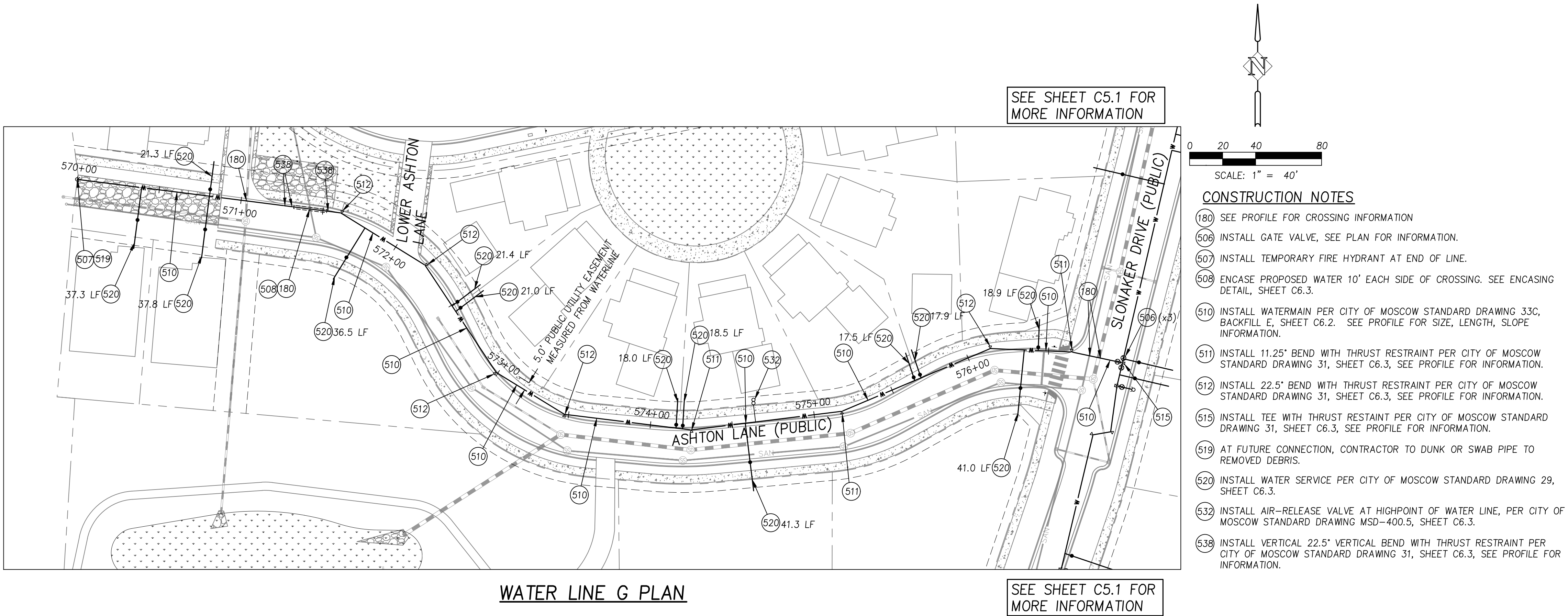


WATER LINE F PLAN AND PROFILE
WOODBURY CONSTRUCTION PLANS



DESIGNED:	SAS
DRAWN:	ATSSAS
CHECKED:	SAS
DATE:	SEPT 19, 2022

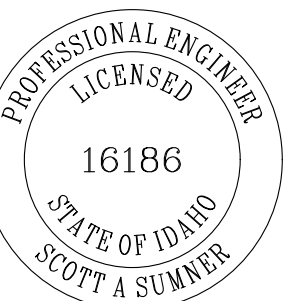
SHEET NO.
C5.6
44 OF 59
JOB NO. WNZ-03



WATER LINE G PLAN AND PROFILE

WOODBURY CONSTRUCTION PLANS

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Engineering, Inc.
405 SE Brelsford Drive, Suite C Pullman, WA 99163
www.SynTierEng.com 509.329.6187



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DRAWN:	ATSSAS
CHECKED:	SAS
DATE:	SEPT 19, 2022

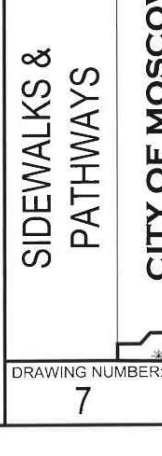
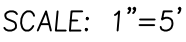
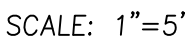
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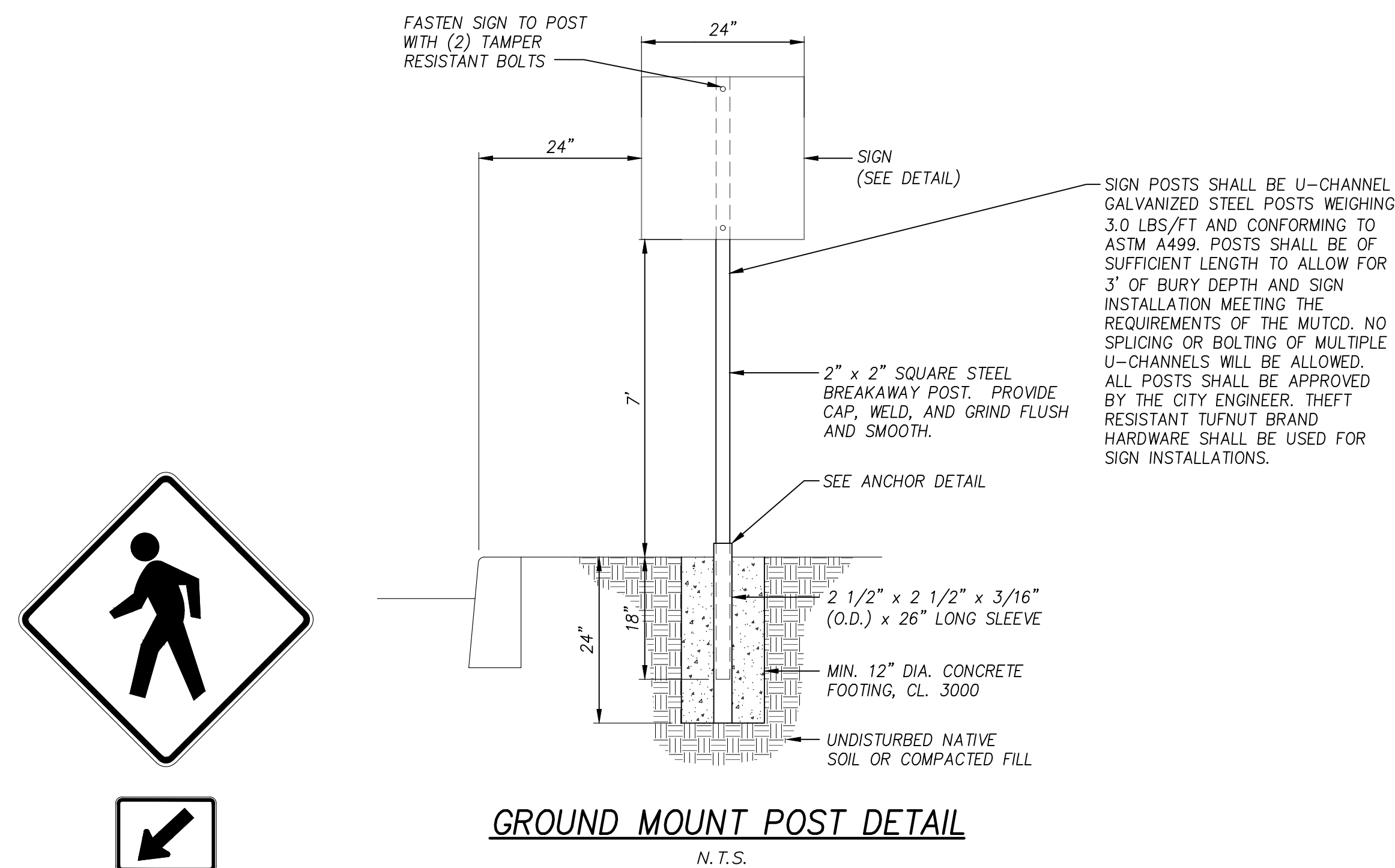
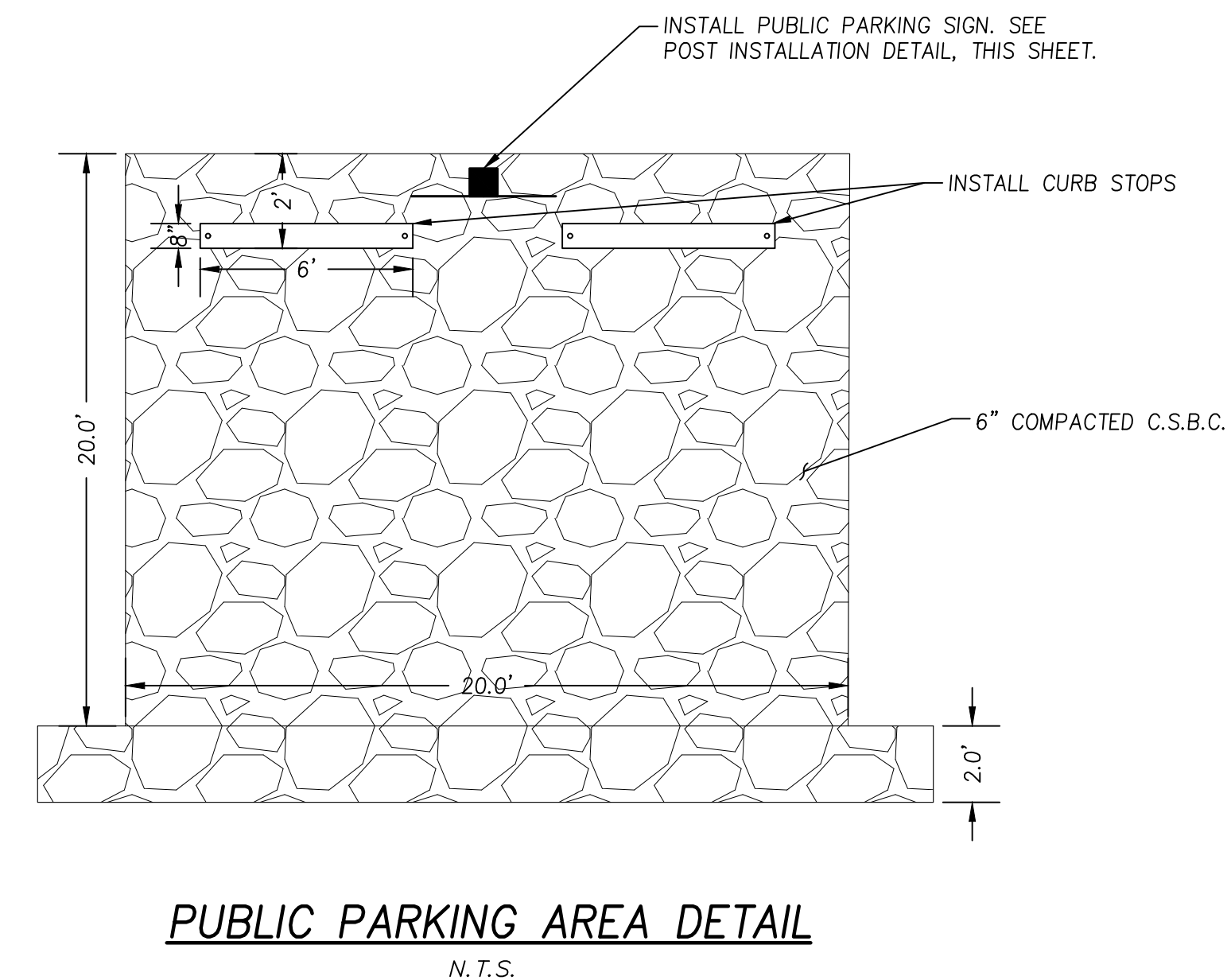
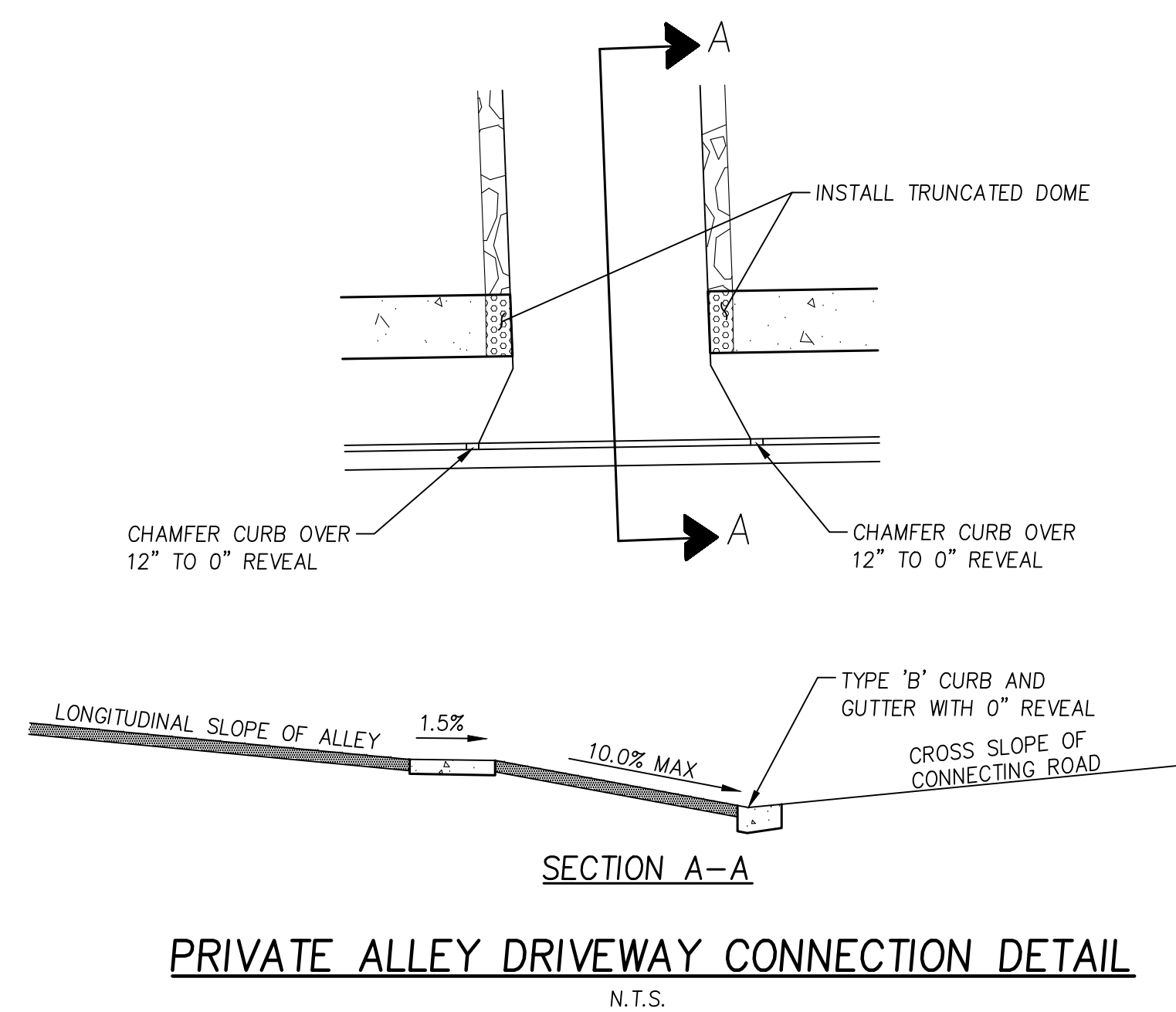
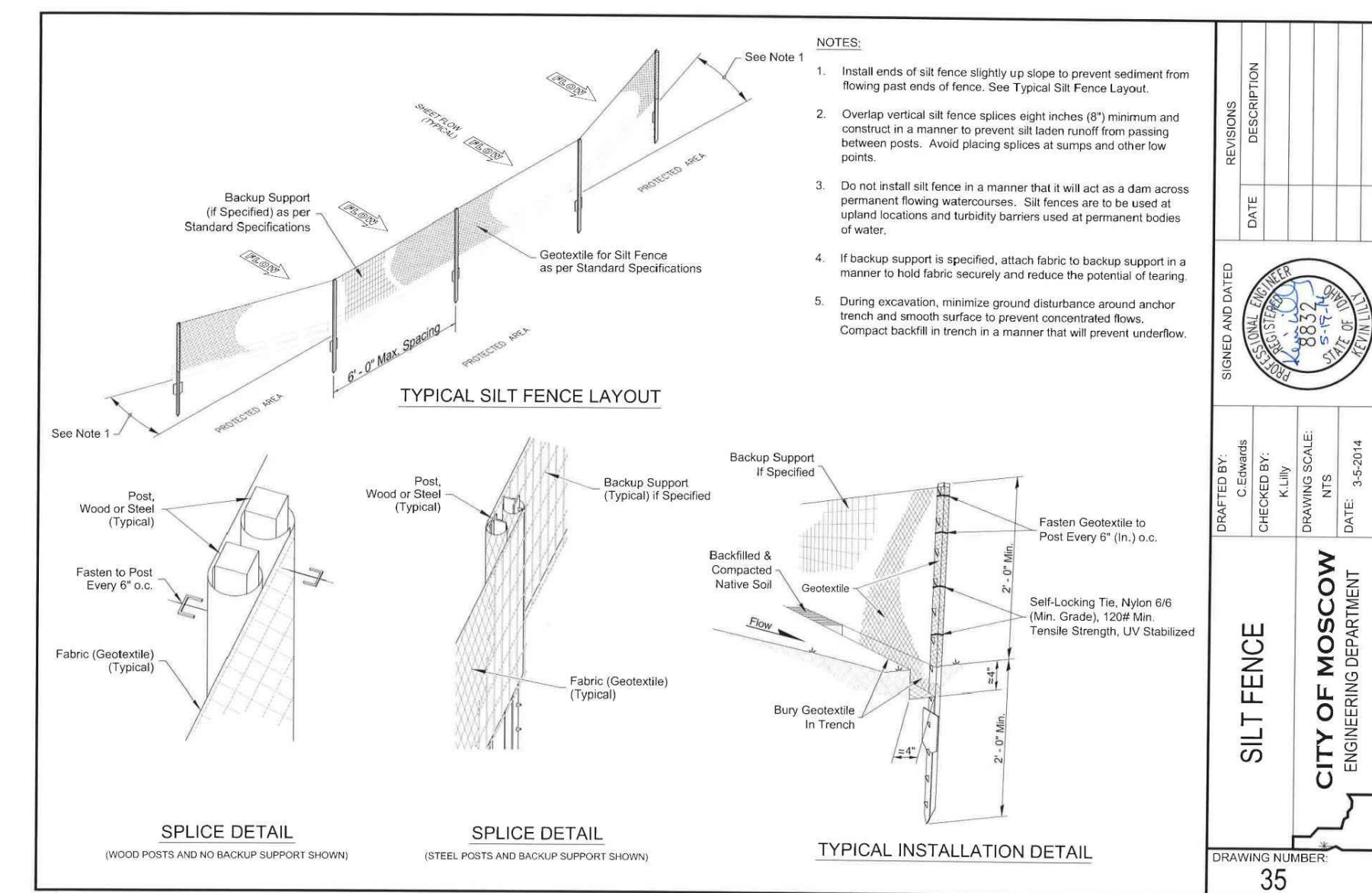
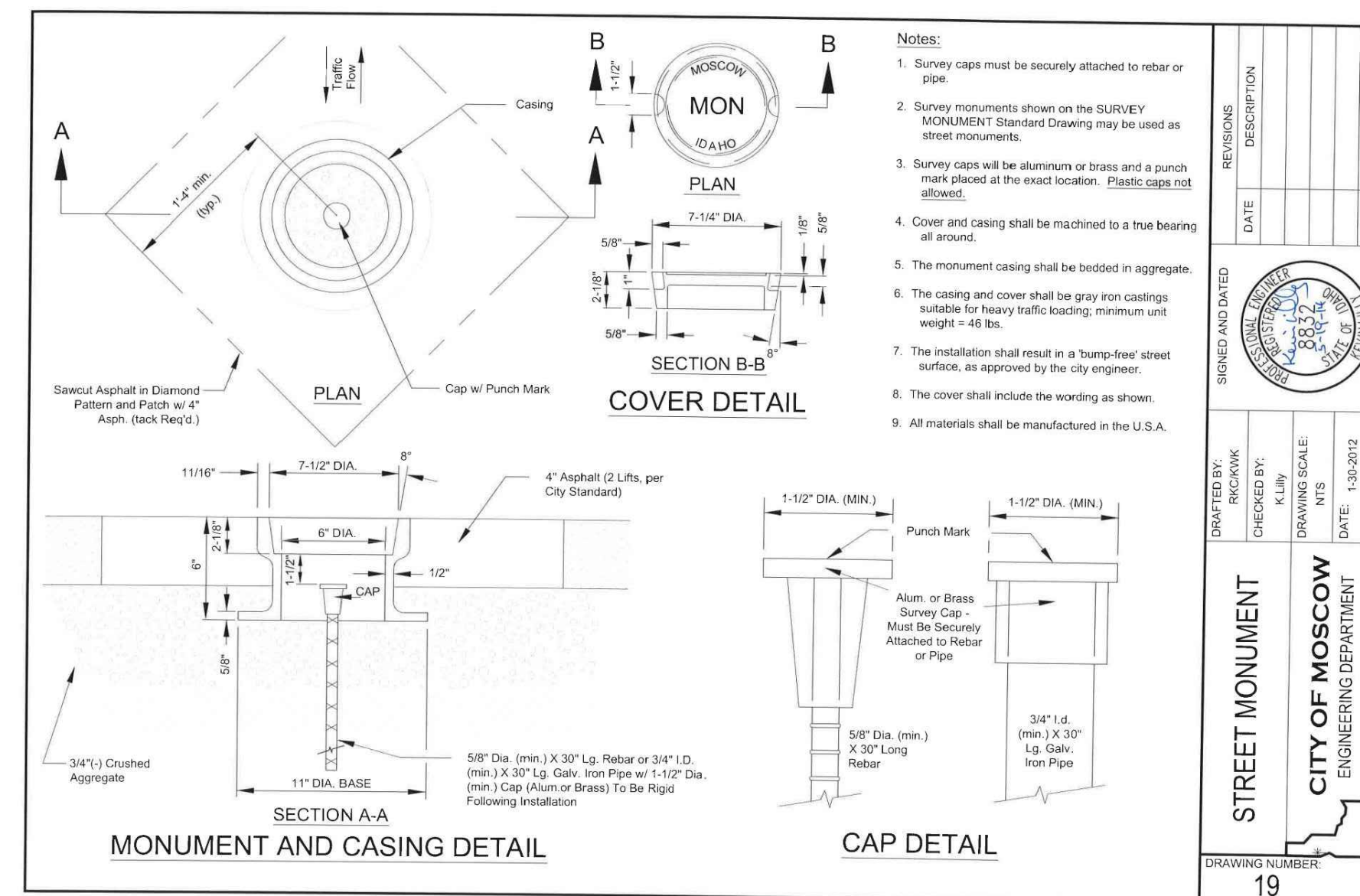
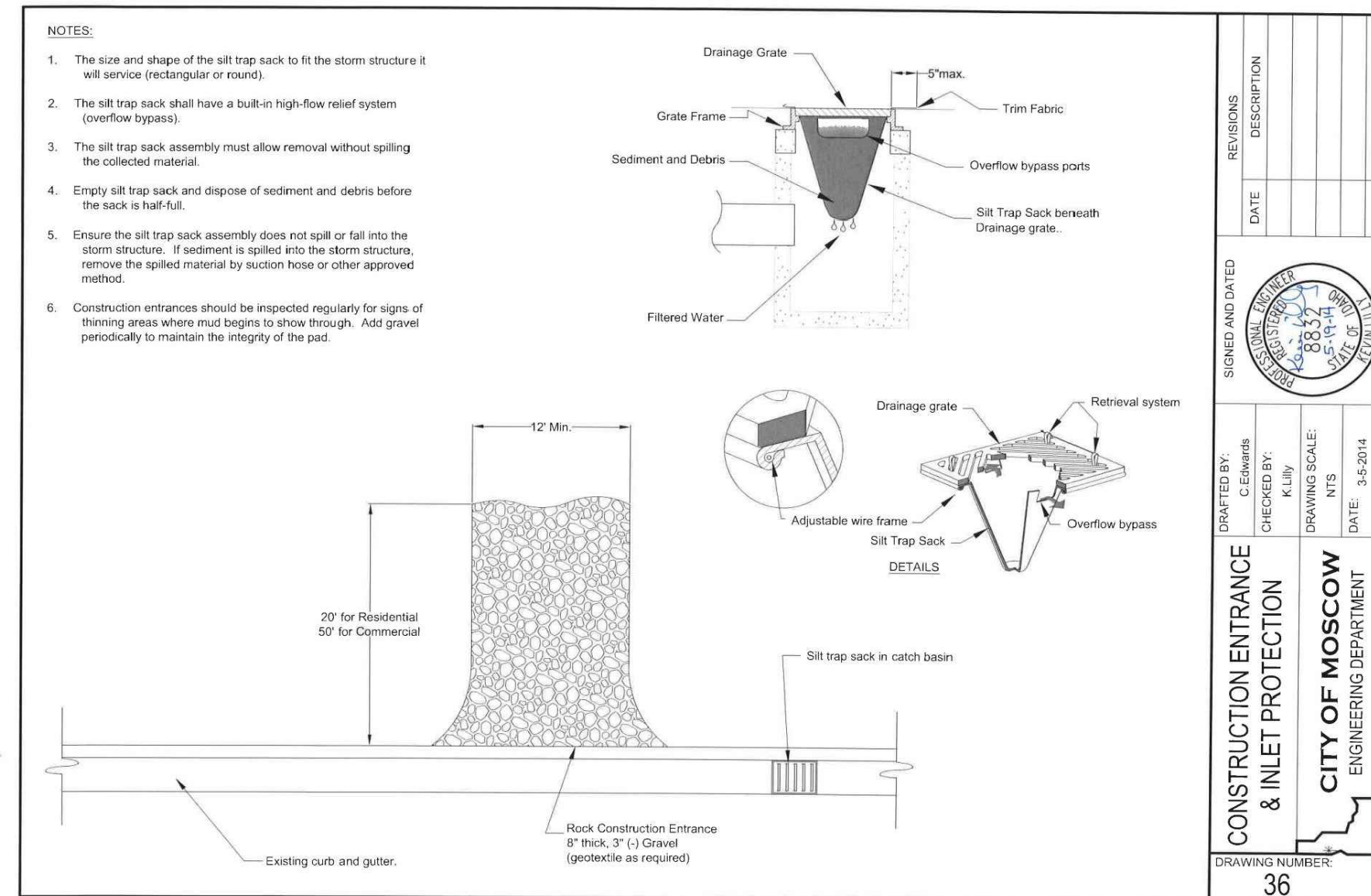
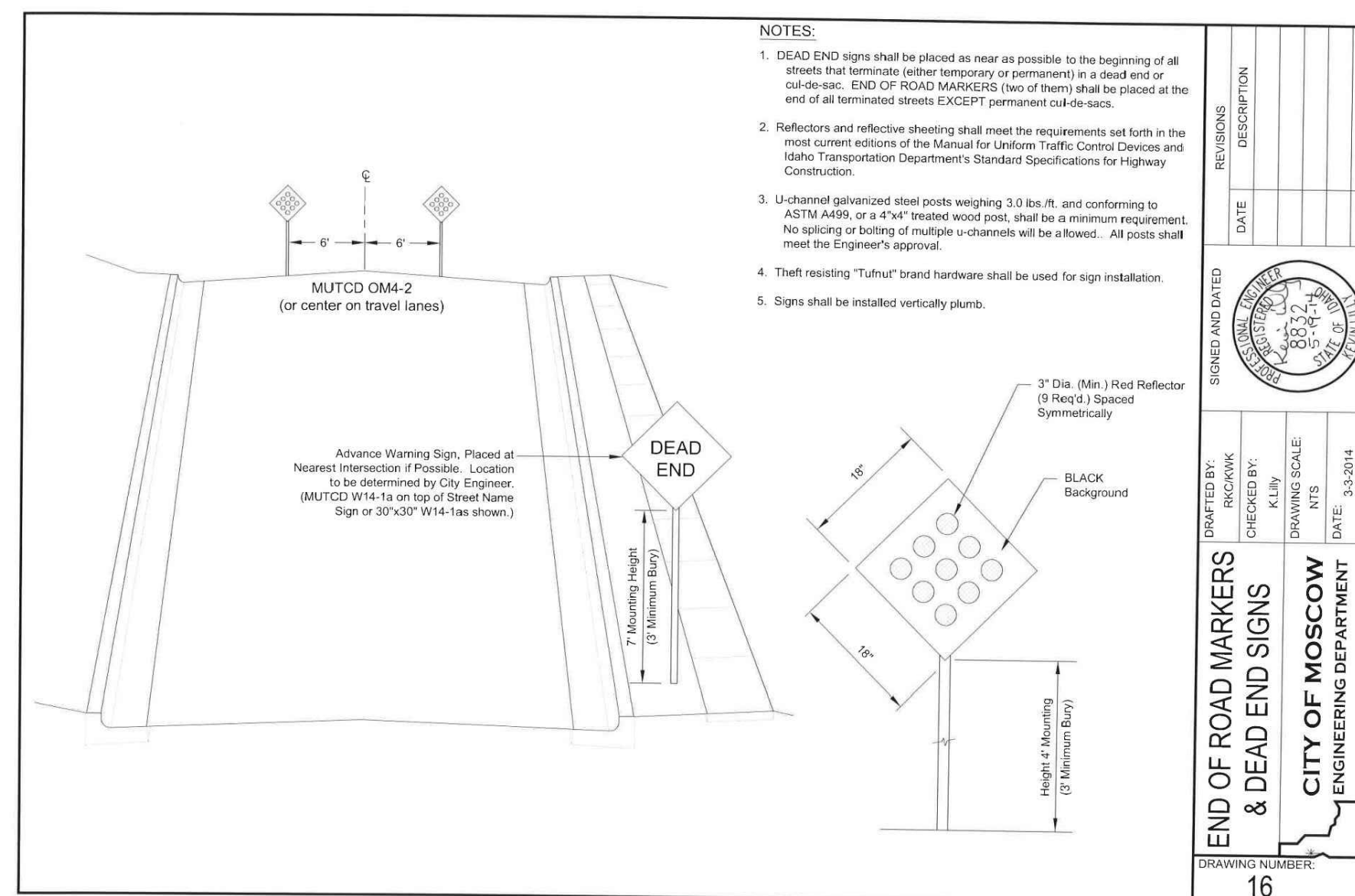
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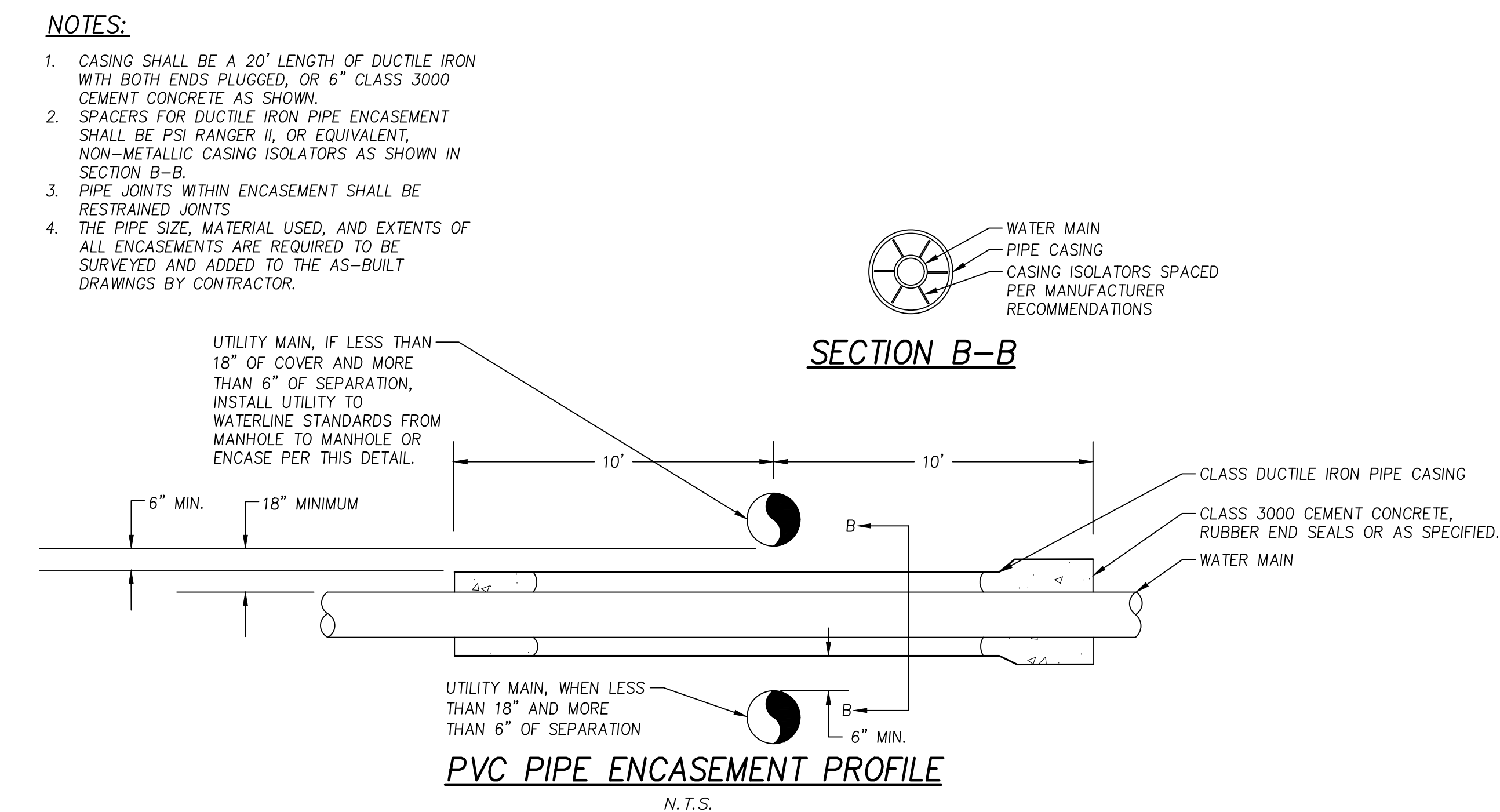
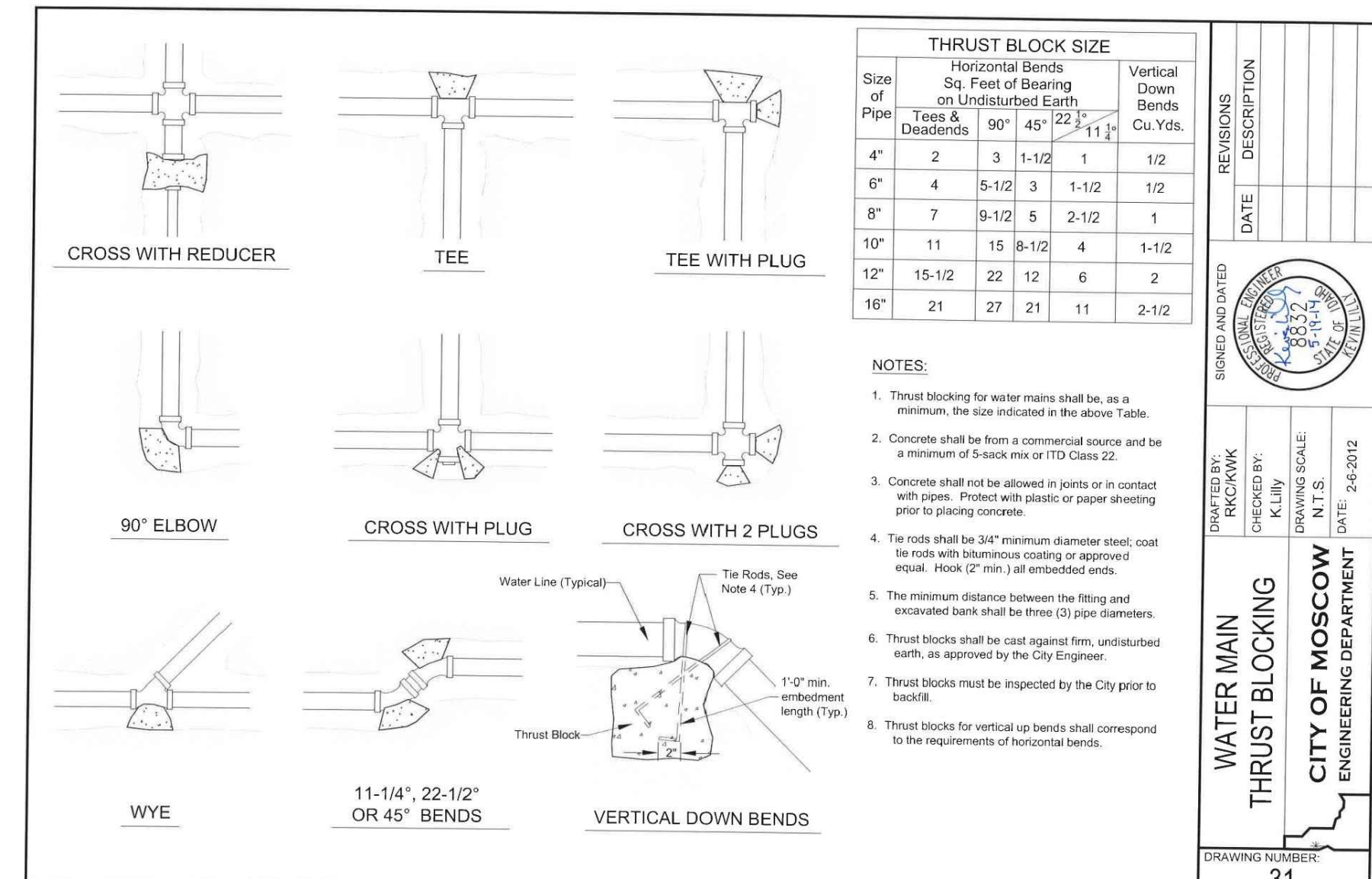
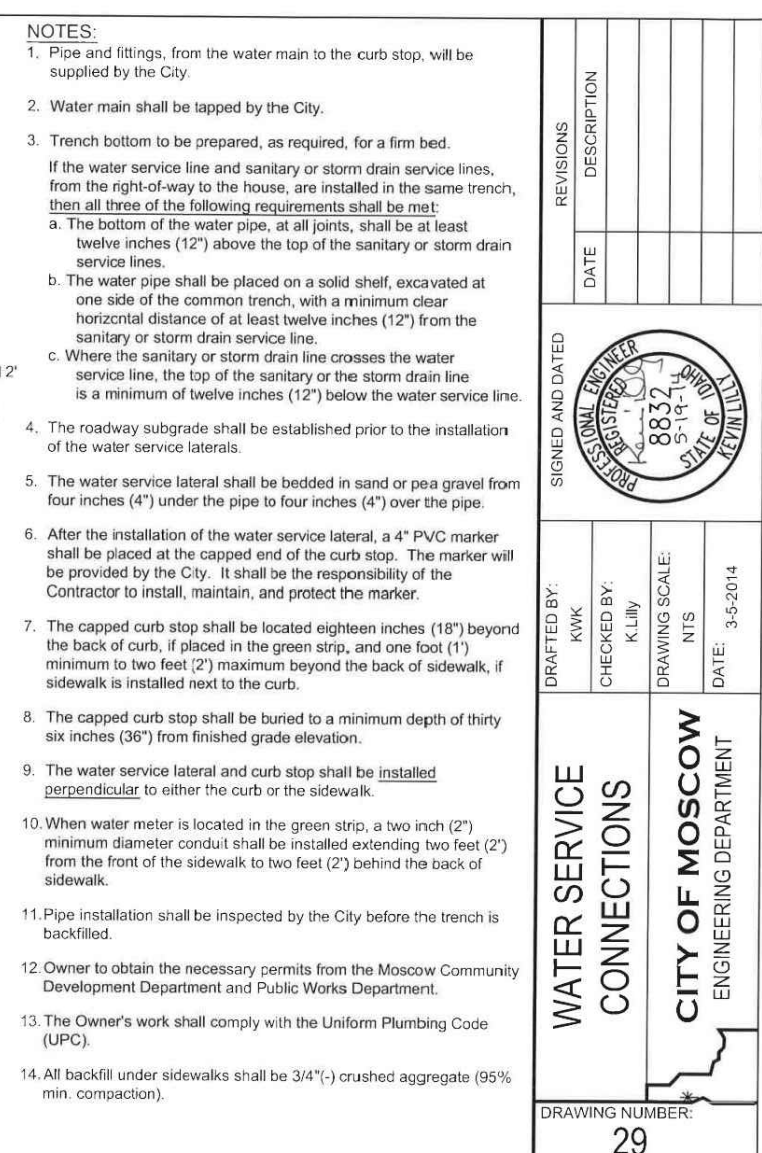
45 OF 59

JOB NO.

WNZ-03







WATER DETAILS

WOODBURY CONSTRUCTION PLANS

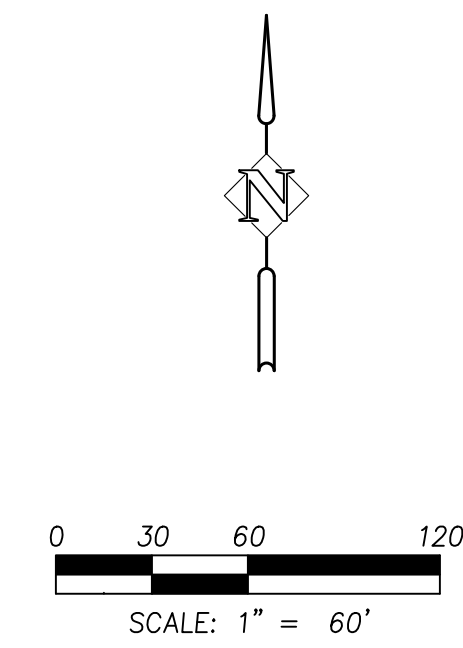
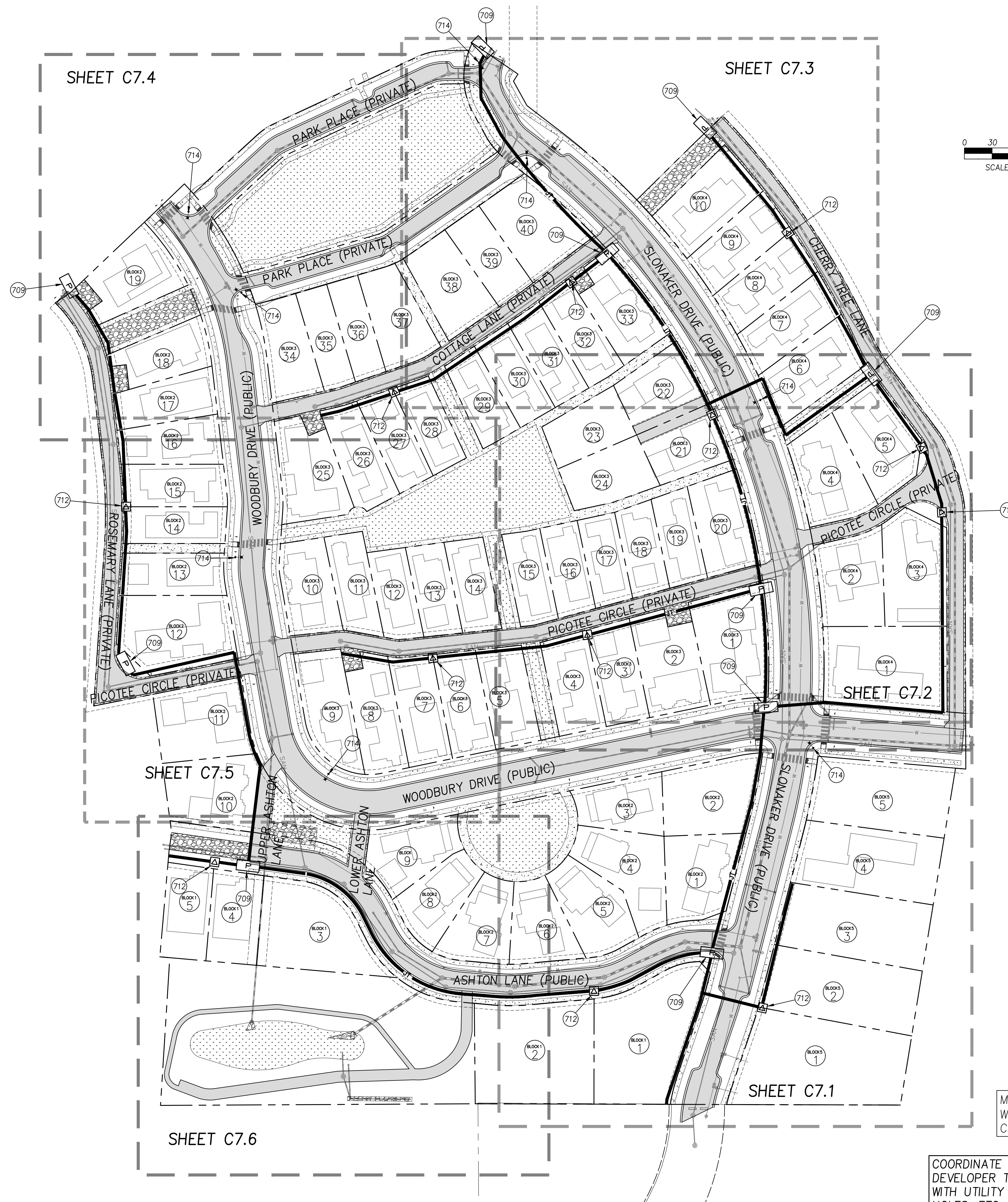
SynTier
Engineering, Inc.
405 SE Brelsford Drive, Suite C Pullman, WA 99163
www.SynTierEng.com 509.339.6187



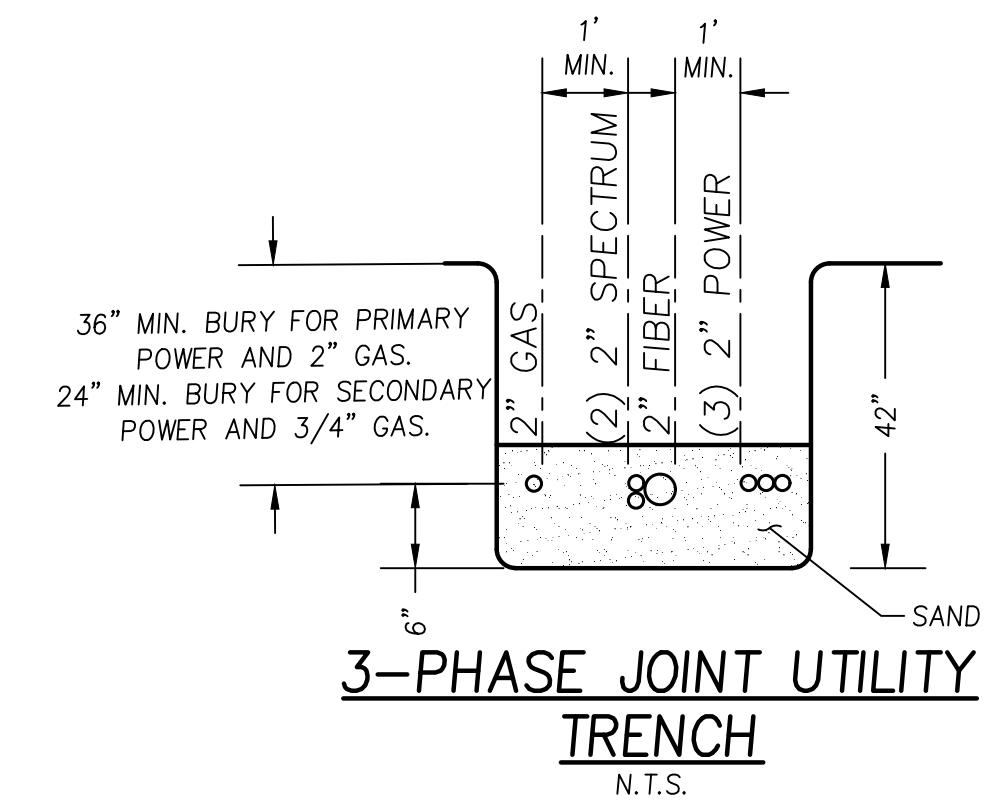
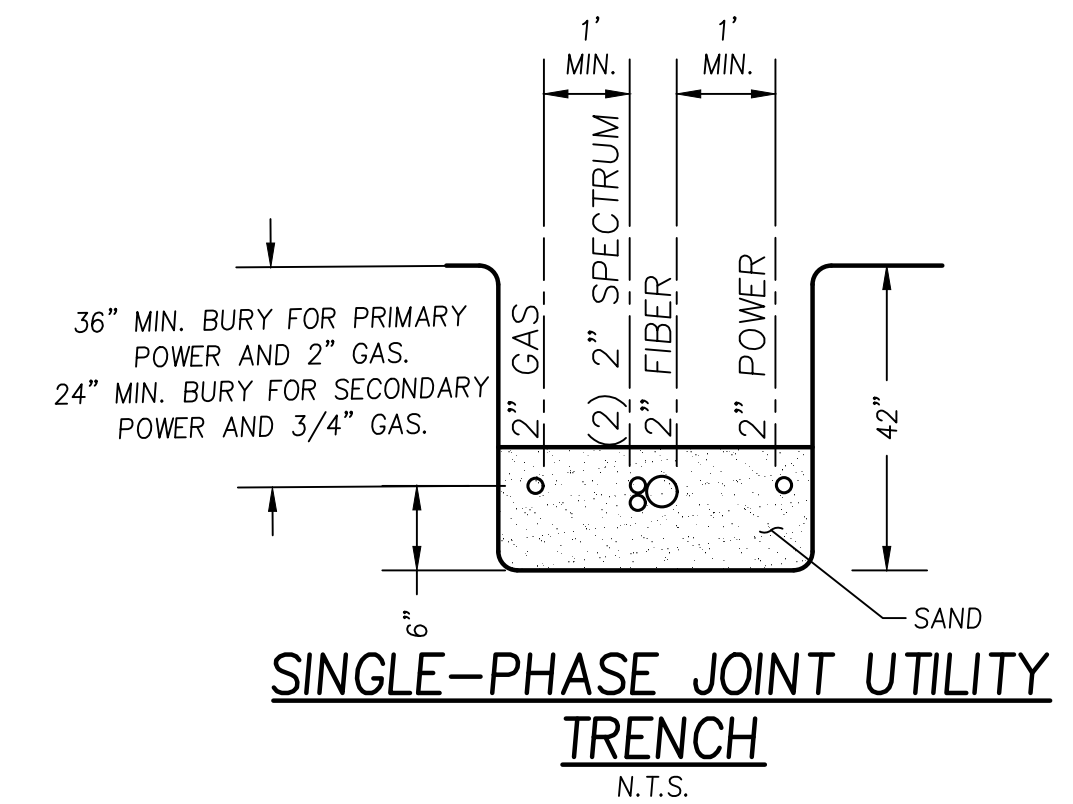
DESIGNED:	SAS
DRAWN:	ATS/SAS
CHECKED:	SAS
DATE:	SEPT 19, 2022

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SHEET NO.
C6.3
49 OF 59
JOB NO. WNZ-03



FRANCHISE UTILITY APPROVAL	
BY: AVISTA UTILITIES	DATE
BY: ZIPLY	DATE
BY: SPECTRUM	DATE
BY: CITY OF MOSCOW WATER DEPARTMENT	DATE



LEGEND

	STORM MAIN
	SANITARY MAIN
	WATER MAIN
	JOINT UTILITY TRENCH

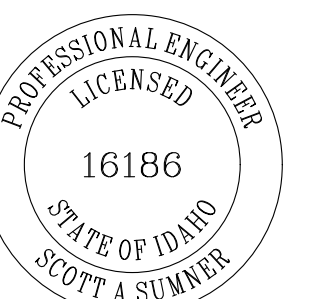
- CONSTRUCTION NOTES**
- 709 INSTALL JE3 PER AVISTA STANDARDS.
- 712 TRANSFORMER PAD LOCATION, COORDINATE THE PAD LOCATION AND CONSTRUCTION SPECIFICATIONS WITH AVISTA.
- 714 INSTALL LIGHT POLE BASE PER CITY OF MOSCOW STANDARD DRAWING 15 AND AVISTA STANDARDS.

MEETING: 9:00 3/9 AT CITY OF MOSOW
WITH AVISTA, SPECTRUM, ZIPLY, AND
CITY OF MOSCOW WATER DEPARTMENT

COORDINATE FRANCHISE UTILITY INSTALLATIONS WITH DEVELOPER TO ELIMINATE ANY POTENTIAL CONFLICTS WITH UTILITY PEDESTALS, JUNCTION BOXES, HAND HOLES, ETC. AN PROPERTY CORNERS.

OVERALL FRANCHISE PLAN
WOODBURY CONSTRUCTION PLANS

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405 SE Breisford Drive, Suite C Pullman, WA 99163
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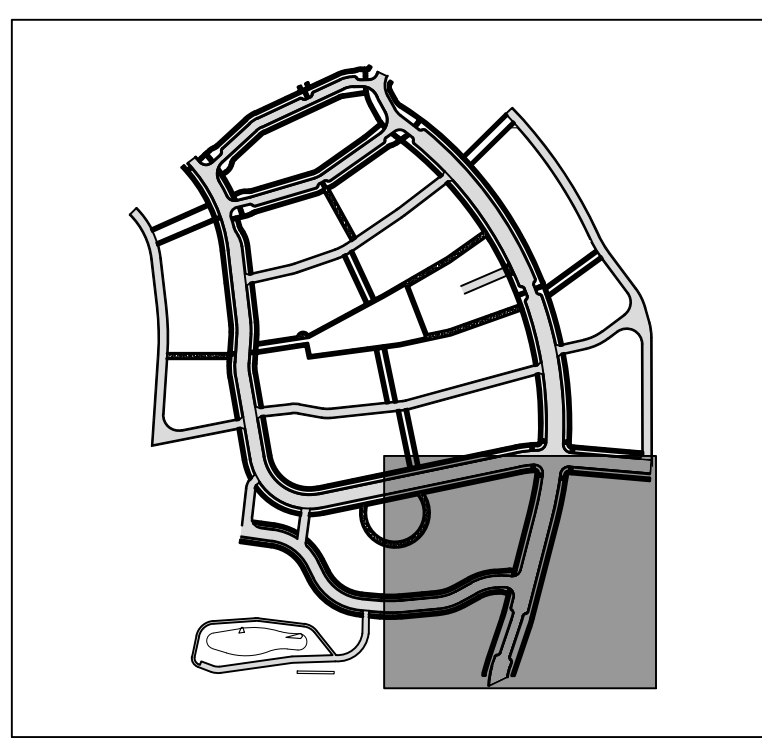
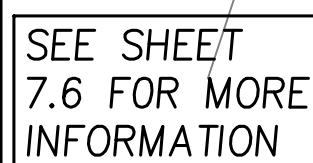
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CHECKED:	SAS
DATE:	SEPT 19, 2022

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SHEET NO.

C7.0

50 OF 59

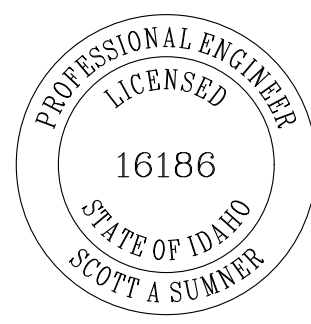


CONSTRUCTION NOTES

- 709 INSTALL JE3 PER AVISTA STANDARDS.
- 712 TRANSFORMER PAD LOCATION, COORDINATE THE PAD LOCATION AND CONSTRUCTION SPECIFICATIONS WITH AVISTA.
- 714 INSTALL LIGHT POLE BASE PER CITY OF MOSCOW STANDARD DRAWING 15 AND AVISTA STANDARDS.
- 716 INSTALL HAND HOLE PER AVISTA STANDARDS.

SOUTHEAST FRANCHISE PLAN
WOODBURY CONSTRUCTION PLANS

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



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DRAWN:	ATS/SAS
CHECKED:	SAS
DATE:	SEPT 19 2022

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SHEET NO.

C7.1

51 OF 59

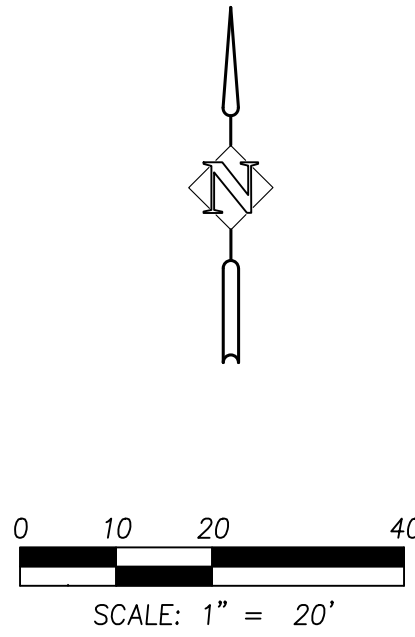
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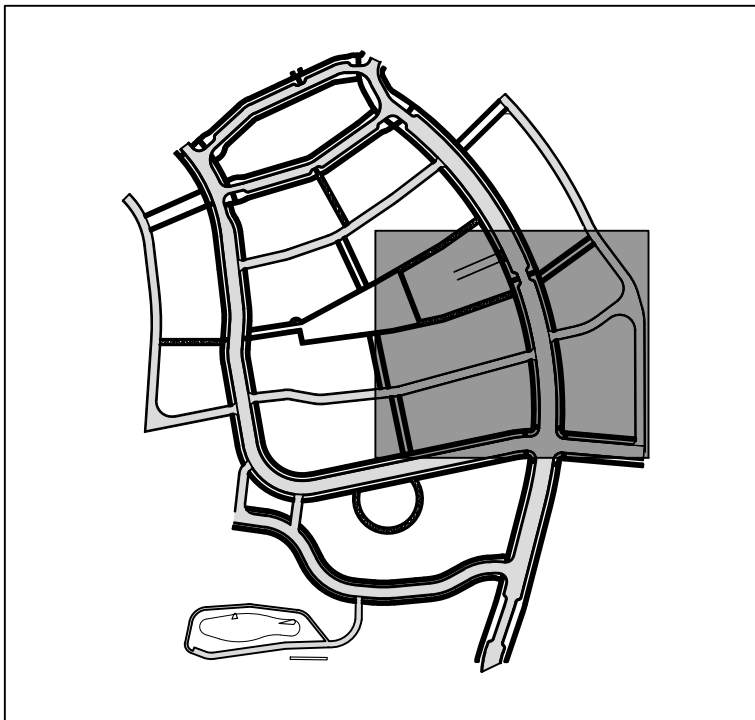
SEE SHEET 7.5 FOR
MORE INFORMATION

SEE SHEET 7.3 FOR MORE INFORMATION

SEE SHEET 7.1 FOR MORE INFORMATION

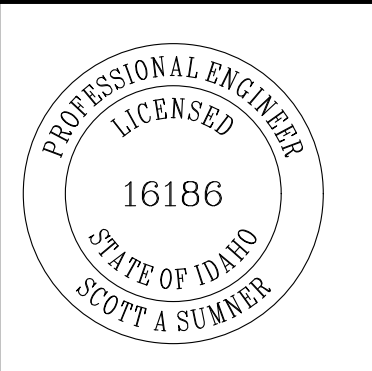


- CONSTRUCTION NOTES**
- 709 INSTALL JE3 PER AVISTA STANDARDS.
 - 712 TRANSFORMER PAD LOCATION, COORDINATE THE PAD LOCATION AND CONSTRUCTION SPECIFICATIONS WITH AVISTA.
 - 714 INSTALL LIGHT POLE BASE PER CITY OF MOSCOW STANDARD DRAWING 15 AND AVISTA STANDARDS.
 - 716 INSTALL HAND HOLE PER AVISTA STANDARDS.



KEY MAP

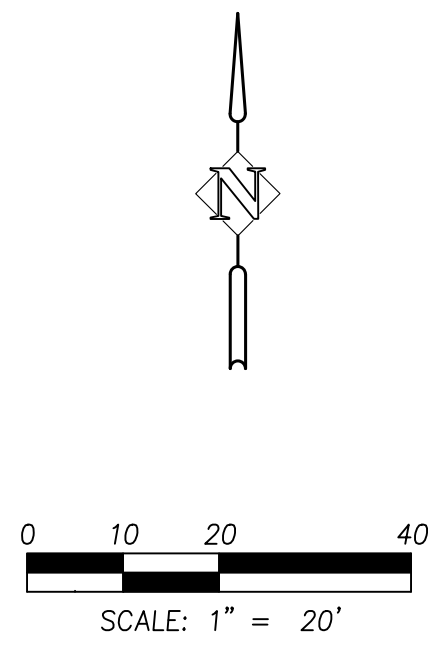
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DESIGNED: SAS		DRAWN: ATSSAS	
CHECKED: SAS		DATE: SEPT 19, 2022	



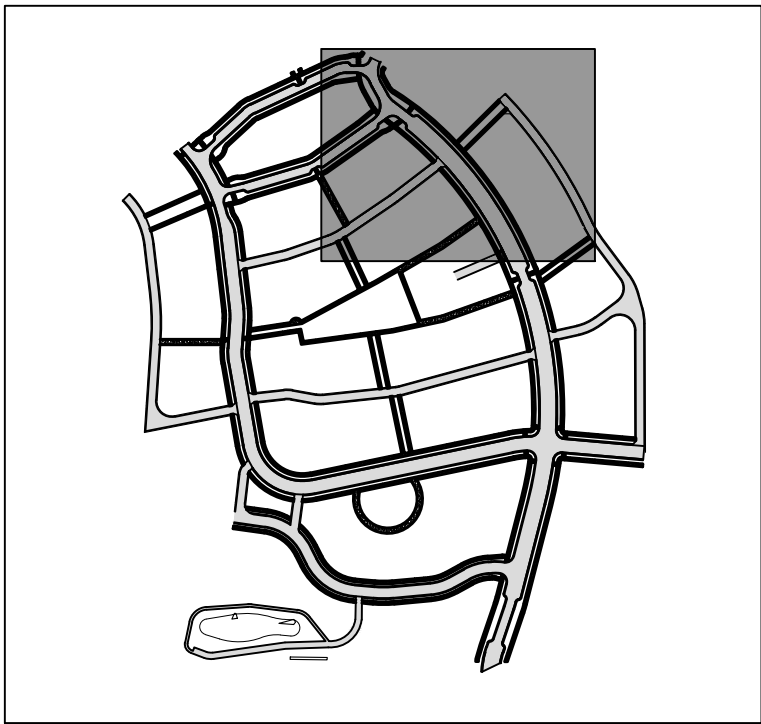
SYNTIER
Engineering, Inc.
405 SE Desford Drive, Suite C, Portland, WA 99163
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EAST FRANCHISE PLAN
WOODBURY CONSTRUCTION PLANS

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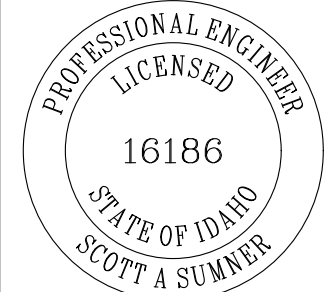
- CONSTRUCTION NOTES
- 709 INSTALL JE3 PER AVISTA STANDARDS.
 - 712 TRANSFORMER PAD LOCATION, COORDINATE THE PAD LOCATION AND CONSTRUCTION SPECIFICATIONS WITH AVISTA.
 - 714 INSTALL LIGHT POLE BASE PER CITY OF MOSCOW STANDARD DRAWING 15 AND AVISTA STANDARDS.
 - 716 INSTALL HAND HOLE PER AVISTA STANDARDS.



KEY MAP

NORTHEAST FRANCHISE PLAN
WOODBURY CONSTRUCTION PLANS

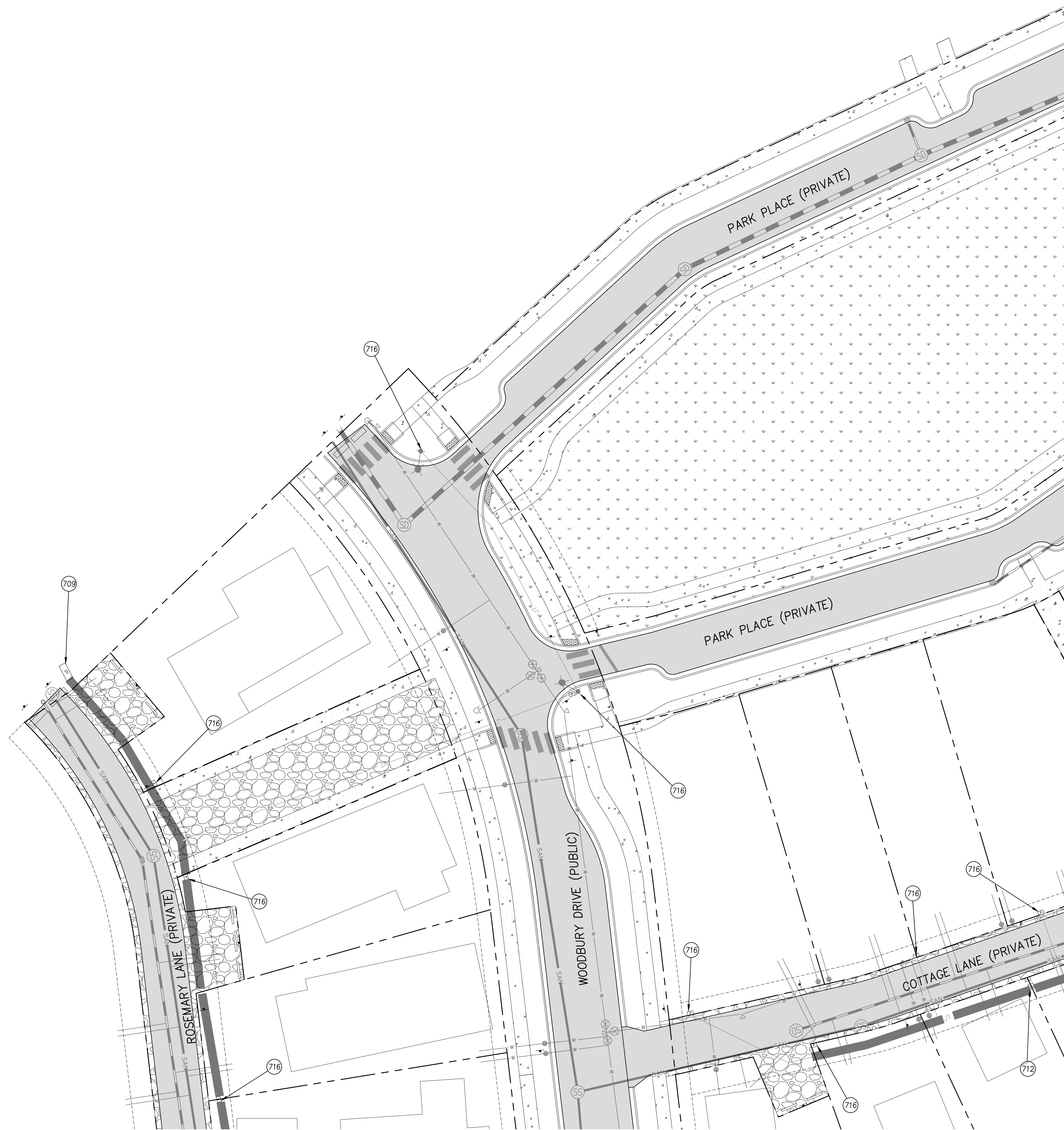
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CHECKED:	SAS
DATE:	SEPT 19, 2022

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SHEET NO.	C7.3
JOB NO.	WNZ-03
	53 OF 59

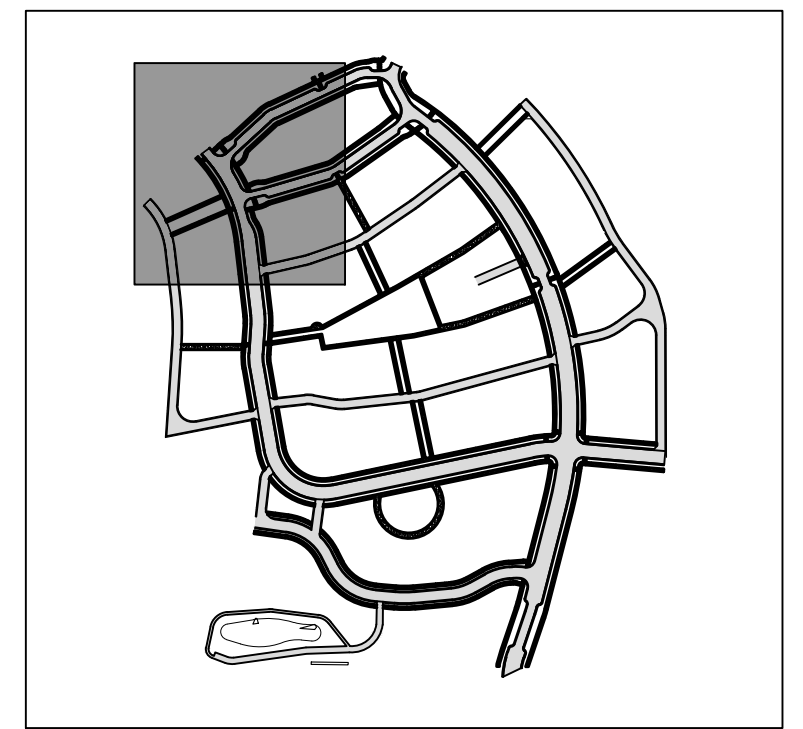
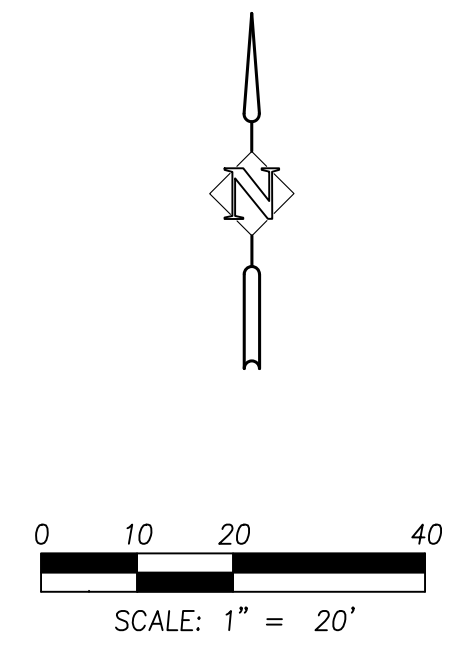


SEE SHEET 7.5 FOR MORE INFORMATION

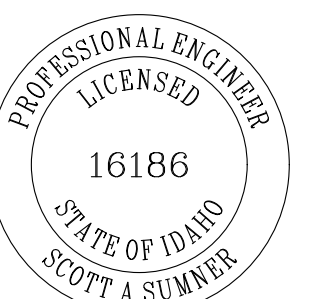
SEE SHEET 7.3 FOR
MORE INFORMATION

CONSTRUCTION NOTES

- (709) INSTALL JE3 PER AVISTA STANDARDS.
- (712) TRANSFORMER PAD LOCATION, COORDINATE THE PAD LOCATION AND CONSTRUCTION SPECIFICATIONS WITH AVISTA.
- (714) INSTALL LIGHT POLE BASE PER CITY OF MOSCOW STANDARD DRAWING 15 AND AVISTA STANDARDS.
- (716) INSTALL HAND HOLE PER AVISTA STANDARDS.



KEY MAP



						SAS
						DRAWN:
						ATTS/SAS
						CHECKED:
						SAS
						DATE:
						SEPT 19, 2022

SHEET NO.

C7.4

54 OF 59

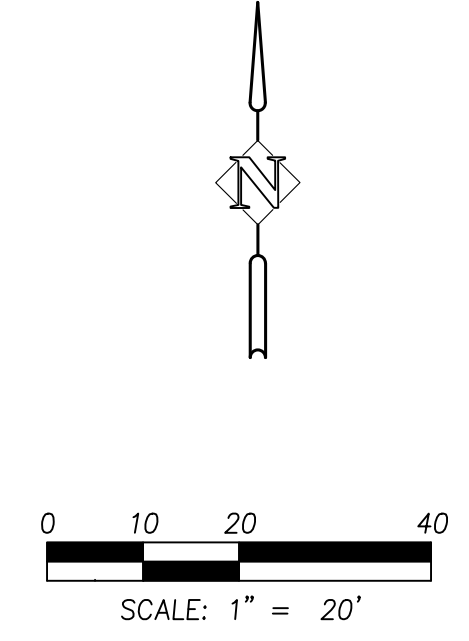
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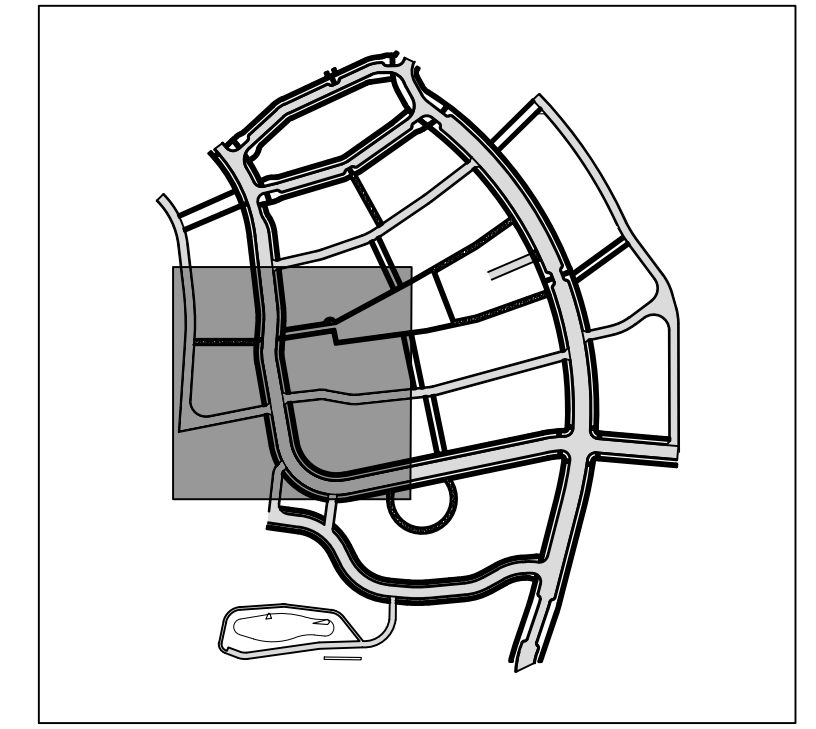
SEE SHEET 7.4 FOR
MORE INFORMATION

CONSTRUCTION NOTES

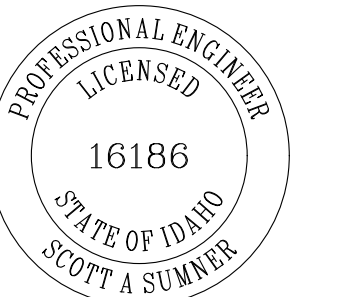
- 712 TRANSFORMER PAD LOCATION, COORDINATE THE PAD LOCATION AND CONSTRUCTION SPECIFICATIONS WITH AVISTA.
- 714 INSTALL LIGHT POLE BASE PER CITY OF MOSCOW STANDARD DRAWING 15 AND AVISTA STANDARDS.
- 716 INSTALL HAND HOLE PER AVISTA STANDARDS.



SEE SHEET 7.2 FOR
MORE INFORMATION



KEY MAP



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CHECKED:		SAS
DATE:	SEPT 19, 2022	

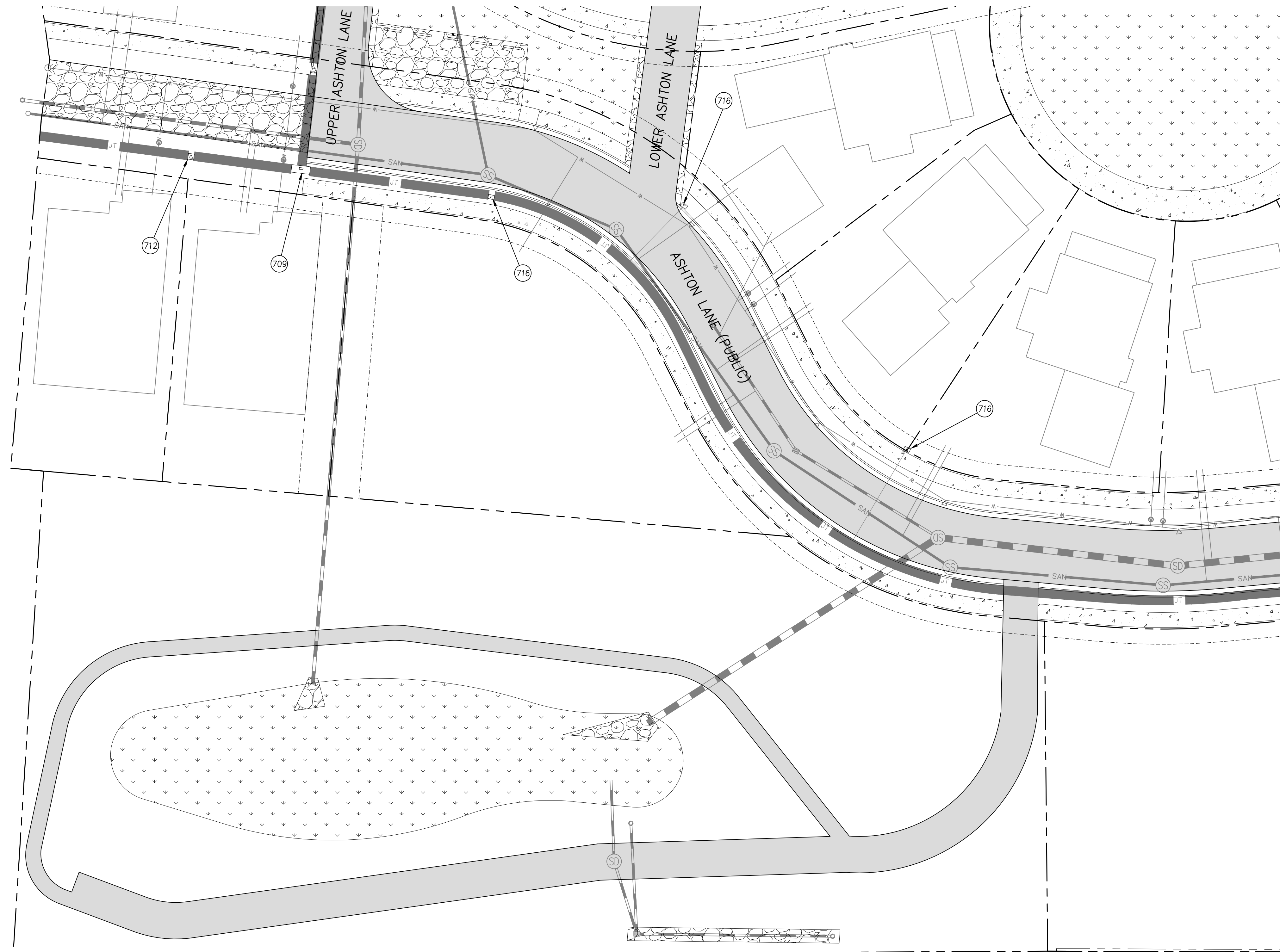
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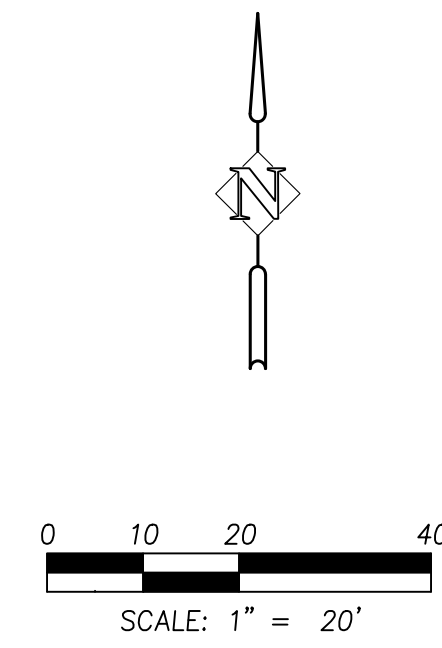
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55 OF 59

WB NO. WNZ-03



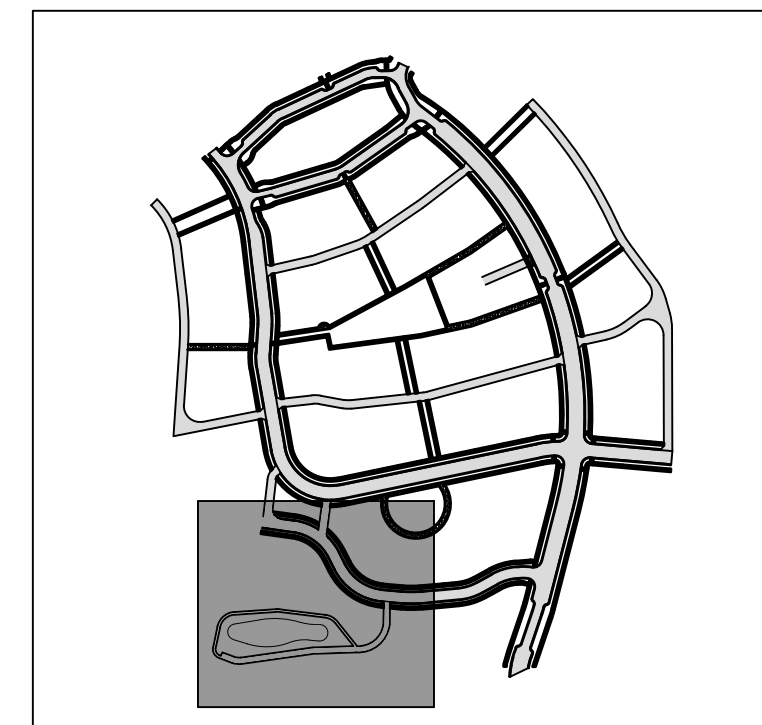
SEE SHEET 7.5 FOR MORE INFORMATION



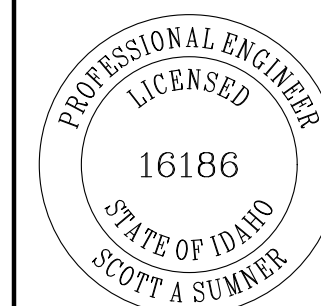
CONSTRUCTION NOTES

- 709 INSTALL JE3 PER AVISTA STANDARDS.
- 712 TRANSFORMER PAD LOCATION, COORDINATE THE PAD LOCATION AND CONSTRUCTION SPECIFICATIONS WITH AVISTA.
- 716 INSTALL HAND HOLE PER AVISTA STANDARDS.

SEE SHEET 7.1 FOR
MORE INFORMATION



KEY MAP

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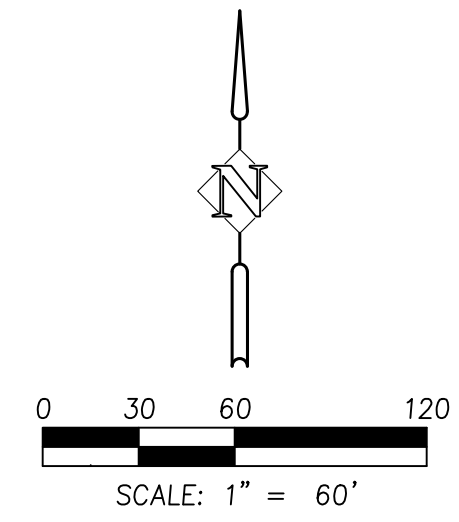
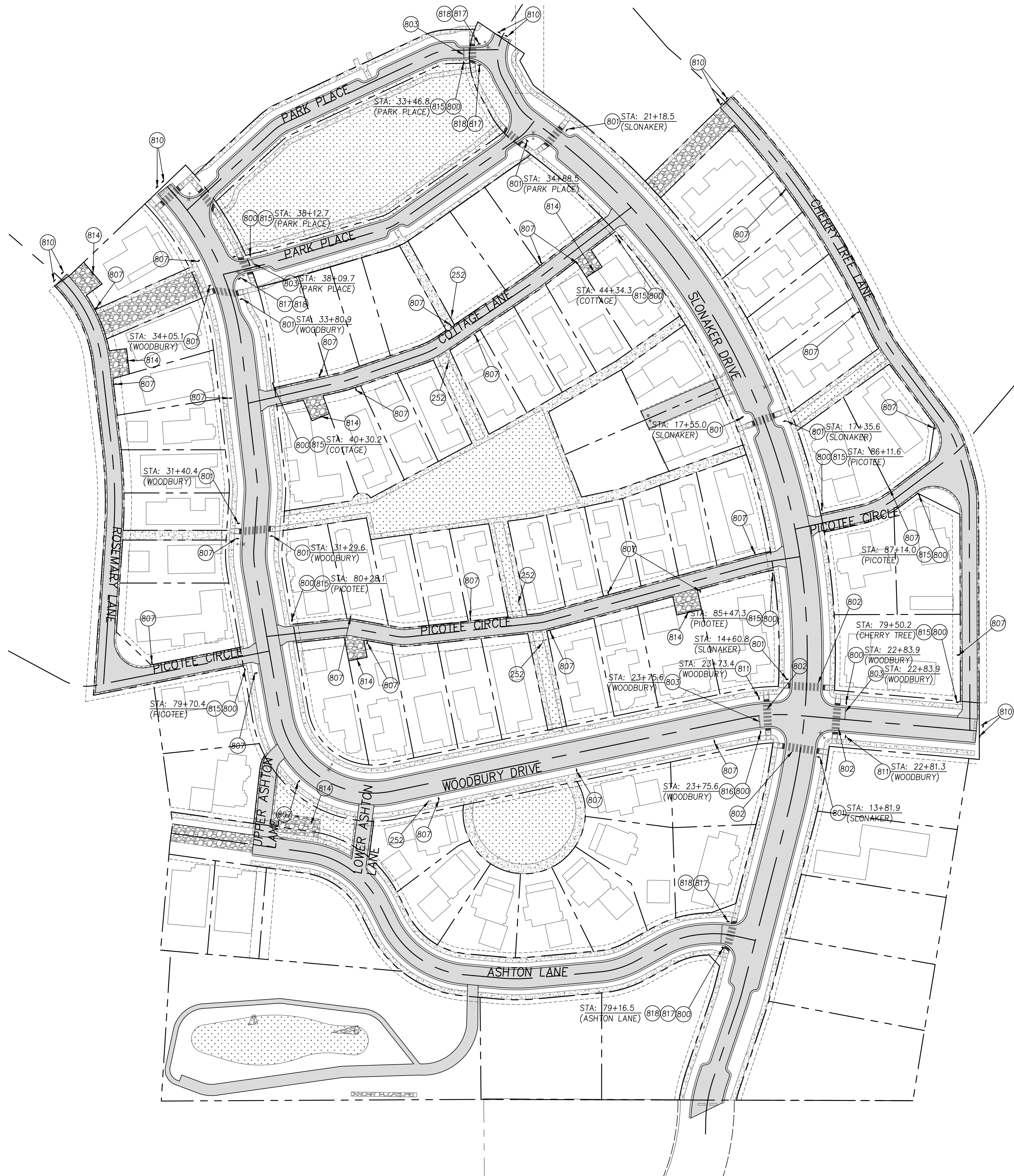
SHEET NO.

C7.6

56 OF 59

JOB NO.	
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WNZ-03



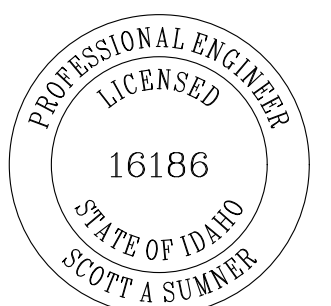
CONSTRUCTION NOTES

- (252) INSTALL MAILBOXES PER CITY OF MOSCOW STANDARD DRAWING 13.
- (800) INSTALL STOP SIGN PER MUTCD R1-1, SEE SHEET C6.1 FOR POST INSTALLATION.
- (801) INSTALL CROSSWALK SIGN PER DETAILS, SHEET C6.1.
- (802) CROSSWALK STRIPING WITH THERMOPLASTIC PAVEMENT MARKINGS.
- (803) STOP BAR WITH THERMOPLASTIC PAVEMENT MARKINGS.
- (807) INSTALL "NO PARKING" SIGN. SEE SHEET C6.1 FOR POST INSTALLATION.
- (810) INSTALL END OF ROAD MARKERS PER MUTCD OM4-2. SEE SHEET C6.1 FOR POST INSTALLATION.
- (811) INSTALL "DEAD END" SIGN PER MUTCD W14-1. SEE SHEET C6.1 FOR POST INSTALLATION.
- (814) INSTALL PUBLIC PARKING SIGN PER DETAILS, SEE SHEET C6.1.
- (815) INSTALL PRIVATE STREET NAME SIGN WITH WHITE LETTERING AND GREEN BACKGROUND PER MUTCD STANDARDS.
- (816) CITY OF MOSCOW TO INSTALL PUBLIC STREET NAME SIGN ON STOP SIGN.
- (817) INSTALL ONE WAY SIGN PER MUTCD R6-1.
- (818) INSTALL DO NOT ENTER SIGN PER MUTCD R5-1.

SIGNING AND STRIPING PLAN

WOODBURY CONSTRUCTION PLANS

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



DESIGNED:	SAS
DRAWN:	ATS/SAS
CHECKED:	SAS
DATE:	SEPT 10, 2022

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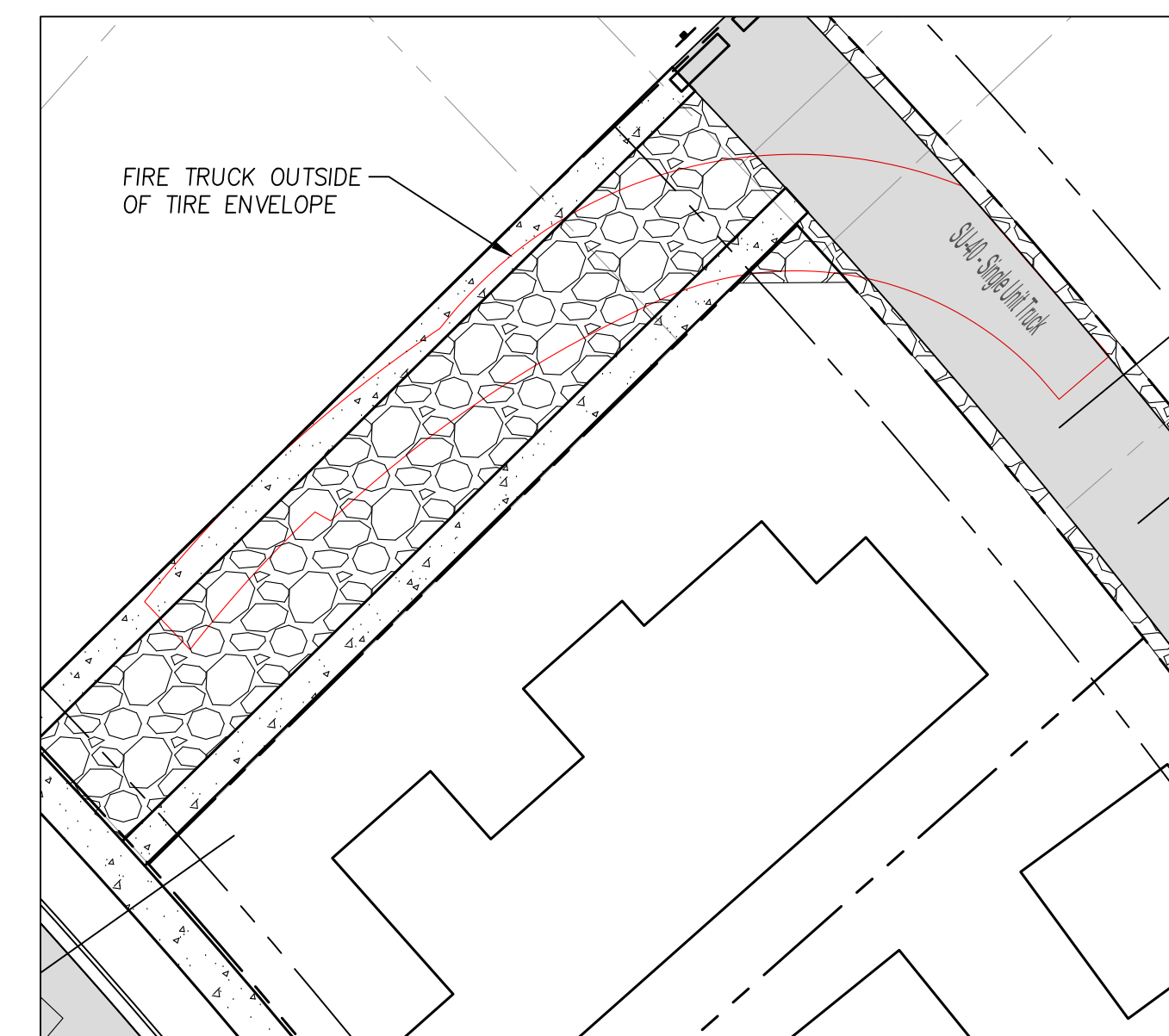
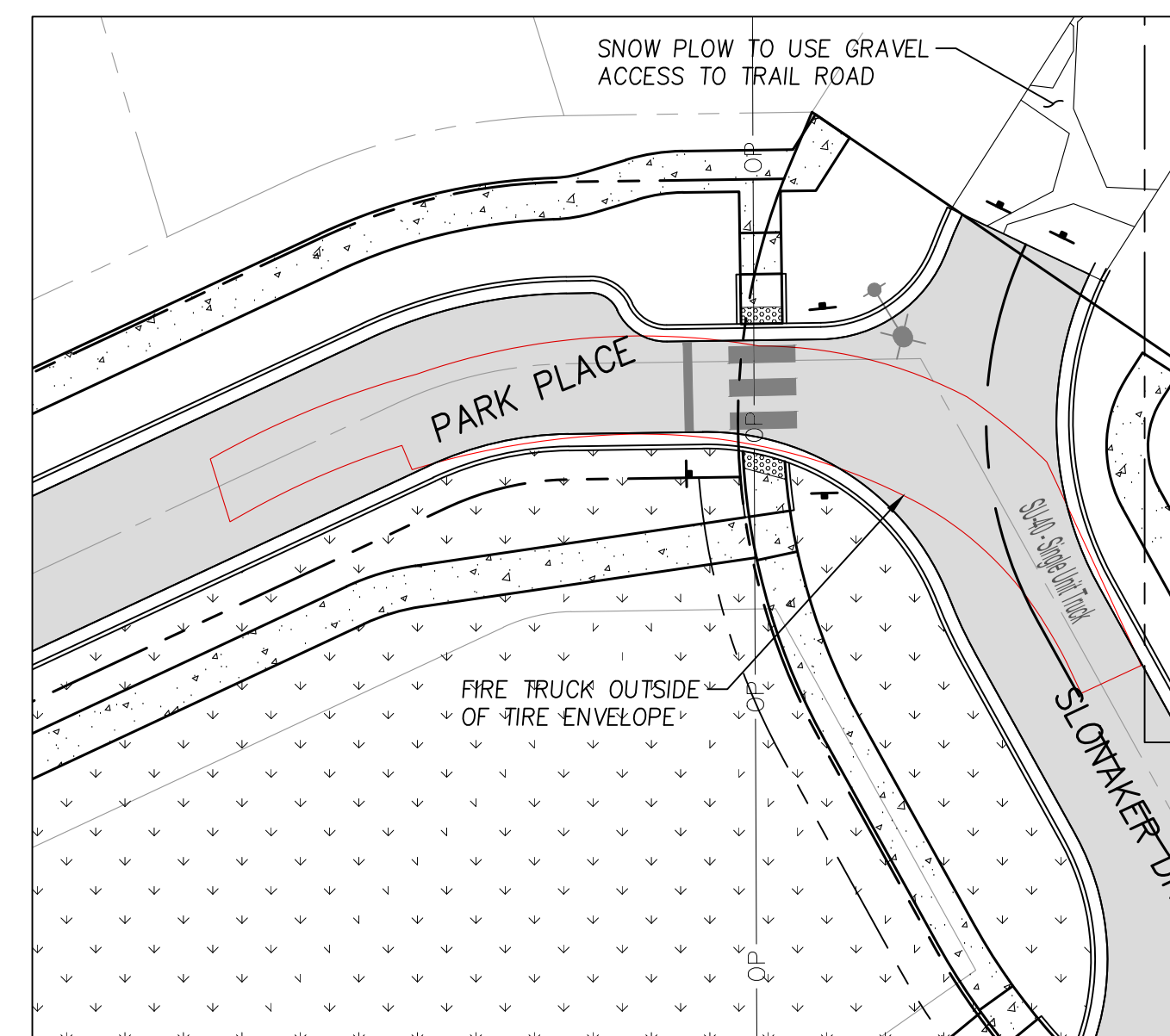
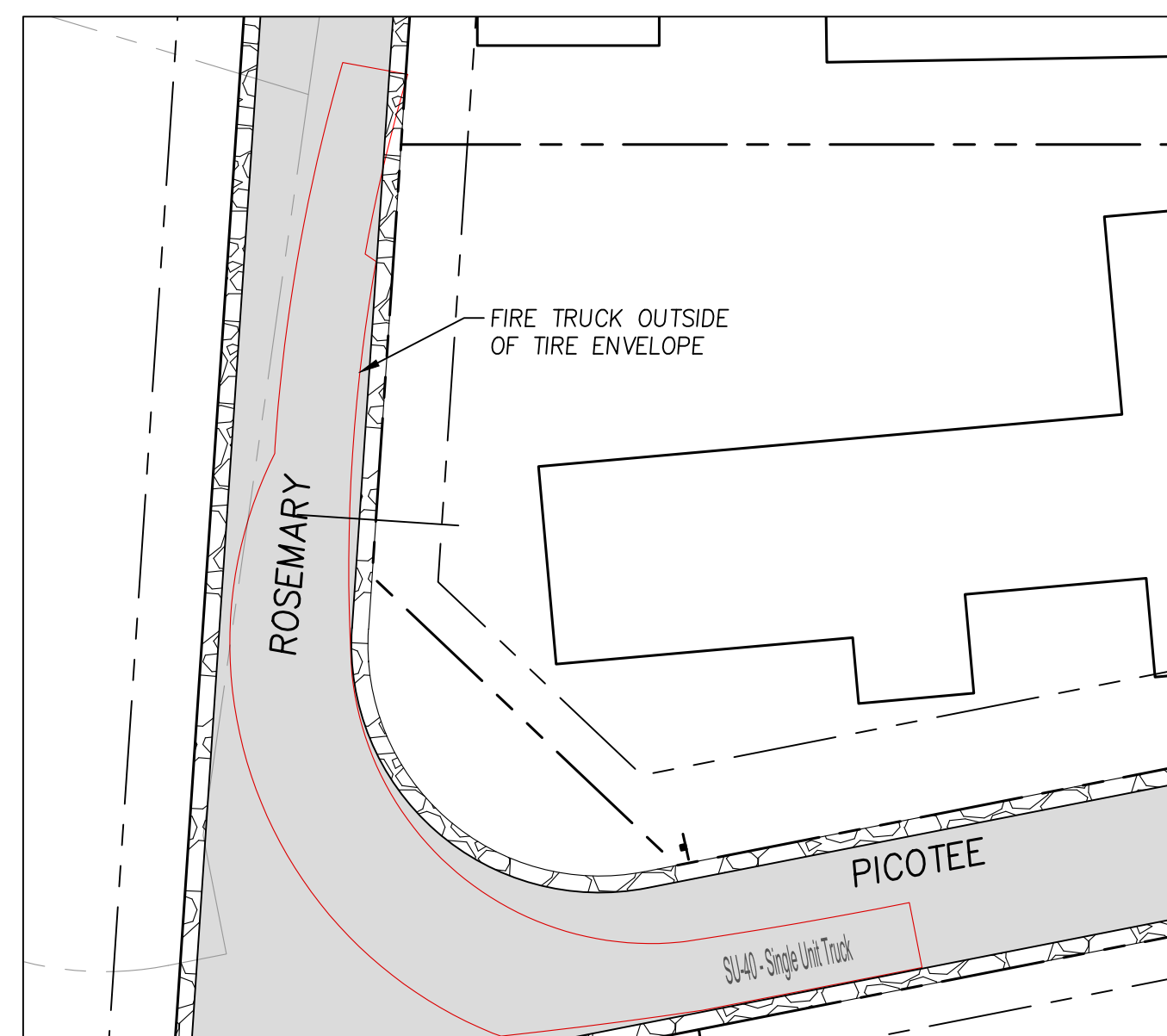
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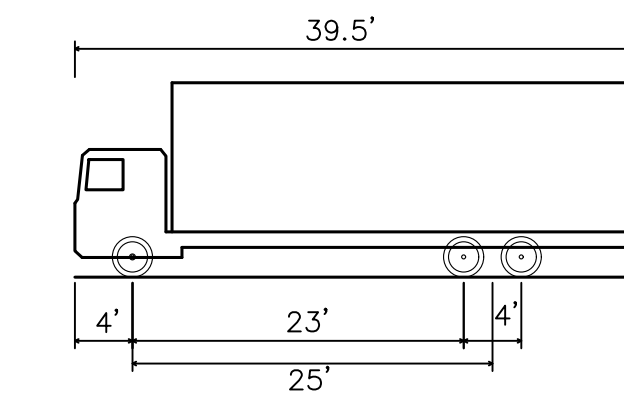
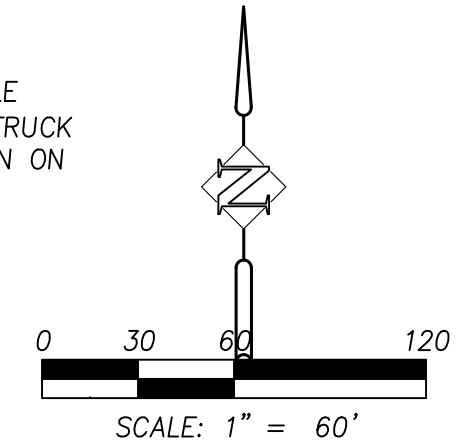
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WNZ-03



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.



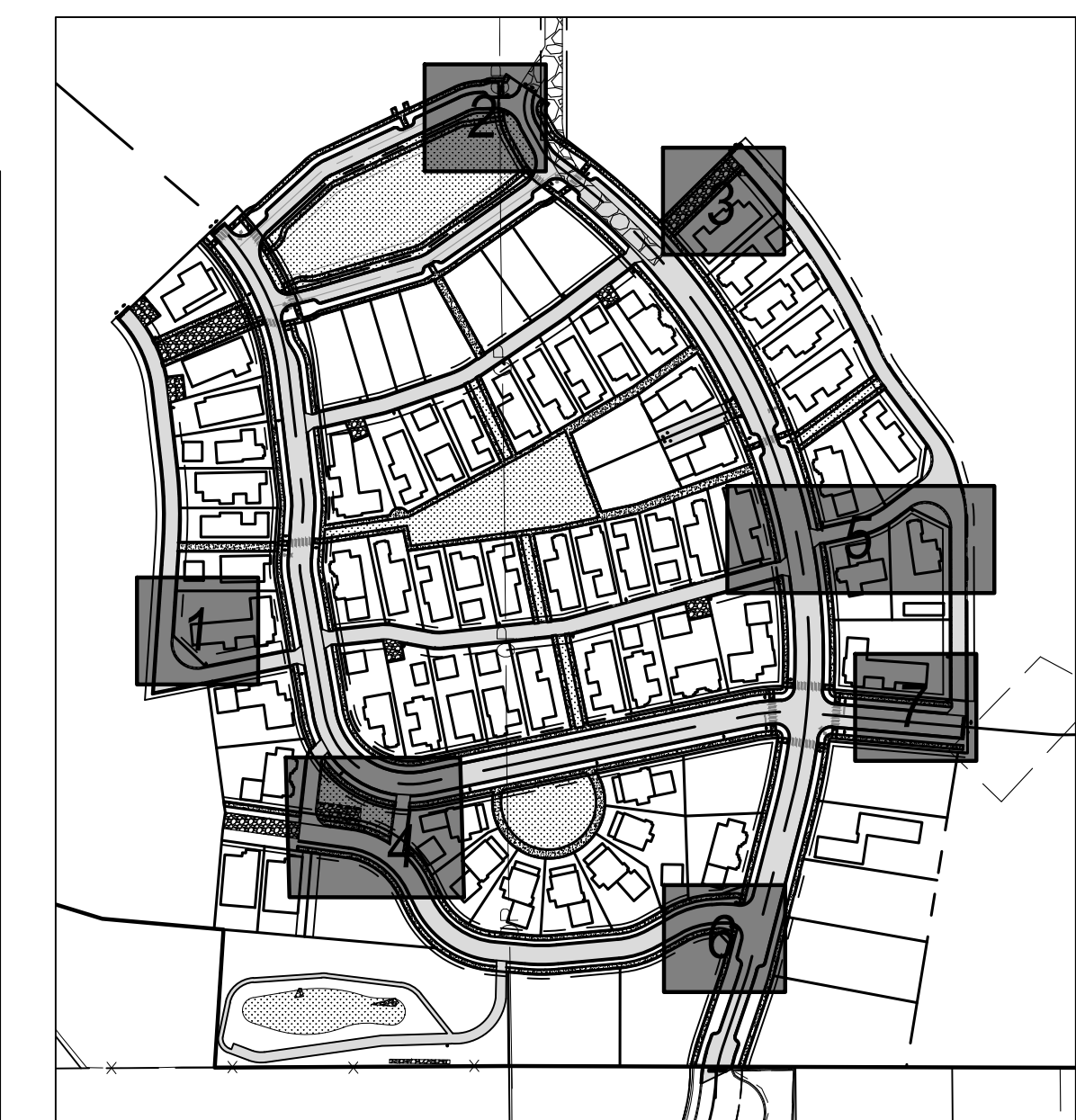
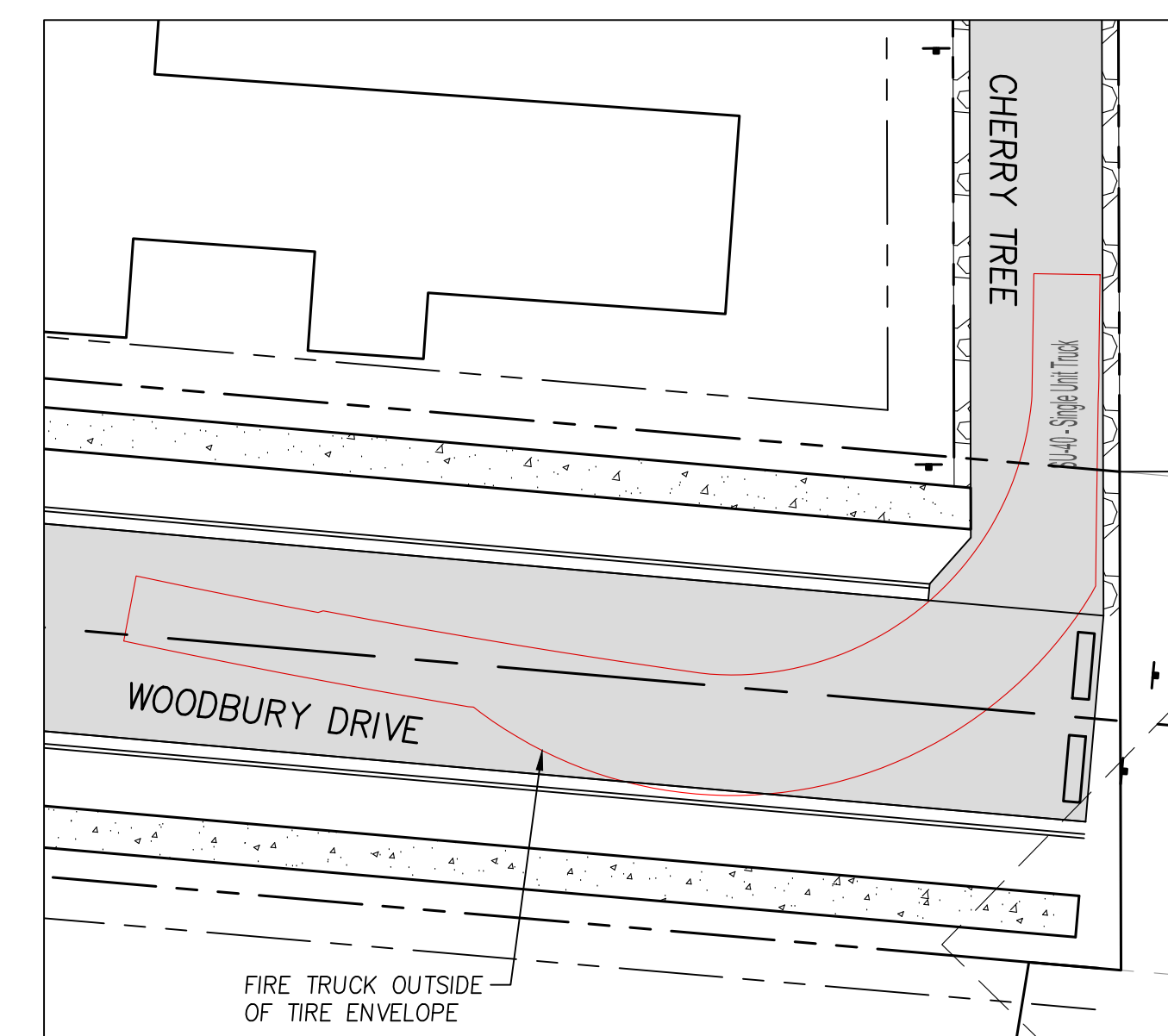
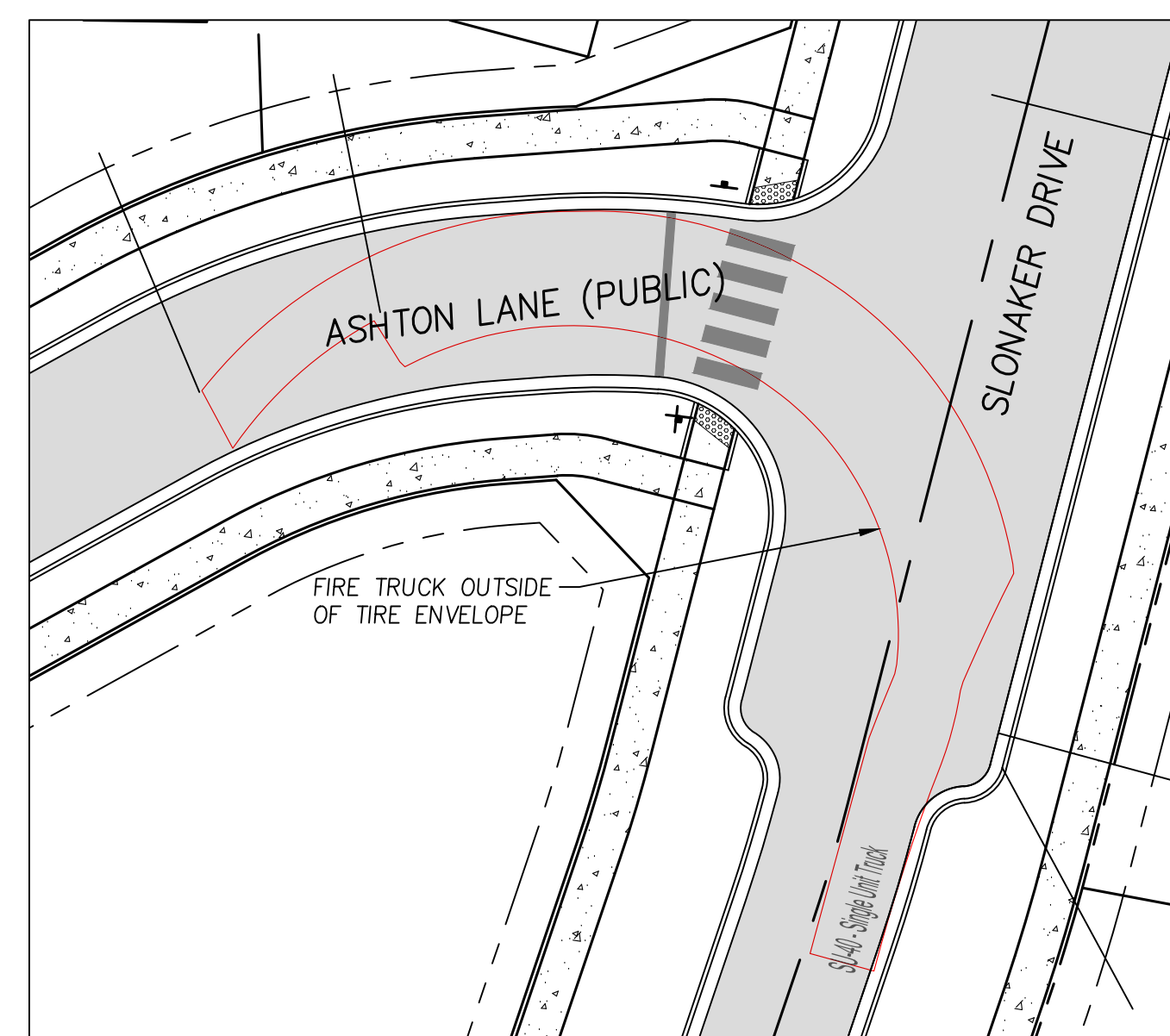
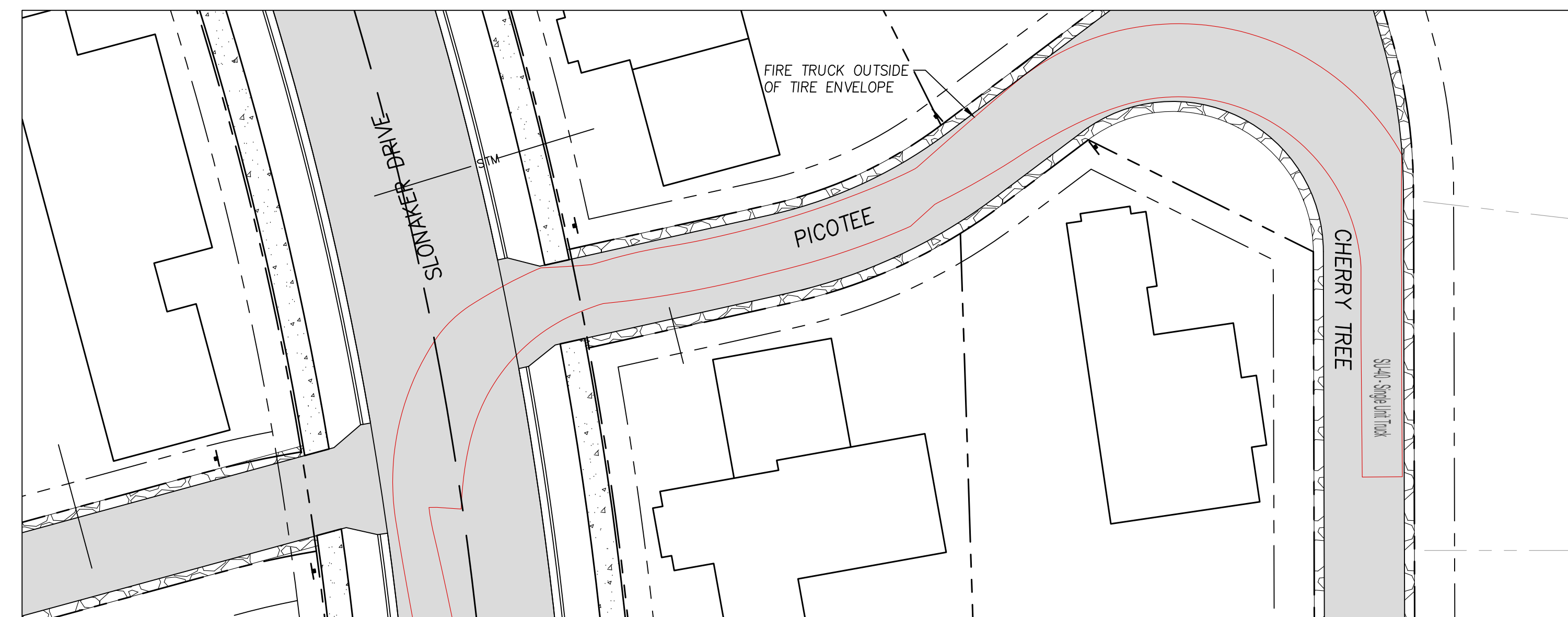
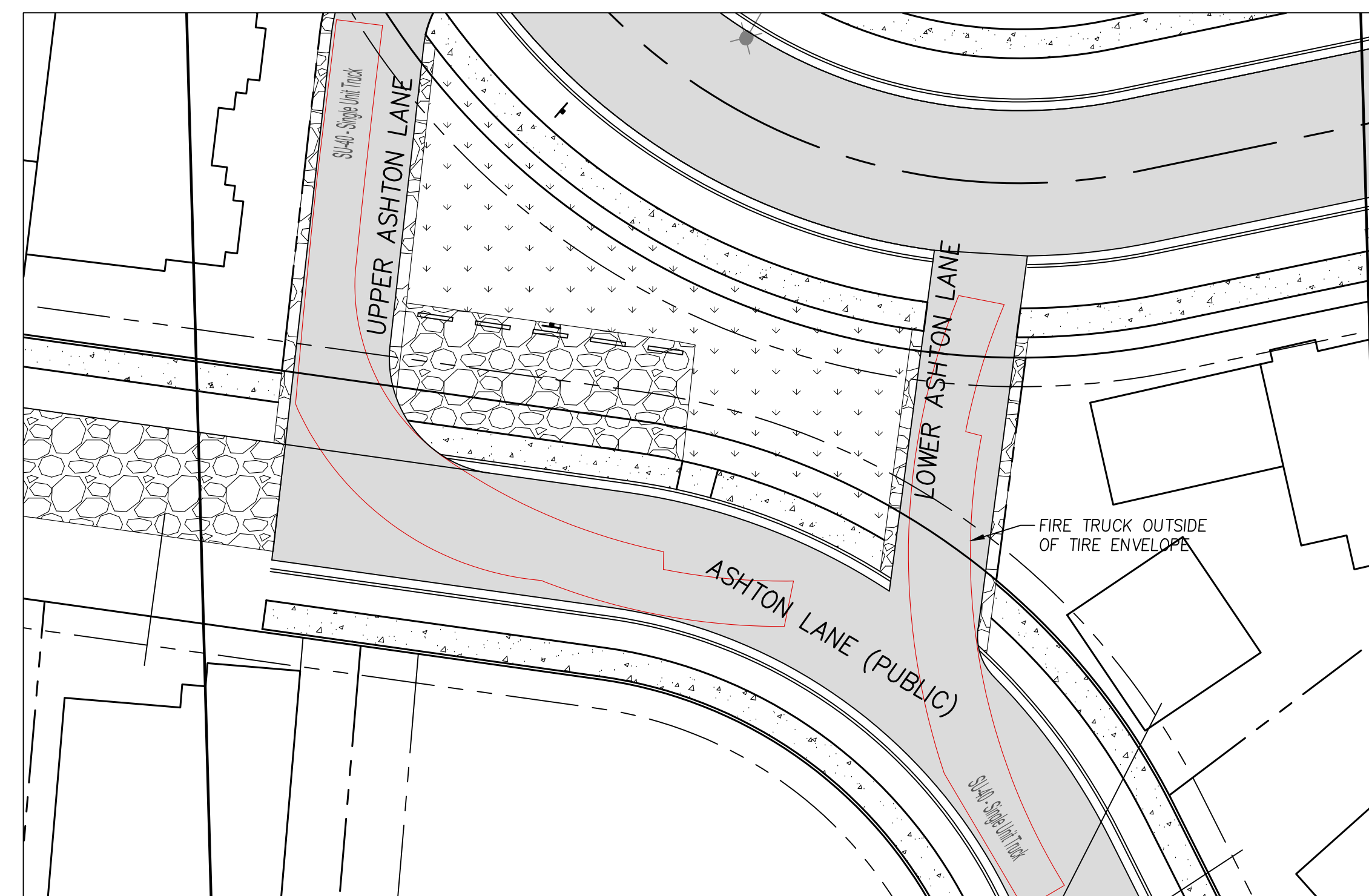
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OVERALL WIDTH	8.000 FT
OVERALL BODY HEIGHT	13.500 FT
MIN BODY GROUND CLEARANCE	1.367 FT
TRACK WIDTH	8.000 FT
MAX STEERING ANGLE (VIRTUAL)	31.80°

OVERALL LENGTH	18.000 FT
OVERALL WIDTH	8.000 FT

OVERALL BODY HEIGHT	13.500 FT
MIN. BODY GROUND CLEARANCE	1.367 FT

MIN BODY GROUND CLEARANCE	1.507 FT
TRACK WIDTH	8.000 FT

MAX STEERING ANGLE (VIRTUAL) 31.80°



FIRE TRUCK ACCESS PLAN WOODBURY CONSTRUCTION PLANS

WOODBURY CONSTRUCTION PLANS

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



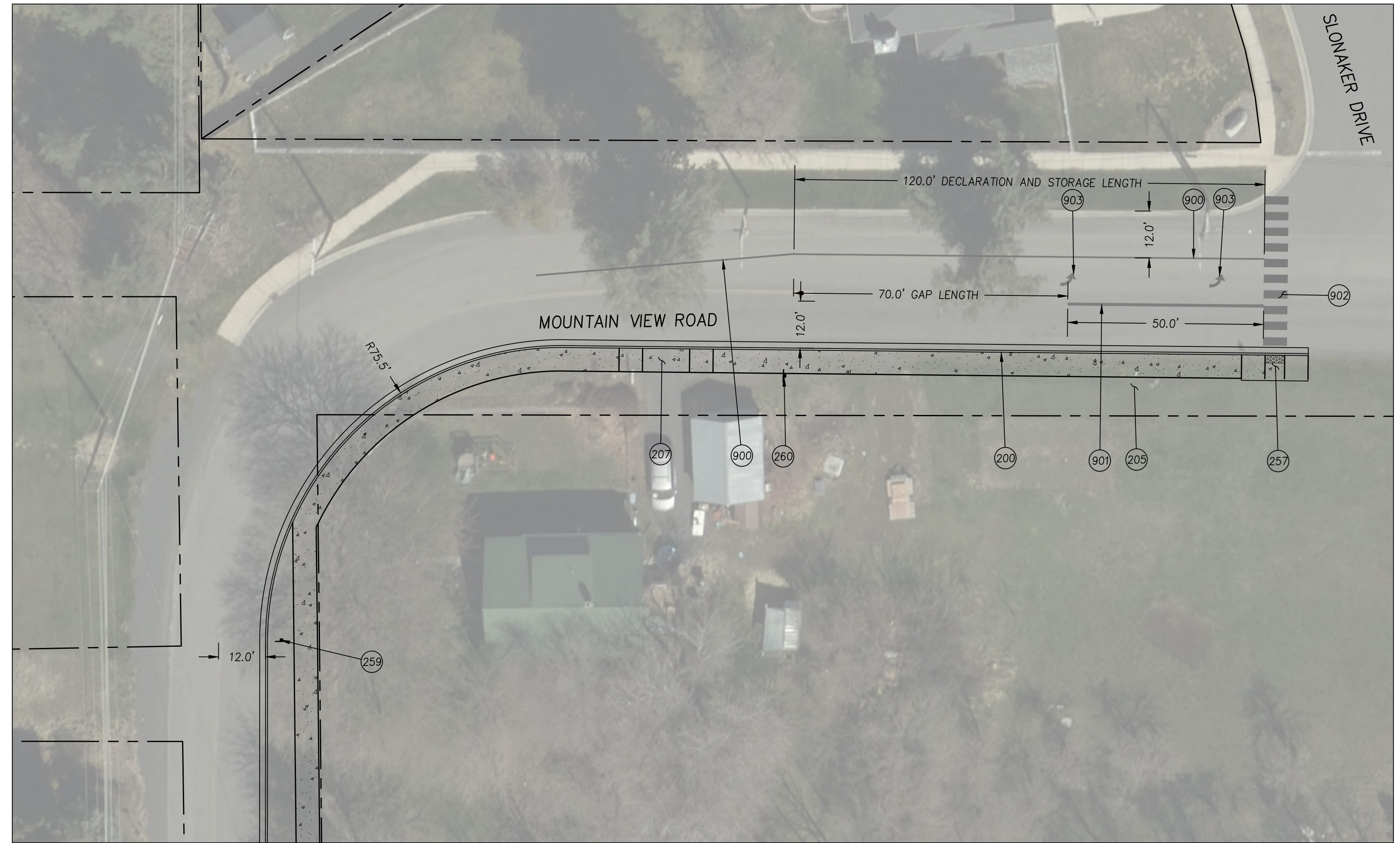
SHEET NO.										DESIGNED:	SAS
C9.0										DRAWN:	ATS/SAS
58 OF 59										CHECKED:	SAS
JOB NO.										DATE:	SEPT 19, 2022
WNZ-03											

C9.0

58 OF 59

JOB NO. WNZ-03

SCALE: 1" = 60'



SCALE: 1" = 20'

200 CONSTRUCT CEMENT CONCRETE TYPE 'B' CURB AND GUTTER PER CITY OF
PULLMAN STANDARD DRAWING 6.

205 CONSTRUCT SIDEWALK PER CITY OF MOSCOW STANDARD DRAWING 7, SHEET C6.0.

257 INSTALL PEDESTRIAN RAMP PER CITY OF MOSCOW STANDARD DRAWING 8.

259 INSTALL LEFT TURN SIGN PER MUTCD STANDARDS.

260 INSTALL CROSSWALK SIGN.

900 PAINT DOUBLE YELLOW STRIPING.

901 PAINT 8" WHITE STRIPE.

902 CROSSWALK STRIPING WITH THERMOPLASTIC PAVEMENT MARKINGS.

903 TURN ARROW WITH THERMOPLAST PAVEMENT MARKINGS PER MUTCD STANDARDS.

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DATE:		

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Heart of the Arts



Arthur D. Bettge
Mayor

Sandra Kelly
Council President

Maureen Laflin
Council Vice-President

Hailey Lewis
Council Member

Julia Parker
Council Member

Gina Taruscio
Council Member

Anne Zabala
Council Member



Bill Belknap
City Supervisor



City of Moscow, City Hall
c/o Bill Belknap, City Supervisor
206 East 3rd Street
P.O. Box 9203
Moscow ID 83843
Phone (208) 883-7000
Fax (208) 883-7018

Website: www.ci.moscow.id.us
Hearing Impaired (208) 883-7019



September 14, 2022

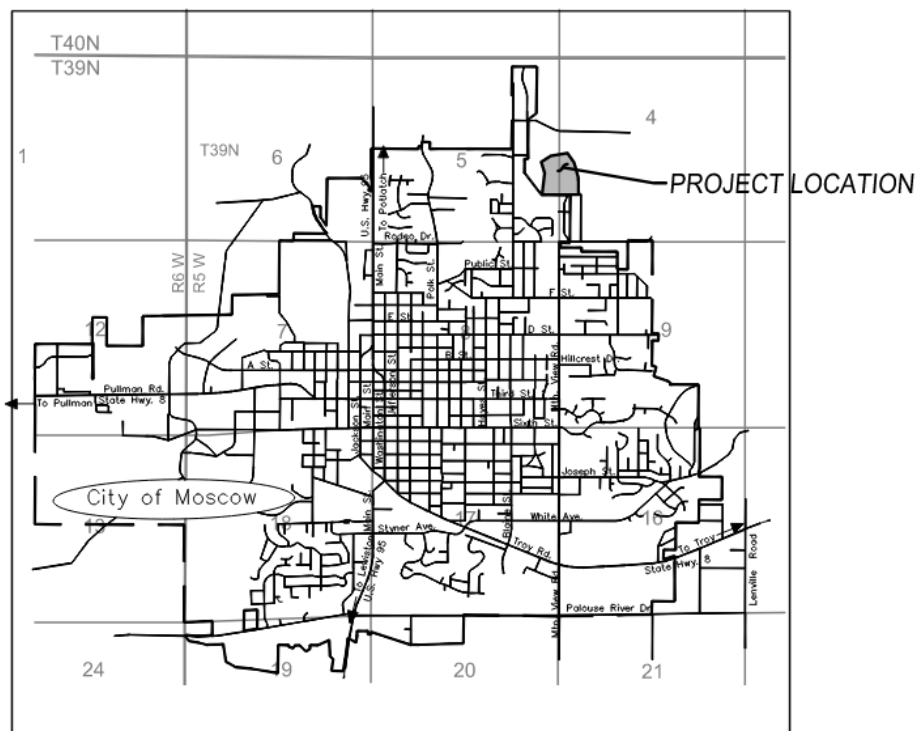
Mark Wintz
Woodbury Land LLC
1004 Dairy Lane
Moscow, ID 83843

Re: **“Will Serve” & “As-Built” Notice for the Woodbury 1st Addition**

To Whom It May Concern:

This letter is notice that the City of Moscow (City) will provide water and sewer services to the Woodbury 1st Addition Subdivision and upon completion of a one-year warranty period will assume ownership of, operate, and maintain the associated infrastructure as currently designed. The Woodbury 1st Addition (Addition), as shown on Figure 1 below, is located at the northeast edge of Moscow's City limits.

Figure 1: Woodbury 1st Addition Location



As currently designed, Woodbury 1st Addition is comprised of 72 single-family (SF) lots and 7 residential office (RO) lots. The Addition is currently proposed as being completed in three phases with 17 SF lots in Phase I, 17 SF lots in Phase II, and the remaining lots in a 3rd phase. Figure 2 below provides the general layout of the Addition as designed in Syntier Engineering Inc.'s civil design plan set, dated September 1, 2022.

Water System Analysis

To evaluate the proposed addition in regards to the city's ability to provide water services, the City's Comprehensive Water System Plan (CWSP) was used.



Additionally, the city consulted with HDR Engineering who utilized the City's existing hydraulic model to evaluate the proposed new infrastructure and water demand. The model was used to evaluate whether the City's current water infrastructure could provide the development fire hydrant flow while maintaining a minimum distribution pressure of (+) twenty (20) pounds per square inch (psi). The model was also used to verify that an acceptable minimum pressure of 40 psi during typical demand conditions could be maintained throughout the Addition.

It should be noted that Moscow's current water system has been modified a bit since the adoption of the CWSP. Present water storage and well capacity statistics are as follows:

- 4.5 million gallons of storage; derived from the accumulated volumes of three reservoirs: 2 million; 2 million; 0.5 million.
- Six supply wells able to produce 9,600 gpm.

Moscow's yearly daily average water usage = 2.3 million gallons; peak day usage = 4.9 million gallons. The system is operated to maintain 2.0 million gallon minimum storage.

The 1st Addition's average daily demand on the City's water supply is estimated to be 0.0195 million gallons per day (gpd). This estimate was derived from the developed acreage of the property and the water use factor specified in the CWSP. The table below provides the details of this estimate.

Table 1: Woodbury 1st Addition Water Demand

Demographic	Usage ¹	Water Use Factor (gpd ² /Unit)	Number of Units	Total (gpd)	Million (gpd)
Single family Dwelling Units	247	gpd/unit	79	19,513	0.0195
Duplex Dwelling Units	100	gpd/unit	-	-	-
Multi-family Dwelling Units	126	gpd/unit	-	-	-
Mobile Home Dwelling Units	40	gpd/unit	-	-	-
Developed non-residential acres	444	gpd/acre	-	-	-
TOTAL				19,513	0.0195
1) Usage rates obtained from CWSP table 4-10					
2) gpd = Gallons per day					

As detailed in the 4-water modeling technical memorandums attached to this letter, HDR's modeling results show the City of Moscow can serve peak water supply demand while maintaining the required minimum distribution pressure and fire flow for the proposed Woodbury 1st Addition for water service connections below an elevation of 2,681 feet (ft). For water service connections above 2,681 feet, a small booster pump station (BPS) will be required to be constructed to boost the pressures to the required minimum 40 psi. Syntier Engineering's construction plans have phased the 1st Addition to allow construction of the lots below 2,681 ft in the first two phases of the development and then, to construct the required BPS for the phase where the higher elevation lots require boosting.

Relying on the water modeling analysis, the City is able to verify that the necessary steps are taken to be able to serve the Addition. The City is able to



require in the phasing portion of the Addition's Development Agreement that a BPS is designed and constructed prior to the City issuing building permits for the any lots where the service connections are above elevation 2,681 ft.

Sewer System Analysis

The City has reviewed Syntier Engineering's civil design plan set, which details sewage from the development property gravity flowing to the City's existing gravity infrastructure which then gravity flows through existing City sewer mains to eventually arrive at the City's Waste Water Treatment Facility (WWTF). The orange clouding shown on Figure 3 below provides the path from the Addition to the WWTF.

To analyze the City's capability to take on the additional sewage generated from the Addition, the capacity of the sewer system downstream of the Addition and the capacity at the City's Waste Water Treatment Facility (WWTF) is required. To analyze the sewer system from the Addition to the WWTF the City's Facility Plan titled "*City of Moscow, Idaho Comprehensive Sewer System Plan*" (CSSP) that was developed to satisfy IDAPA 58.01.16.410 was used. The CSSP is the document that the City has used since its' completion in 2011 to identify existing collection system deficiencies, determine future needs, and develop a vision for the future collection system with an implementation strategy. The analysis discussed below, and any section, figure, table, and page numbers referenced are cited from the City's 2011 CSSP. A link to the City's website where a copy of the CSSP can be found below the signature line of this letter.

To analyze future potential development like the Woodbury 1st Addition, areas of development were identified in the CSSP within growth horizon scenarios projected out 5, 20, and 50 years into the future. With these future development areas and time horizons identified, the CSSP modeled the impacts of these future developments on the City's sewer system's capacity. As described in CSSP Section 6.2, the modeled results and the corresponding sewer system's capacity were illustrated throughout the CSSP with color coded capacity usage as a percentage of maximum capacity. From this growth versus system capacity model analysis, a list of sewer system improvements was developed by identifying areas where future development would exceed the current system's capacity. This list is provided in CSSP table 6.3, and the priorities impacting the Woodbury 1st Addition property are provided in Table 2 below.

Table 2: CSSP Table 6.3 – Development Levels Triggering Improvements

Priority	Improvement/Location	Additional Upstream ERUs
1a	36" Paradise Creek Interceptor to Wastewater Treatment Plant	0
1a	30" Paradise Creek Interceptor extension Connect "Dry Line" (along Troy Hwy)	0
1b	Troy Road / White Avenue Interceptor	0
2a	Misc. "Maintenance" Pipes	0

The area encompassing the Woodbury 1st Addition was incorporated in the 50-year future growth horizon development as illustrated on CSSP Appendix Page 177 and included here as Figure 3 below. Figure 3, provides the color-coded pipe



capacity model analysis for the City's sewer system under the 50-year future-growth model scenario with Priority 1a, 1b and 3, system improvement projects completed (in other words the City's sewer system was modeled as though priority projects 1a and 1b and 3 had been completed). Since the completion of the CSSP, priorities 1a and 1b were completed as the CSSP advised. In addition to the completion of priorities 1a and 1b two segments of sewer main along the Woodbury 1st Addition sewer flow path were identified as "surcharged" at the 50-year growth scenario as shown highlighted in red on figure 3 below.

One of the segments, "Mountain View Road near 7th" was identified in the CSSP as a Capital Improvement Project (see CSSP PDF page 193) because it was originally constructed with a near "flat" slope. This Project was completed in 2015 as advised in the CSSP.

The other segment, "Thatuna Ave & Juniper" was identified in the CSSP as a Capital Improvement Project (see CSSP PDF page 194) again because of a segment of pipe with "low or flat slope". The CSSP advised that the location be investigated to determine the feasibility of correcting the slope and stated that increased maintenance through accelerated cleaning schedules may be a desired alternative to replacement. Upon investigation and monitoring, the City determined that this location had excess capacity and did not pose adverse impacts due to surcharge. Since the completion of the CSSP, an increased inspection and maintenance schedule has been used. Currently, this segment serves 23 equivalent residential units (ERU). Based on field observations of the sewer main segment, the City has determined that the increased inspection and maintenance schedule can be used to serve the additional 34 ERUs planned to contribute from Phase I and II of Woodbury 1st Addition. For Phase III and future Additions however, this segment identified in Capital Project CSSP page 194 will need to be replaced.

For the final sewer capacity component, the City has verified that Moscow's Waste Water Treatment Facility has the capacity for the additional flow that this development will generate. The facility was designed for 4.0 mgd average daily flow and a peak flow of 10 mgd. The City's present average daily flow (yearly avg.) is 1.98 mgd and the present highest ever peak flow measured was 10.56 mgd during a large hydrologic event.

Ownership and As-built confirmation

The City agrees to assume ownership of, operate, and maintain the infrastructure for the Woodbury 1st Addition if and when it has been constructed per the final approved civil design plan sets and all of the conditions of the Development's Development Agreement between the City and Developer have been satisfied. The City agrees to inspect and oversee the construction of the public utilities and require the completion of "As-Built" engineering plans upon completion of the work as detailed in the Development Agreement. Upon completion and acceptance of the as-built drawings, City agrees to submit said drawings to the Idaho Department of Environmental Quality (IDEQ) for state approval and record.

Review and Approval of future Additions and Development

As HDR's water modelling memorandums indicates, additional water distribution infrastructure will be required if/when Phase III of the 1st Addition and future Additions are constructed. Additionally, as demonstrated in the CSSP, a segment



of sewer main will require correcting as a part of the 1st Addition's Phase III construction and for future Woodbury Additions. The completion of these water and sewer components prior to Phase III has been specified in Syntier Engineering's September 1st civil design plan set and will be a condition of the Woodbury 1st Addition Development Agreement. As demonstrated in this review, the City is able to provide sewer and water services to the first and second phases of the Woodbury 1st Addition and have evaluated and planned for future infrastructure upgrades to be completed with the construction of Phase III.

To ensure the City's ability to serve additional developments and additions, when additional growth occurs the City will evaluate each new addition and provide Will Serve analysis for IDEQ review and approval.

Please feel free to phone me at (208) 883-7028 or e-mail me at tdrage@ci.moscow.id.us if you have any questions.

Sincerely,

Todd Drage
Engineering Technician, City of Moscow

Cc: Scott Sumner, Syntier Engineering

Attachments: HDR Engineering's 4 Water Modelling Memos

Links: Moscow's Sewer and Water Facility Plan website link
<https://www.ci.moscow.id.us/484/Plans-Studies>



Figure 2: Woodbury 1st Addition General Layout

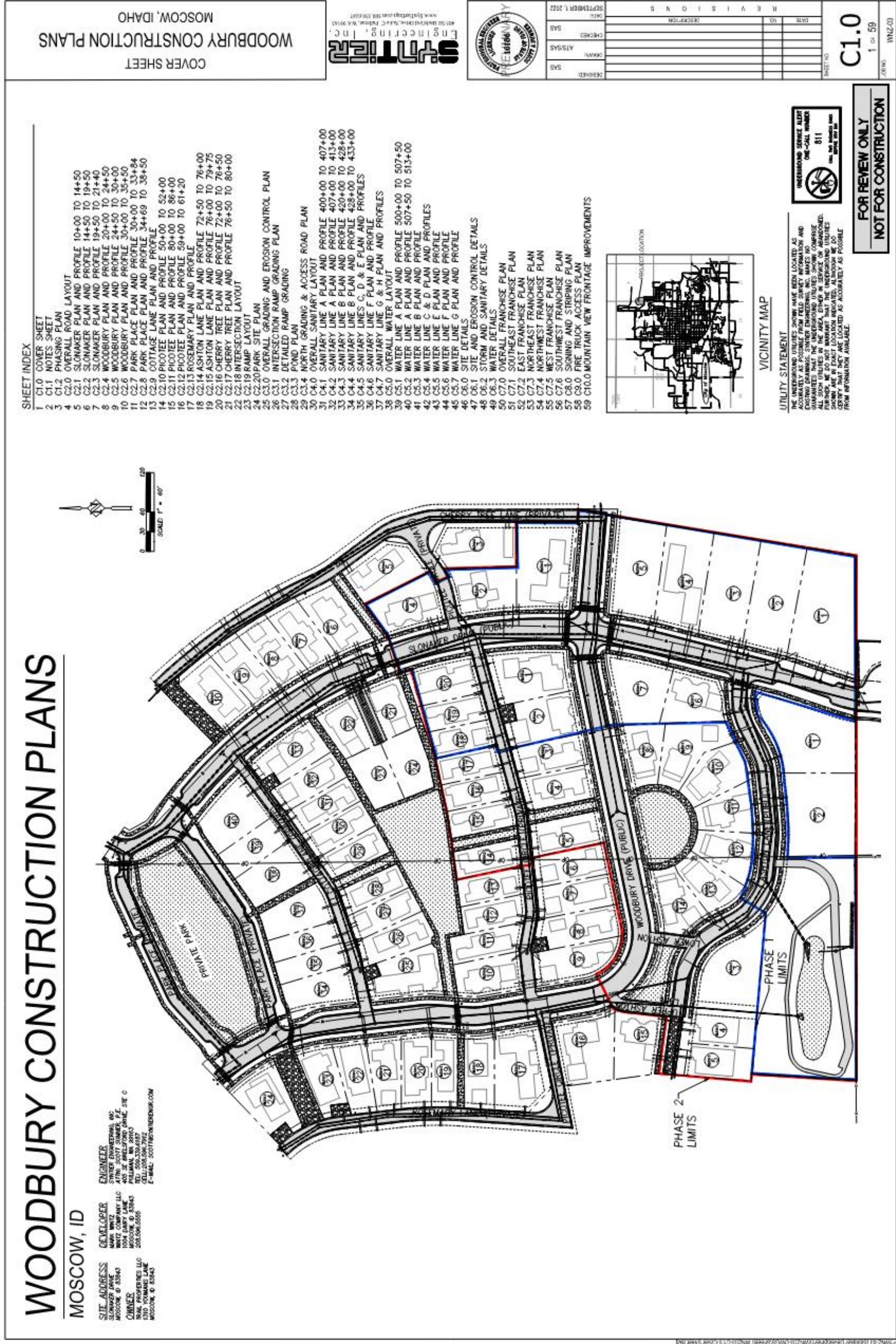
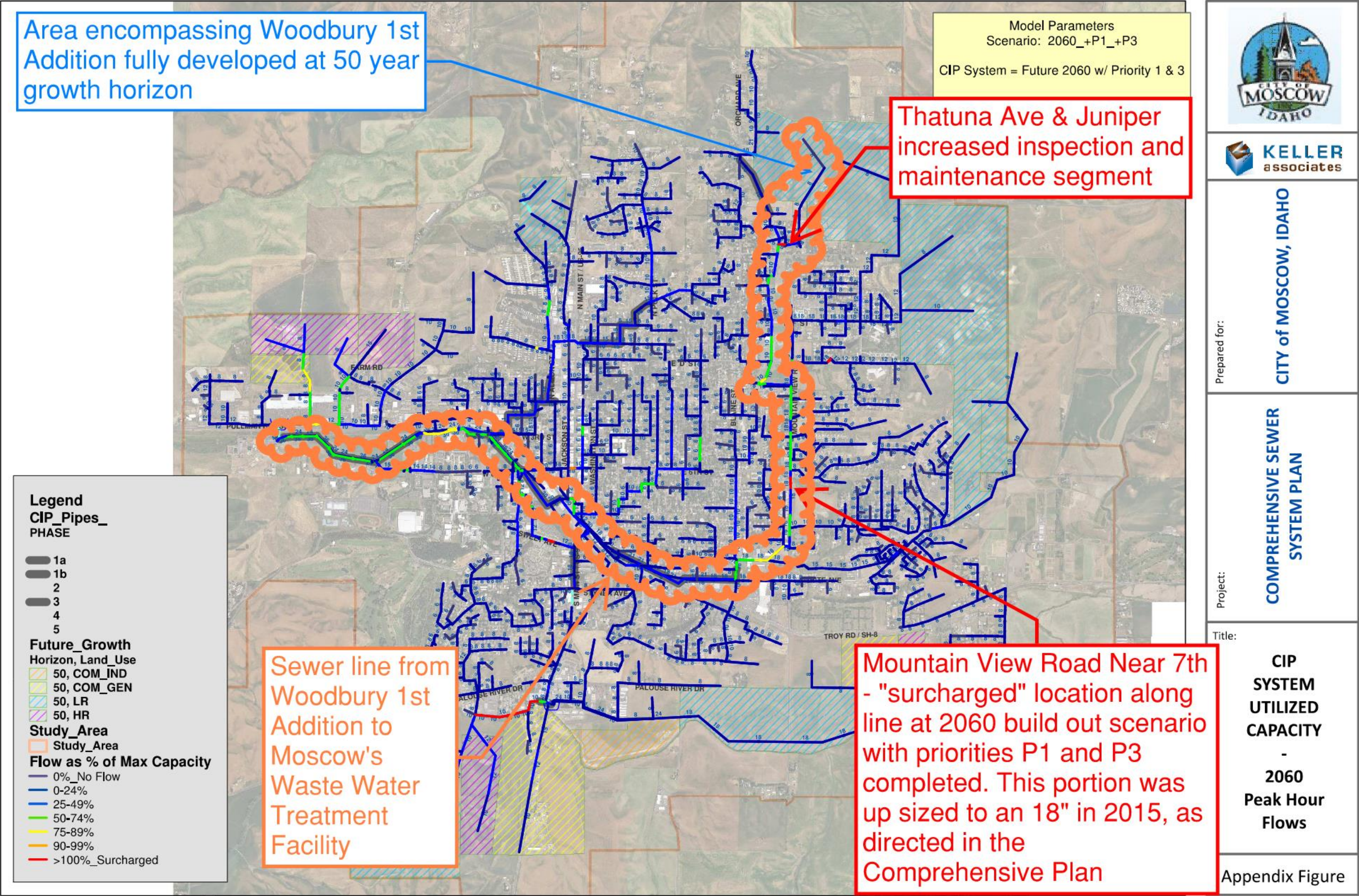


Figure 3: CSSP 50 Year Growth Horizon with Priorities Impacting the Logos Property Identified



Technical Memorandum



To: Michael Parker (City of Moscow)
From: David Kuhns (HDR)
Date: 8/23/2022
Subject: Task Order 4 – Woodbury Development 1st Addition Supply

Introduction

HDR Engineering Inc. (HDR) has previously completed three analyses related to the Woodbury Development within the City of Moscow (City). These include:

- Attachment A** • *Ponderosa – Woodbury Development Hydraulic Impacts Analysis TM (8/20/2021)* – an initial analysis to determine impacts to the water system and new Ponderosa BPS given the addition of the Woodbury Development and potential build-out area to the east.
- Attachment B** • *Task Order 4 – Updated Woodbury Analysis TM (4/21/2022)* – updated analysis of the Woodbury Development given most recent development drawings.
- Attachment C** • *Task Order 4 – Ponderosa BPS Ability to Serve Woodbury Analysis TM (2022-05-17)* – analysis of the ability for the existing Ponderosa BPS to serve the Woodbury Development

It is anticipated that the Woodbury Development will ultimately be supplied via the Ponderosa Pressure Zone via the proposed future Ponderosa Booster Pump Station (BPS). However, as the existing Ponderosa BPS may have its capacity exceeded during peak demand conditions, until the new BPS is built and online, it is planned to have the 1st Addition of the Woodbury Development supplied from the Main Pressure Zone via a feed on Slonaker Drive.

This technical memorandum (TM) summarizes the current hydraulic analysis for this condition.

Analysis

The current InfoWater Pro hydraulic model of the distribution system as maintained by HDR was utilized for the analysis. System demands included the anticipated demands of the 1st Addition of the Woodbury Development along with other anticipated developments throughout the City.

Figure 1 illustrates the available fire flow for the 1st Addition of the Woodbury Development given a direct, non-boosted connection to the Main Pressure Zone on Slonaker Drive calculated using a steady-state model run. The available fire flow is calculated as the flow available while maintaining a 20 psi pressure throughout the distribution system during peak demands with fire suppression storage depleted. The available fire flow exceeded 1,500 gpm throughout the development.

An extended period simulation (EPS) model run was completed during peak summer conditions to determine the minimum pressures seen in the development which are illustrated on Figure 2. It was found that higher elevation locations within the 1st Addition of the Woodbury Development have pressures that drop below the minimum required 40 psi. The minimum hydraulic grade line (HGL) elevation is estimated to be 2,773 feet. Given this HGL elevation, any elevation above 2,681 feet would have a pressure less than 40 psi.

To obtain adequate pressures throughout the 1st Addition of the Woodbury Development, a small BPS could be placed on the 10-inch pipe feeding the development on Slonaker Drive. As fire flows can be met without pumping, the pump station would be sized to only meet domestic (non-fire flow) demands for the 1st Addition of the Woodbury Development with a check valve or PRV feature placed parallel to the BPS for supplying fire flows. The BPS could be sized to boost by a head of 50 feet which would place the HGL similar to when the area would be fed from the future Ponderosa BPS. The BPS can also use a variable

frequency drive (VFD) to maintain a downstream pressure setpoint and a hydropneumatic tank system to reduce pump starts during low demand periods.

Alternatively, for initial phases of construction, if service connections remain below an elevation of 2,681 feet, a BPS is not needed.

Figure 1. Available fire flow with a direct (non-pumping) connection to the Main Pressure Zone

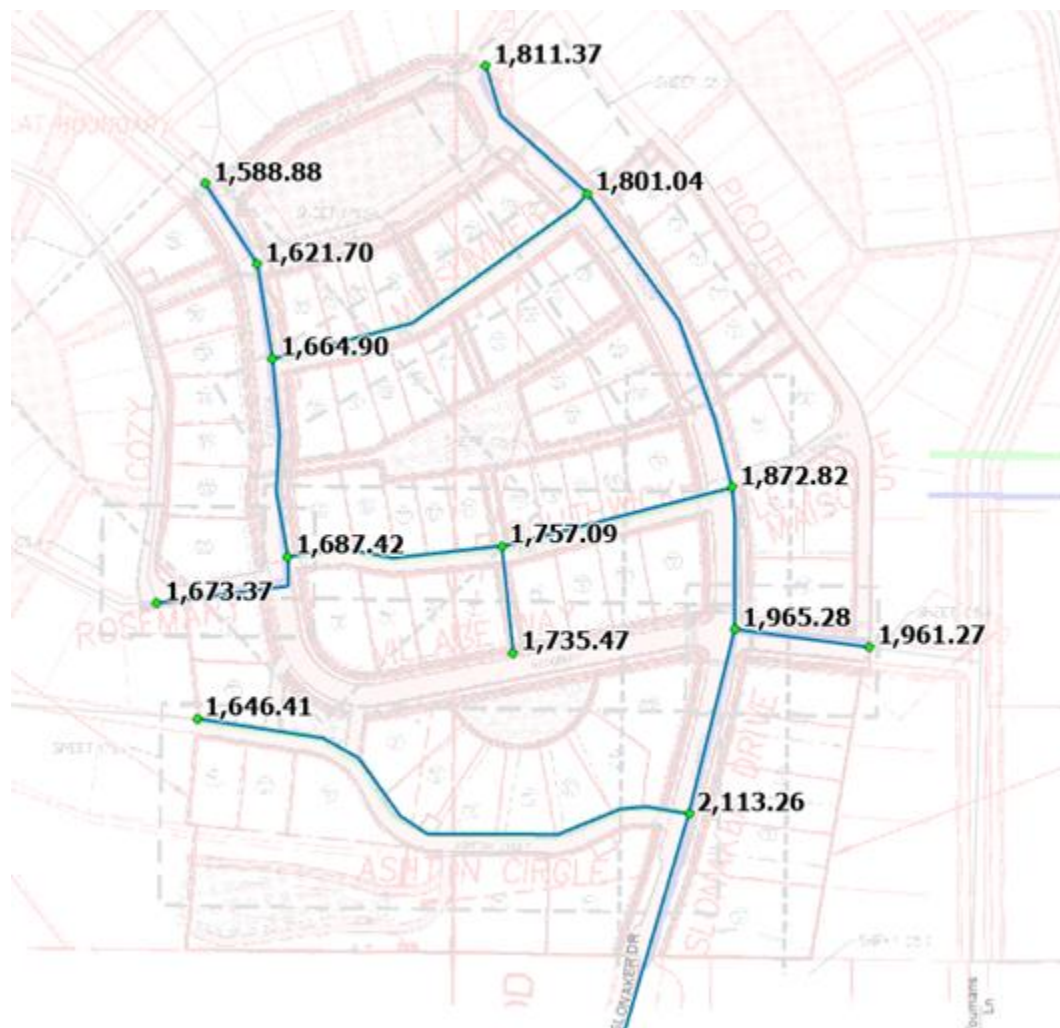
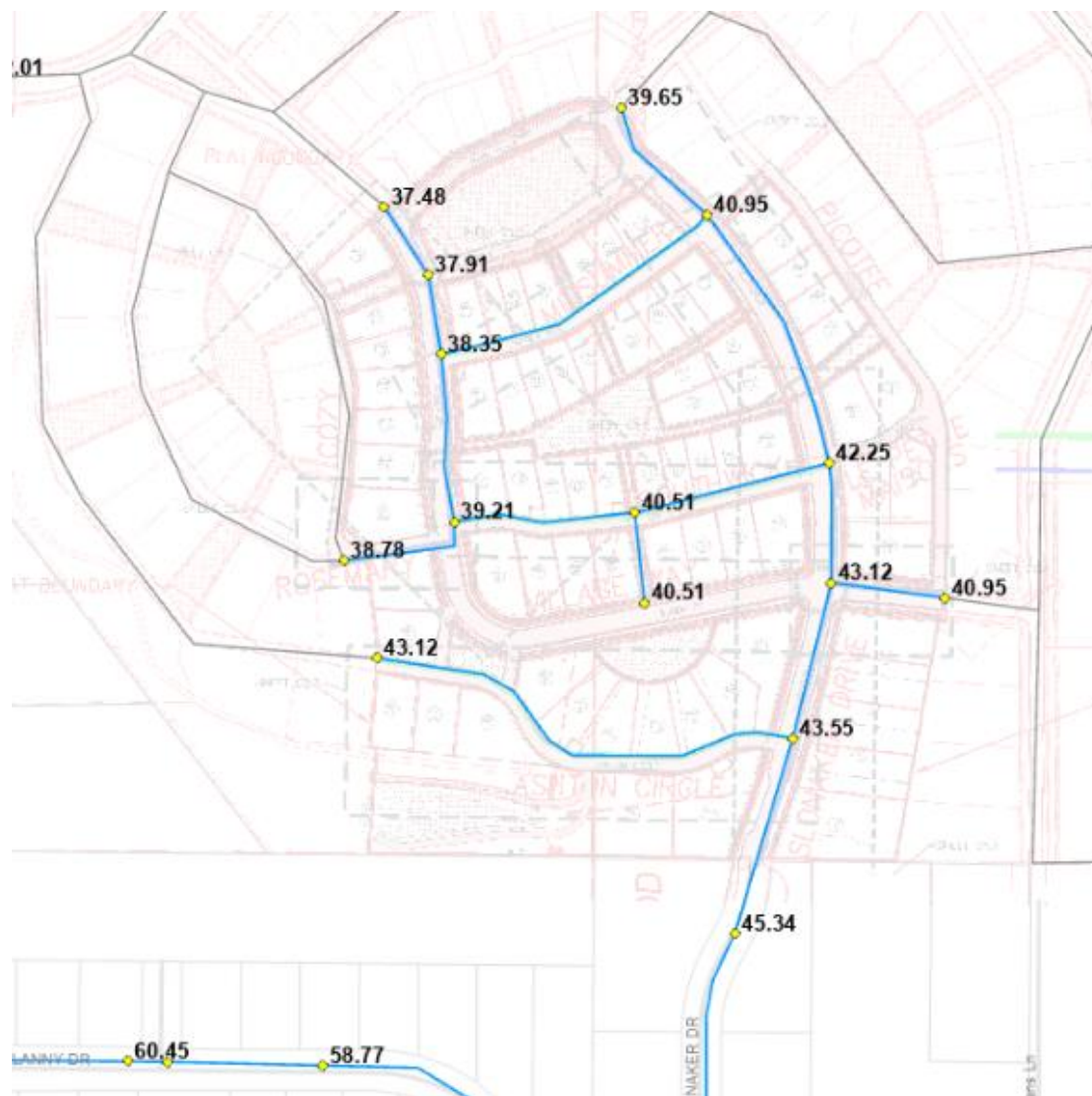


Figure 2. Minimum pressures during peak demand conditions with a direct (non-pumping) connection to the Main Pressure Zone



Summary

If connecting the 1st Addition of the Woodbury Development to the Ponderosa Pressure Zone, during peak demand conditions, it is predicted that demands may exceed the capacity of the existing Ponderosa BPS and therefore cannot be served by the Ponderosa Pressure Zone until the proposed Ponderosa BPS is in place.

In the interim, the 1st Addition of the Woodbury Development can be served with a connection to the Main Pressure Zone on Slonaker Drive. A small BPS could be placed on Slonaker Drive sized for domestic (non-fire) demands while a check valve or PRV could be placed in parallel to the BPS to supply fire flows directly (without pumping) to the development.

For initial construction phases of the 1st Addition of the Woodbury Development, a BPS is not needed if service connections remain below an elevation of 2,681 feet and could have domestic and fire demands served directly from the Main Pressure Zone while meeting minimum pressure requirements.

Technical Memorandum



To: Michael Parker (City of Moscow)
From: David Kuhns, PE (HDR)
Date: August 20, 2021
Subject: Ponderosa - Woodbury Development Hydraulic Impacts Analysis

Background

The Woodbury Development is planned to be within the Ponderosa Pressure Zone within the City of Moscow (City). The Ponderosa Pressure Zone is supplied via the Ponderosa Booster Pump Station (BPS). However, the existing BPS will be replaced by a new Ponderosa BPS, the design of which has been completed by JUB Engineers, Inc. A previous hydraulic analysis identifying pump design points and system curves for the new Ponderosa BPS was completed by HDR (*Indian Hills BPS and Ponderosa BPS Hydraulic Design Points TM*, revised June 9, 2020).

The Woodbury Development was not part of the previous analysis completed. The City requested HDR to complete an initial analysis to determine impacts to the water system and new Ponderosa BPS given the addition of the Woodbury Development. That analysis is summarized in this technical memorandum (TM).

Forecasted Demands

The previous analysis for determining hydraulic design points for the new Ponderosa BPS was based on analyzing existing demands (based on 2018 meter consumption). The existing demands for the Ponderosa Pressure Zone were estimated by using the 2018 consumption measured by service meters within the pressure zone plus non-revenue demands. Non-revenue demands were assumed to be 22 percent of revenue (metered) demands similar to the total water system. 20-year forecasted demands for the zone were then estimated by using the same growth rate used for the total water system from the City's 2012 Comprehensive Water System Plan (CWSP).

The demands for the Woodbury Development were estimated based on the water use factors in the 2012 CWSP. This includes:

- Equivalent residential unit (ERU) average day demand (ADD) equal to 247 gallons per day. This is the typical metered consumption for a single family residential (SFR) connection.
- Maximum day demand (MDD) to ADD ratio of 2.2.
- Non-revenue demand equal to 22 percent of metered consumption.

The Woodbury Development is planned to initially have 74 SFR lots. At buildout, the development will have 270 SFR lots. At buildout, the development's demands are equivalent to:

- ADD = 56.5 gallons per minute (gpm)
- MDD = 124.3 gpm

To the east of the Woodbury Development is an area that the City has also previously identified as a future growth area which may also be part of the Ponderosa Pressure Zone. The demands for this future growth area were estimated by assuming a SFR lot density similar to the Woodbury Development. The Woodbury Development covers approximately 83.3 acres with a lot density of 3.24 lots per acre. The future growth area is approximately 119.5 acres which is equivalent to 387 SFR lots if assuming the same SFR lot density as the Woodbury Development.

A summary of the demands given these assumptions is presented in Table 1. From Table 1, it can be seen that the growth of the Woodbury Development plus the future growth area will exceed the previously

forecasted growth assuming the 2012 CWSP's growth rate. The location of the Woodbury Development and the future growth area in relation to the existing Ponderosa Pressure Zone is shown on Figure 1.

Figure 1. Ponderosa Pressure Zone, Woodbury Development, and future growth area



Note: Highlighted areas indicate future growth areas by the City.

Table 1. Ponderosa Pressure Zone Demands

Demand	Existing (2018)	20-year previously assumed	Existing (2018) + Woodbury Buildout	Existing (2018) + Woodbury Buildout + Future Growth Area Buildout
ADD (gpm)	24	48	80	161
MDD (gpm)	52	105	176	354
PHD (gpm)	150	254	382	670
Fire flow (gpm)	1,500	1,500	1,500	1,500
MDD + fire flow (gpm)	1,552	1,605	1,676	1,854

Source Capacity Analysis

The Ponderosa Pressure Zone is a closed pressure zone (no gravity storage). Therefore, all demands are directly supplied from the BPS. The new Ponderosa BPS includes a jockey pump (24 gpm), two duty pumps (each at 150 gpm), and two fire pumps (each at 1,500 gpm). Because the BPS serves a closed pressure zone, the BPS should be sized so that the peak hour demand (PHD) can be met with the largest pump out of service as well as meeting the MDD plus fire flow with the largest pump out of service.

A source capacity analysis (spreadsheet calculation) was completed based on the nameplate flow capacities of each pump to the forecasted demands of Table 1. This analysis is shown on Table 2 which indicates that the nameplate capacities when considering all pumps with the largest out of service is capable of meeting the peak demand condition (MDD + fire flow) of existing demands plus buildout of the Woodbury Development. However, a slight deficiency exists when adding the buildout of the future growth area.

Additionally, if looking at non-fire flow conditions, the estimated PHD cannot be met for the Woodbury Development buildout without exceeding the nameplate flow rate or using a fire pump. When considering the buildout of the future growth area, a fire pump would also need to be utilized to meet MDD. The BPS designer should verify that the fire pump can be utilized for this condition and be operationally efficient as it may be beneficial to modify the design point of the pumps prior to construction if it would mean better efficiencies and operations for the long-term.

Table 2. Ponderosa BPS source capacity analysis

	Existing (2018)	20-year previously assumed	Existing (2018) + Woodbury Buildout	Existing (2018) + Woodbury Buildout + Future Growth Area Buildout
Ponderosa Pressure Zone projected demands (gpm)				
Average day demand (ADD)	24	48	80	161
Maximum day demand (MDD)	52	105	176	354
Peak hour demand (PHD)	150	254	382	670
Fire flow demand	1,500	1,500	1,500	1,500
Sources (gpm)				
Jockey Pump	24			
Duty Pump 1	150			
Duty Pump 2	150			
Fire Pump 1	1,500			
Fire Pump 2	1,500			
Total capacity	3,324			
Total capacity (excluding fire pumps)	324			
Total capacity with largest offline	1,824			
Source surplus (deficiency) checks (gpm)				
ADD with largest pump offline	1,800	1,776	1,744	1,663
MDD + fire with largest pump offline	272	219	148	(30)
PHD with largest pump offline	1,674	1,570	1,442	1,154
MDD without fire pumps	272	219	148	(30)
PHD without fire pumps	174	70	(58)	(346)

Note: Assumes source pumps are operating at the maximum production rate (i.e., for 24 hours per day)

The *Indian Hills BPS and Ponderosa BPS Hydraulic Design Points TM* provided system curves which are still valid. However, the table of buildout (20-year demand) design points—which are based on PHD, MDD + fire flow, and ADD + fire flow—will see a slight change in flow and head requirements due to the increase in forecasted demands as summarized in Table 1. For example, the 20-year demand for MDD + fire flow was 1,605 gpm, but with the Woodbury Development buildout increases to 1,676 gpm. This further increases to 1,854 gpm if considering buildout of the future growth area.

The designer should verify if the new Ponderosa BPS should only meet the existing demands of the Ponderosa Pressure Zone plus the buildout demands of the Woodbury Development, or if it should also be designed to meet the additional demands of the potential future growth area. The pumps in the current design should then be verified if they are capable of meeting the higher demands without modifications using the previously provided system curves, plus their calculated pump station head losses.

Hydraulic Modeling

A water system hydraulic model scenario was run to evaluate including demands for the buildout of the Woodbury Development plus the future growth area to identify the potential for low pressure issues on the suction side of the new Ponderosa BPS. The model indicated that given the pipe improvements proposed by the Ponderosa BPS, which includes adding a pipe to allow the pump station suction to be supplied from both Lanny Drive and Ponderosa Drive (through Orchard Avenue), the distribution system on the suction side of the new BPS will have adequate capacity to meet pressure requirements for the MDD plus a 1,500 gpm fire flow.

The hydraulic model was also updated with the pump curves for the jockey, duty, and fire pumps for the new Ponderosa BPS based on using the basis of design pumps in the new Ponderosa BPS specifications. The modeling indicates that the combination of the two duty pumps and the jockey pump can meet the PHD for the existing plus the buildout Woodbury Development demands. However, the pumps are not operating at their design points, with all pumps operating further to the right on their respective pump curves.

Given 2030 PHD with the buildout Woodbury Development, the hydraulic model has the jockey pump and duty pumps operating at the following conditions:

- Jockey pump: 43 gpm at 51.6 feet of head
- Duty pumps: each operating at 170 gpm at 53 feet of head (variable frequency drive at 0.93 percent speed)

The Ponderosa BPS designer should verify if this operating point is in the acceptable operating range (AOR) of the pumps.

In addition, the model verifies the spreadsheet calculation that the duty pumps alone cannot meet the PHD if the potential future growth area is also at full buildout. One of the fire pumps would also need to be operating to meet that condition.

Conclusion

Initial hydraulic modeling of the new Ponderosa BPS shows that the pump station can meet the demands of the buildout Woodbury Development plus the existing Ponderosa Pressure Zone demands while meeting the 1,500 gpm fire flow. However, the BPS designer shall verify that the new operating points fall within the AOR of the pumps.

In addition, the new Ponderosa BPS may need modifications if it is intended to also meet the buildout demands of the potential future growth area as there is currently a deficiency in meeting the PHD without using one of the fire pumps. If it is acceptable to use one of the fire pumps to meet the PHD, it should be verified that the turndown of the fire pump using a variable frequency drive (VFD) covers the full range above the maximum operating point of the duty plus jockey pumps.

Technical Memorandum



To: Michael Parker (City of Moscow)
From: David Kuhns (HDR)
Date: 4/21/2022
Subject: Task Order 4 – Updated Woodbury Analysis

Introduction

HDR Engineering Inc. (HDR) has previously completed an analysis called Ponderosa - Woodbury Development Hydraulic Impacts Analysis (August 20, 2021) for the City of Moscow (City). The previous analysis had the Woodbury Development and a buildout area to the east all supplied via the Ponderosa Pressure Zone through the Ponderosa Booster Pump Station (BPS). The City provided a new set of Woodbury drawings dated March 17, 2022. HDR, as part of this project, updated the hydraulic model runs based upon the latest Woodbury drawings.

The latest Woodbury drawings only included the first phase of the Woodbury Development and, unlike the previous analysis, has the development supplied via the Main Pressure Zone through a connection on Slonaker Drive. The previous analysis had assumed 10-inch piping for all proposed pipes and made assumptions on the piping alignments. The model was updated to match the pipe placement and diameters for the first phase of the development. Pipeline elevations were also updated for the first phase of the development based on the grading shown on the revised drawings (previous modeling assumed all model nodes at an elevation of 2,680 feet).

The results of the analysis are summarized within this technical memorandum (TM).

Analysis

The hydraulic analysis completed checks to see if a 1,500 gpm fire flow could be met in the development without the distribution system dropping below 20 psi, that pressures stay above 40 psi during peak demands (without fire flow), and that high pressures do not exceed 80 psi.

Below is a summary of the analysis completed.

- Figure 1 illustrates the low pressures expected in the first phase of the development given an extended period simulation (EPS) model run during typical peak summer demands and being part of the Main Pressure Zone. Pressures drop below 40 psi for areas of the development.
- Figure 2 illustrates the high pressures anticipated in the first phase of the development given an EPS model run during typical winter demands and being part of the Main Pressure Zone. Pressures do not exceed 80 psi for the development.
- Figure 3 illustrates the pressures expected during a steady-state model run with maximum day demand (MDD) and fire suppression storage depleted and being part of the Main Pressure Zone. Pressures do not drop below 20 psi for the development.
- Figure 4 illustrates the available fire flow calculated with a steady-state model run with MDD and fire suppression storage depleted and being part of the Main Pressure Zone. Available fire flow exceeds 1,500 gpm for the development.

The same scenarios were also run in the model but with the development part of the Ponderosa Pressure Zone via a connection off of Arborcrest Road.

- Figure 5 illustrates the low pressures expected in the first phase of the development given an EPS model run during typical peak summer demands and being part of the Ponderosa Pressure Zone. Pressures exceed 40 psi for the development.
- Figure 6 illustrates the high pressures expected in the first phase of the development given an EPS model run during typical winter demands and being part of the Ponderosa Pressure Zone. Pressures do not exceed 80 psi in the development.
- Figure 7 illustrates the available fire flow calculated with a steady-state model run with MDD and fire suppression storage depleted and being part of the Ponderosa Pressure Zone. Available fire flow exceeds 1,500 gpm in the development.

Figure 1. EPS summer low pressures without fire, part of Main Pressure Zone (psi)

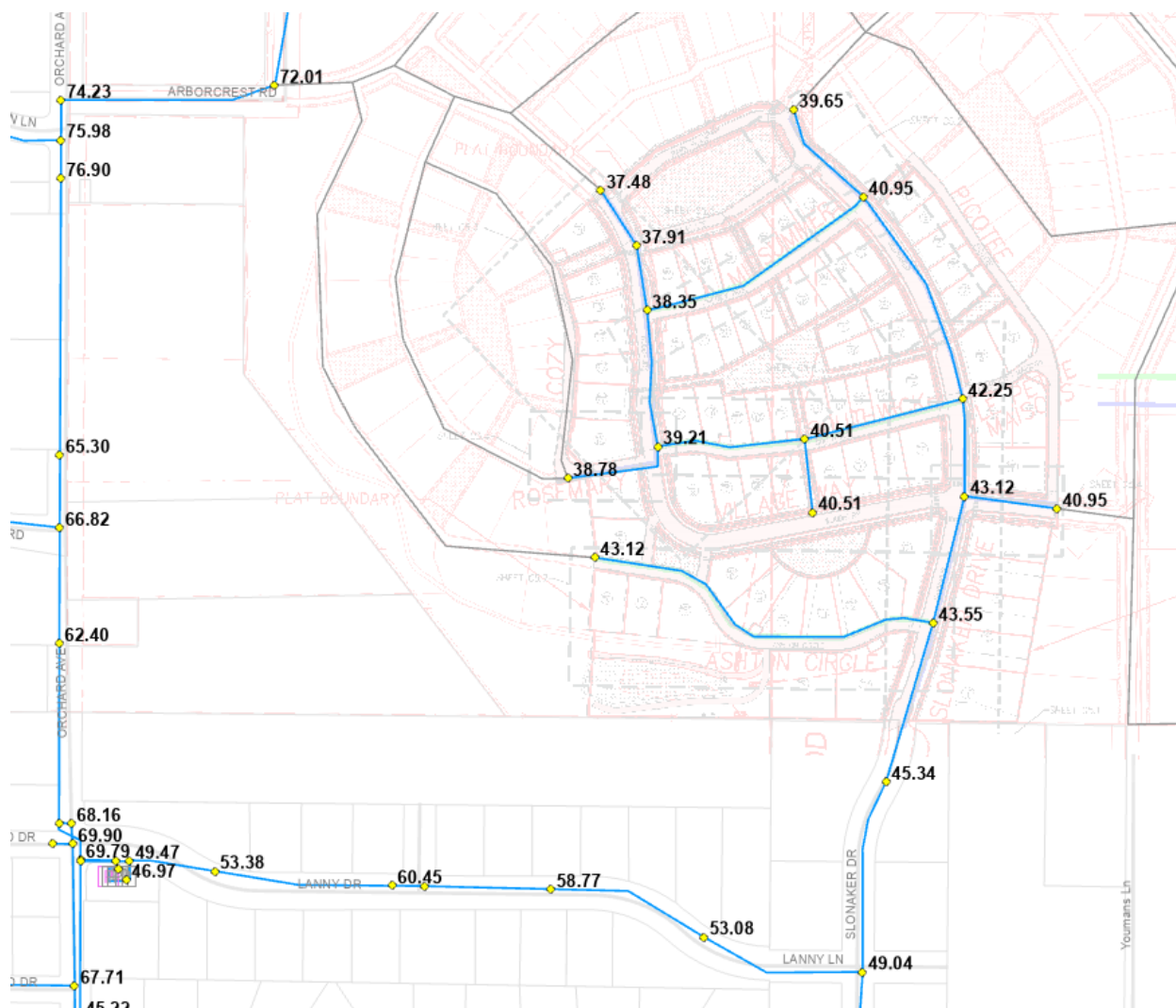


Figure 2. EPS winter low pressures without fire, part of Main Pressure Zone (psi)

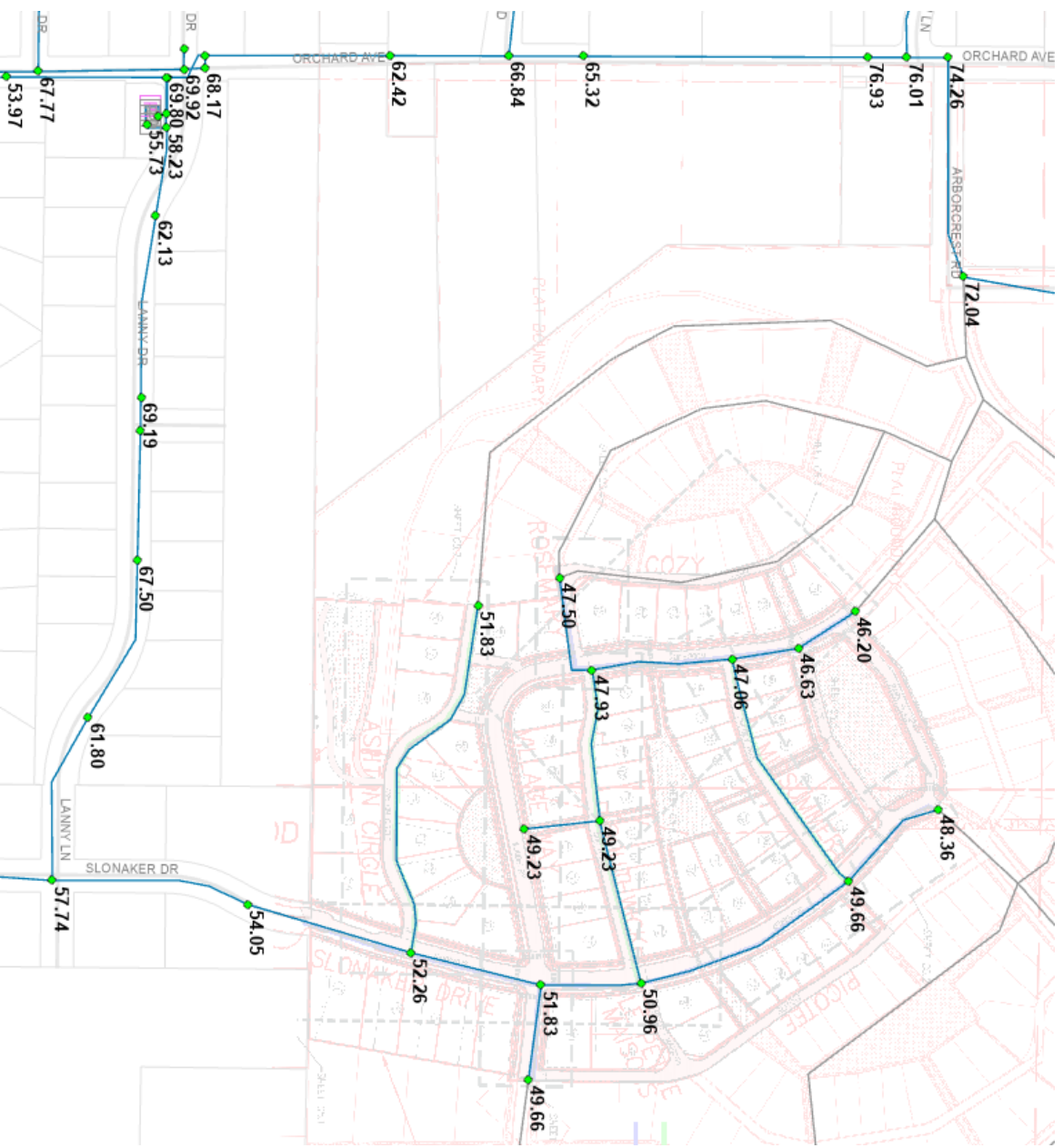


Figure 3. Steady-state pressure during MDD with fire suppression storage depleted, part of Main Pressure Zone (psi)

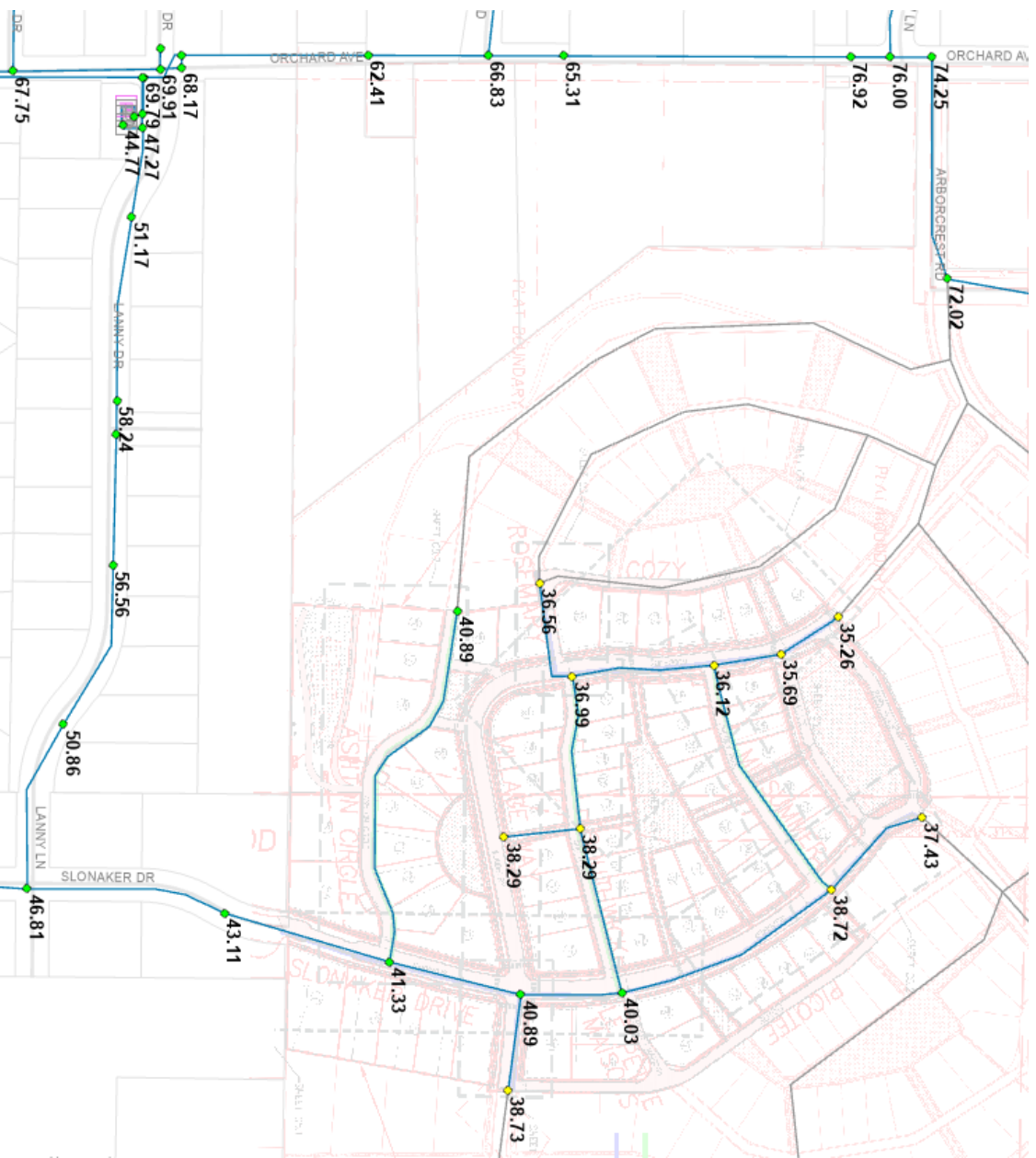


Figure 4. Steady-state available fire flow, part of Main Pressure Zone (gpm)

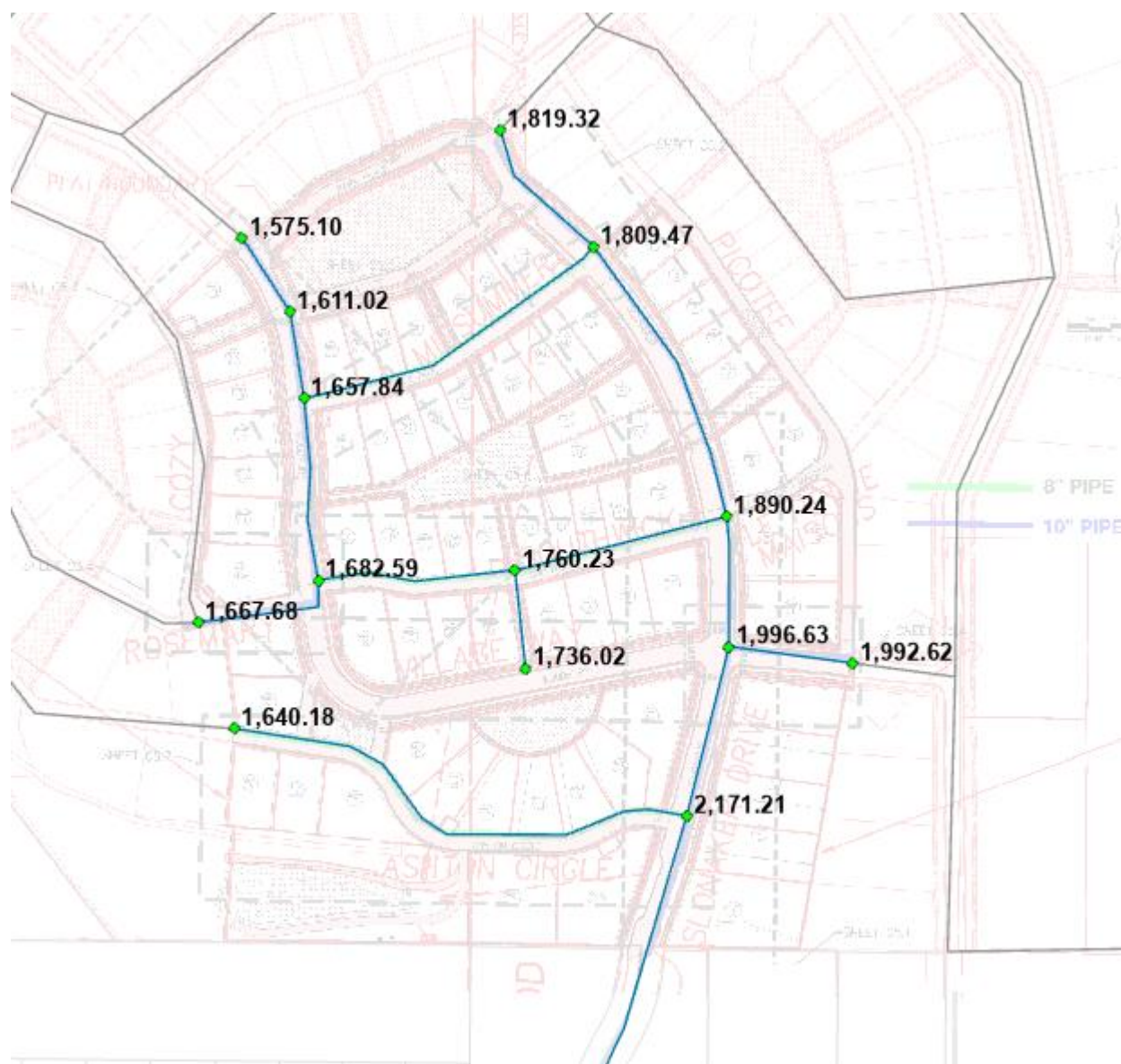


Figure 5. EPS summer low pressures without fire, part of Ponderosa Pressure Zone (psi)

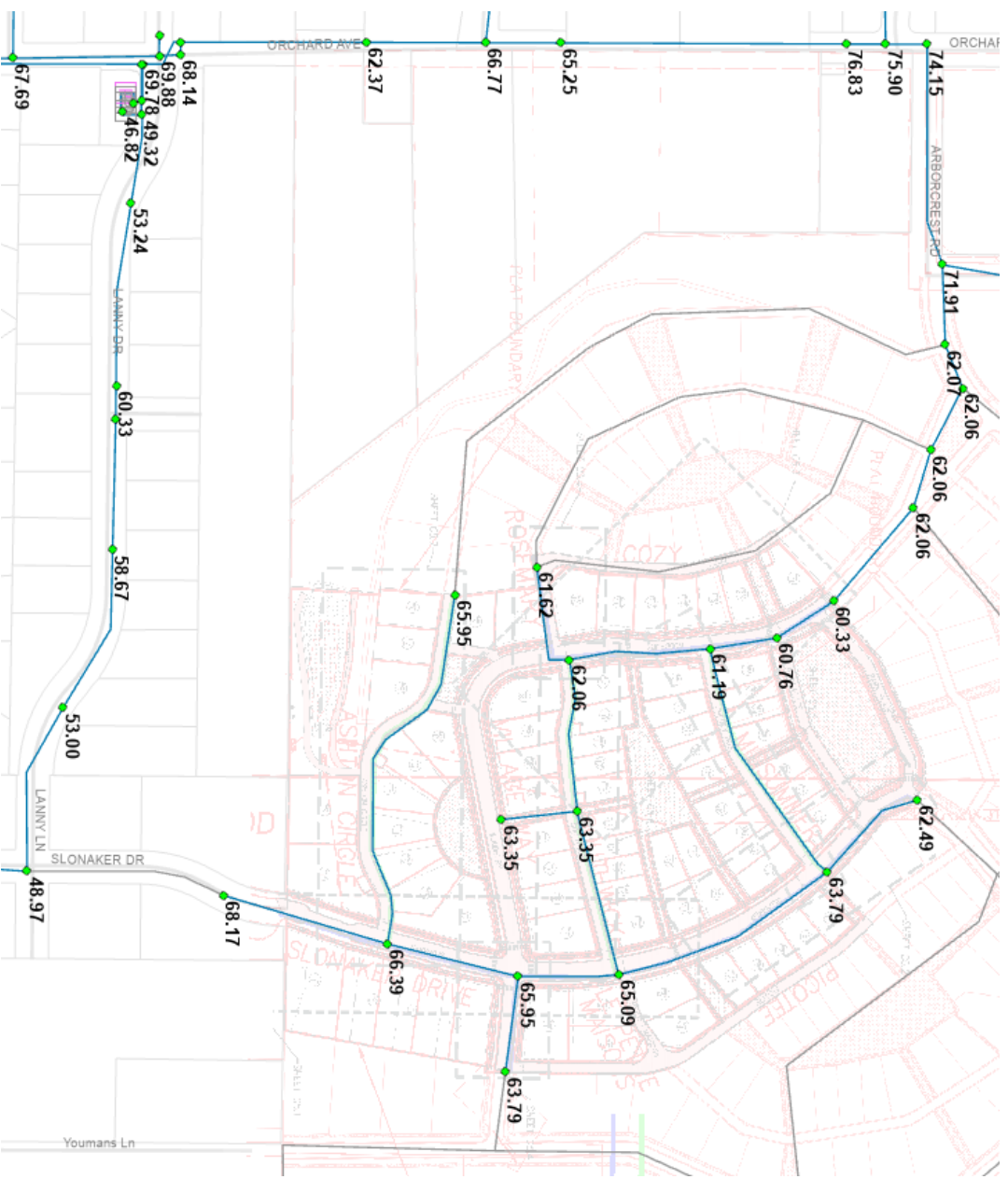


Figure 6. EPS winter low pressures without fire, part of Ponderosa Pressure Zone (psi)

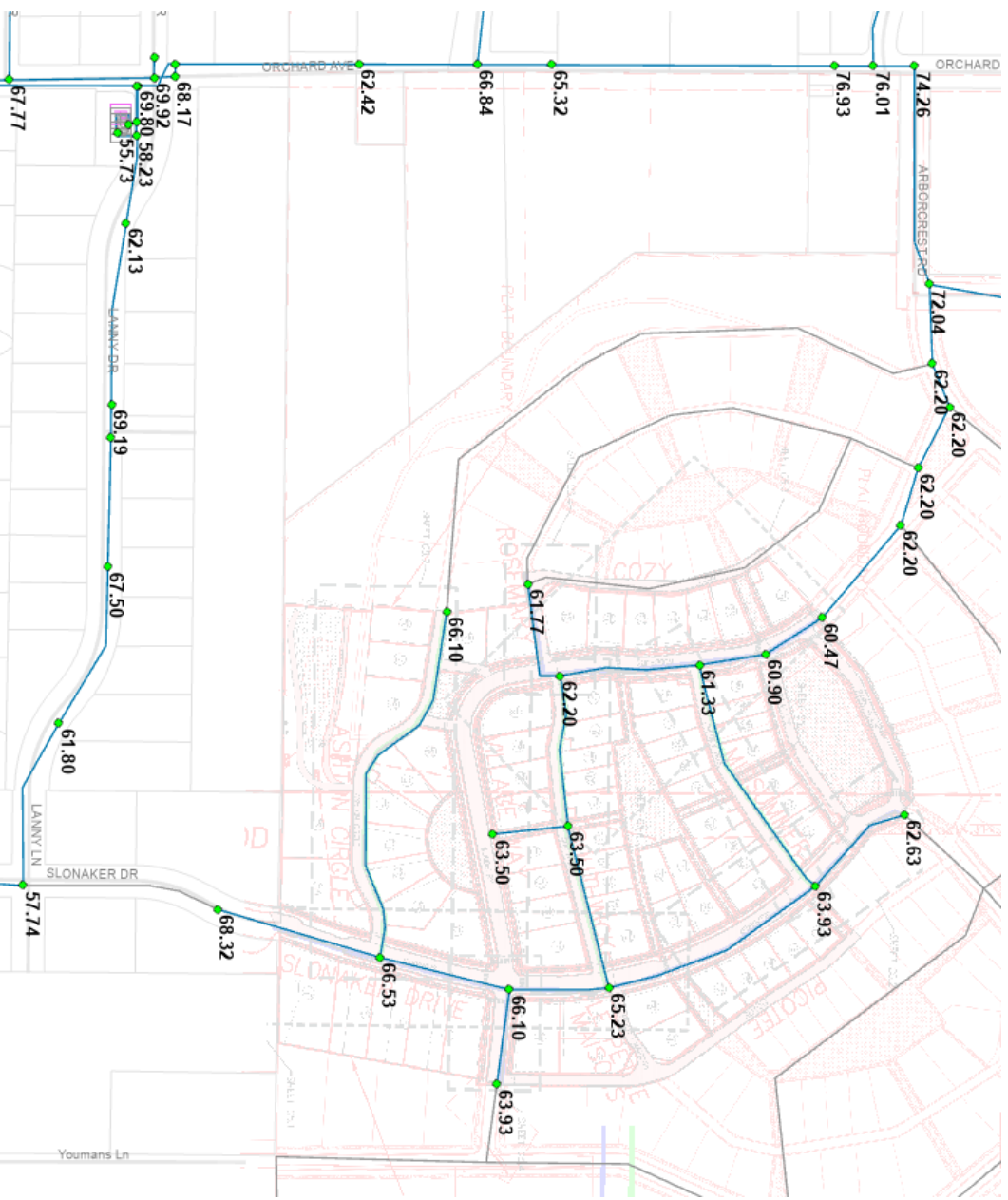
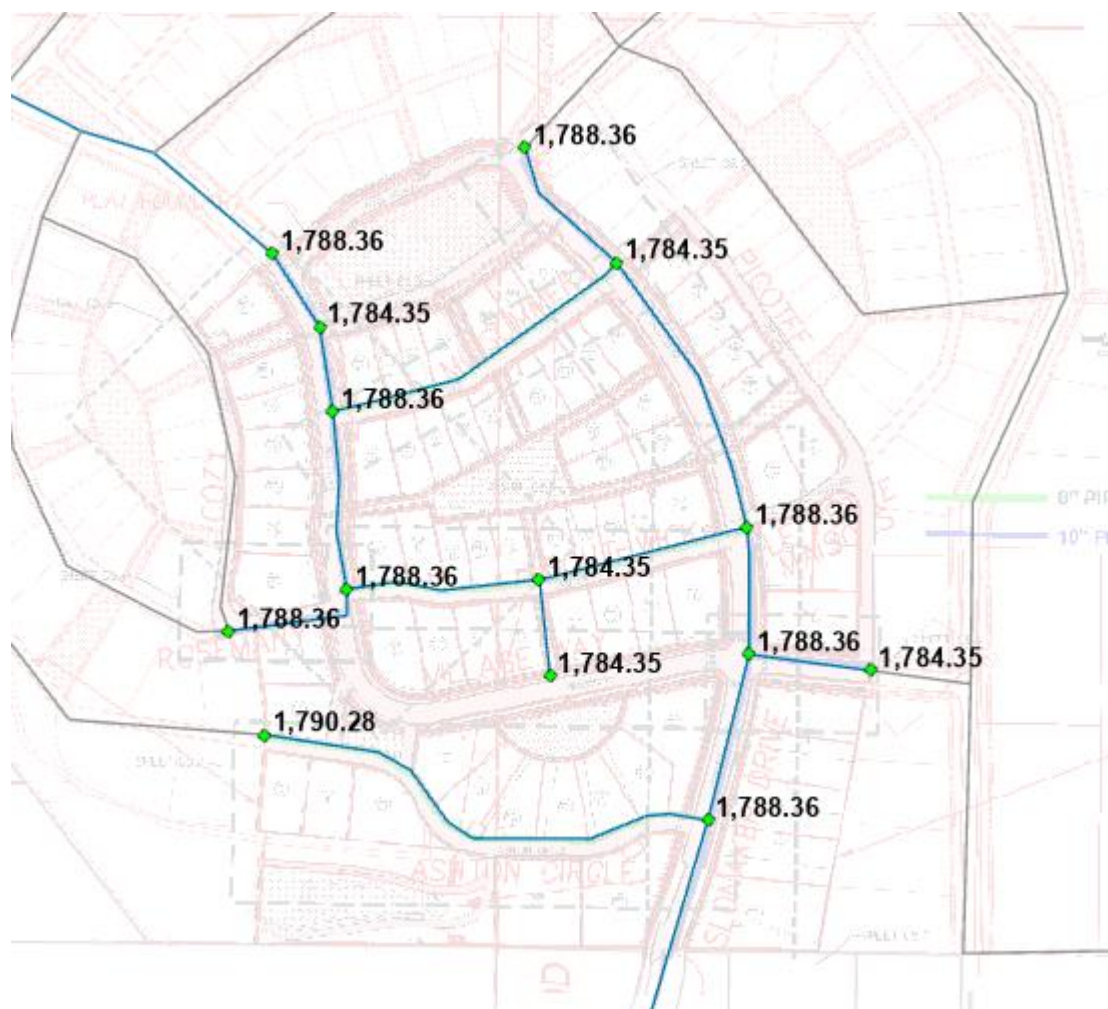


Figure 7. Steady-state available fire flow, part of Ponderosa Pressure Zone (gpm)



Summary

Given that the system pressures could potentially drop below 40 psi during peak demand conditions, the development (or at least the low pressure areas) should be part of the Ponderosa Pressure Zone. A piping connection to the Main Pressure Zone could continue to be constructed for emergency purposes but either left closed with an isolation valve, check valve, or pressure reducing valve.

The TM for the Ponderosa - Woodbury Development Hydraulic Impacts Analysis (August 20, 2021) still applies if the Woodbury Development is still part of the Ponderosa Pressure Zone. Otherwise, if part of the Main Pressure Zones, the demands for the Ponderosa BPS will decrease to what was previously assumed.

Technical Memorandum



To: Michael Parker (City of Moscow)
From: David Kuhns (HDR)
Date: 5/17/2022
Subject: Task Order 4 – Ability of Existing Ponderosa BPS to Serve the Woodbury Development

Introduction

HDR Engineering Inc. (HDR) has previously completed two analyses related to the Woodbury Development. These include the following:

- *Ponderosa – Woodbury Development Hydraulic Impacts Analysis Draft TM (8/20/2021)* – an initial analysis was performed to determine impacts to the existing water system and new Ponderosa BPS given the addition of the Woodbury Development and potential build-out area to the east.
- *Task Order 4 – Updated Woodbury Analysis TM (4/21/2022)* – updated the analysis of the Woodbury Development given the most recent development drawings provided by the City.

It is anticipated that the Woodbury Development will be supplied via the Ponderosa Pressure Zone to provide adequate system pressure. The Ponderosa Pressure Zone is supplied from the Main Pressure Zone via the Ponderosa Booster Pump Station (BPS). The Ponderosa BPS is planned to be replaced with a new Ponderosa BPS with increased capacity. The previous modeling efforts performed assumed the new Ponderosa BPS would be in place as part of the analysis. However, the new BPS may not be in place prior to construction of the first phase of the Woodbury Development (phase 1). The City has requested HDR to perform an analysis to determine if the existing Ponderosa BPS has the capacity to serve the first phase of the new development.

The results of the analysis which evaluates the available capacity of the existing Ponderosa BPS is summarized within this technical memorandum (TM).

Analysis

The existing Ponderosa BPS has an existing duty pump rated for 200 gallons per minute (gpm) at 74 feet of total dynamic head (TDH) and an existing fire booster pump rated for 1,000 gpm at 102 feet TDH.

As part of the 8/20/2021 TM, HDR estimated demands for the existing (2018) Ponderosa Pressure Zone plus the Woodbury Development full build-out demands. Since that analysis only included the full build-out demands for the Woodbury Development, demands for phase 1 of the Woodbury Development were estimated for this analysis. Phase 1 of the development proposes 73 single family residential (SFR) parcels and a 0.8 acre park area. The estimated demands are summarized in Table 1.

The Ponderosa Pressure Zone is a closed pressure zone (no gravity storage). Typically, a BPS designed to serve a closed pressure zone would be sized so that the peak hour demand (PHD) can be met with the largest pump out of service as well as meeting the maximum day demand (MDD) plus fire flow with the largest pump out of service. However, since the existing Ponderosa BPS only has a single fire pump, the fire flow capacity is assumed with both pumps online.

Table 1. Estimated Ponderosa Pressure Zone demands

Demand	Existing (2018)	Existing (2018) + Phase 1 Woodbury	Existing (2018) + Woodbury Buildout	Existing (2018) + Woodbury Buildout + Future Growth Area Buildout
Average day demand, ADD (gpm)	24	40	80	161
Maximum day demand, MDD (gpm)	52	91	176	354
Peak hour demand, PHD (gpm)	150	227	382	670
Fire flow (gpm)	1,500	1,500	1,500	1,500
MDD + fire flow (gpm)	1,552	1,591	1,676	1,854

Capacity Analysis via Nameplate Capacity

A source capacity analysis (spreadsheet calculation) was completed based on the nameplate flow capacities for each pump to the forecasted demands of Table 1 and is summarized in Table 2. With the 1,500 gpm residential fire flow requirement from the City's 2012 Comprehensive Water System Plan, the existing pump station's nameplate capacity is currently deficient to meet the MDD plus the fire flow goal with the deficiency only increasing as additional demands are placed on the existing BPS. For meeting the PHD, the existing pump station is capable of meeting the current PHD but is predicted to be deficient for meeting the PHD once phase 1 of the Woodbury Development is constructed, with this deficiency increasing as further demands are placed on the BPS with additional development.

Table 2. Source capacity analysis

	Existing (2018)	Existing (2018) + Phase 1 Woodbury	Existing (2018) + Woodbury Buildout	Existing (2018) + Woodbury Buildout + Future Growth Area Buildout
Ponderosa Pressure Zone projected demands (gpm)				
Average day demand (ADD)	24	40	80	161
Maximum day demand (MDD)	52	91	176	354
Peak hour demand (PHD)	150	227	382	670
Fire flow demand	1,500	1,500	1,500	1,500
Sources (gpm)				
Duty Pump	200			
Fire Pump	1,000			
Total capacity	1,200			
Total capacity with largest offline	200			
Source surplus (deficiency) checks (gpm)				
ADD with largest pump offline	176	160	120	39
MDD + fire	(352)	(391)	(476)	(654)
PHD with largest pump offline	50	(27)	(182)	(470)

Note: Assumes source pumps are operating at the maximum production rate (i.e., for 24 hours per day)

Capacity Analysis via Hydraulic Model with Pump Curve

While a deficiency is shown after looking at nameplate capacity, the hydraulic model was utilized with the pump curve for the duty pump to validate if the phase 1 Woodbury Development demand could be met by operating further to the right along the pump curve.

The existing PHD for the Ponderosa BPS is estimated to be 150 gpm. With the Ponderosa BPS duty pump operating at full speed, the modeled discharge pressure during the existing PHD is 84 psi. The lowest pressure in the system is at the north end of Arborcrest Road with a modeled pressure of 54 psi.

When adding the predicted demands for phase 1 of the Woodbury Development, during PHD conditions the modeled discharge pressure for the Ponderosa BPS is 70 psi and the north end of Arborcrest Road is 40 psi. The minimum allowable pressure during peak demand conditions is 40 psi. Given the modeling, adding phase 1 of the Woodbury Development places the existing Ponderosa BPS right at its maximum capacity. However, it may not be acceptable to the City to have the pressure at the north end of Arborcrest Road potentially drop approximately 14 psi in their low pressure and operating at 40 psi during PHD conditions versus the current low pressure of 54 psi. This will need to be confirmed with the City if acceptable.

For fire flow conditions, the existing Ponderosa BPS currently cannot meet the 1,500 gpm required fire flow from the 2012 Comprehensive Water System Plan. However, portions of the Ponderosa Pressure Zone can meet this requirement if taking into consideration gravity flows from the Main Pressure Zone through the check valve located on Orchard Avenue.

Summary

Considering only the nameplate capacity of the existing Ponderosa BPS, adding phase 1 of the Woodbury Development would cause a deficiency to meet peak hour demands (PHD).

However, when using the hydraulic model with a pump curve, phase 1 of the Woodbury Development would cause the Ponderosa BPS to be operating right at its maximum capacity to meet PHD, including Phase 1. However at this condition, the northern portion of Arborcrest Road would be at 40 psi—a 14 psi decrease over the predicted current low pressure.

The developer has also not provided their own calculation of water demands for the Woodbury Development. If the demands of phase 1 of the Woodbury Development exceed HDR's predicted demands, the pressure at the north end of Arborcrest Road would drop below 40 psi during PHD conditions and would not meet minimum pressure requirements.

It should also be noted that the existing Ponderosa BPS currently cannot meet the 1,500 gpm required fire flow from the 2012 Comprehensive Water System Plan for the entire pressure zone. However, portions of the Ponderosa Pressure Zone can meet this requirement if taking into consideration gravity flows from the Main Pressure Zone through the check valve located on Orchard Avenue.



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.

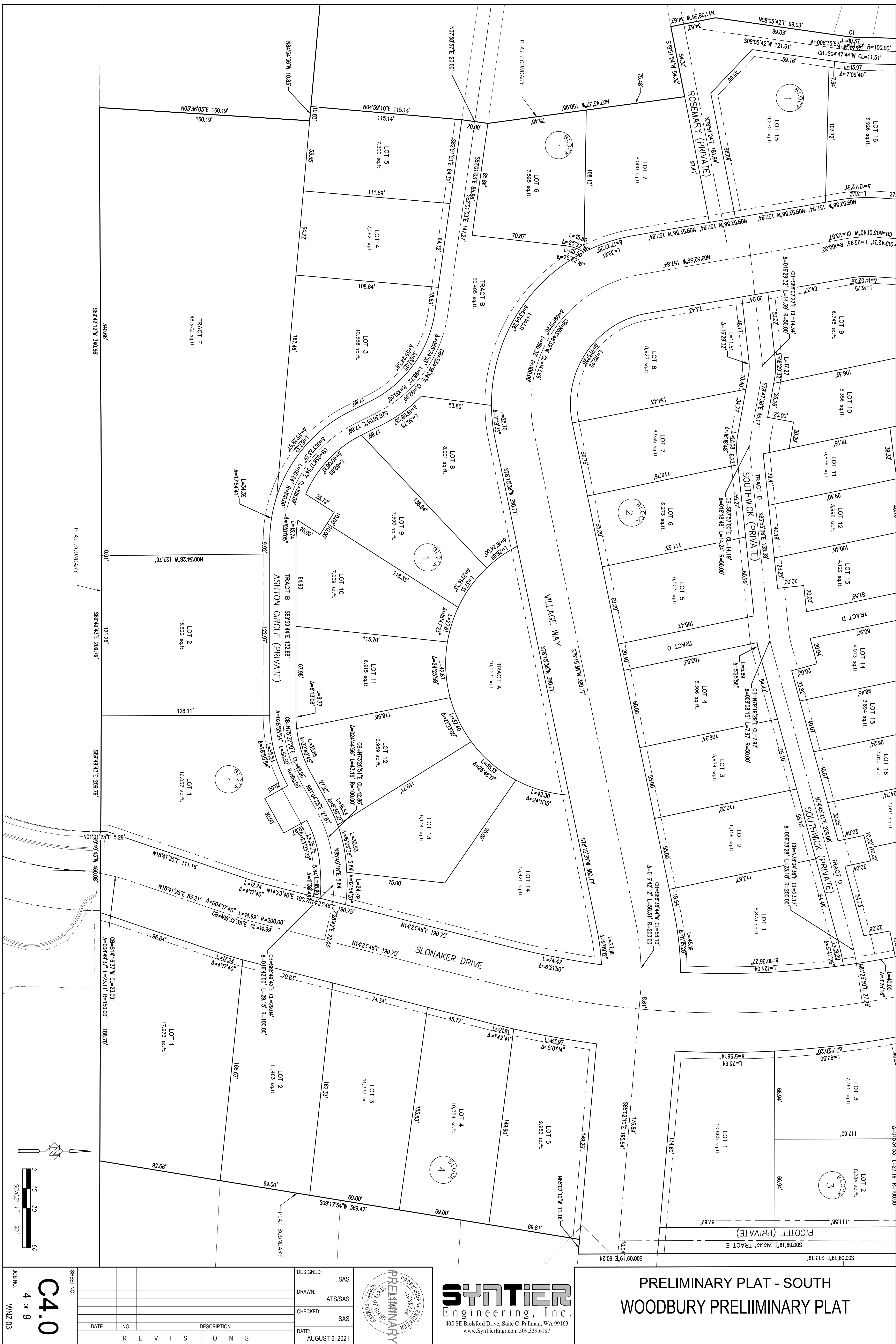
Applicant's Signature

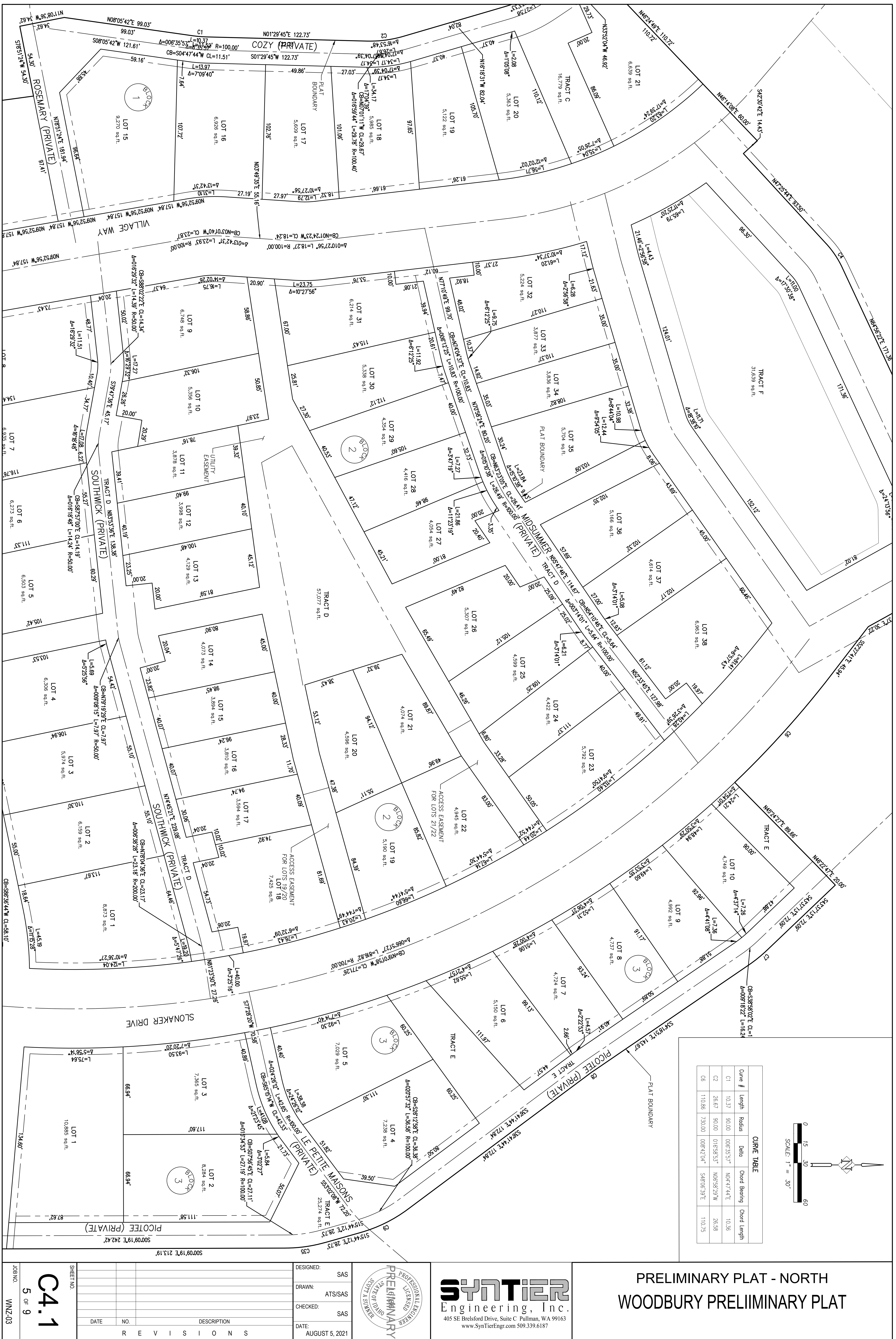
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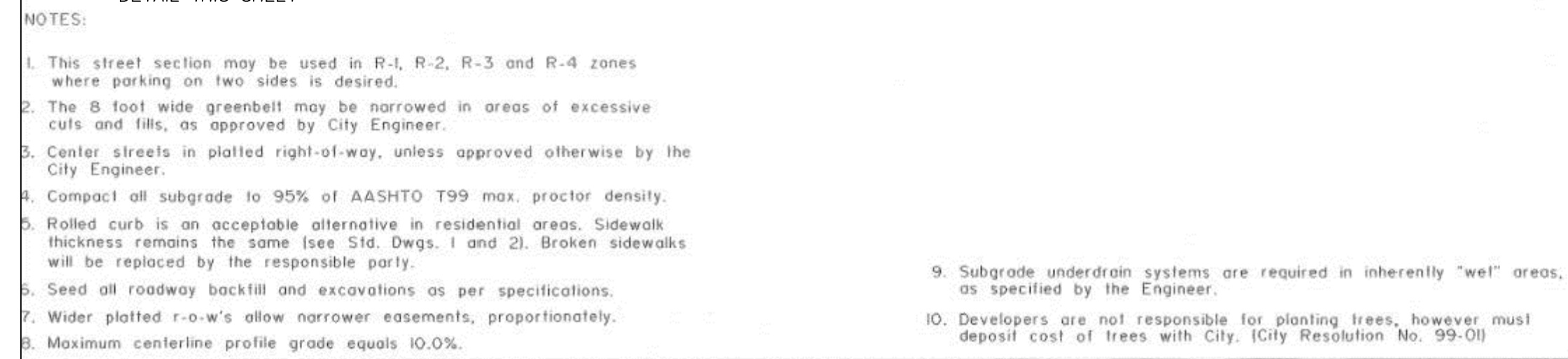
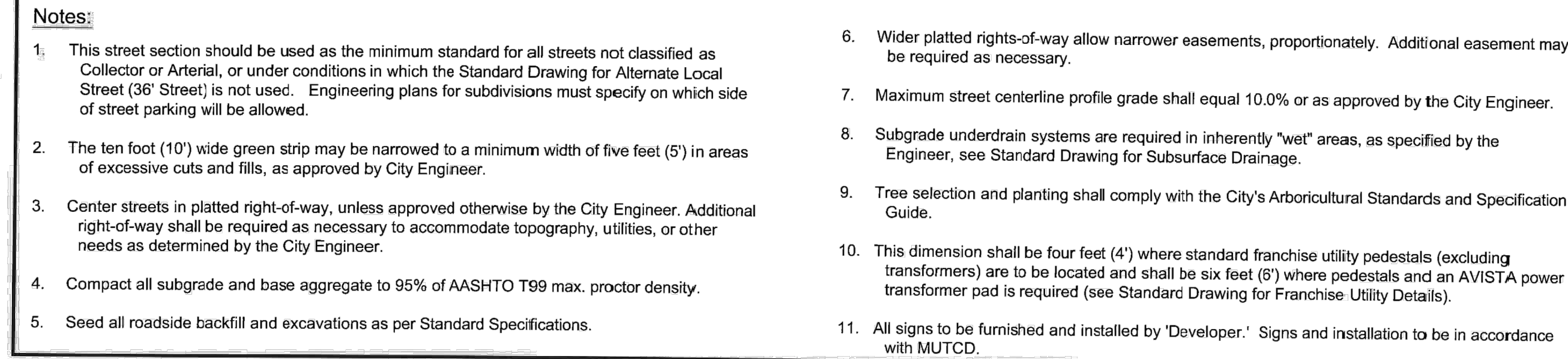
6/17/21

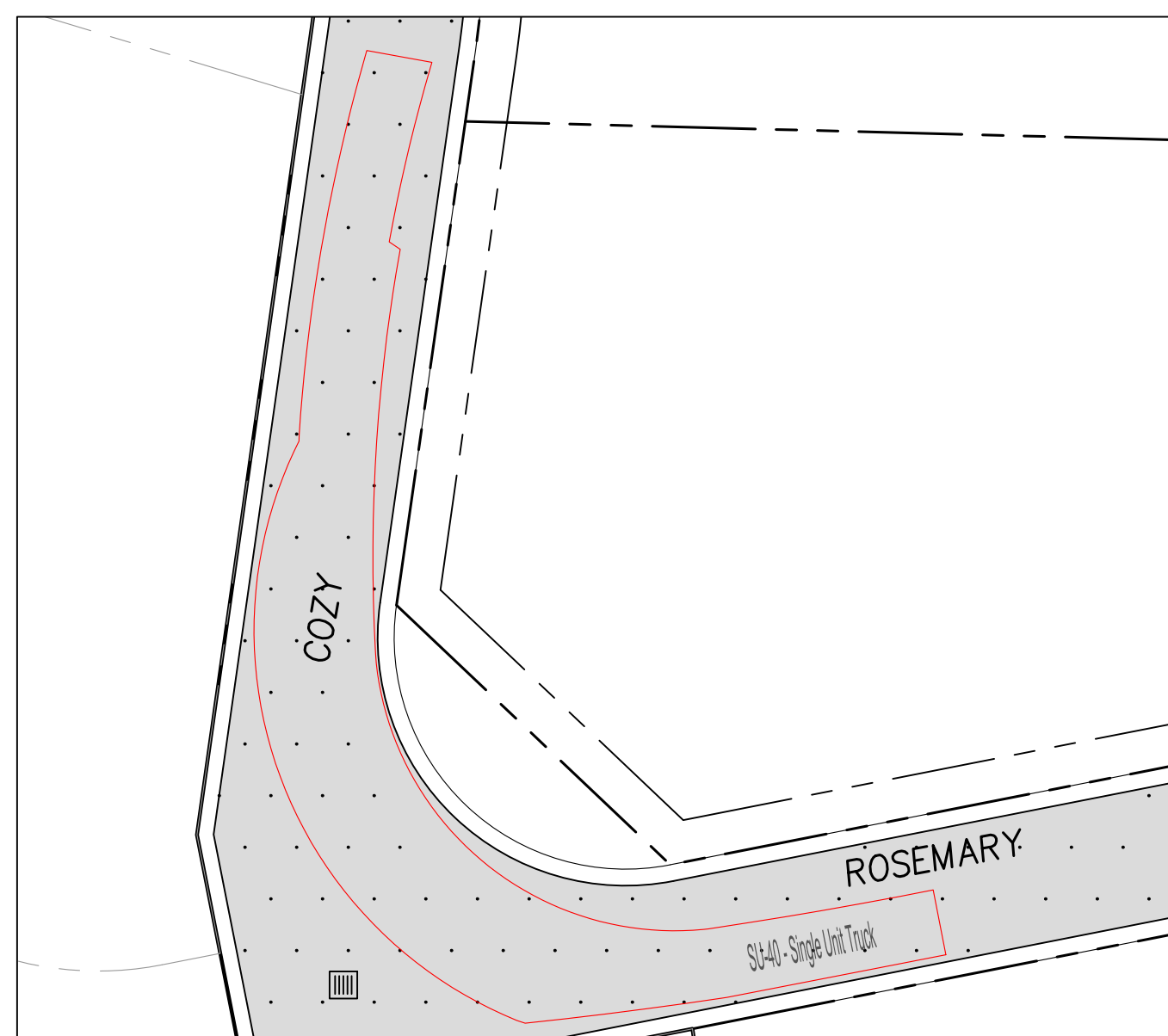
Property Owner's Signature (if different)

Date



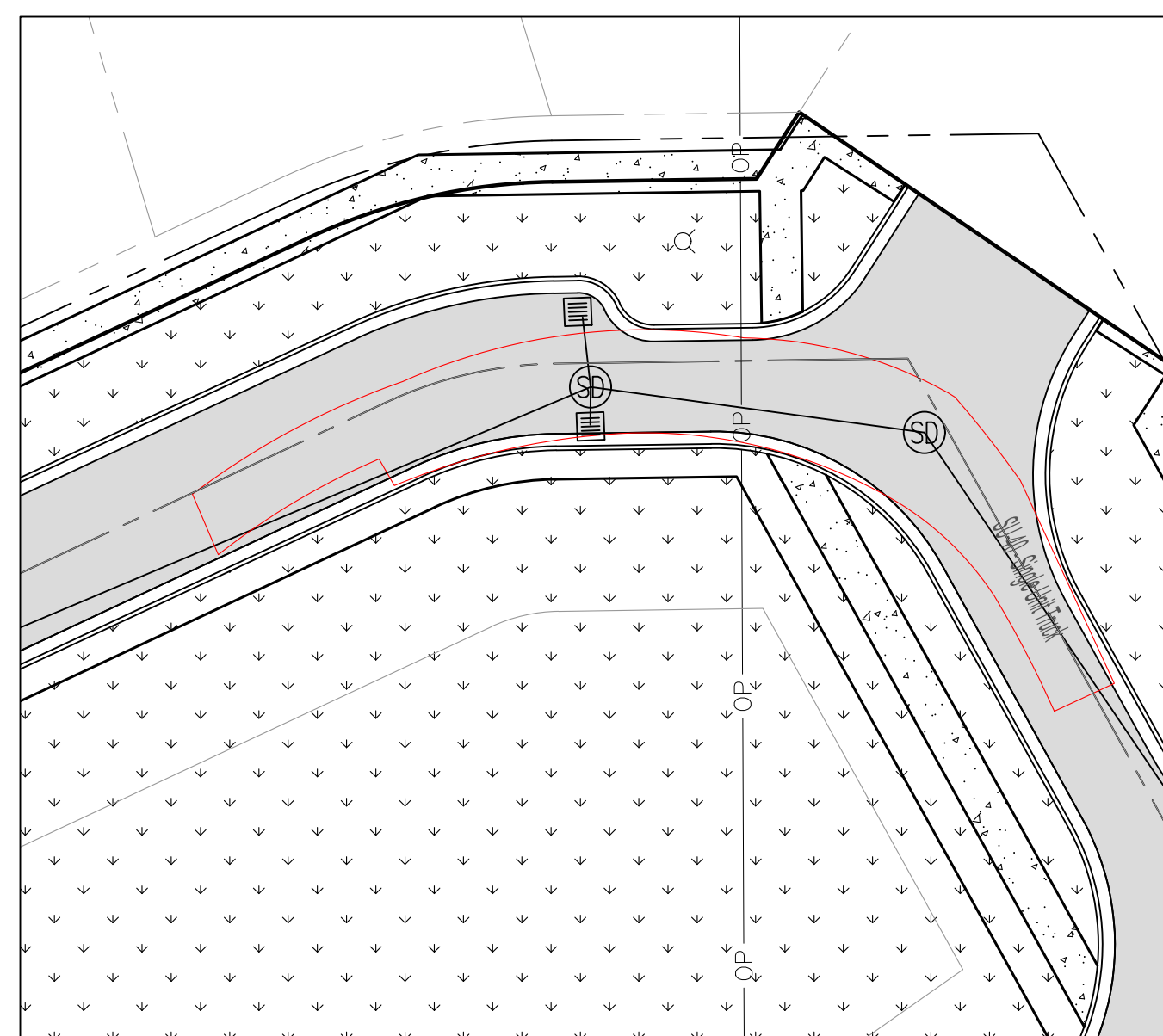






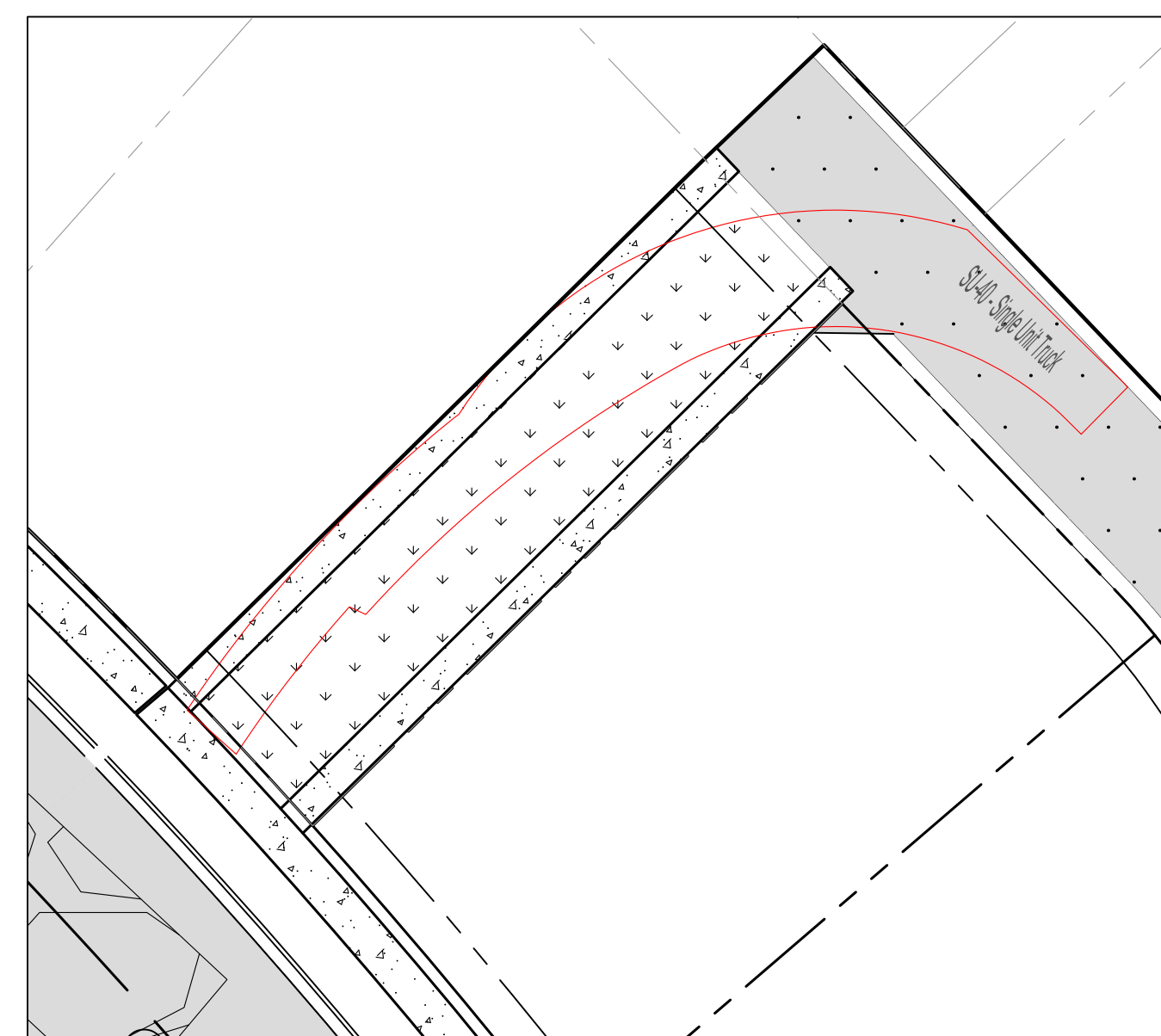
1- ROSEMARY RT COZY

SCALE: 1" = 20'



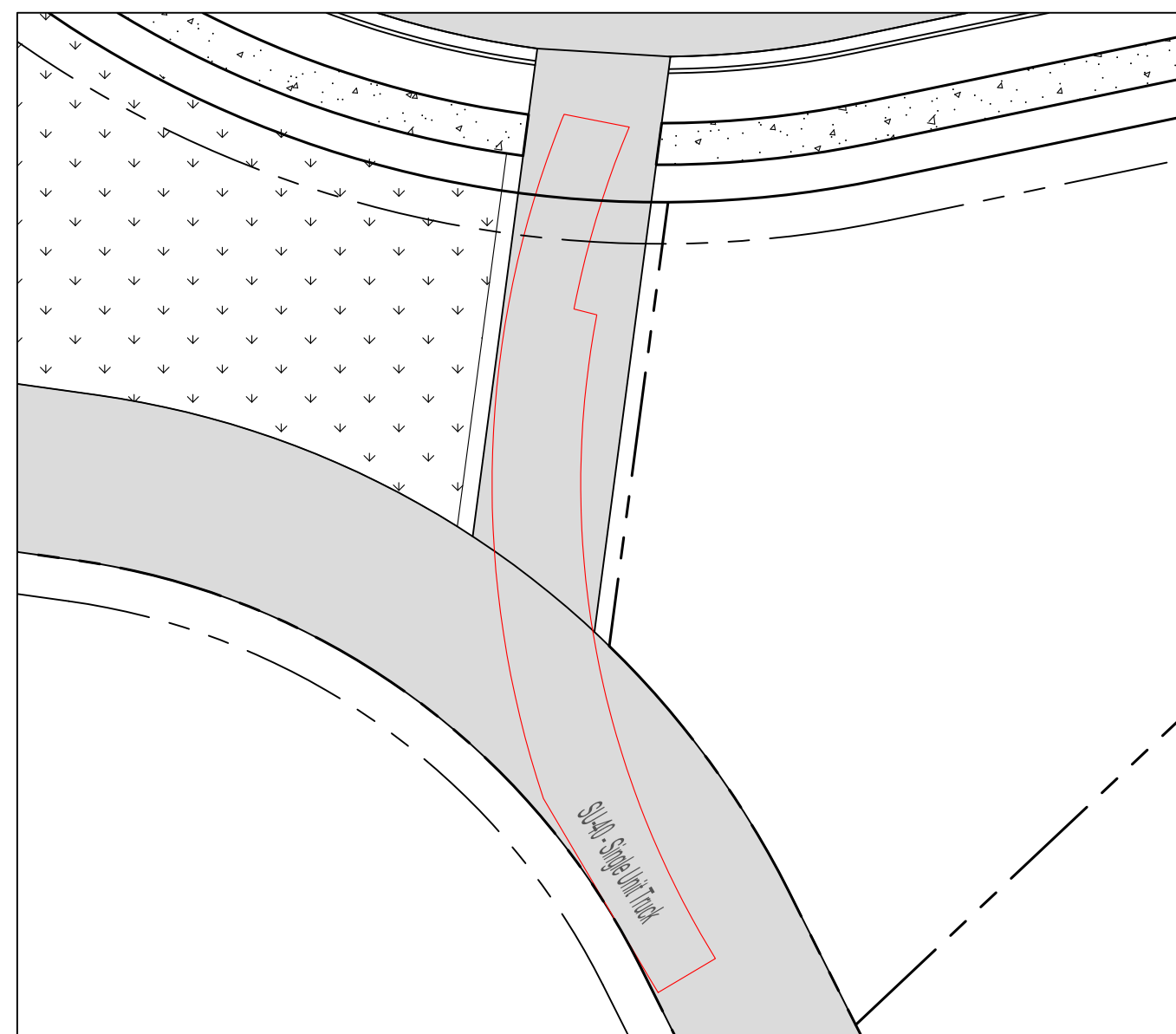
2 -SLONAKER LT NORTH PARK LANE

SCALE: 1" = 20'



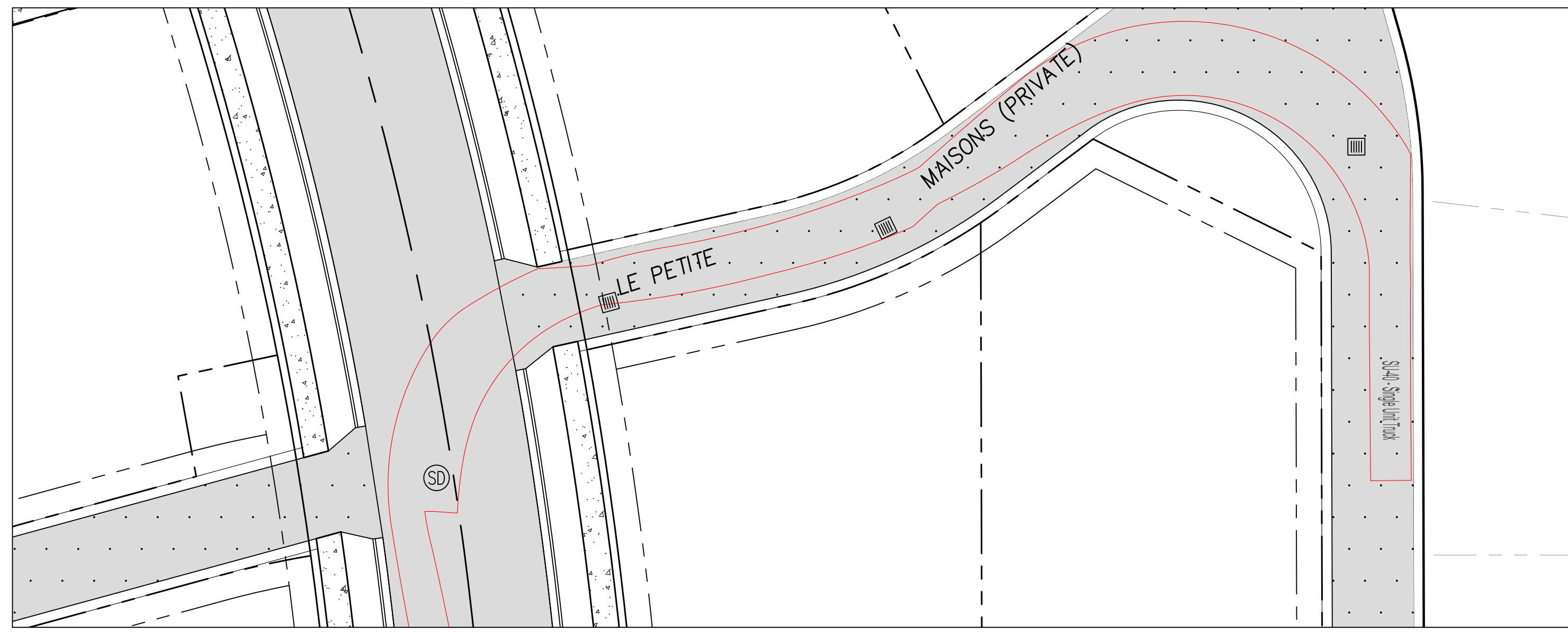
3 - PICOTEE LT TO TEMP FIRE ACCESS

SCALE: 1" = 20'



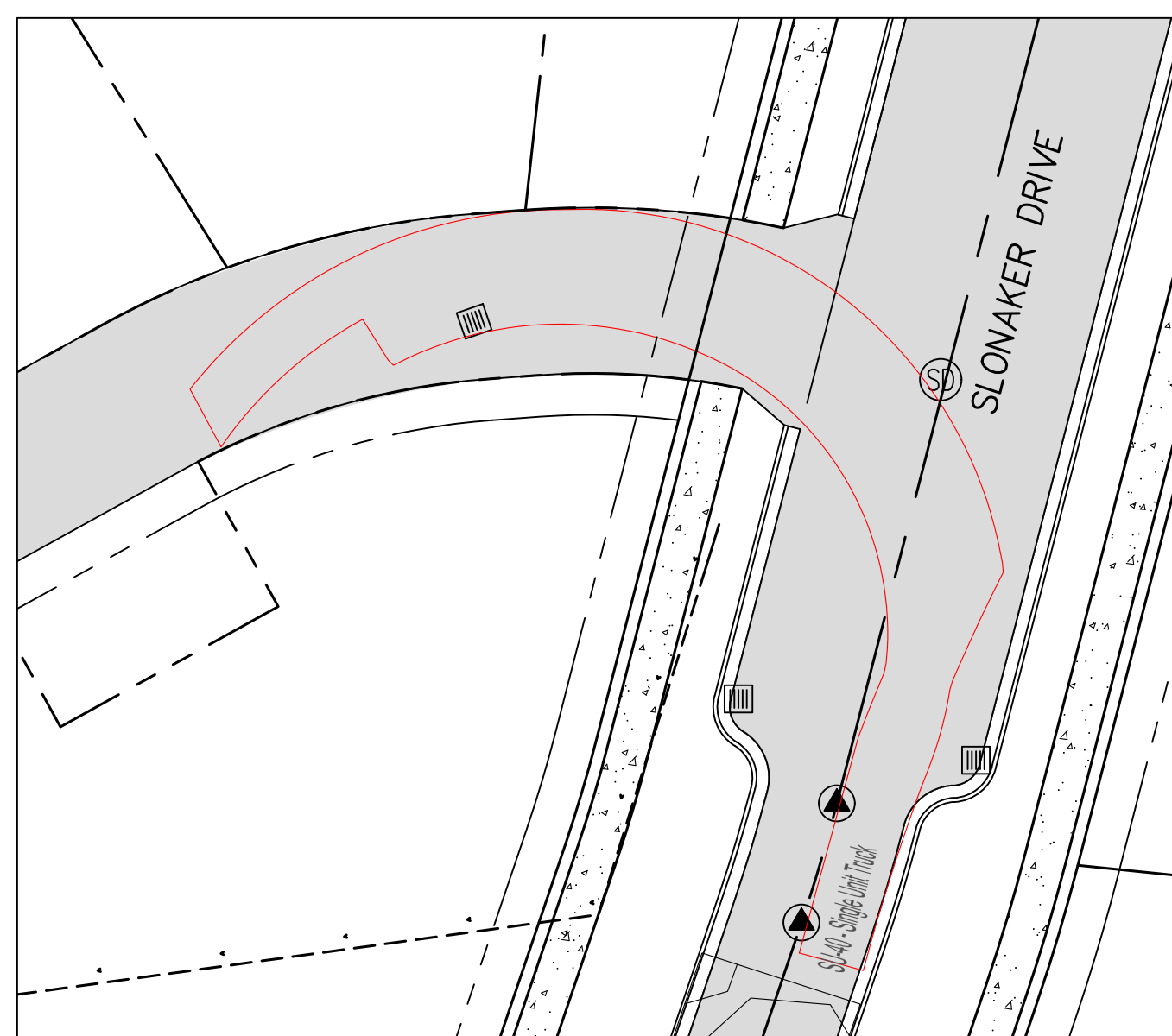
4 - ASHTON CIRCLE RT UNNAMED ACCESS

SCALE: 1" = 20'



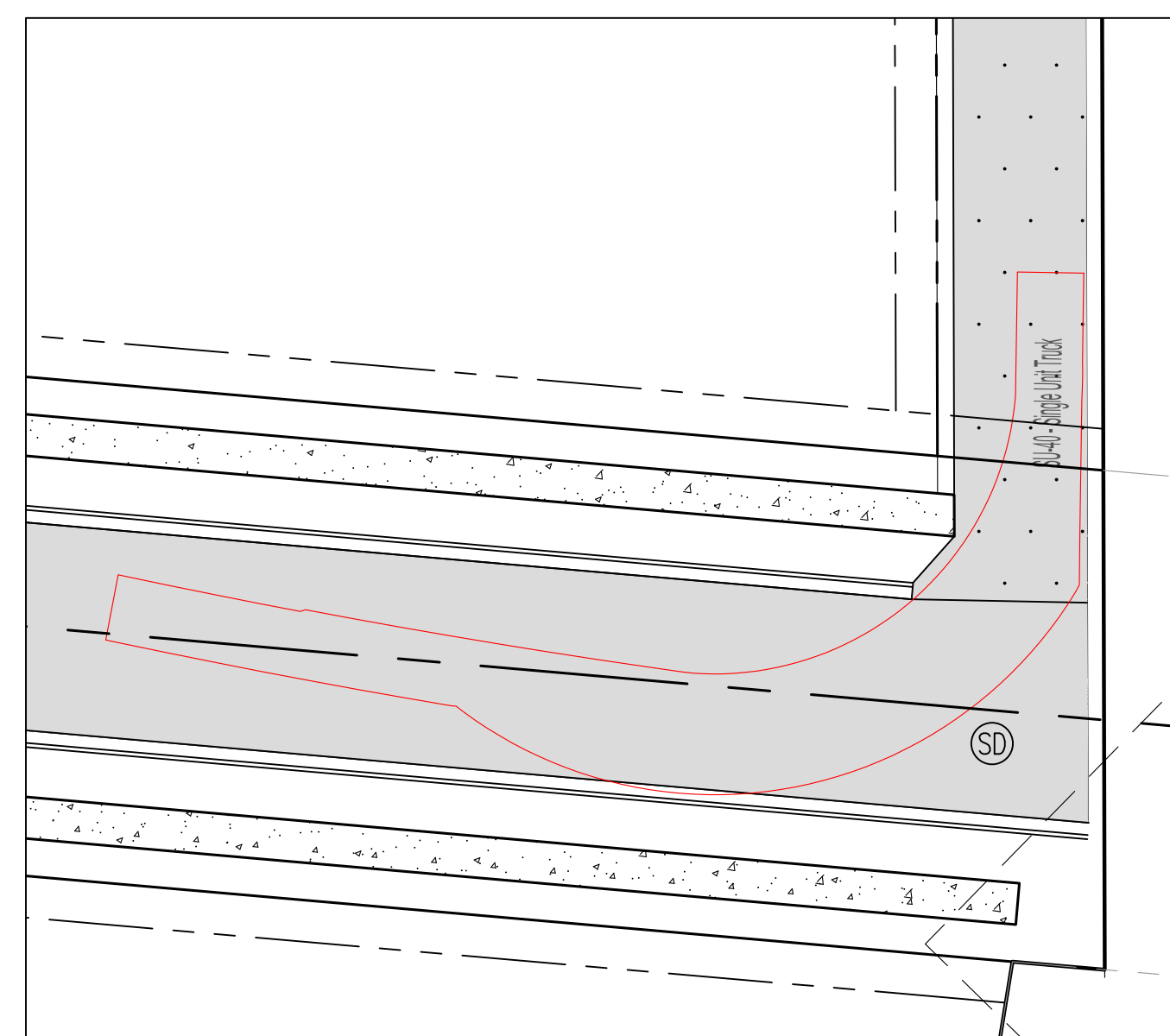
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SCALE: 1" = 20'



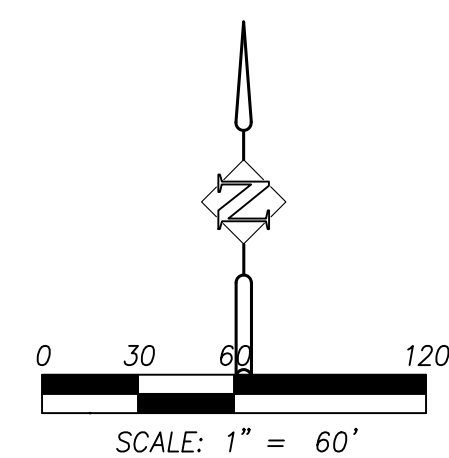
6 - SLONAKER LT ASHTON CIRCLE

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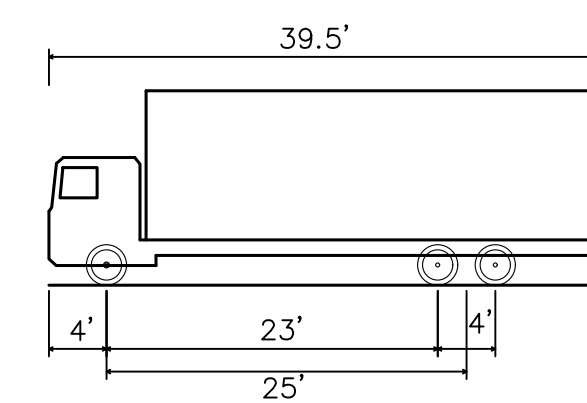
7 - PICOTEE RT VILLAGE

SCALE: 1" = 20'



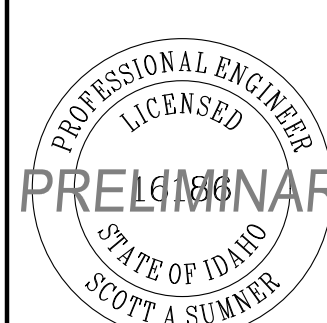
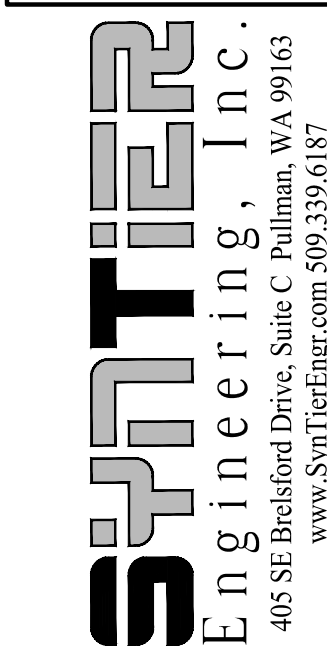
FIRE TRUCK ACCESS

WOODBURY PRELIMINARY PLAT



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

SU-40 - SINGLE UNIT TRUCK



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

[illegible]

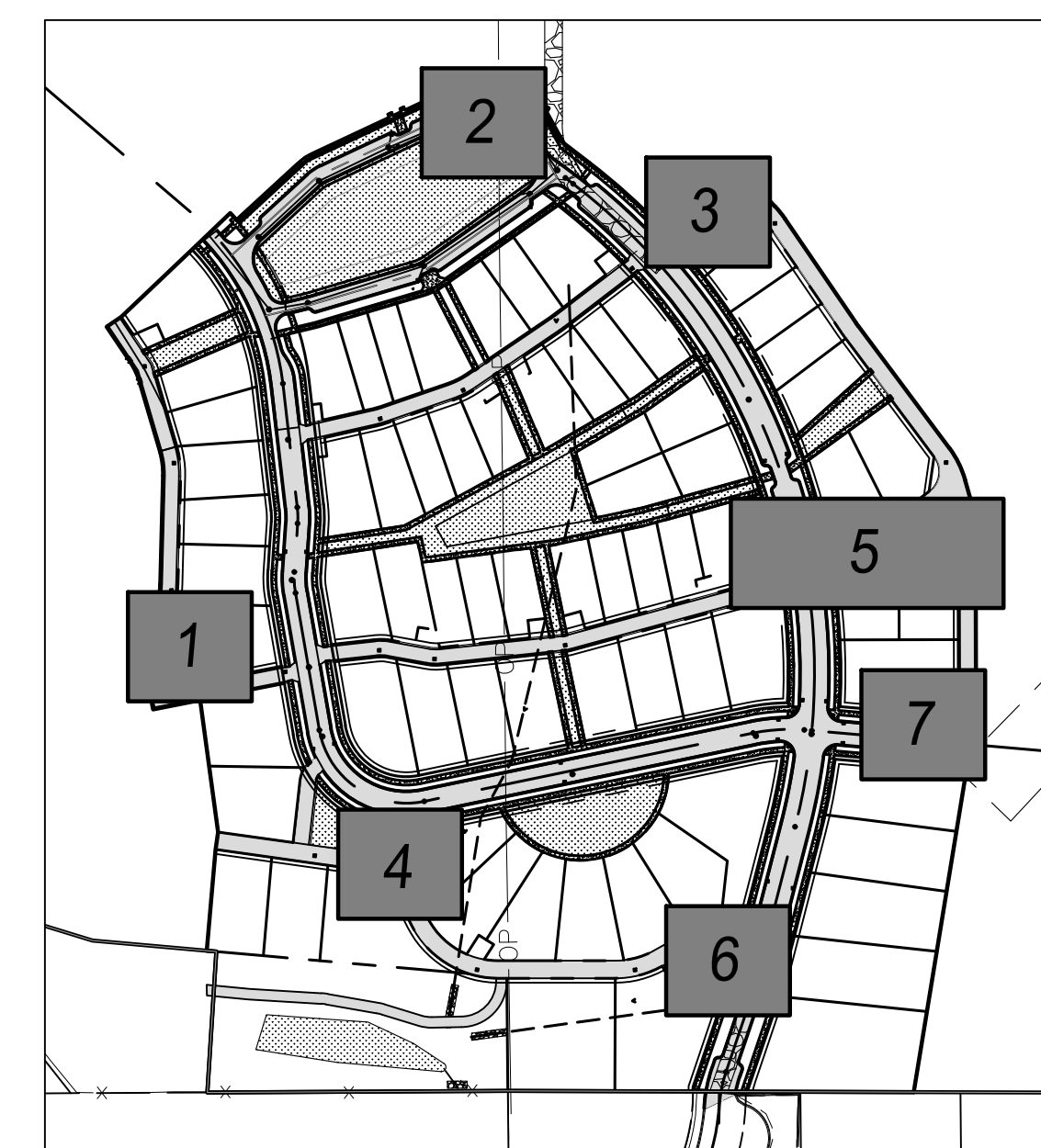
SHEET NO.

C6.0

9 OF 9

JOB NO

WN7-03



KEYMAP



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

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

APPLICATION FOR PRELIMINARY PLANNED UNIT DEVELOPMENT OR PUD AMENDMENT

APPLICANT:

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

OWNER: (if other than applicant)

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

PROPERTY:

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

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

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

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

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

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

AUTHORIZATION:

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

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

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

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

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

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

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

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

All utilities are directly accessible.

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

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

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

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

CONDITIONS OF APPROVAL:

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

Compliance:

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

Revocations:

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

SUBMITTAL:

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

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

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

Applicant's Signature

Date

Property Owner's Signature

Date

An Introduction to the Woodbury Neighborhood

Moscow, Idaho

Wintz Company, LLC

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

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

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

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

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

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

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

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

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

Walkways and paths

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

Streets

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

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

Public /Private Parks, Walks and Common Areas

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

The Woodbury Home Owners Associations

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

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

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

Public and Private

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

Use Easements

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

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

The Wintz Company - Experiences with Small Neighborhoods

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

www.kamiakcottages.com

www.wintzcompany.com

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

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

www.rosschapin.com

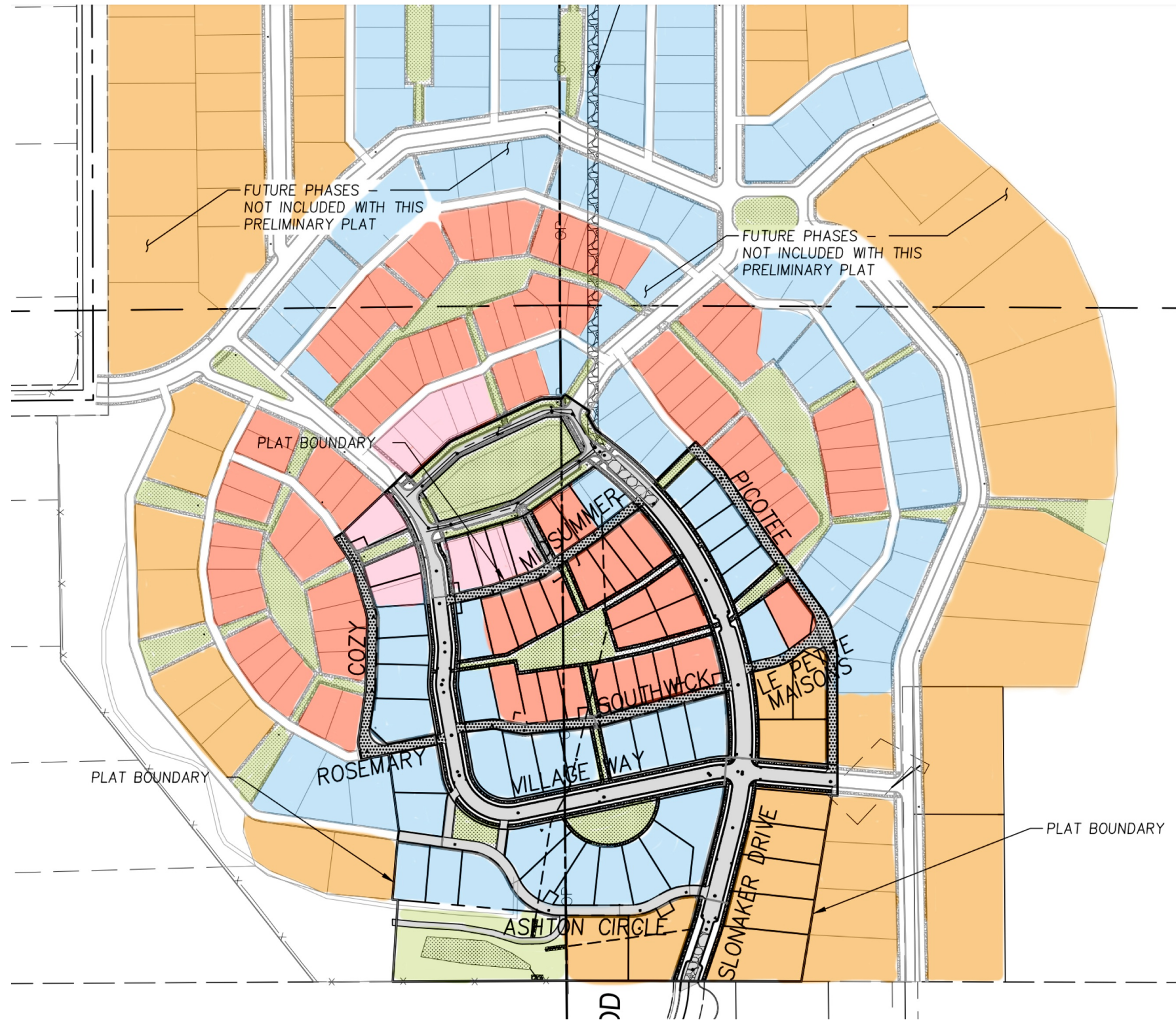
The Subdivision design was worked out in cooperation with Laurence Qamar of Laurence Qamar and Associates. Laurence received his MA degree from the university of Miami and then worked several years at DPZ, recognized as the industry leader in artful subdivision design. As Laurence Qamar and Associates,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

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

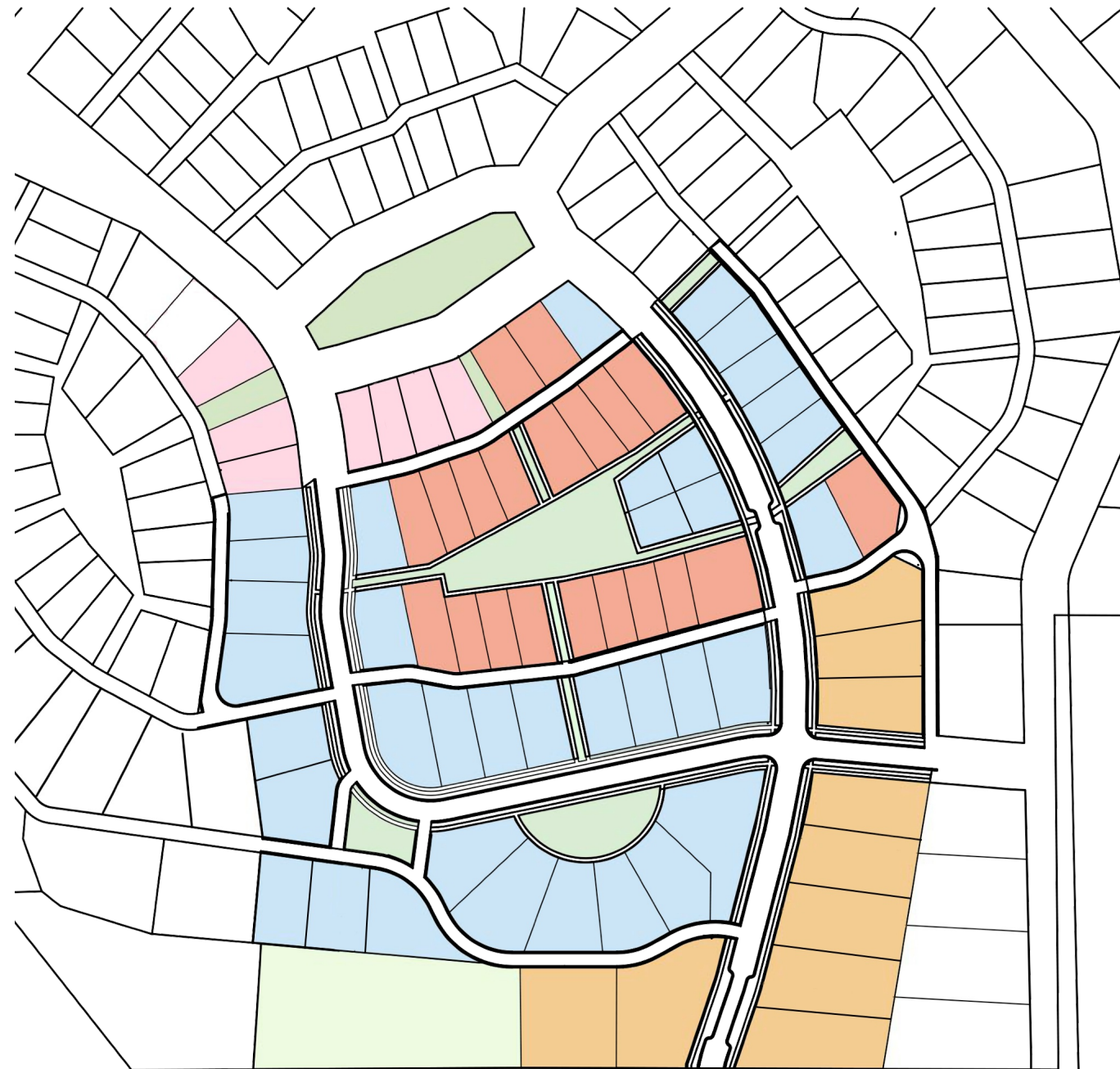
www.qamararchitecture.com – Laurence Qamar

Construction Schedule

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



Woodbury



Lot Types - Phase One

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

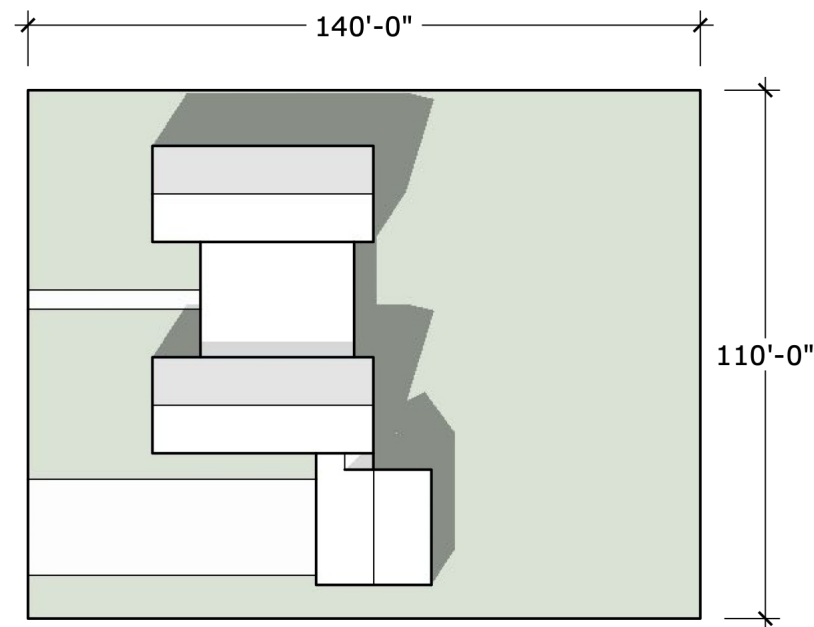
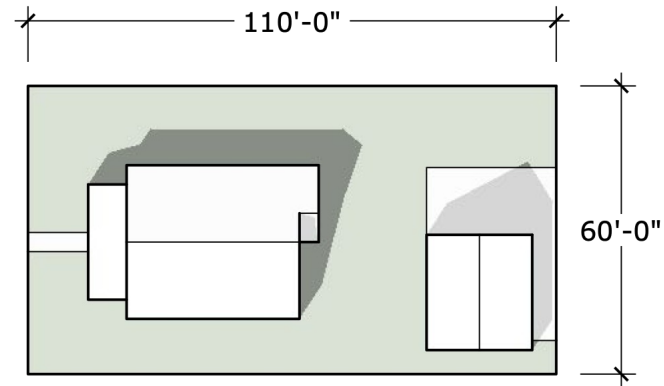
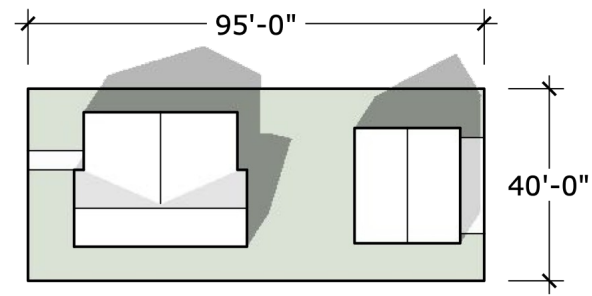
- Village-Those surrounding the center park
- Cottages-The four neighborhoods surrounding the Village
- Fort Russell-Larger lots that surround the cottage neighborhoods
- Garden Lots-Large lots at the perimeter that are not alley loaded

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

- Neighborhood Business
- Cottage
- Fort Russell
- Garden Lots

Lot Types

WOODBURY DEVELOPMENT



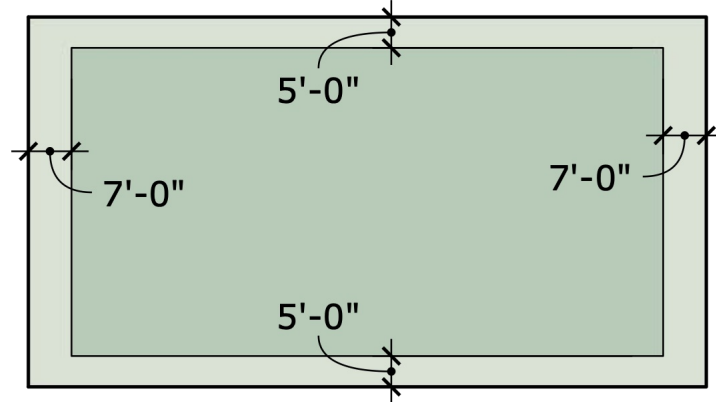
Lot Sizes

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

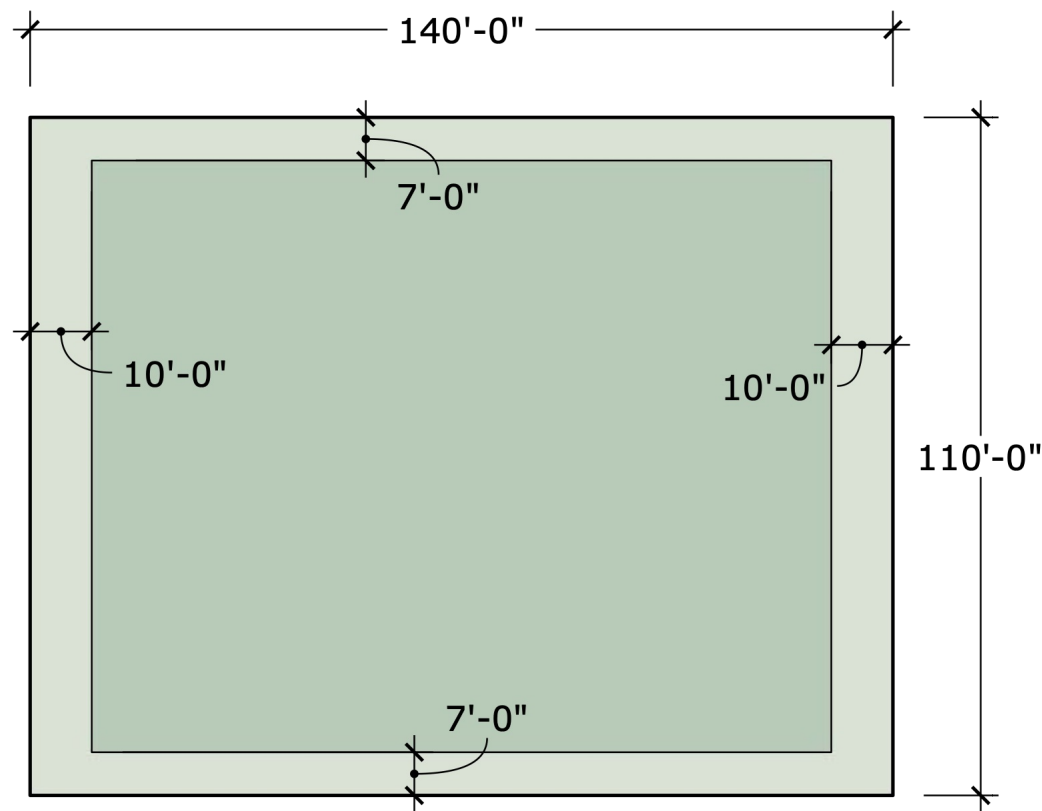
- Neighborhood business - Typically, 40 feet by 95 feet. Average size is 3,800 square feet
- Cottages – Typically, 40 feet by 95 feet. Average size of 3,800 square feet.
- Fort Russell – 60 feet by 110 feet. Average size of 6,600 square feet.
- Garden Lots – Typically, 110 feet by 150 feet. Average size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

Lot Sizes

WOODBURY DEVELOPMENT



Center, Cottage and Fort Russell lots



Garden Lots

Setbacks

WOODBURY DEVELOPMENT

Front Yard Setbacks

Neighborhood business, Cottage and Fort Russell Lots

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

Garden Lots

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

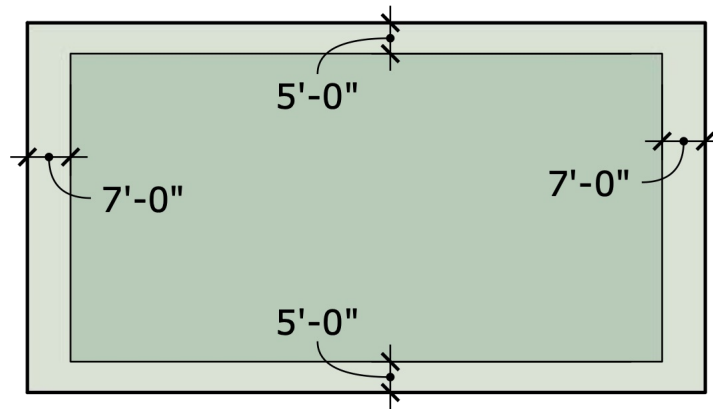
Rear Yard Setbacks

Neighborhood business, Cottage and Fort Russell Lots

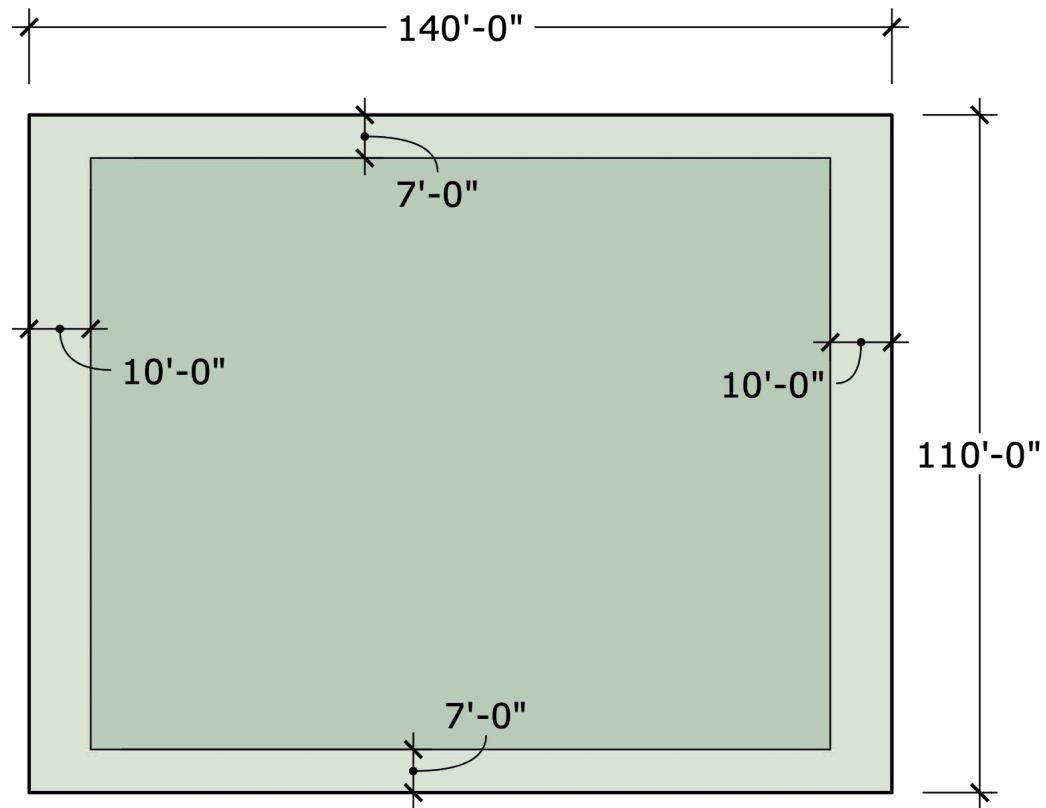
Given that these lots back up to an alley where no buildings can be constructed within a twenty-foot wide space, public utility easements notwithstanding, the rear yard setback, where a public utility easment does not exist, may be reduced to zero-feet from the rear property line. Where garages are taking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

Garden Lots

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



Neighborhood Business, Cottage and Fort Russell lots



Garden Lots

Side Yard and Side Street Setbacks

Neighborhood business, Cottage and Fort Russell Lots

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

Garden Lots

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

Side Setback Exceptions

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

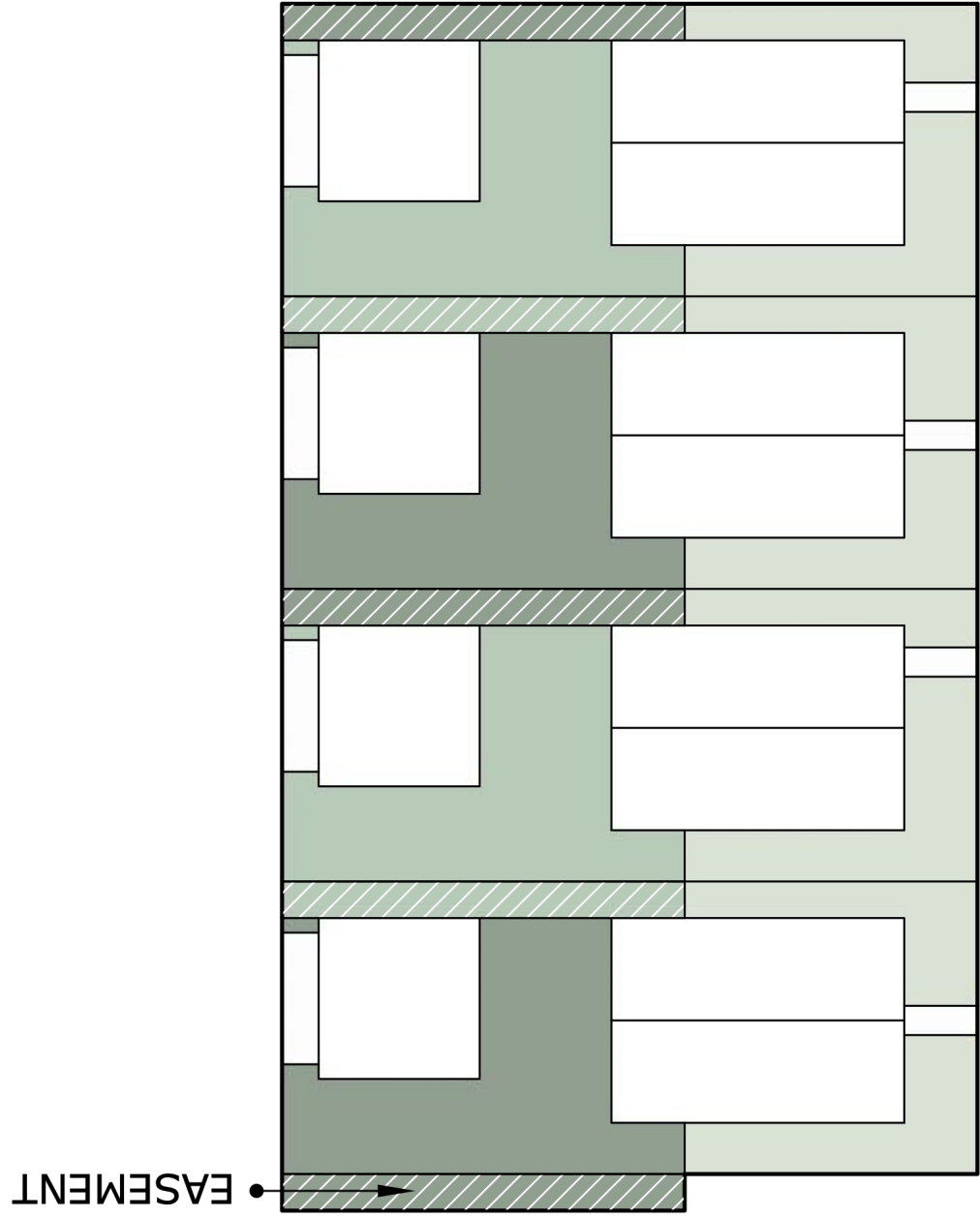
Setbacks

WOODBURY DEVELOPMENT

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

Setbacks

Various



Encroachments

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

Fencing Recommendations

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

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

Carriage Houses, Accessory Dwelling Units

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

Chanticleer Pear at end of walkways.

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

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

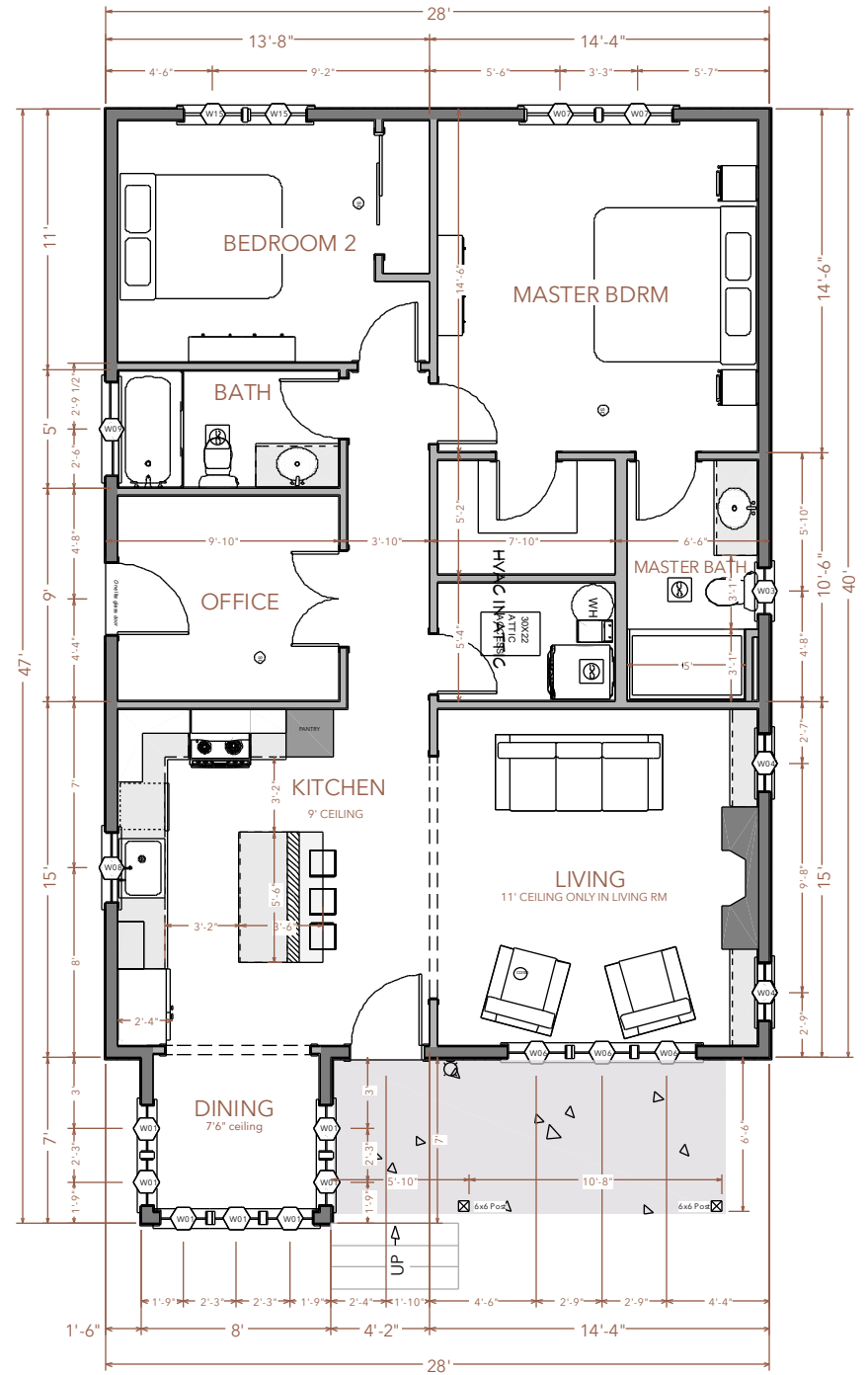
Primary Street Tree : 45' high by 40'
wide. Species to be determined.

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



Landscape Plan

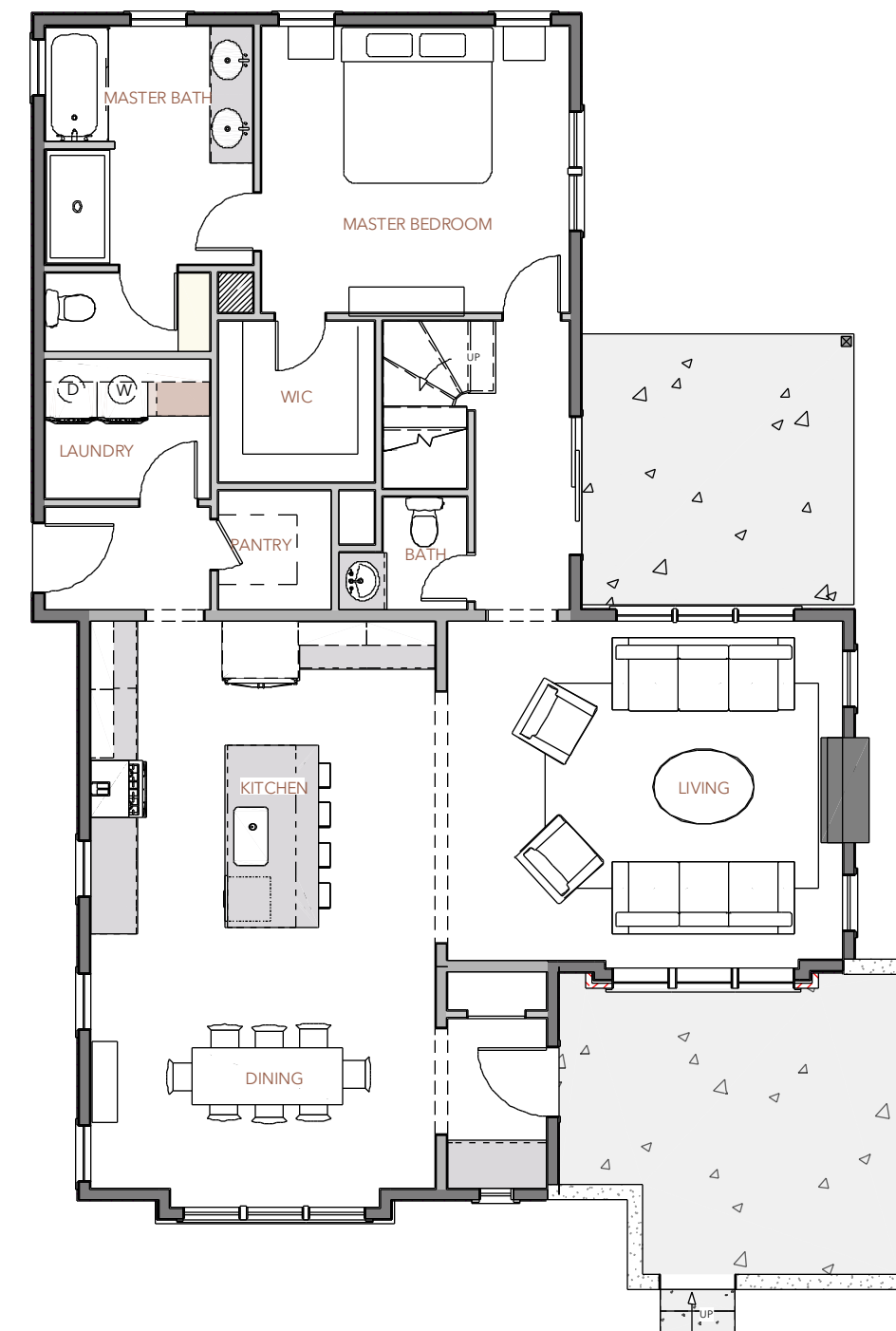
WOODBURY DEVELOPMENT



Example Plans - Cottage

1176 SQFT

WOODBURY DEVELOPMENT



2250 SQFT

Example Plans - Fort Russell

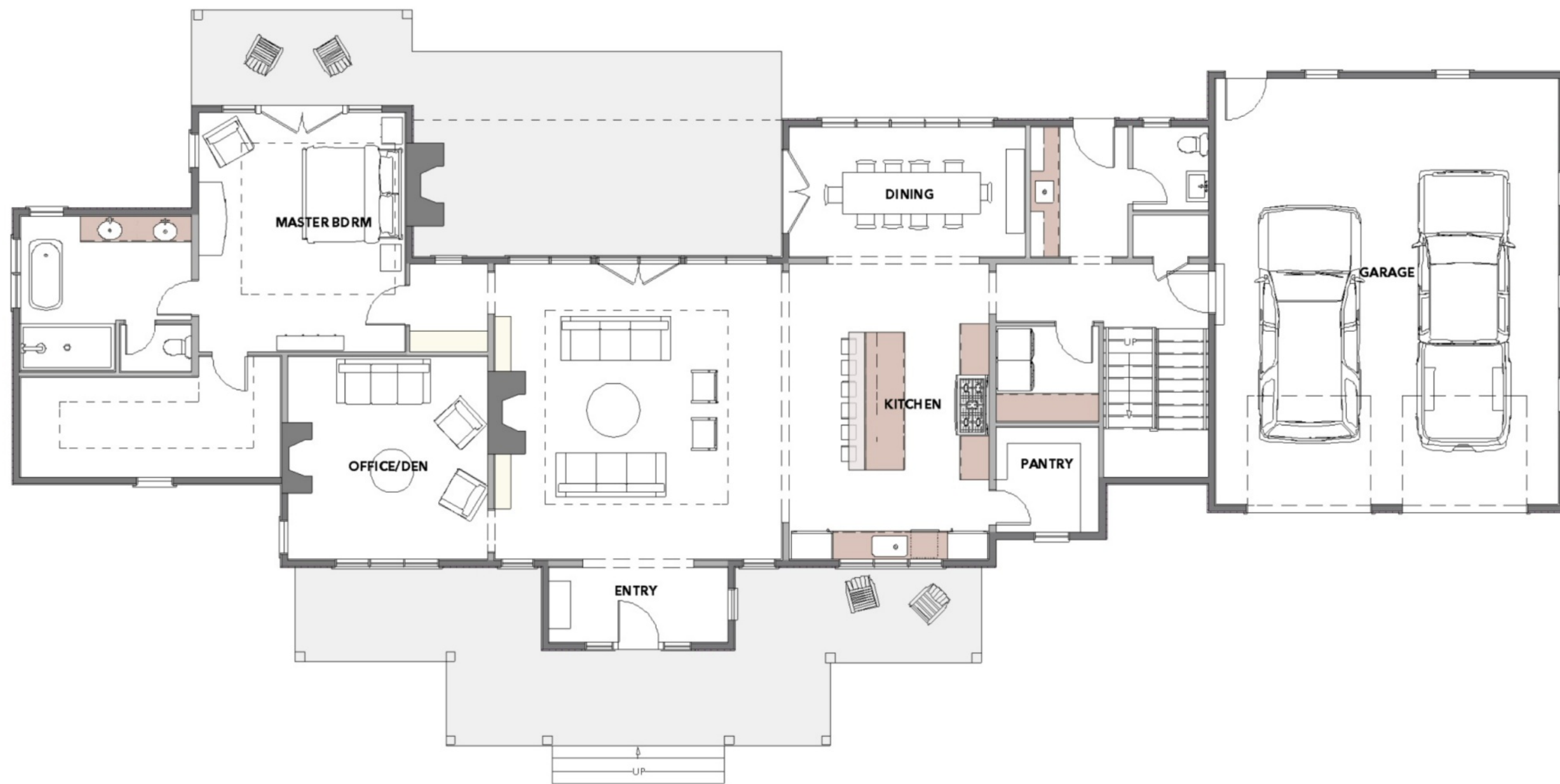
WOODBURY DEVELOPMENT



Example Plans - GARDEN LOTS

3400 SQFT

WOODBURY DEVELOPMENT



Example Plans - GARDEN LOTS

WOODBURY DEVELOPMENT



TRAFFIC IMPACT ANALYSIS MEMORANDUM

DATE: July 29, 2021

TO: Scott Sumner, PE | SynTier Engineering

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

SUBJECT: Moscow Subdivision Traffic Impact Study

Project #21075-000

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

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

EXISTING CONDITIONS ANALYSIS (2021)

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

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

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

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

MOUNTAIN VIEW ROAD/D STREET INTERSECTION VOLUMES

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

MOUNTAIN VIEW ROAD/F STREET INTERSECTION VOLUMES

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

EXISTING YEAR (2021) OPERATIONS ANALYSIS

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

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

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

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

INTERSECTION	INTERSECTION CONTROL	OPERATING STANDARD	AM PEAK			PM PEAK		
			<i>Delay</i>	<i>LOS</i>	<i>V/C</i>	<i>Delay</i>	<i>LOS</i>	<i>V/C</i>
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.

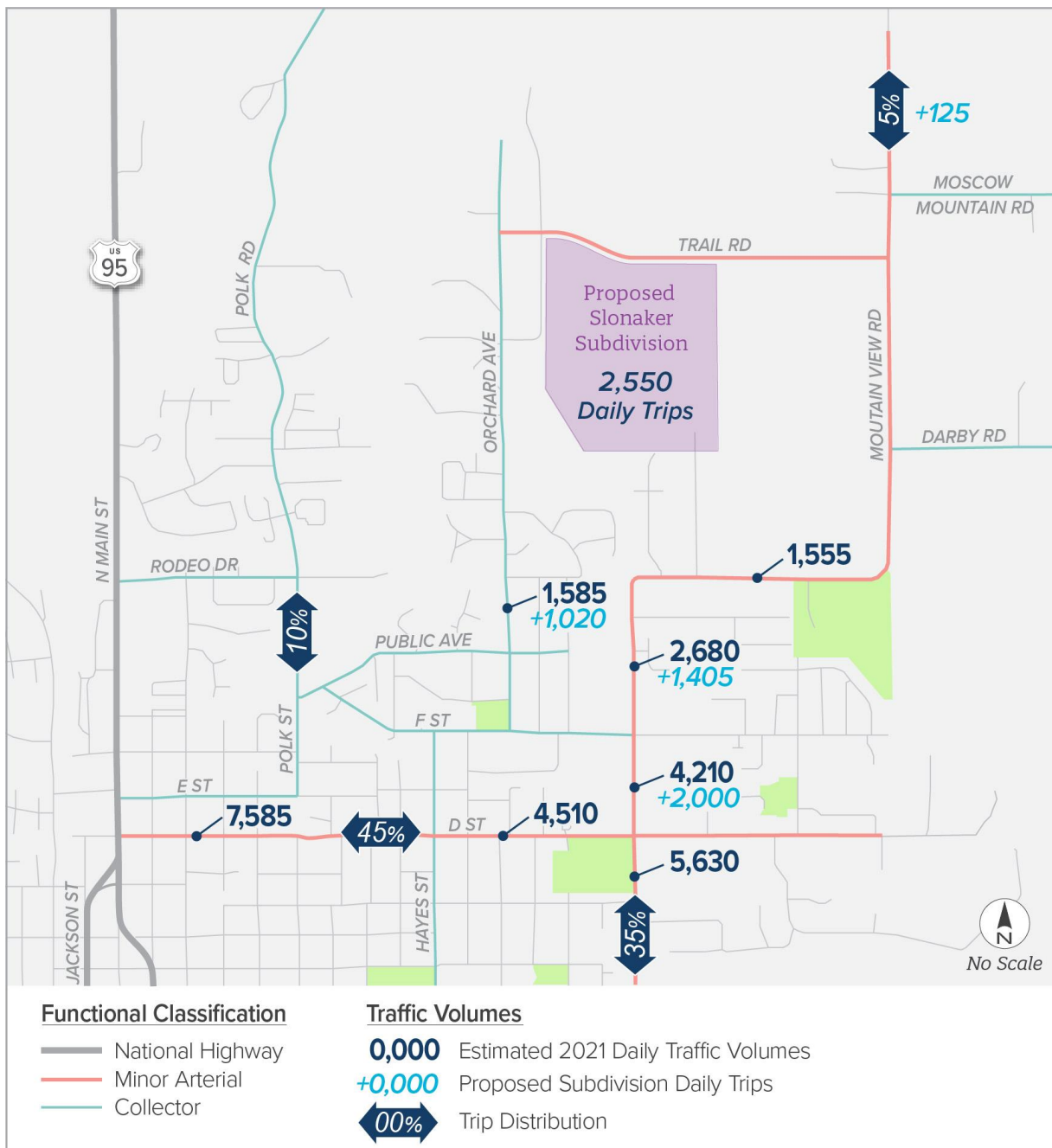


FIGURE 1. PROPOSED SUBDIVISION DAILY TRIP DISTRIBUTION

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

Volumes

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

Intersection Settings**Lanes**

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

Movement, Approach, & Intersection Results

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

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

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

Volumes

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

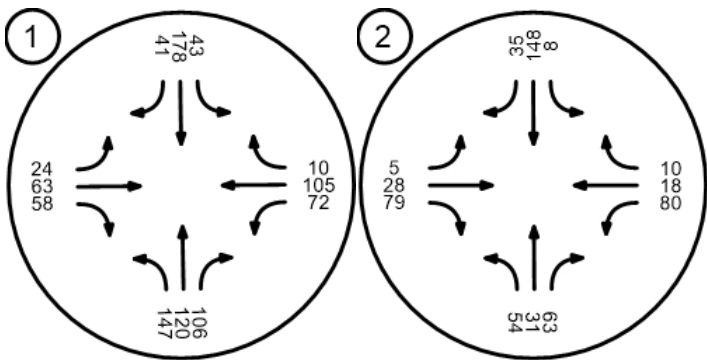
Intersection Settings**Lanes**

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

Movement, Approach, & Intersection Results

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

Traffic Volume - Future Total Volume



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

Control Type:
Analysis Method:
Analysis Period:

All-way stop
HCM 6th Edition
15 minutes

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

11.1
B
0.363

Intersection Setup

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

Volumes

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

Intersection Settings**Lanes**

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

Movement, Approach, & Intersection Results

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

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

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

Volumes

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

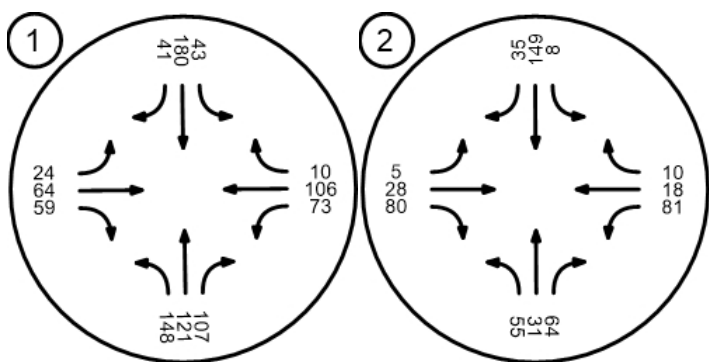
Intersection Settings**Lanes**

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

Movement, Approach, & Intersection Results

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

Traffic Volume - Future Total Volume



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

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

Volumes

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

Intersection Settings**Lanes**

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

Movement, Approach, & Intersection Results

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

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

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

Volumes

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

Intersection Settings**Lanes**

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

Movement, Approach, & Intersection Results

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

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Scenario 2 2022 Project - Phase 1

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

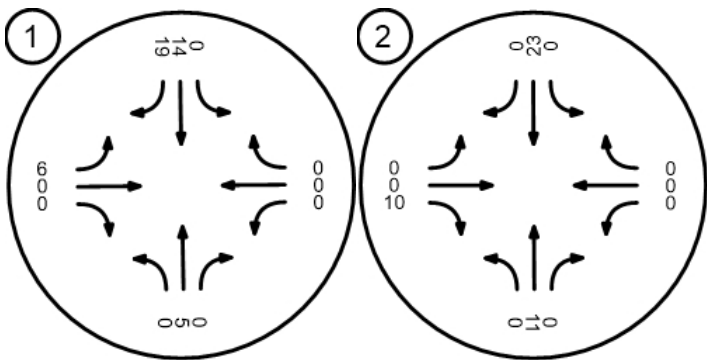
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Slokaner Subdivision - 2022 Phase 1_v3.pdf

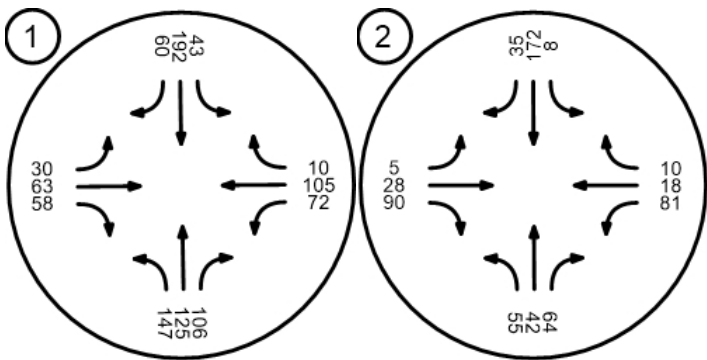
Trip Generation summary**Added Trips**

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

Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



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

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

Volumes

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

Intersection Settings**Lanes**

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

Movement, Approach, & Intersection Results

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

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

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

Volumes

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

Intersection Settings**Lanes**

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

Movement, Approach, & Intersection Results

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

Moscow Slokaner Subdivision TIA

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Scenario 3 2022 Project - Phase 1 + 2

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

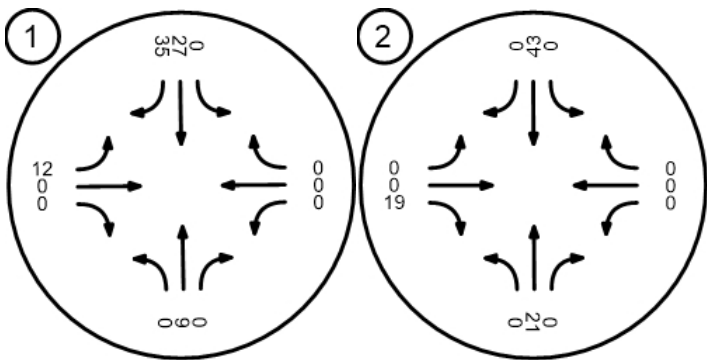
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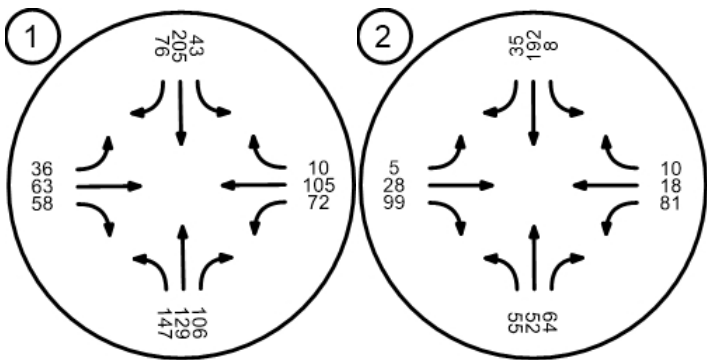
Trip Generation summary**Added Trips**

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

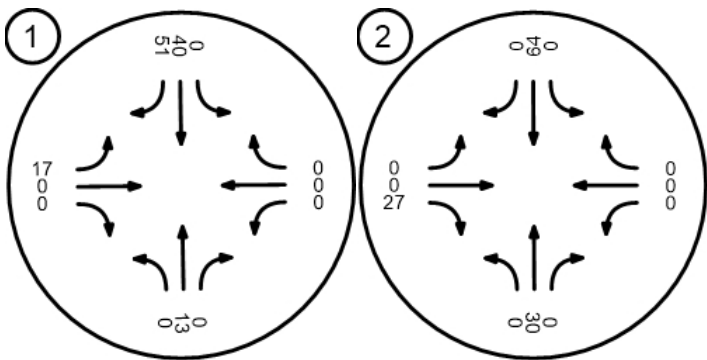
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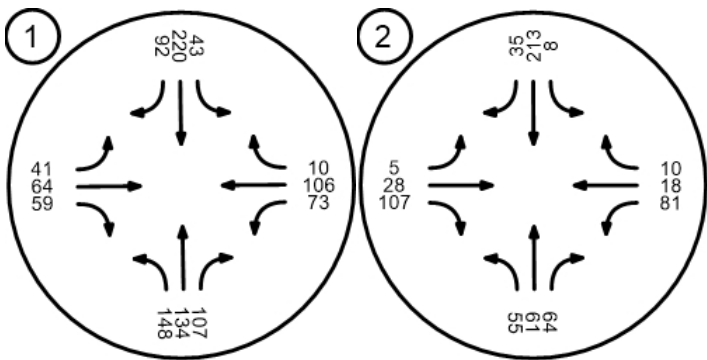
Trip Generation summary**Added Trips**

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

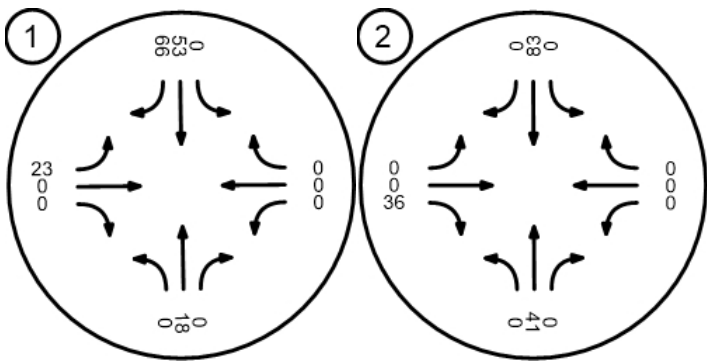
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Slokaner Subdivision - 2022 Phase 1 + 2 + 3 + 4_v2.pdf

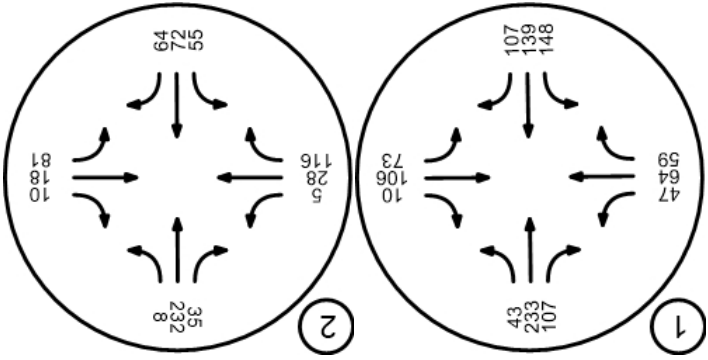
Trip Generation summary**Added Trips**

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		

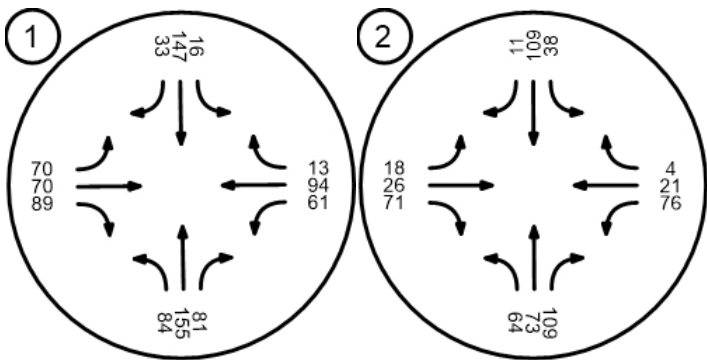
Intersection Settings**Lanes**

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	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]	65	74	11	38	11	11	18	26	72	77	21	4
Peak Hour Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Other Adjustment Factor	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
Total 15-Minute Volume [veh/h]	16	19	28	10	28	3	5	7	18	19	5	1
Total Analysis Volume [veh/h]	65	74	11	38	11	11	18	26	72	77	21	4
Pedestrian Volume [ped/h]	0			0			0			0		

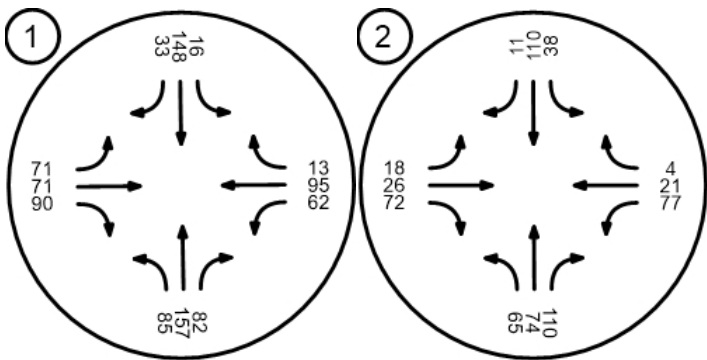
Intersection Settings**Lanes**

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

Movement, Approach, & Intersection Results

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

Traffic Volume - Future Total Volume



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

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

Volumes

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

Intersection Settings**Lanes**

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

Movement, Approach, & Intersection Results

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

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

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

Volumes

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

Intersection Settings**Lanes**

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

Movement, Approach, & Intersection Results

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

Moscow Slonaker Subdivision TIA

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Scenario 2 2022 Project - Phase 1

Analysis.vistro

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

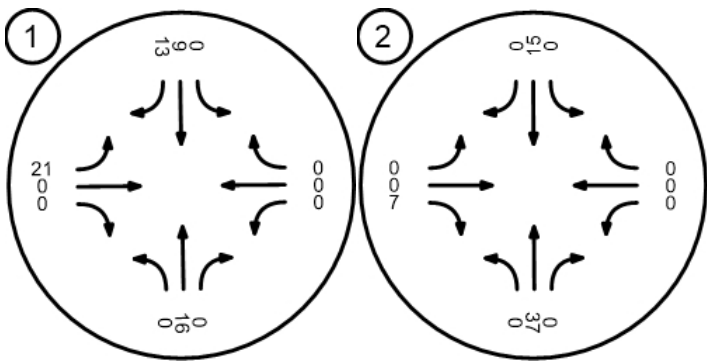
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Slonaker Subdivision - 2022 Phase 1_v3.pdf

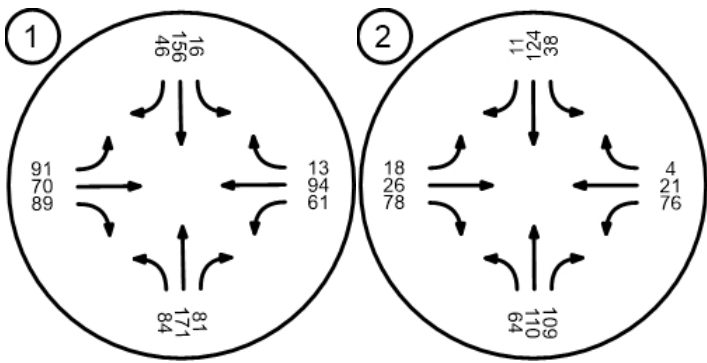
Trip Generation summary**Added Trips**

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

Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



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

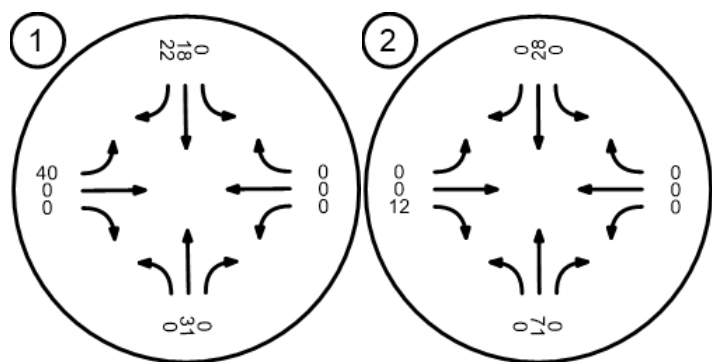
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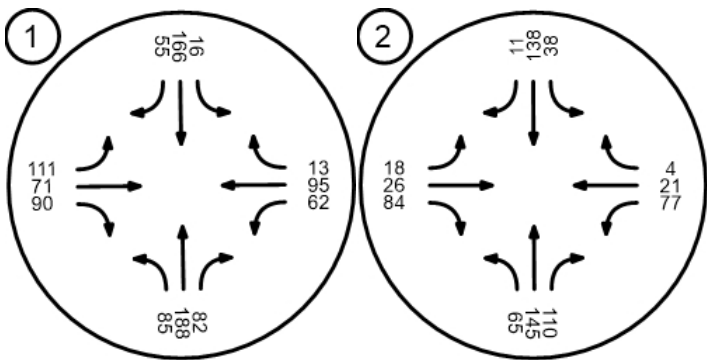
Trip Generation summary**Added Trips**

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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Analysis.vistro

Scenario 4 2022 Project - Phase 1 + 2 + 3

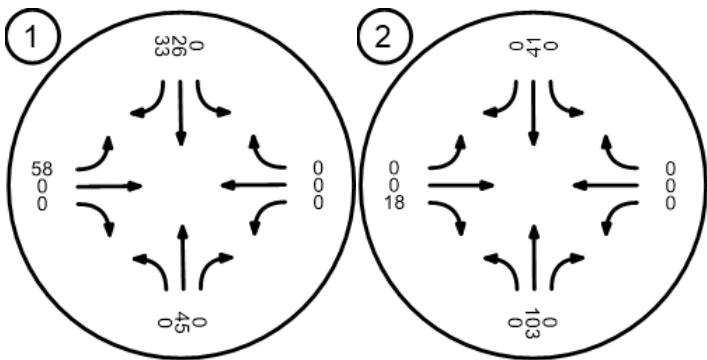
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Slonaker Subdivision - 2022 Phase 1 + 2 + 3_v3.pdf

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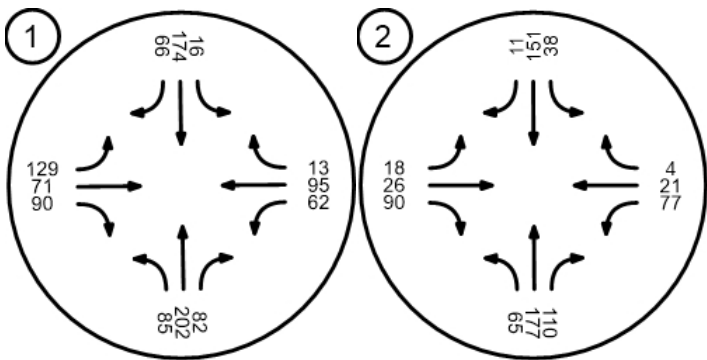
Trip Generation summary**Added Trips**

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	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

Vistro File: X:\...\Moscow Slonaker Subdivision Study_PM
Analysis.vistro

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

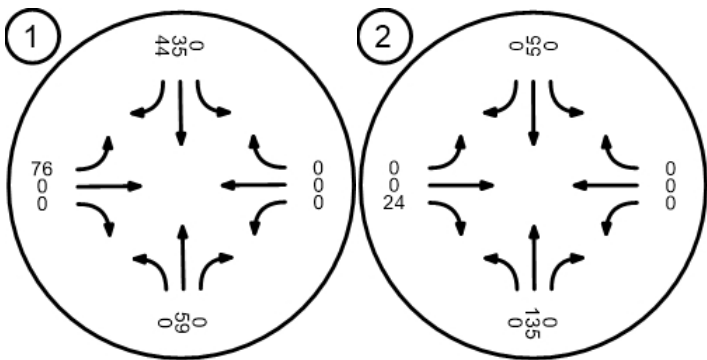
Report File: X:\...\PM Peak Hour Operations - Moscow
Slonaker Subdivision - 2022 Phase 1 + 2 + 3 + 4_v2.pdf

7/28/2021

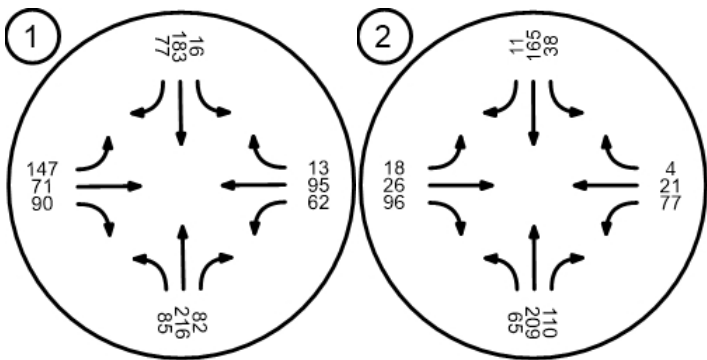
Trip Generation summary**Added Trips**

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

Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



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

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

F Street "F Street Combined Counts.xls"

15-Jun-15

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

Mt View "MTView Combined Counts.xls"

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

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

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

You are invited to attend a Neighborhood meeting

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

Donuts and coffee will be served!

Hope to see you there.

Mark Wintz

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 Living

1931 Orchard Ave.

Sean Wilson

2780 N. Mountainview

MIKE MATTHEW

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 Vroman

Dennis (Butch) Fullerton

1510 Orchard Ave.

Jay & Jennifer OLaughlin

1870 Orchard Ave.

Dianne & Tom Cole

934 Pheasant Run

Berg Hendrickson

1820 Orchard

+ Linwood Hough

Chris Carpenter

811 Sheswood Dr.

Jackie Bolden

2210 Trail Rd.

Jim Crapuchettes

2238 Trail

JESSICA Dahlinger

1106 Slonaker Dr.

Bobbie Kallie

1109 Slonaker Dr.

Steve Kadlec

" "

Chris & Mable Walker

1115 Slonaker Dr.

Kay Maurin

1326 Orchard

Susanne Kirby

966 Pheasant Run

Cathy Williams
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.

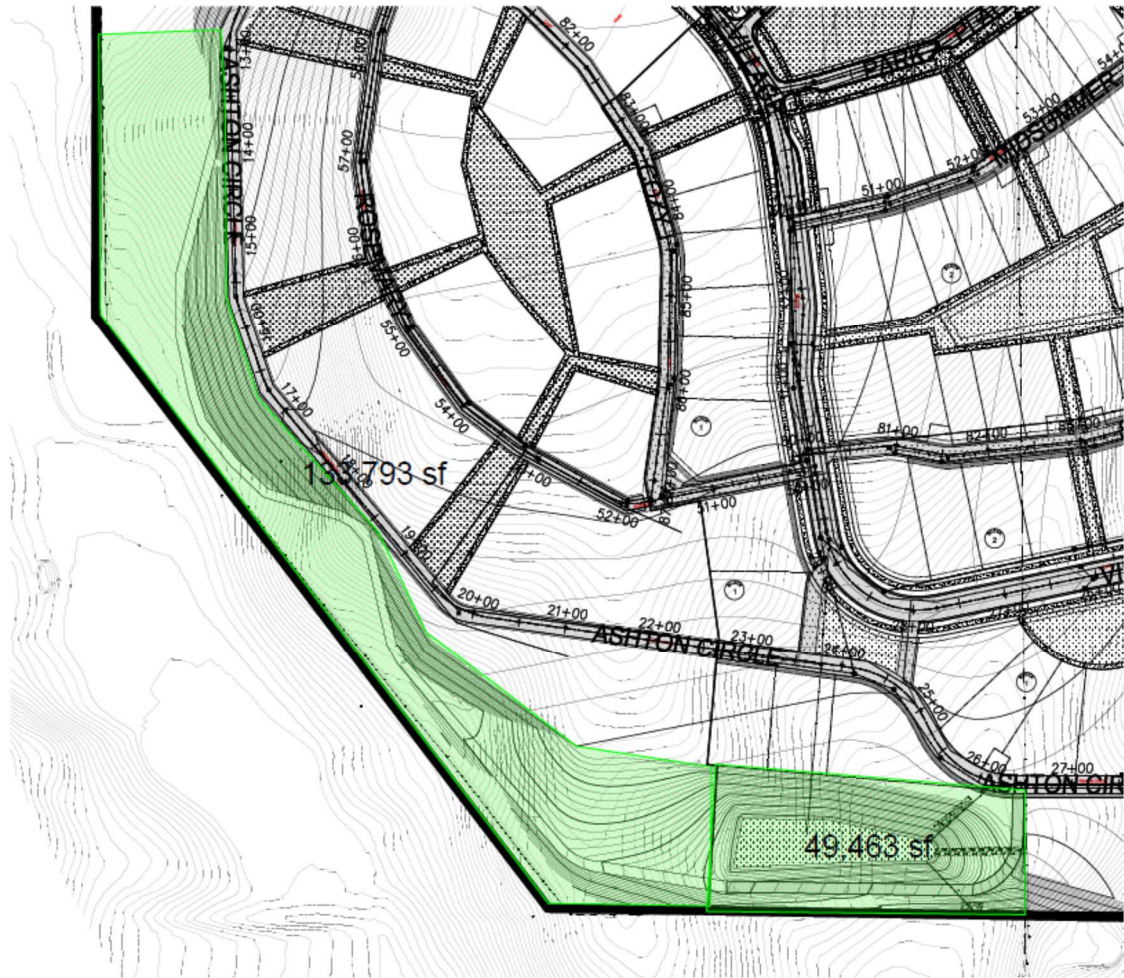
The entire space consists of approximately 4.2 acres and if completed as designed would meet the parkland dedication requirement for the entire 82 acres proposed for Woodbury. Additionally, Wintz Company proposes to do the grading improvements along with construction of the pathway and placement of gravel 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 though the neighborhood. The current plan of using Slonaker Drive as the only access will disrupt a neighborhood street with many families with young children and increase the possibility of something tragic happening. Yet, there are several ways to alleviate and reduce the effects of this multi-year project to every homeowner and resident while making sure the project is built and stays on plan.

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

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

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

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

Regards,
Dick Adams
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

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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

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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

Moscow City Council



Regular Meeting ~Minutes~

www.ci.moscow.id.us

Laurie M. Hopkins
City Clerk

208.883.7015

**Monday
September 20, 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, Sandra Kelly, Maureen Laflin, Brandy Sullivan, Gina Taruscio, Anne Zabala

ABSENT: Art Bettge

STAFF: Gary J. Riedner, Mia Bautista, Bill Belknap, Tyler Palmer, Mike Ray, David Schott, Amanda Argona, Todd Drage, Tamra Karl

PLEDGE OF ALLEGIANCE

Gina Taruscio led the 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

Staff presented the August 2021 Accounts Payable Report to Public Works / Finance Committee on September 13, 2021. The Committee received the report and approved the disbursements as presented.

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

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.

Gina moved, Maureen seconded to approve 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)

None offered.

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

Michael Jennings said he is introducing Moscow's Ready For 100% Clean Energy petition. From a science perspective, Moscow is at zero hour which means there is no choice but to respond now. This is not a policy dispute that can be addressed at a later day. He introduced Nicole Chau and Devin Conway who are part of the Climate Justice League.

Conway said the petition is aiming to get cities to commit to a 100% clean energy goal. The campaign asks for the goal to be achieved by 2045. He acknowledged what Moscow has already done fighting climate change. He feels Moscow is in a position to once again lead in climate change.

Chau said in 2019 Boise passed first ever clean energy goal for a city, pledging 100% clean electricity in 2035. Boise also partnered with Idaho Power to transition all city operations to clean electricity by 2023. A bold clean energy commitment is ambitious and practicable and would make us a leader in northern Idaho. Avista representative Paul Kimmel has a goal of 100% clean energy by 2045. Both commitments create the opportunity for a community wide commitment. The Moscow community is supportive. Conway spoke on specific threats to the environment. Chau understands making a verbal declaration like this can be risky, but the climate induced disasters need to be acted on now. Record heat waves and spread of plant diseases negatively impacted the Palouse agriculture. Chau said the ball is in the court of the Council and urges Council, staff and Mayor Lambert to recognize the urgency of the climate crisis and commit Moscow to clean energy by 2045.

Mayor agrees it is everyone's responsibility. The City Council is very interested in Climate Change Control and we will have a workshop scheduled for September 27, 2021. The topic is in the Strategic Plan as a Tier 2 issue.

Shimrra Shai said he is also concerned with global heating. He feels 2045 sounds too late and would suggest 2035. The cost of doing nothing is going to be greater than doing something.

Paul Kimmel (Avista Utilities) thanked the Council for participating in the Palouse roundtable. He feels the community is working toward stabilizing the aquifer. The PBAC Water Summit is scheduled for October 21, 2021. The keynote speaker is Amy Vickers who wrote "The Handbook of Water Conservation." He thanked the Council for the financial support and continued encouragement.

Mayor Lambert called a recess at 7:22 p.m. The meeting reconvened at 7:24 p.m.

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.

Ray introduced the item as written above and listed the allowed uses in NB zoning, intent of the Auto-Urban Residential and Suburban Commercial designations, and zoning. 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. The first phase of the subdivision is 21.73 acres which is proposed to be annexed at this time. Ray provided a description of the different lots and visuals. The street network proposes Slonaker and Village Way becoming the main arteries and 25 off-street parking spaces. There are common open spaces throughout the development and the small neighborhoods are linked by smaller private streets, which would be maintained by a homeowner's association. A traffic impact study was conducted and concluded that the proposed subdivision is expected to result in minimal impacts to vehicle traffic conditions at the study intersections and met City operating standards under all development scenarios. A segment of Mountain View Road between the intersection of Slonaker Drive and Mountain View Road extending south to the Hamilton-Lowe Aquatics Center does not have sidewalks on either side of the street or bike lanes. The Engineering Department is recommending that the applicant be responsible for 50% of the construction costs associated with the installation of curbing, sidewalk and roadway widening in order to connect this missing segment of sidewalk. Also of concern is the sight distance after Mountain View Road makes a ninety degree turn to the east. 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 and if so, it is recommended the applicant be responsible for the construction of the turn lane. Water and sewer service is adequate and can be extended from Slonaker Drive. The applicant is proposing to defer the parkland dedication to phase 2 of the entire subdivision.

Questions from Council were answered: the development agreement would determine the timing of sidewalk installation on Mountain View but would be prior to any building permits being issued. A crosswalk would be

reviewed with the review of which side the sidewalk will be installed on. Logos School is required to widen Mountain View and install pedestrian facilities on their segment. The Engineering Department would work with the applicants engineers on the determination whether a left turn lane is warranted. Ray's understanding is that there is a robust HOA which would maintain the private roads and parkway system. One park is proposed to be public.

Mayor Lambert opened the public hearing at 8:02 p.m.

Mark Wintz (1004 Dairy Ln, Moscow), applicant, said this project has been in the works for many years and they have worked with the Trail family and others. New Urbanism is being very thoughtful about the entire development. Seabrook Development in Seattle assisted Wintz in the design development of this project. Greenways connect so that there is a loop for walking with no streets to cross. Wintz said he is trying to promote community. From a sustainability standpoint, building standards are at that level. The development will be heavily landscaped to improve water retention and should improve animal habitat for birds and small mammals.

Mayor Lambert asked for testimony in favor of the application.

Levi Wintz, (415 n. Van Buren #4, Moscow) said he hoped the Council can see the thought that has gone into this project. Moscow is in a housing crisis and will increase with the development of Schweitzer moving to town. He said they wanted to find a more thoroughly planned development that would provide private property but also an area open to the community. The development will preserve wetland dedication to the west and with no front lawns, there will not be sprinkler systems.

Scott Sumner (106 S. Hayes, Moscow) is the project engineer and manager for this project. He said it has been a challenging project because aesthetics has been a big concern. DKS Associates in Portland was selected for the traffic study because they are the firm that put together Moscow's transportation plan. DKS will address not only whether there needs to be a left turn lane, but at what point in the development it needs to be built.

Sean Wilson (2780 N. Mt. View, Moscow) represents Trail Family LLC, who didn't take the sale of this property lightly. They agreed to sell this property to Wintz because it was a thoughtful development with a thoughtful plan.

Leah Clark (912 Public Ave, Moscow) said she has a degree in architecture and is working with the Wintz company. Much of the development utilizes the community green space rather than individual lawns which should reduce water use. Growth is inevitable in Moscow and along with growth comes traffic. The next development may not be as thoughtful.

Mayor Lambert asked for testimony in opposition or general testimony.

Lana Vensca (1246 Highland, Moscow) said she is concerned about the health of the aquifers and the rapid housing growth seen here recently. The Moscow Comprehensive Plan states that Moscow relies on groundwater for drinking water and she doesn't believe the conservation measures used recently will be enough. She requested Moscow representatives think carefully about new subdivision development and its impacts on the water supply and collect more data before future growth.

Mayor Lambert commented since 1992 Moscow has had a 35% growth and yet reduced water use by 14%.

Megan Connuscu (538 N Blaine St, Moscow) said she believes Moscow is in a water crisis now. There needs to be concrete evidence of the diminishing water supply. Wintz failed to explain sustainability for the larger lots as well as household uses. Also concerned about lack of connectivity and community with downtown. Mountain View Rd pedestrian facilities were addressed but Orchard was not. Even with costly improvements, Slonaker

Drive and Lanny Lane will become arterials when they were not planned to be.

Paul Hendricks (1306 Slonaker Dr, Moscow) is directly adjacent to this development. He is concerned with traffic and believes the study is flawed by using outdated data. Logos School will influence traffic patterns in this quadrant of the city. The only people who spoke in support at the P&Z meeting are those who will benefit financially. Is timeline of developers more important than concern of citizens? Why the rush? Lanny Drive and Slonaker weren't mentioned in the traffic studies. Has the City considered impact fees on new housing? He requested the Council slow down.

Andre Costello (795 Brent Dr, Moscow), a junior at Moscow High School, said he is concerned about the water issue and the sustainability of the city. He moved to Moscow one year ago and fell in love with the clean air, greenery, etc. He fears the gaps in research about aquifers. UI Environmental Engineering and Ecology students could help fill in the research gaps. He feels this development is a mini town not a neighborhood.

Ann Hoste (1183 Wallen Rd, Moscow) said Council has had a lot of housing applications, possibly due to the Governor's new law House Bill 389 which is a win for developers by extending property tax exception. Woodbury project would take 10 years which would be a significant break for the developer. HB 389 reduces tax revenue for City by placing a cap on aggregate increase on property tax regardless of number of houses built and the demand placed on infrastructure. Artificially reduces tax bills for new homes and shifts burden to existing residences. She feels this development is not the low income housing we need and may drive up values. She requested the Council enact a moratorium on annexation.

David Hall (1334 Wallen Rd, Moscow) said the annexation would go against the Comprehensive Plan regarding preserving agricultural land adjacent to the City. Also, the potential for use of large amounts of water is against the best interest of the citizens. He requested the Council not annex the property.

Susan Kurts (966 Pheasant Run, Moscow) feels P&Z is failing to meet its responsibilities with respect to changes to the original Woodbury PUD. City Council has an opportunity to slow the process down. During March and August meetings, the construction access street was to be Mountain View via Slonaker. All the studies were based on that access. In response to Slonaker residents, Slonaker will now be blocked until infrastructure is completed. By blocking Slonaker, the traffic is moved to Orchard without conducting a traffic study for Orchard. Orchard is much longer and narrower. P&Z failed to review other potential routes. She requested the Council postpone annexation until there is a have a chance to take a look at these issues.

Kaden Bledsoe (1148 Flannigan Creek Rd, Moscow) said his main concern is there is not much research as to how quickly the aquifers recharge. He requested the Council wait for more studies to be completed and make the decision on the studies.

Mike Nielon (1215 Slonaker Dr, Moscow) desires closing Slonaker even into construction. When Lanny Lane was opened it seemed that traffic has increased four times greater. He asked the Council to consider keeping Slonaker Drove closed until the first house is sold.

Ellen Johansen (1212 Slonaker Dr, Moscow) said she is most concerned about traffic. She wants this development to be a community project and not pit one neighborhood against another. She reiterated the traffic study using outdated data. Development on the east side feels like a lot more than 1% growth. Mountain View traffic is dangerous to school children. She agreed other options for diverting traffic wasn't looked at.

Chris Walker (1115 Slonaker Dr, Moscow) said he also has traffic and safety concerns. The ninety degree turn wasn't built for the increased traffic. The left hand turn lane needs to be installed prior to anything else. He asked the Council to consider how the neighborhoods were built because Slonaker wasn't meant to be a collector street for 270 homes. He agrees Orchard is not a good street to reroute traffic.

Bill Voxman (1400 Orchard Ave, Moscow) said he will be affected by increased traffic. He spent time on P&Z and Council. He is concerned about improvements on roads not being made soon enough. He likes the proposed development. Traffic is a huge issue and he feels heavy equipment should use Mountain View rather than Orchard which is hilly and does not have any sidewalks.

Wintz responded the traffic studies are more than adequate. There are six connections to the outside neighborhoods. Slonaker is a connector according to the master plan. The trail access to the north, which will lower the impact of heavy equipment wasn't a requirement from the city, but an idea from one of the neighborhood meetings. He believes this development will build equity to the Slonaker neighborhood. He wants to keep construction traffic off Slonaker and Orchard.

Mayor Lambert closed the public hearing at 9:02 p.m.

Kelly said she likes the plan and has many of the same concerns such as traffic studies not including Orchard. May not have enough to move forward yet. She is not as concerned about water because there are active steps being taken now.

Laflin asked for information on the rapid growth in Moscow. Ray provided a chart showing growth percentages from 1960 to 2020. From 2000 to 2020 there was 0.89% growth. Historically, single family growth has been 40 per year. Just because lots are approved does not mean they are developed immediately. Traditionally there is 300-400 lots in inventory and market conditions certainly contribute. Some subdivisions have been approved for many years and have yet to be developed.

Sullivan said population growth has not been very rapid. Moscow has had a large number of developments, but it will take time for them to be built up. Ray pointed out the developer is still 1-2 years out from building the infrastructure. Sullivan also said this development in regards to water is a relatively small impact. This development seems to be the first one addressing the water issues by not having lawns. In regards to traffic, she wants to be sure Moscow is moving forward in a logical way.

Zabala asked for information on why 2006 and 2017 data was used for the traffic study. Belknap explained traditionally for the intersection studies, there would be a turning movement study. Because it was the middle of summer, there would be reflective of traffic patterns during the school year. The most current turning movements done during the school year were used with a forecast of 1% per year to estimate current values. Staff anticipated that the growth factor overestimated the impact but service levels remained at A or B. Zabala said she is still concerned with the addition of Logos.

Gina Taruscio said water is an issue but Palouse Basin Aquifer Committee and others are working on it. She feels all level of housing is needs because of the major employers in Moscow. She is concerned about traffic. She feels the community needs to embrace growth and approach this as a community with our neighbor.

Discussion ensued regarding House Bill 389 and what PBAC is and their purpose.

Belknap explained the improvements to Mountain View would be completed in conjunction with the first phase of the subdivision and include a left turn lane if warranted and would be included in the development agreement, and completed prior to construction permits.

Laflin said she really appreciated all the work done on this project. It seems to move to a new level of development and she is impressed with the consciousness in creating a community. She thanked staff for all the time spent in bringing it forward. Laflin moved and Taruscio seconded to 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

Sullivan is still concerned about traffic. With school back in session, and the change in the 4-way stop at D and Mountain View, asked if there an indication to do another study. Belknap responded no, that the left turn lanes don't give much additional volume. Every vehicle still must still stop and often times adds delay. Currently staff is experimenting with the temporary removal of the left lanes and if remained permanent, it wouldn't have a significant reduction of intersection capacity. It would be different for a signaled intersection or two way stop.

Sullivan added she understands the concern about Orchard Avenue but hearing the timing and construction vehicles using Mountain View, there doesn't seem to be anything to study during this phase. Belknap added that a traffic study wouldn't conduct a study on construction activity.

Zabala said she is conflicted. There are elements she really likes such as the lots are ADU permissible but heard overwhelming public opposition.

Roll Call Vote: Ayes: Four (4). Nays: One (Zabala). Abstentions: None. Motion carried.

Mayor Lambert read Ordinance 2021-16 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.

Taruscio moved and Laflin 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: Four (4). Nays: One (Zabala). Abstentions: None. Motion carried.

The recommended conditions for approval are tied to the subdivision plat approval. The third condition is blocking off access to Slonaker until completion of public infrastructure. Completion of public infrastructure and acceptance of the public road is when staff recommends the barrier be removed. Having a public road barricaded and forcing potential home buyers and others route to Trail is not what staff would recommend. Typically, subdivisions have all had construction access right through neighborhoods as they are built.

Sullivan wants to change condition #3 where the barrier remains until first house is sold. Laflin said many houses could be sold before even built. Sullivan said it could be until the first house is occupied. Riedner said that would require staff to monitor a lot of factors and raises unreasonable expectations. Sullivan explained her point is not to have construction equipment driving through until someone is living there. Belknap said staff can look at eco blocks so there is still fire access but still recommend opening the road is opened when public infrastructure is complete.

Kelly felt like that adds things that aren't going to help and adds unnecessary work. Laflin brought up the issue of precedence and doesn't think it is necessary. Taruscio felt that would put staff in a terrible position and sends a message to developers that Moscow is difficult.

Laflin moved, Taruscio 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: Four (4). Nays: One (Zabala). Abstentions: None. Motion carried.

Mayor Lambert read Ordinance 2021-17 by title:

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.

Taruscio moved and Laflin seconded to approve the PUD for Woodbury Addition and adopt the Planning and Zoning Commission Reasoned Statement of Relevant Criteria. Roll Call Vote: Ayes: Unanimous. Nays: One (Zabala). Abstentions: None. Motion carried.

Sullivan moved and Zabala seconded to approve the preliminary plat for Woodbury Addition with condition 1 and 2, and change condition 3 restricting access until the first house is sold. Roll Call Vote: Ayes: Two (Zabala, Sullivan). Nays: Three (Taruscio, Kelly, Laflin). Abstentions: None. Motion failed.

Taruscio moved and Kelly seconded to approve the preliminary plat for Woodbury Addition with the three recommended conditions from Planning and Zoning Commission and adopt the Planning and Zoning Commission Reasoned Statement of Relevant Criteria. Roll Call Vote: Ayes: Three (Taruscio, Kelly, Laflin). Nays: Two (Zabala, Sullivan). Abstentions: None. Motion carried.

Mayor Lambert called a recess at 9:57 p.m. The meeting reconvened at 10:02 p.m.

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.

Ray introduced the item as written above adding there was deficiency with the metes and bounds which has been corrected in the proposed ordinance.

Kelly moved and Taruscio seconded to approve the replacement of Ordinance 2021-06 with Ordinance 2021-06A. Roll Call Vote: Ayes: Unanimous. Nays: None. Abstentions: None. Motion carried.

Mayor Lambert read Ordinance 2021-06A 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.

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.

Belnap introduced the item as written above adding traffic calming should be reserved for unique circumstances. Stop signs are generally not a good traffic calming device as there is often increased speed between signs. Traffic calming is most appropriate on local residential streets, not arterials except in certain circumstances such in front of schools. Metrics will be based on traffic volume, adjacent land uses, vehicle speeds, accident history etc. The application process will require signage from a percentage of neighbors, a site visit, data collection and review of the history from emergency responders. An appeal process will be available. The policy also includes an educational section of possible traffic calming devices which Belnap presented. There are financial restrictions and would anticipate a small allocation of \$20,000-30,000 to begin this program with the hopes of receiving grants as well.

Sullivan suggested adding to the three year clause the exception of unless the City Engineer has determined there are extraordinary circumstances that warrant an additional review. Zabala appreciated the change she requested to change from property owners to residents.

Sandra moved and Zabala seconded to approve and adopt the proposed Neighborhood Traffic Calming Policy and associated Resolution. Roll Call Vote: Ayes: Unanimous. Nays: None. Abstentions: None. Motion carried

REPORTS

City Council

Report was postponed.

Mayor

Report was postponed.

Staff

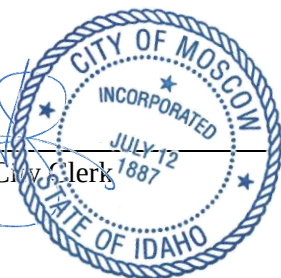
Report was postponed.

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

Mayor Lambert requested adjournment to executive session at 10:22 p.m. per Idaho Code 74-206 (1)(C) and (F) and that the meeting not reconvene. Roll Call Vote: Ayes: Unanimous. Nays: None. Abstentions: None. Motion carried.

ATTEST:

Laurie M. Hopkins, City Clerk



Bill Lambert, Mayor

**CITY OF MOSCOW
MINUTES OF CITY COUNCIL EXECUTIVE SESSION
September 20, 2021**

Present: Mayor Lambert, Sandra Kelly, Maureen Laflin, Brandy Sullivan, Gina Taruscio, Anne Zabala

Also Present: Gary J. Riedner, City Supervisor; Mia Bautista, City Attorney; Bill Belknap, Deputy City Supervisor

The executive session was called to order at 10:25 p.m.

Item discussed pursuant to I.C. 74-206(1)(C) and (F)

The executive session was adjourned at 10:48 p.m.

**BEFORE THE CITY COUNCIL
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, this matter came before the Moscow City Council during a duly noticed public hearing on September 20, 2021; and

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

THE CITY COUNCIL OF THE CITY OF MOSCOW, IDAHO, AFTER DUE DELIBERATION AND CONSIDERATION, HEREBY CONCLUDES:

I. RELEVANT FACTS AND CONCLUSIONS

1. The City Council 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 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.
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 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 CITY COUNCIL 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 City Council of the City of Moscow approves 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 CITY COUNCIL OF THE CITY OF MOSCOW this 20th day of September, 2021.



Bill Lambert, Mayor

**BEFORE THE CITY COUNCIL
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, this matter came before the Moscow City Council during a duly noticed public hearing on September 20, 2021; and

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

THE CITY COUNCIL OF THE CITY OF MOSCOW, IDAHO, AFTER DUE DELIBERATION AND CONSIDERATION, HEREBY CONCLUDES:

I. RELEVANT FACTS AND CONCLUSIONS

1. The City Council 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 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.
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. 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.
9. 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.
10. Based upon the availability of public services, constructed adjacent roadway, access and surrounding land use patterns, the Council 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 CITY COUNCIL 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 Council 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 Council 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 City Council approves 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 CITY COUNCIL OF THE CITY OF MOSCOW this 20th day of September, 2021.



Bill Lambert, Mayor

**BEFORE THE CITY COUNCIL
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, this matter came before the Moscow City Council during a duly noticed public hearing on September 20, 2021; and

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

THE CITY COUNCIL OF THE CITY OF MOSCOW, IDAHO, AFTER DUE DELIBERATION AND CONSIDERATION, HEREBY CONCLUDES:

I. RELEVANT FACTS AND CONCLUSIONS

1. The City Council 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 CITY COUNCIL 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 Council 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 City Council of the City of Moscow approves 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 CITY COUNCIL OF THE CITY OF MOSCOW this 20th day of September, 2021.



Bill Lambert, Mayor

**BEFORE THE CITY COUNCIL
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, this matter came before the Moscow City Council during a duly noticed public hearing on September 20, 2021; and

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

THE CITY COUNCIL OF THE CITY OF MOSCOW, IDAHO, AFTER DUE DELIBERATION AND CONSIDERATION, HEREBY CONCLUDES:

I. RELEVANT FACTS AND CONCLUSIONS

1. The City Council 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.
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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.

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“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.”

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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 CITY COUNCIL 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 City Council of the City of Moscow approves 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 CITY COUNCIL OF THE CITY OF MOSCOW this 20th day of September, 2021.



Bill Lambert, Mayor

**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 TEN POINT FIVE (10.5) ACRE AREA OF LAND GENERALLY LOCATED SOUTHWEST OF THE WEST PALOUSE RIVER DRIVE BALL FIELDS PROPERTY AND SOUTHWEST OF THE UNIVERSITY OF IDAHO ARBORETUM, KNOWN AS EDINGTON ESTATES 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 July 8, 2022; and

WHEREAS, this matter came before the Moscow Planning and Zoning Commission during a duly noticed public hearing on August 10, 2022; 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 ten-point five (10.5) acre area of land generally located southwest of the west Palouse River Drive Ball Fields property and southwest of the University of Idaho Arboretum.
3. The subject property currently contains a single-family dwelling and various outbuildings. The subject property is surrounded by primarily agricultural land to the west and south, and Edington 1st Addition Subdivision and the West Palouse River Drive ball fields property to the northeast. The South Fork of the Palouse River currently flows through the ball fields property to the north.
4. Within the 2019 Moscow Comprehensive Plan, the subject property is currently designated as Auto-Urban Residential which is proposed to be retained for this subdivision.
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. The subject property and adjacent properties immediately to the west and south within Latah County are currently designated as Agriculture/Forestry (AF).
7. Edington 1st Addition to the northeast is currently designated a combination of the Residential Office (RO) Zone and the Medium Density Residential (R-3) Zones. The West Palouse River Drive ball fields to the north is currently designated as Farm, Ranch and Open Space and the Schweitzer property to the east is designated as Motor Business (MB). Manufactured home parks and Idaho Transportation Department’s service yard on the south side of Palouse River Drive are zoned MB.
8. The applicant is concurrently proposing to rezone the subject property from the Agriculture Forestry (AF) Zone to the Medium Density Residential (R-3) Zone.
9. The Medium Density Residential (R-3) Zoning District provides for an increase over the density allowed by the R-2 zoning district by permitting different types of housing construction. It is appropriate where activity levels are moderate, terrain permits construction of somewhat larger structures, and where public systems and neighborhood facilities can accommodate a greater intensity of land use as guided by the Comprehensive Plan.
10. Uses permitted within the R-3 Zone include single-family dwellings, two family dwellings, twinhomes, townhouses, market and community gardens, group and small child care facilities, and public parks and recreation facilities.
11. The applicant is proposing a Planned Unit Development (PUD) and preliminary plat to subdivide the 10.5-acre area into 9 lots ranging from 0.73 acres to 1.57 acres in size, referred to as Edington Estates Subdivision.
12. The applicant is proposing to constructing a total of nine single-family dwellings that will be on separately platted lots and will be accessed via a private street. One of the dwellings already exists upon the property. The primary reason for the PUD request is to allow a private street which serves the proposed lots.
13. The proposed single-family dwellings are of similar design to homes that are constructed in the residential neighborhoods to the north. There are three example building plans that the applicant has submitted, which serve as examples of the type of houses that will be constructed on the lots. The houses range between one and two stories with the square footages ranging between 2,100 to 3,800 square feet.
14. The setback requirements for the R-3 Zone are a minimum of 15 feet in the front, with the exception of the garage door which is required to be 20 feet if facing the street; a minimum of 5 feet on the side, but both sides are required to equal 15 feet; and 20 feet at the rear yard. The proposed building footprints meet all of the setback requirements for the R-3 Zone.
15. All of the proposed lots are within the Medium Density Residential (R-3) Zone and meet the minimum lot size and width requirements.
16. The minimum lot size for detached single family lots within the R-3 Zone is 6,000 sf and townhouse lots require 2,000 square feet. The minimum lot width for detached single family lots within the R-3 Zone is 60 feet (50 feet for lots with alley access). The minimum townhouse lot width is 20 feet for the R-3 Zone.

17. The base density requirement of the R-3 Zone is 9.5 dwelling units per acre. With 9 dwelling units being proposed on 9.78 acres, the proposed density is 0.92 dwelling units per acre which is under the base density requirement. Therefore, no density bonuses are required as part of the PUD.
18. The subject property has access via Augustine Avenue which is designated as a collector street and will be constructed as part of Edington 1st Addition. Augustine will be constructed to a 34-foot paved width with two travel lanes, bike lanes on both sides, and no on-street parking. Curb, gutter, tree lawns, and sidewalks will also be constructed on both sides of the street.
19. A private street is proposed to connect to Augustine Avenue and serve the nine lots. The private street will meet the City's private street standard which includes a 20-foot-wide paved surface, curbing, and a sidewalk on the north side of the street. The applicant is proposing that the private street terminate with a hammerhead turnaround which will meet fire code requirements.
20. Water mains will be extended throughout the subdivision from the mains within the intersection of Augustine Avenue and Edington Avenue. 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.
21. Sanitary sewer is proposed to be extended throughout the subdivision along the private street alignment and eventually connect to a main within Edington Avenue.
22. Storm sewer will be piped and directed to a stormwater detention pond located near the intersection of Augustine Avenue and Edington Avenue. 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. The stormwater is then conveyed from the detention facilities to the South Fork of the Palouse River.
23. The proposed subdivision falls under the requirements of the parkland dedication codes of the City. There is 9.79 acres of net developable area of platted R-3 Zoned property, which requires a 7% dedication. The total parkland dedication for the proposed subdivision is 0.69 acres. The applicant has submitted a letter proposing to defer the parkland dedication to a later phase, which was reviewed by the Parks and Recreation Commission. The Commission recommended approval of deferring the parkland dedication during their July 28, 2022 regular meeting.
24. The applicant conducted a neighborhood meeting with affected property owners within 600 ft. of the subject property on May 19, 2022 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 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. 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 utilizes a natural hillside and an existing single-family dwelling within the design and is accessed by a private street which allows for less of an impact to the existing property.
3. **The proposed PUD is compatible with the character and uses in the surrounding area.** The PUD is consistent with the surrounding area which is primarily a mixture of residential developments. The proposed PUD provides for larger lot sizes which are intended to provide a smooth transition from the denser development planned for the Edington Subdivision to the northeast and east.
4. **Public services and utilities are available or can be made available and are adequate to accommodate the proposed PUD.** The Engineering Department 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 additional single-family homes 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 utilizes a natural hillside and an existing single-family dwelling within the design and is accessed by a private street which allows for less of an impact to the existing property.

III. DECISION

Based on the above Reasoned Statement of Relevant Criteria, the Planning and Zoning Commission of the City of Moscow recommends approval of the Planned Unit Development (PUD) request for the ten-point five (10.5) acre area of land generally located southwest of the west Palouse River Drive Ball Fields property and southwest of the University of Idaho Arboretum with no conditions.

PASSED BY THE PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW this
____day of_____, 2022.

Robb Parish, Chair
Planning and Zoning Commission

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

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS REGARDING THE REVIEW OF A THIRTEEN POINT SEVEN FIVE (13.75) ACRE AREA OF LAND PROPOSED TO BE ANNEXED INTO THE CITY OF MOSCOW AND GENERALLY LOCATED SOUTHWEST OF THE WEST PALOUSE RIVER DRIVE BALL FIELDS PROPERTY AND SOUTHWEST OF THE UNIVERSITY OF IDAHO ARBORETUM.

WHEREAS, the applicant filed an application for Annexation, Comprehensive Plan Land Use Designation, and Rezone on July 8, 2022; and

WHEREAS, this matter came before the Moscow Planning and Zoning Commission during a duly noticed public hearing on August 10, 2022; 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 13.75-acre property proposed to be annexed into the City of Moscow and generally located southwest of the west Palouse River Drive Ball Fields property and southwest of the University of Idaho Arboretum.
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 currently contains a single-family dwelling and various outbuildings. The subject property is surrounded by primarily agricultural land to the west and south, and Edington 1st Addition Subdivision and the West Palouse River Drive ball fields property to the northeast. The South Fork of the Palouse River currently flows through the ball fields property to the north.
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 High-Density Residential and Auto-Urban Residential 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. High-Density Residential designated areas are intended to,
“allow the highest density residential development at common densities between 15 and 26 units per acre. Areas appropriate for this designation include those located adjacent to areas of higher activity where there is a range of uses. High-Density Residential areas should be located adjacent or in close proximity to designated arterial or collector streets. New areas of high-density residential development should be located near mixed-use activity areas and corridors that accommodate multi-modal transportation. Lands designated as Urban Residential are generally appropriately zoned Medium Density Residential (R3), Multiple Family Residential (R-4), or Residential Office (RO).”
8. The subject property and adjacent properties immediately to the west and south within Latah County are currently designated as Agriculture/Forestry (AF).
9. Edington 1st Addition to the northeast is currently designated a combination of the Residential Office (RO) Zone and the Medium Density Residential (R-3) Zones. The West Palouse River Drive ball fields to the north is currently designated as Farm, Ranch and Open Space and the Schweitzer property to the east is designated as Motor Business (MB). Manufactured home parks and Idaho Transportation Department’s service yard on the south side of Palouse River Drive are zoned MB.
10. The subject property has access via Augustine Avenue which is designated as a collector street and will be constructed as part of Edington 1st Addition. Augustine will be constructed to a 34-foot paved width with two travel lanes, bike lanes on both sides, and no on-street parking. Curb, gutter, tree lawns, and sidewalks will also be constructed on both sides of the street.
11. The applicant conducted a neighborhood meeting with affected property owners within 600 feet of the subject property on May 19, 2022 to discuss the proposal.
12. 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 High-Density Residential and Auto-Urban Residential 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 High-Density Residential and Auto-Urban Residential 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 designation of High-Density Residential and Auto-Urban Residential 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 north, northeast, and east 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 High Density Residential and Auto-Urban Residential designations exist within the current City Limits boundary to the north, northeast, and east. The adjacent properties to the north and east are primarily a range of residential uses with some commercial uses.
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 direct access, via Augustine Ave which is a collector street, 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 have been transitioning into higher intensity commercial and residential uses. The Schweitzer Engineering Laboratories property to the east is 150 acres in size and was annexed into the City two years ago. The Comprehensive Plan Land Use Designation that was adopted for that property was the Auto-Urban Commercial designation. The proposed land use designations of High-Density Residential and Auto-Urban Residential provide for a logical transition from some the commercial uses that are expected to be developed in the area, as well as the existing Edington Subdivision.

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 request for the 13.75-acre property from the combination of the Auto-Urban Residential to the combination of the High-Density Residential and Auto-Urban Residential designations with no conditions.

PASSED BY THE PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW this ____ day of _____, 2022.

Robb Parish, Chair
Planning and Zoning Commission

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

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS REGARDING A REQUEST FOR THE REZONE OF A THIRTEEN POINT SEVEN FIVE (13.75) ACRE AREA OF LAND PROPOSED TO BE ANNEXED INTO THE CITY OF MOSCOW AND GENERALLY LOCATED SOUTHWEST OF THE WEST PALOUSE RIVER DRIVE BALL FIELDS PROPERTY AND SOUTHWEST OF THE UNIVERSITY OF IDAHO ARBORETUM FROM THE AGRICULTURE FORESTRY (AF) ZONE TO THE RESIDENTIAL OFFICE (RO) ZONE AND THE MEDIUM DENSITY RESIDENTIAL (R-3) ZONE.

WHEREAS, the applicant filed an application for Annexation, Comprehensive Plan Land Use Designation, and Rezone on July 8, 2022; and

WHEREAS, this matter came before the Moscow Planning and Zoning Commission during a duly noticed public hearing on August 10, 2022; 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 13.75-acre property proposed to be annexed into the City of Moscow and generally located southwest of the west Palouse River Drive Ball Fields property and southwest of the University of Idaho Arboretum.
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 currently contains a single-family dwelling and various outbuildings. The subject property is surrounded by primarily agricultural land to the west and south, and Edington 1st Addition Subdivision and the West Palouse River Drive ball fields property to the northeast. The South Fork of the Palouse River currently flows through the ball fields property to the north.
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 High-Density Residential and Auto-Urban Residential 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. High-Density Residential designated areas are intended to,

“allow the highest density residential development at common densities between 15 and 26 units per acre. Areas appropriate for this designation include those located adjacent to areas of higher activity where there is a range of uses. High-Density Residential areas should be located adjacent or in close proximity to designated arterial or collector streets. New areas of high-density residential development should be located near mixed-use activity areas and corridors that accommodate multi-modal transportation. Lands designated as Urban Residential are generally appropriately zoned Medium Density Residential (R3), Multiple Family Residential (R-4), or Residential Office (RO).”
8. The subject property and adjacent properties immediately to the west and south within Latah County are currently designated as Agriculture/Forestry (AF).
9. Edington 1st Addition to the northeast is currently designated a combination of the Residential Office (RO) Zone and the Medium Density Residential (R-3) Zones. The West Palouse River Drive ball fields to the north is currently designated as Farm, Ranch and Open Space and the Schweitzer property to the east is designated as Motor Business (MB). Manufactured home parks and Idaho Transportation Department’s service yard on the south side of Palouse River Drive are zoned MB.
10. The applicant is proposing to rezone the subject property from the Agriculture Forestry (AF) Zone to the Residential Office (RO) Zone and Medium Density Residential (R-3) Zone.
11. According to the City of Moscow Zoning Code, the RO Zone is a moderately intensive zone including both offices and high-density housing. It serves as a transitional Zoning District between residential Zoning Districts and commercial or industrial Zoning Districts.
12. The RO Zoning District is appropriately applied in the following circumstances:
 1. On the perimeter of commercial or industrial districts where they abut residential land uses;
 2. Where transportation network use is greater than desirable for lower density residential uses;
 3. Where landforms create sites which are reasonably accessible by transportation systems and which are buffered from nearby residential areas; and
 4. Where the development patterns in a neighborhood will allow development of moderate intensity to occur without producing adverse visual impact or harm to the transportation network.
13. Uses permitted within the RO Zone include single family dwellings, two family dwellings, multi-family dwellings, twinhomes, townhouses, market and community gardens, veterinary services,

professional offices, restaurants up to 1,500 sf in size, group and small child care facilities, community/neighborhood centers, health care services, public parks and recreation facilities, telecommunications services, personal care services, and bed and breakfast inns.

14. The Medium Density Residential (R-3) Zoning District provides for an increase over the density allowed by the R-2 zoning district by permitting different types of housing construction. It is appropriate where activity levels are moderate, terrain permits construction of somewhat larger structures, and where public systems and neighborhood facilities can accommodate a greater intensity of land use as guided by the Comprehensive Plan.
15. Uses permitted within the R-3 Zone include single-family dwellings, two family dwellings, twinhomes, townhouses, market and community gardens, group and small child care facilities, and public parks and recreation facilities.
16. The subject property has access via Augustine Avenue which is designated as a collector street and will be constructed as part of Edington 1st Addition. Augustine will be constructed to a 34-foot paved width with two travel lanes, bike lanes on both sides, and no on-street parking. Curb, gutter, tree lawns, and sidewalks will also be constructed on both sides of the street.
17. The applicant conducted a neighborhood meeting with affected property owners within 600 feet of the subject property on May 19, 2022 to discuss the proposed rezone.

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 High-Density Residential.
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 Residential Office (RO) Medium Density Residential (R-3) Zones provide for the transition of higher density residential in close proximity to Palouse River Drive and the City's Ball Fields property, to lower density towards the south of the property where there is more challenging topography. 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 along Palouse River Drive are a combination of residential uses of varying densities, as well as commercial uses.
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 Palouse River Drive and Augustine Avenue, which can

adequately serve any proposed development allowed in the RO or R-3 Zone. The subject property has 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 thirteen point seven five 13.75-acre property generally located southwest of the west Palouse River Drive Ball Fields property and southwest of the University of Idaho Arboretum from the Agriculture Forestry (AF) Zone to the Residential Office (RO) Zone and Medium Density Residential (R-3) Zone with no conditions.

PASSED BY THE PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW this
____ day of _____, 2022.

Robb Parish, Chair
Planning and Zoning Commission

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

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS

REASONED STATEMENT OF RELEVANT CRITERIA AND STANDARDS REGARDING A REQUEST FOR A PRELIMINARY SUBDIVISION PLAT OF A TEN POINT FIVE (10.5) ACRE AREA OF LAND GENERALLY LOCATED SOUTHWEST OF THE WEST PALOUSE RIVER DRIVE BALL FIELDS PROPERTY AND SOUTHWEST OF THE UNIVERSITY OF IDAHO ARBORETUM, KNOWN AS EDINGTON ESTATES ADDITION TO THE CITY OF MOSCOW, IDAHO.

WHEREAS, the applicant filed an application for a Preliminary Subdivision Plat on July 8, 2022; and

WHEREAS, this matter came before the Moscow Planning and Zoning Commission during a duly noticed public hearing on August 10, 2022; 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 ten-point five (10.5) acre area of land generally located southwest of the west Palouse River Drive Ball Fields property and southwest of the University of Idaho Arboretum.
3. The subject property currently contains a single-family dwelling and various outbuildings. The subject property is surrounded by primarily agricultural land to the west and south, and Edington 1st Addition Subdivision and the West Palouse River Drive ball fields property to the northeast. The South Fork of the Palouse River currently flows through the ball fields property to the north.
4. Within the 2019 Moscow Comprehensive Plan, the subject property is currently designated as Auto-Urban Residential which is proposed to be retained for this subdivision.
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. The subject property and adjacent properties immediately to the west and south within Latah County are currently designated as Agriculture/Forestry (AF).
7. Edington 1st Addition to the northeast is currently designated a combination of the Residential Office (RO) Zone and the Medium Density Residential (R-3) Zones. The West Palouse River Drive ball fields to the north is currently designated as Farm, Ranch and Open Space and the Schweitzer property to the east is designated as Motor Business (MB). Manufactured home parks and Idaho Transportation Department’s service yard on the south side of Palouse River Drive are zoned MB.
8. The applicant is concurrently proposing to rezone the subject property from the Agriculture Forestry (AF) Zone to the Medium Density Residential (R-3) Zone.
9. The Medium Density Residential (R-3) Zoning District provides for an increase over the density allowed by the R-2 zoning district by permitting different types of housing construction. It is appropriate where activity levels are moderate, terrain permits construction of somewhat larger structures, and where public systems and neighborhood facilities can accommodate a greater intensity of land use as guided by the Comprehensive Plan.
10. Uses permitted within the R-3 Zone include single-family dwellings, two family dwellings, twinhomes, townhouses, market and community gardens, group and small child care facilities, and public parks and recreation facilities.
11. The applicant is proposing to subdivide the 10.5-acre area into 9 lots ranging from 0.73 acres to 1.57 acres in size, referred to as Edington Estates Subdivision.
12. All of the proposed lots are within the Medium Density Residential (R-3) Zone and meet the minimum lot size and width requirements.
13. The minimum lot size for detached single family lots within the R-3 Zone is 6,000 sf and townhouse lots require 2,000 square feet. The minimum lot width for detached single family lots within the R-3 Zone is 60 feet (50 feet for lots with alley access). The minimum townhouse lot width is 20 feet for the R-3 Zone.
14. The subject property has access via Augustine Avenue which is designated as a collector street and will be constructed as part of Edington 1st Addition. Augustine will be constructed to a 34-foot paved width with two travel lanes, bike lanes on both sides, and no on-street parking. Curb, gutter, tree lawns, and sidewalks will also be constructed on both sides of the street.
15. A private street is proposed to connect to Augustine Avenue and serve the nine lots. The applicant has concurrently applied for a Planned Unit Development in order to accommodate the private street through the subdivision. The private street will meet the City’s private street standard which includes a 20-foot-wide paved surface, curbing, and a sidewalk on the north side of the street. The applicant is proposing that the private street terminate with a hammerhead turnaround which will meet fire code requirements.
16. Water mains will be extended throughout the subdivision from the mains within the intersection of Augustine Avenue and Edington Avenue. 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.

17. Sanitary sewer is proposed to be extended throughout the subdivision along the private street alignment and eventually connect to a main within Edington Avenue.
18. Storm sewer will be piped and directed to a stormwater detention pond located near the intersection of Augustine Avenue and Edington Avenue. 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. The stormwater is then conveyed from the detention facilities to the South Fork of the Palouse River.
19. The proposed subdivision falls under the requirements of the parkland dedication codes of the City. There is 9.79 acres of net developable area of platted R-3 Zoned property, which requires a 7% dedication. The total parkland dedication for the proposed subdivision is 0.69 acres. The applicant has submitted a letter proposing to defer the parkland dedication to a later phase, which was reviewed by the Parks and Recreation Commission. The Commission recommended approval of deferring the parkland dedication during their July 28, 2022 regular meeting.
20. The applicant conducted a neighborhood meeting with affected property owners within 600 ft. of the subject property on May 19, 2022 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 Medium Density Residential (R-3) Zoning District, including lot area, dimensions and other relevant provisions. The proposed preliminary plat is also in conformance with the general requirements of the Moscow Subdivision Ordinance including, but not limited to, the provision of the logical and orderly connection to the City's street network, public utilities, and the provision of public parkland.
2. **The proposed subdivision is in general conformance with the Comprehensive Plan.** The proposed preliminary plat is consistent with the City of Moscow Comprehensive Plan and provides for the logical and orderly development and extension of the City's street system. The proposed lots sizes and densities are consistent with the proposed Comprehensive Plan Land Use designation of Auto-Urban Residential.
3. **Public Services and utilities are available or can be made available and are adequate to accommodate the proposed subdivision.** The subject property has direct access to Augustine Avenue which is a collector street. Water and Sewer connections are readily available in the area and are proposed to be extended through the subdivision. 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 ten-point five (10.5) acre area of land generally located southwest of the west Palouse River Drive Ball Fields property and southwest of the University of Idaho Arboretum with no conditions.

PASSED BY THE PLANNING AND ZONING COMMISSION OF THE CITY OF MOSCOW this
____ day of _____, 2022.

Robb Parish, Chair
Planning and Zoning Commission